

9/4/2025 Executive Committee Meeting

Written Public Comment Submissions

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Donna Popich

Dear Esteemed Sound Transit Board Members,

There is an **inverse** relationship between your constituents' growing awareness of what Sound Transit has been up to these past 10 years and their support for the West Seattle Link Extension.

The Doable Solution: Do Not Build WSLE:

You can save face, save 9 billion dollars, get the East Link up-and-running (hopefully), finish the North/South spine, and quell the public anger that has brewed over your lack of transparency; their awareness of the lack of feasibility, environmental, and financial studies; delays; mistakes; and cost overruns of these Sound Transit megaprojects.

Thank you for your attention.

donna popich

35-Year West Seattle Resident

Lori Tyler

To The Sound Transit Board Members,

I am writing to you regarding the West Seattle light rail project.

I am very dismayed at how the project is being managed. The cost overruns are unbelievably high and I'm sure the budget amount will only increase as time goes on.

We Americans are a car obsessed culture. Even when I worked in downtown Seattle the amount of people who drove to work was surprising. They didn't care about the cost of gas, wear and tear on their cars, and paying for parking. Public transportation was an inconvenience.

I hope this project gets scrapped before the budget gets more out of control than it already is.

Sincerely,

Lori Tyler

41 Year Resident Of West Seattle

Matt Bailey

Hello,

I'm a transit rider that lives in Seattle and I'm eager for Line 2 to open in Seattle. It's an essential part of our transportation infrastructure. Given my excitement, I hope that the Judkins Park stations opens soon.

I'm writing because I'm alarmed about recent statements by Dow Constantine and Bruce Harrell. Their statements have raised concerns that Line 2's connection across Lake Washington will be delayed further and further. Just this week, Mayor Harrell said he wouldn't promise that it would open for the World Cup. That's mid 2026! This part of Line 2 was supposed to open in 2020. These delays have bewildered many of us.

Can you kindly provide some information on why the Lake Washington crossing keeps getting pushed further and further back? Also, can you comment on why an opening date cannot be estimated at this time? Is it due to additional issues with the construction? Why hasn't an electrified train run across the bridge yet? Transparency with the public would be greatly appreciated, as the endless delays have many of us deeply concerned that the bridge will not open anytime soon.

Thanks for your work with Sound Transit and for sharing updates on this important project!

Best,

Matt Bailey

*Eason Wong – Central Puget Sound Youth Transportation
Alliance*

Dear Sound Transit Executive Committee Members,

My name is Eason Wang, Co-Founder of the Central Puget Sound Youth Transportation Alliance. I want to provide some detail on the technical side of CSYTA's South Sound Bus Connections proposal.

Today, the Pierce Transit–operated Sound Transit Express routes — 560, 574, 577, 578, 580, 586, 590, 592, 594, 595, and 596 — collectively use about **740–750 weekday service hours**, split between roughly **250 peak** and **490 off-peak**. Under our proposal, total service hours would remain **about the same**. The difference is how those hours are used.

For example, many peak trips already send coaches to Seattle, but those buses return empty in deadhead moves. That means Sound Transit is already paying for hours that riders cannot use. By **converting those deadheads into revenue trips**, we can add rider capacity without additional operating cost. Routes 592 and 595, in particular, could run about ten trips per direction through to Seattle, **in addition to all-day** service between DuPont/Gig Harbor and Federal Way, respectively. This change improves capacity in both peak and reverse-peak directions, while keeping service hours neutral.

Other parts of the plan rebalance existing hours. Route 586 is retired, and Route 594's all-day pattern is consolidated into expanded 592 and 595 service, which connect at Federal Way but still provide peak coverage. **Route 584, the "Daytime Sounder,"** fills the mid-day gap between Tacoma and South King stations, reusing hours freed from duplicative express service.

At the local level, Route 580 can be rerouted to better serve South Hill neighborhoods and complement the Runner in Puyallup. Route 596 can play a similar role for Bonney Lake while continuing to meet Sounder. These changes let existing routes provide more useful local connections without adding new hours.

Altogether, this approach uses the same pool of service hours already available to Pierce Transit and Sound Transit. By repurposing deadheads and reallocating resources, it creates more capacity where it is needed most, especially on the I-5 corridor, while maintaining balance between peak and off-peak service.

Thank you for your time.

Eason Wang

Co-Founder & Chief Financial Advisor

Day-Z Gould-Wong

Name: Day-Z Gould-Wong

Item: Enterprise Initiative

Do not let value engineering harm projects + Suggestions for saving costs

Sound Transit is facing another realignment and that is what Enterprise Initiative is for. There are two ST3 projects that absolutely **must not** be compromised by excessive value engineering, that being Tacoma Dome Link Extension, and **ESPECIALLY** Ballard Link Extension. The timelines for these projects will inevitably be pushed back, it is likely all projects will be pushed back to save costs and adjust for inflation. Enterprise Initiative does not solely address timelines however. Value engineering can ruin great projects.

The city of Seattle, and the entire Seattle metro area **requires** a Ballard Link Extension station at Jackson Street, for example. The Sound Transit Board **MUST SPARE NO EXPENSE** on Ballard Link Extension. Take the value engineering elsewhere, BLE **must not** be harmed by it. If necessary, BLE could be split into two phases in order to deliver a Jackson Street station, but the first phase must reach Smith Cove as it is near a major cruise terminal.

But Tacoma Dome Link Extension must remain in a single phase. TDLE is coming along very well at this time, I don't expect infrastructure downgrades (value engineering) from Enterprise Initiative to harm it, but for TDLE it is the *project timeline* that must be preserved as much as possible. The people of Pierce County feel burdened by Sound Transit, so Sound Transit must deliver this *quality and essential connection on-time*.

West Seattle Link Extension is facing huge cost overruns, and the plan from the board seems to be "full steam ahead, pray the cost goes down". WSLE is the perfect candidate for Enterprise Initiative and for realignment. The board **must** sacrifice WSLE's project timeline by pushing it back several years in order to **lift up** Ballard Link Extension and keep Tacoma Dome Link Extension on track.

Everett Link Extension is already being phased for costs. Snohomish County currently has Link Light Rail service, so in order to deliver Tacoma Dome Link Extension on time and in a single phase, the board should consider adding a third phase to Everett Link Extension, the three phases should be: **Lynnwood to Mariner, Mariner to Evergreen, and Evergreen to Everett.**

The board should do a lot more than look at ST3 projects and cut the scope or sacrifice timelines, and **Enterprise Initiative actually does a good job pointing this out**. I shouldn't have to make many suggestions, but I must suggest the agency takes a look at keeping construction going project-to-project to save costs from constantly starting and stopping construction, and to look at doing more things in-house.

Thank you.

Marilyn Kennell

Replace the West Seattle Link with an enhanced Stride system

Don't build additional downtown tunnels

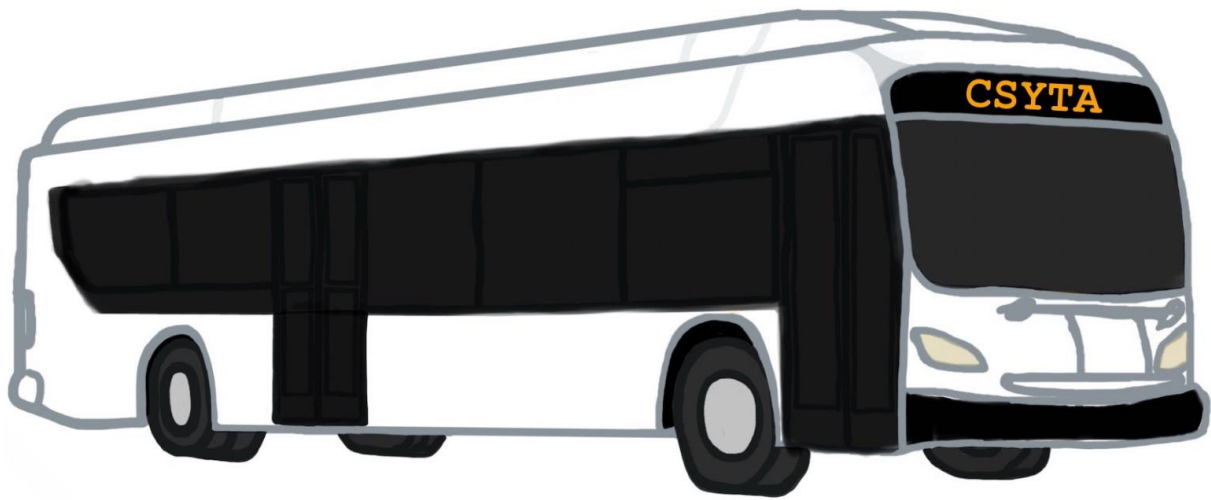
Find low hang fruit for cost reductions

Remove Captain Kirk from the Enterprise crew; Sound Transit sends to lots of money Transportation Choices Coalition

Jan Roberts

Eliminate this \$7 billion and counting, project. Instead provide a STRIDE system on that corridor, based on an enhanced METRO Rapid Lines C and H and route 56.

Jan Roberts



Sound Transit Express Service Change Proposal

Prepared by the Central Puget Sound Youth
Transportation Alliance (CSYTA)



This document presents CSYTA's proposed changes to Sound Transit's South Sound express bus network to better integrate with Link light rail expansion, improve regional connectivity, and streamline service. Each route's proposal includes a map, brief summary, and — where relevant — a detailed explanation and ridership justification. The goal is to enhance mobility, reduce redundancy, and prepare for future STRIDE BRT and Link services.

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Proposed routes:

- 560 Bellevue–SeaTac–Lakewood
- 574 Tacoma–SeaTac Express
- N574 Lakewood-Tacoma-SeaTac night bus
- 577 Federal Way–Downtown Seattle (Peak)
- 578 Federal Way–Puyallup–Sumner
- 580 South Hill–Puyallup Station (Peak)
- 584 Puyallup-Kent–Burien–White Center (Daytime Sounder)
- 590 Tacoma–Federal Way (Peak)
- 592 DuPont–Tacoma-Federal Way (All Day)
- 595 Gig Harbor–Tacoma-Federal Way (All Day)
- 596 Bonney Lake–Tacoma / Pt. Defiance test trips

Retired routes:

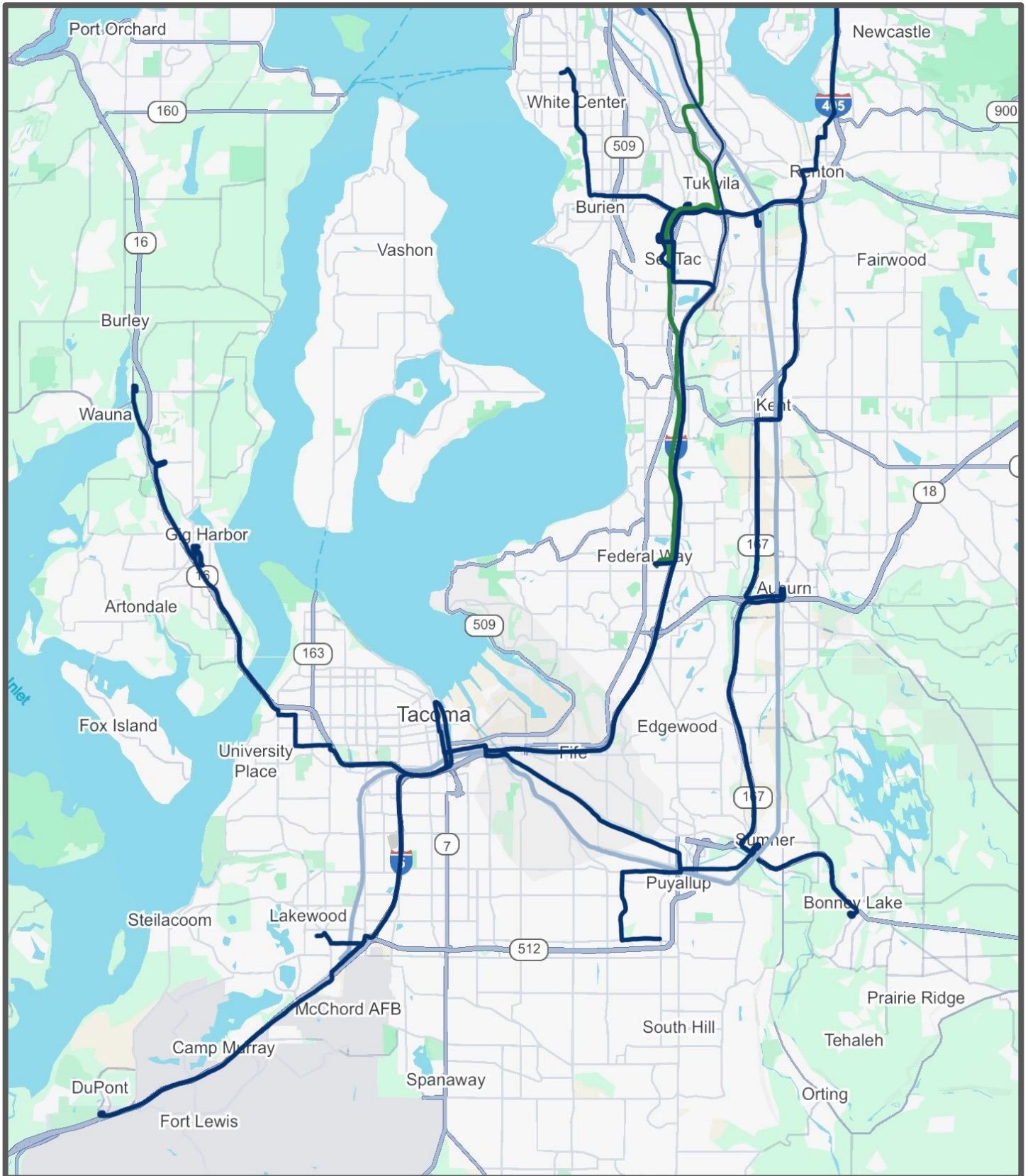
- 594 Lakewood-Tacoma-Seattle (Midday, Reverse-Peak, Weekends)

New routes (or old routes with significant change):

- 574 Tacoma–SeaTac Express
- N574 Lakewood-Tacoma-SeaTac night bus
- 584 Puyallup-Kent–Burien–White Center (Daytime Sounder)
- 596 Bonney Lake–Tacoma / Pt. Defiance test trips



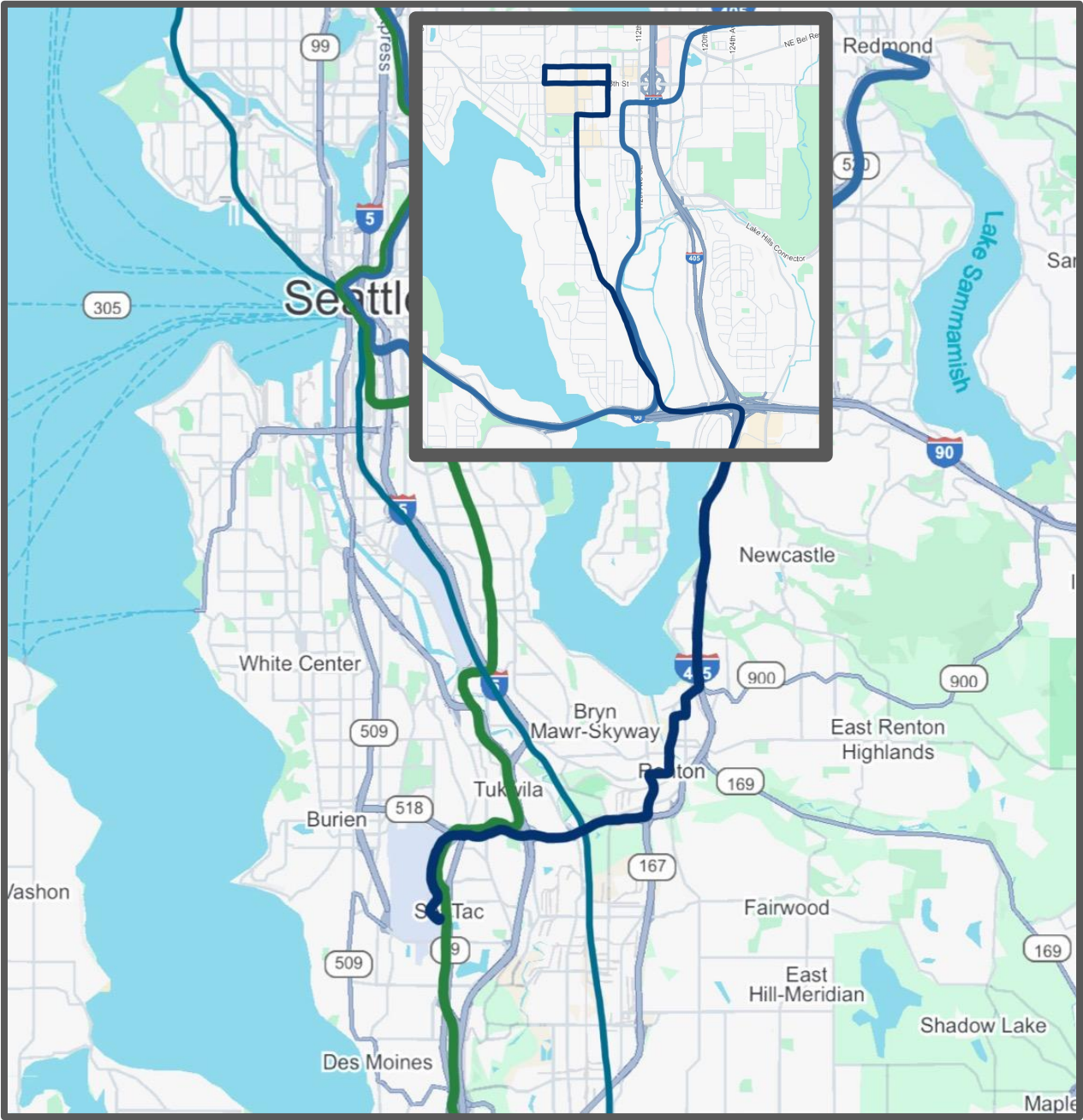
CSYTA's Proposed System Map



ST Express 560

SeaTac Airport to Bellevue

REVISED



How often would this bus run?

Frequency (minutes)

	Peak	Midday	Evening	Hours of Service
Weekdays	30	30	30	4:30 AM - 12:30 AM
Weekends	30	30	60	5:00 AM - 12:00 AM

Map imagery © Google Earth. Prepared by the Central Puget Sound Youth Transportation Alliance (CSYTA) for advocacy purposes only.

Brief Summary:

With Link light rail now reaching Federal Way, Route 560 will connect Bellevue to SeaTac Airport via Renton and Bellevue Way, serving South Bellevue Station, Bellevue Square, and a downtown Bellevue hotel loop before continuing south via Route 574 to Lakewood. This provides a fast, direct connection around the Link system until STRIDE S1 begins service, while also improving access to key Eastside destinations and better distributing passenger loads.

Detailed Explanation:

Route 560 currently connects Bellevue, Renton, SeaTac Airport, Burien, and West Seattle, serving as a key Eastside–Airport link. With Link light rail now extended to Federal Way and East Link approaching completion, regional travel patterns are shifting. Today, many passengers traveling between Bellevue and SeaTac Airport prefer Route 560 because the current Link network requires a transfer. Once East Link opens, some riders may shift to Link for its direct connection to Downtown Bellevue, despite a longer travel time to the airport.

This proposal would restructure Route 560 to operate between Bellevue and SeaTac Airport via Renton and Bellevue Way, replacing the I-405 routing north of Renton. Following the 550's path along Bellevue Way allows the route to serve South Bellevue Station, Bellevue Square, and the downtown core before looping via 108th Ave NE, NE 8th St, 100th Ave NE, and NE 10th St. This loop directly serves major hotels such as the Courtyard by Marriott, Hyatt Regency, and Hilton Garden Inn, positioning the 560 as a visitor-friendly airport connection. By bringing airport buses into Bellevue's hotel district and 2 Line corridor, the route better distributes passenger loads across multiple Eastside access points instead of concentrating them on the I-405 segment.

From SeaTac Airport southward, the 560 would be through-routed with Route 574 to Lakewood via Federal Way and Tacoma Dome Station, creating a one-seat ride from Bellevue to Tacoma and Lakewood without traveling through Downtown Seattle. This alignment links East Link at Bellevue, the 1 Line at SeaTac Airport, and Sounder commuter rail at Tacoma Dome Station, improving north–south connectivity and regional

integration.

The current U-shaped routing between West Seattle and Bellevue adds substantial out-of-direction travel, making the trip uncompetitive compared to other options. Riders traveling between Bellevue and West Seattle will have a faster and more direct connection by using the 2 Line to Downtown Bellevue and transferring to RapidRide H or other frequent services. Other proposed services will continue to provide West Seattle and Burien connections, eliminating the need for 560 to cover this segment.

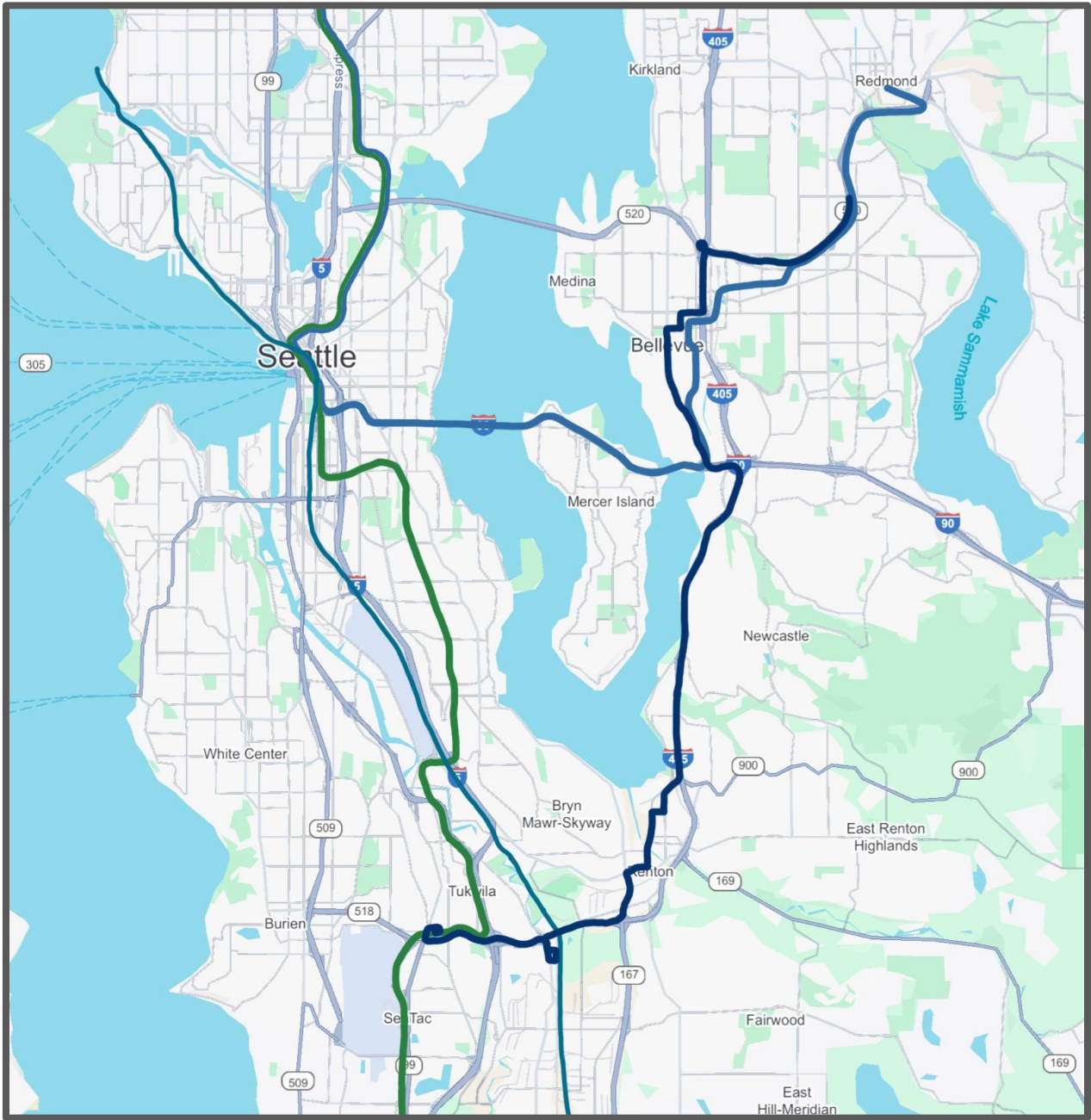
To preserve reliability during heavy peak-period traffic, Route 560 and Route 574 would operate independently instead of through-running. This prevents congestion on one segment from causing delays on the other, protecting schedule consistency. Outside of peak congestion, through-running would maximize coverage and convenience for riders making longer trips.

Operationally, the interlining reduces layover duplication at SeaTac Airport, optimizes service hours, and expands the route's role beyond airport trips. It advances regional mobility goals by improving access between major population centers, visitor destinations, and transfer points, while ensuring resources are directed toward services that complement—not duplicate—Link light rail.

ST Express 566

Tukwila to Overlake

REVISED



How often would this bus run?

Frequency (minutes)

	Peak	Midday	Evening	Hours of Service
Weekdays	30	-	-	4:30 AM - 11:00 AM, 1:30 PM - 8:00 PM

Brief Summary:

Route 566 would operate between Bellevue, Renton, Tukwila Sounder Station, and Tukwila International Blvd Link Station, with a possible extension to Burien Transit Center. This alignment strengthens connections between the Eastside and south King County while integrating better with the Link light rail and Sounder networks. Riders traveling to Kent or Auburn could transfer to Sounder for faster peak-hour trips, or use 566 for a direct, lower-cost option.

Detailed Explanation:

Currently, Route 566 connects Overlake, Bellevue, Renton, and Auburn, overlapping significantly with other express routes and light rail connections. In 2024, the route averaged about 558 boardings per day, or roughly 22 passengers per trip—moderate ridership compared to other ST Express routes, but not high enough to justify keeping its current traffic-prone alignment, especially since many riders already end their trips in Renton. With the opening of East Link, the need for 566 to serve Overlake directly becomes less critical, as the 2 Line will provide a faster, all-day connection to Bellevue and Seattle.

Under this proposal, Route 566 would operate between Bellevue, Renton, Tukwila Sounder Station, and Tukwila International Blvd Link Station. This alignment would give riders from the Eastside and Renton more direct access to both the Sounder South Line and the Link 1 Line without traveling through congested downtown Seattle. Passengers bound for Kent or Auburn could use the 2 Line and Sounder, or transfer at Tukwila Station. By aligning with major Link and Sounder transfer points, 566 would “tie the system together,” enhancing the regional network.

A possible extension to Burien Transit Center could also be considered, improving east–west mobility in south King County and creating a direct connection between Burien and the Eastside. This would enhance access to SeaTac Airport via Link and provide new travel options for riders currently making multiple transfers.

It should be noted that Route 566 in this form would be somewhat duplicative of Route

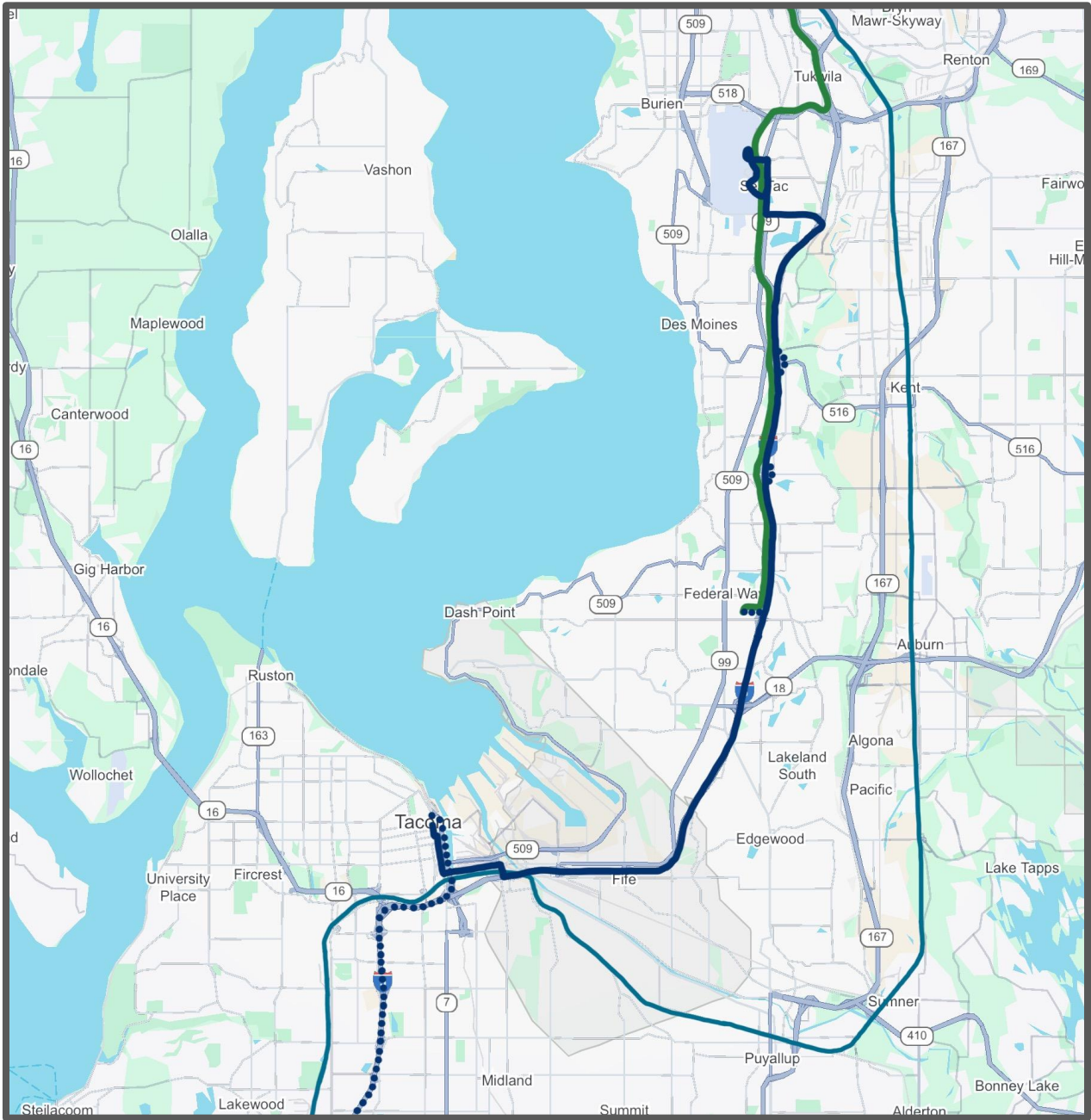
560 and other proposed new services, particularly between Bellevue, Tukwila, and Burien. However, it would also offer unique connections not covered by other routes, such as a direct Bellevue–Sounder South link and potential service to Burien. Maintaining this route could be justified for network integration, redundancy for reliability, and expanded travel options.

Operationally, this configuration shortens the route’s southern travel distance compared to the current Auburn terminus, improving schedule reliability while preserving strong north–south and east–west connections. It also positions the route to serve as a flexible, cross-regional link until additional Link and STRIDE services are in place.

ST Express 574

Tacoma to SeaTac Airport

REVISED



How often would this bus run?

Frequency (minutes)

	Peak	Midday	Evening	Hours of Service
Weekdays	30	30	30-60	5:00 AM - 12:00 AM
Weekends	30	30	30-60	5:00 AM - 12:00 AM

Map imagery © Google Earth. Prepared by the Central Puget Sound Youth Transportation Alliance (CSYTA) for advocacy purposes only.

Brief Summary:

With Link light rail now reaching Federal Way, Route 560 will connect Bellevue to SeaTac Airport and then continue south via Route 574 to Lakewood. This provides a fast, direct connection around the Link system until STRIDE S1 begins service.

Detailed Explanation:

Route 574 currently operates between Lakewood TC, Tacoma, Federal Way, and SeaTac Airport. Under this proposal, the route would be streamlined to operate as a Tacoma–SeaTac Airport express, focusing on fast, direct service along I-5 with no intermediate stops except at major hubs.

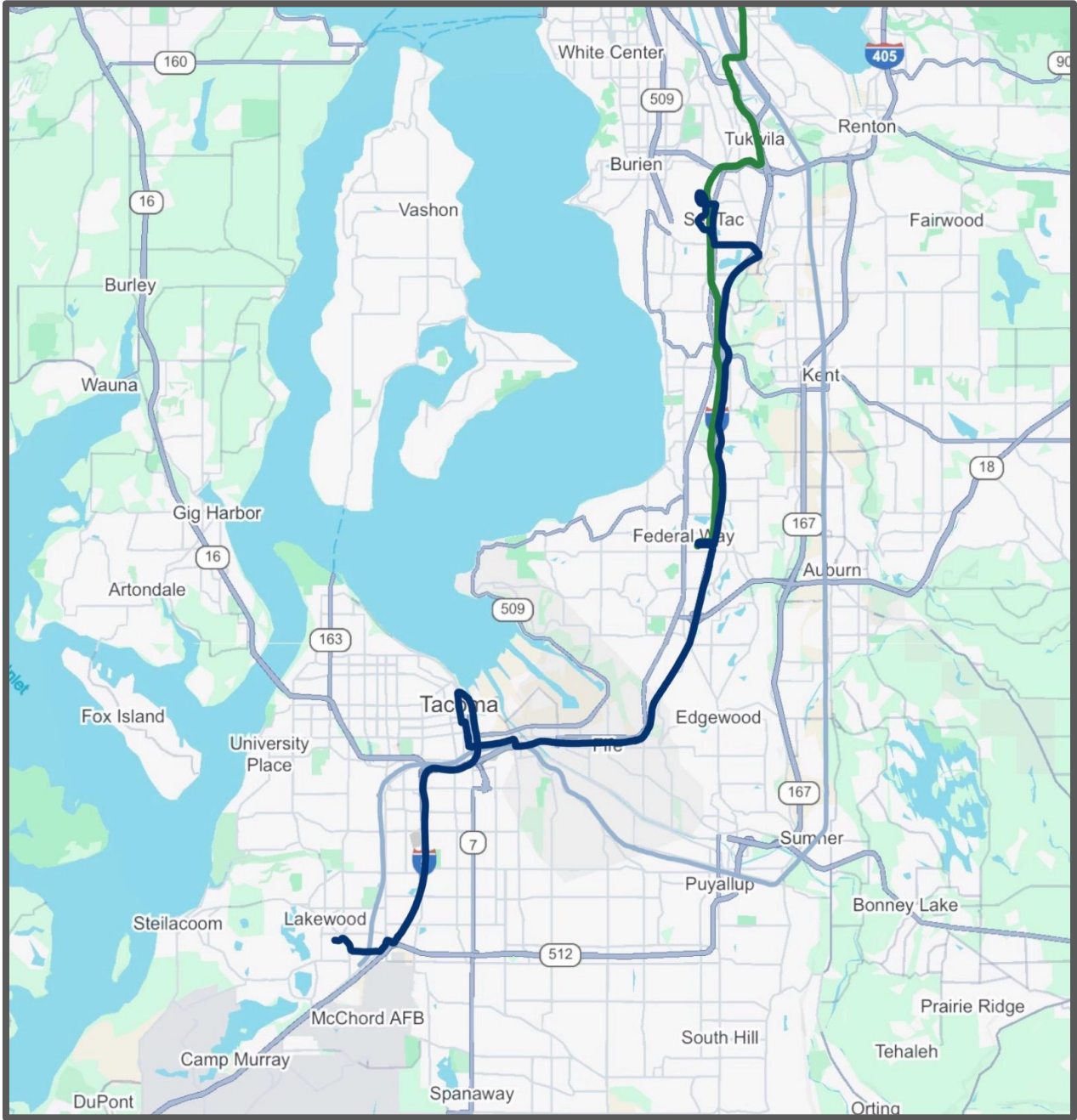
The segment between Tacoma and Lakewood would be discontinued. This change is supported by the introduction of new all-day Route 592 service, which will provide faster trips between Lakewood and Seattle, since 592 will not enter Downtown Tacoma, which slows down the current 594. Additionally, Lakewood Transit Center is already connected by Pierce Transit Routes 3 and 4, preserving local connectivity from SR-512 P&R.

Route 574 would start by serving Downtown Tacoma, maintaining strong connections to the Pierce Transit network and providing airport access for riders from across the county. Between Tacoma and SeaTac Airport, the route would operate non-stop along I-5, with no intermediate stops in Federal Way unless specifically retained for network connectivity. Federal Way is not a required stop under this plan, as the 1 Line now provides high-frequency light rail service between Federal Way and the airport, duplicating the role the 574 would otherwise play in that segment.

By removing closely spaced stops along I-5 and eliminating the Lakewood segment, the reconfigured Route 574 would deliver faster travel times, improved reliability, and a clearer role within the Sound Transit Express network. It would function as a true express service between Pierce County's largest city and the region's primary airport, while complementing Link light rail and other ST Express routes instead of duplicating them.

ST Express N574 (Night Service)
Lakewood to SeaTac Airport

NEW



How often would this bus run?

Frequency (minutes)

	Peak	Midday	Evening	Hours of Service
Weekdays	-	-	30-60	12:00 AM - 5:00 AM
Weekends	-	-	30-60	12:00 AM - 5:00 AM

Map imagery © Google Earth. Prepared by the Central Puget Sound Youth Transportation Alliance (CSYTA) for advocacy purposes only.

ST Express N574 (Night Service)

NEW

Lakewood to SeaTac Airport

Brief Summary:

N574 will operate overnight between Lakewood Transit Center and SeaTac Airport via Downtown Tacoma and all existing freeway stops, preserving 24-hour regional connectivity when other express services are not running.

Detailed Explanation:

While the daytime Route 574 will focus on fast, express travel between Tacoma and SeaTac Airport, the overnight N574 will maintain all-day (and night) service coverage along the current Lakewood–Tacoma–SeaTac alignment.

Operating daily between approximately 12:00 AM and 5:00 AM, N574 will serve Lakewood TC, SR-512 P&R, Downtown Tacoma, and all intermediate freeway stops to SeaTac Airport. This ensures that passengers traveling late at night—whether for early-morning flights, late work shifts, or other essential trips—retain direct access to the airport and key regional hubs.

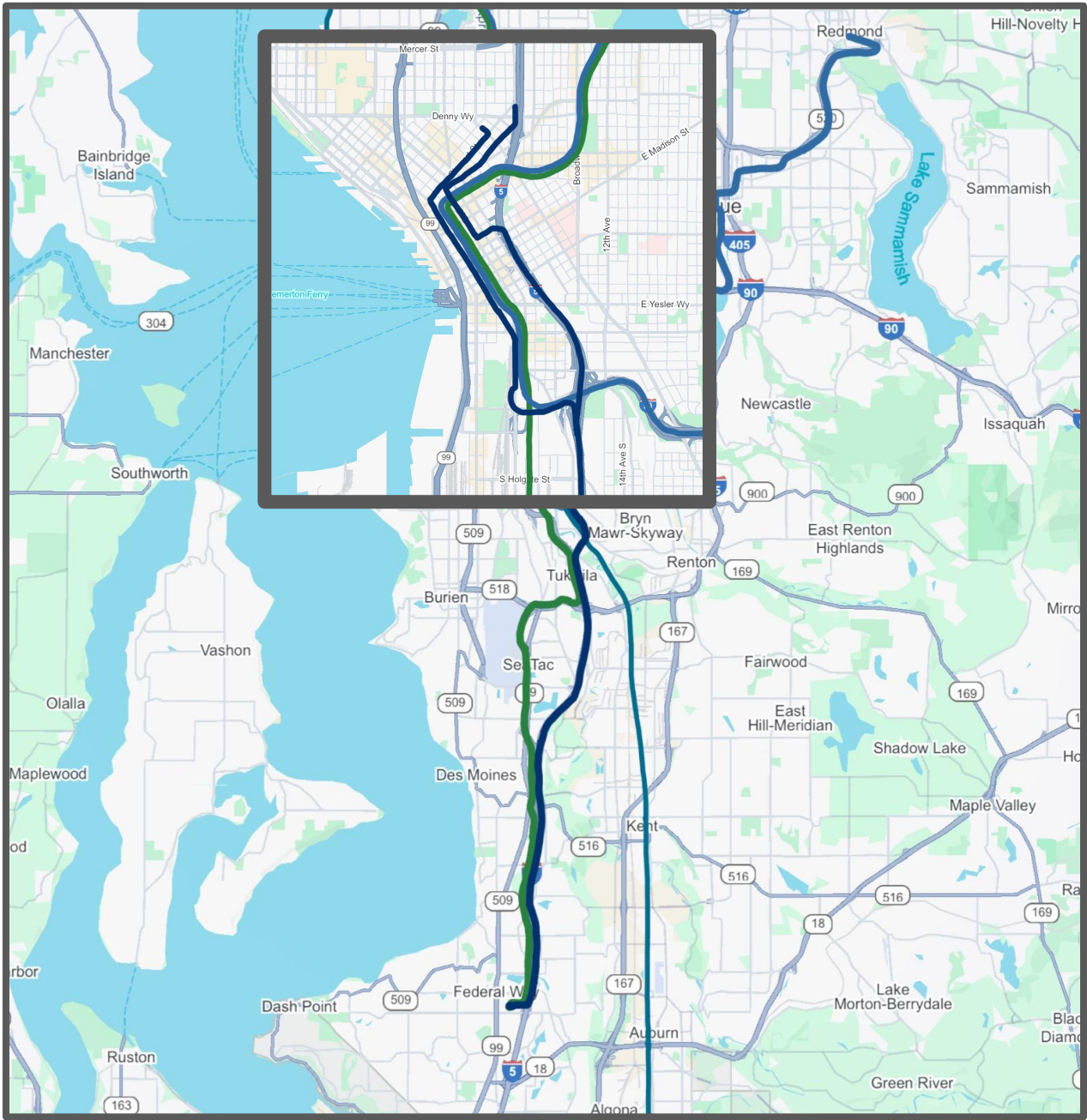
N574 will be particularly valuable for airport workers, hospitality employees, and other late-night travelers in Pierce County, filling the service gap left by the suspension of most ST Express and Sounder routes overnight.

By branding the route as N574, riders can easily distinguish it from the daytime Tacoma–SeaTac express, while still benefiting from familiar routing and stop locations. The service will complement the 1 Line's hours and provide crucial coverage when Link is not running, maintaining Sound Transit's commitment to regional mobility 24 hours a day.

ST Express 577

Federal Way to Seattle

EXISTING



How often would this bus run?

Frequency (minutes)

	Peak	Midday	Evening	Hours of Service
Weekdays	10-20	-	-	5:30 AM - 9:00 AM, 3:30 PM - 6:30 PM

Brief Summary:

Route 577 would operate during weekday peak periods between Federal Way and Downtown Seattle, following its former alignment. Service would run every 10–20 minutes from 5:30–9:00 AM and 3:30–6:30 PM. This route would complement Federal Way Link service in the same way Route 515 supports Link in the north, providing additional capacity during peak demand and offering a faster, one-seat ride for commuters.

Detailed Explanation:

With the extension of the 1 Line to Federal Way, most Seattle-bound riders from South King County will connect to Link at Federal Way or other stations. However, peak-hour demand may exceed Link's capacity once the extension is fully operational. Route 577 would provide an express, one-seat ride between Federal Way and Downtown Seattle during peak periods, helping to absorb passenger loads and give commuters an alternative to crowded trains.

This approach mirrors Route 515 in the north, which operates alongside Link to provide additional peak capacity and faster travel times for riders making longer trips. By targeting its operation to peak hours only, Route 577 focuses on the highest-demand travel periods without duplicating all-day Link service.

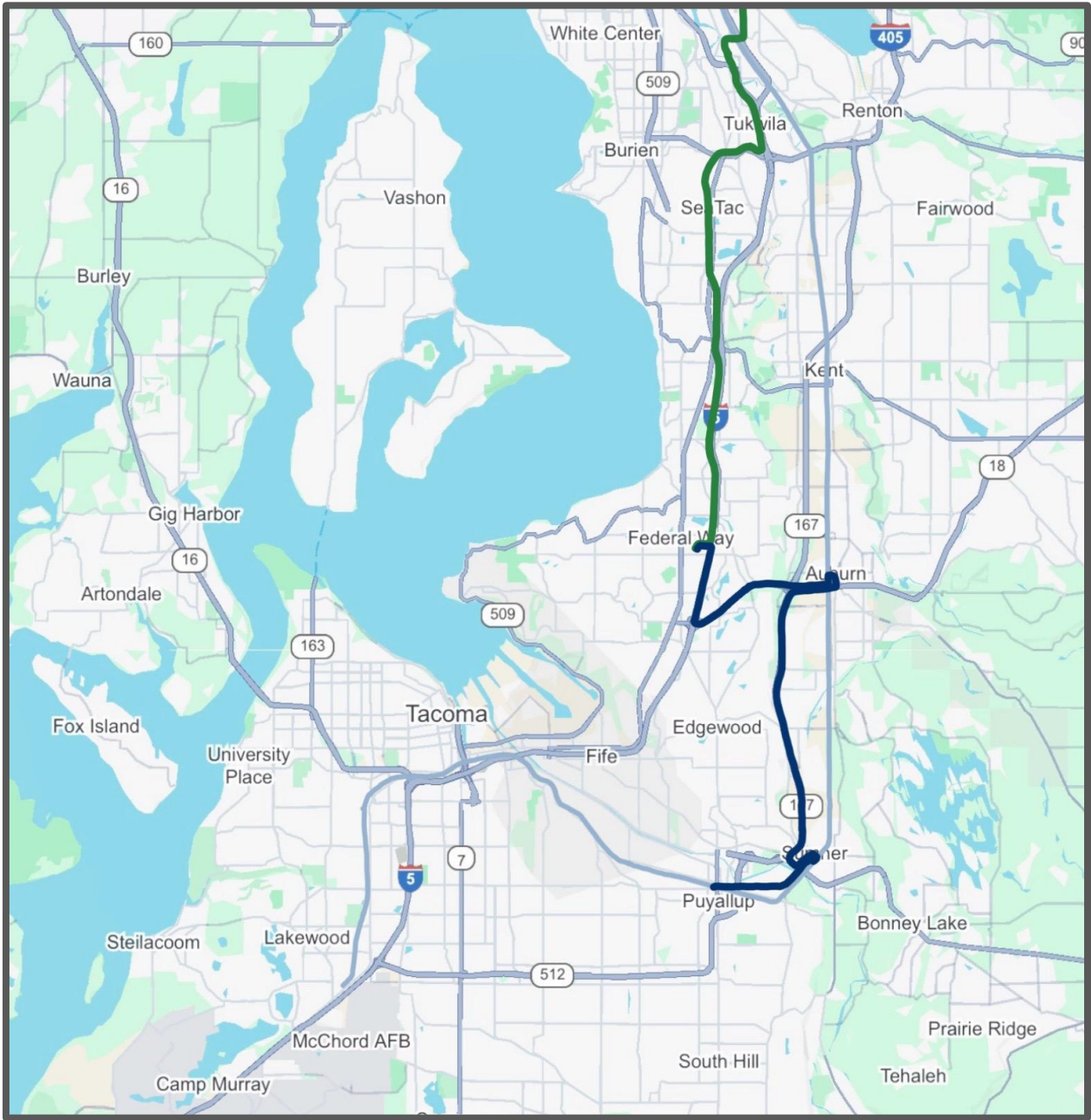
Service would follow the current 577 alignment, operating from 5:30–9:00 AM toward Seattle and 3:30–6:30 PM toward Federal Way, with departures every 10–20 minutes. Riders would benefit from reduced travel times compared to transferring to Link, while those using Link would experience less crowding at Federal Way and other high-volume stations.

This route is subject to ongoing evaluation based on Link ridership patterns after the extension opens. If train capacity proves sufficient during peak periods, resources currently dedicated to 577 could be reallocated to other corridors. However, maintaining a peak-period express option at launch provides flexibility, enhances passenger comfort, and ensures the network can meet early demand surges.

ST Express 578

REVISED

Puyallup to Federal Way



How often would this bus run?

Frequency (minutes)

	Peak	Midday	Evening	Hours of Service
Weekdays	20	20-30	30	7:00 AM - 12:30 AM
Weekends	30	30	60	6:00 AM - 12:00 AM

Map imagery © Google Earth. Prepared by the Central Puget Sound Youth Transportation Alliance (CSYTA) for advocacy purposes only.

Brief Summary:

Route 578 would operate between Puyallup, Sumner, Auburn, Kent, and Federal Way, ending at Federal Way Transit Center instead of continuing to Downtown Seattle. Riders heading to Seattle could transfer to frequent 1 Line light rail service, which offers competitive travel times and avoids I-5 congestion. The route would operate every 30 minutes all day, improving consistency and reliability.

Detailed Explanation:

Route 578 currently operates between Puyallup, Sumner, Auburn, Kent, and Downtown Seattle via Federal Way Transit Center. With Link light rail now extended to Federal Way, the final segment between Federal Way and Downtown Seattle duplicates the 1 Line and is subject to severe traffic delays along I-5. Removing this segment and terminating the route at Federal Way would streamline operations, reduce travel time variability, and improve schedule reliability.

Passengers traveling to Downtown Seattle from points south would transfer to Link at Federal Way, gaining access to frequent service every 8–10 minutes during peak hours and every 10–15 minutes off-peak. The tunneled alignment through Downtown Seattle bypasses surface congestion, often providing a more predictable trip than current I-5 bus service.

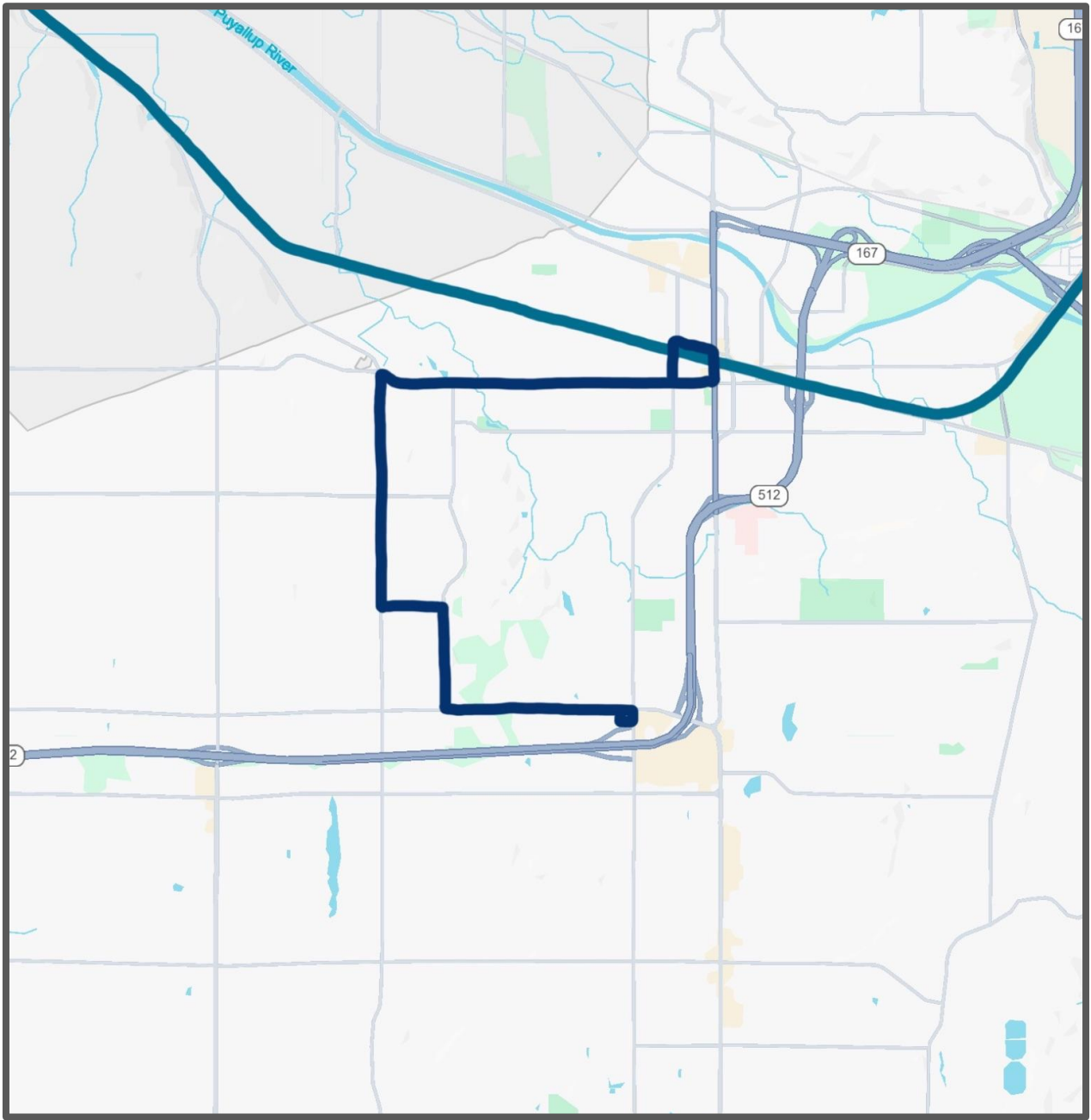
The revised routing would maintain existing service levels south of Federal Way while reallocating saved service hours to provide all-day 30-minute headways and longer service hours. This frequency ensures that riders in Puyallup, Sumner, Auburn, and Kent have consistent connections to the light rail network throughout the day, supporting both commuter and off-peak travel demand.

Operationally, this change simplifies scheduling and reduces exposure to freeway congestion delays, allowing for better on-time performance. It also supports Sound Transit's goal of integrating ST Express routes with Link light rail, using buses to provide strong regional feeder service rather than duplicating rail corridors.

ST Express 580

South Hill to Puyallup

REVISED



How often would this bus run?

Frequency (minutes)

	Peak	Midday	Evening	Hours of Service
Weekdays	30	-	-	5:30 AM - 7:00 AM, 3:15 PM - 6:30 PM

Brief Summary:

Route 580 would operate as a peak-only shuttle between South Hill P&R and Puyallup Station, connecting to Sounder commuter rail. The route would run every 30 minutes from 5:30–7:00 AM toward Puyallup and from 3:15–6:30 PM toward South Hill. Service would follow Pioneer Ave, Woodland Ave, 96th St E, Fruitland Ave, and 31st Ave SW, serving neighborhoods along the Puyallup–Spanaway boundary. This alignment would improve first/last-mile access to Sounder and expand transit coverage to developing, transit-supportive areas.

Detailed Explanation:

Route 580 currently connects South Hill P&R, Puyallup Station, and communities in between, but ridership has historically been low. The route was suspended during the COVID-19 pandemic and reinstated only in spring 2025, providing an opportunity to reconfigure its service before travel patterns fully reestablish.

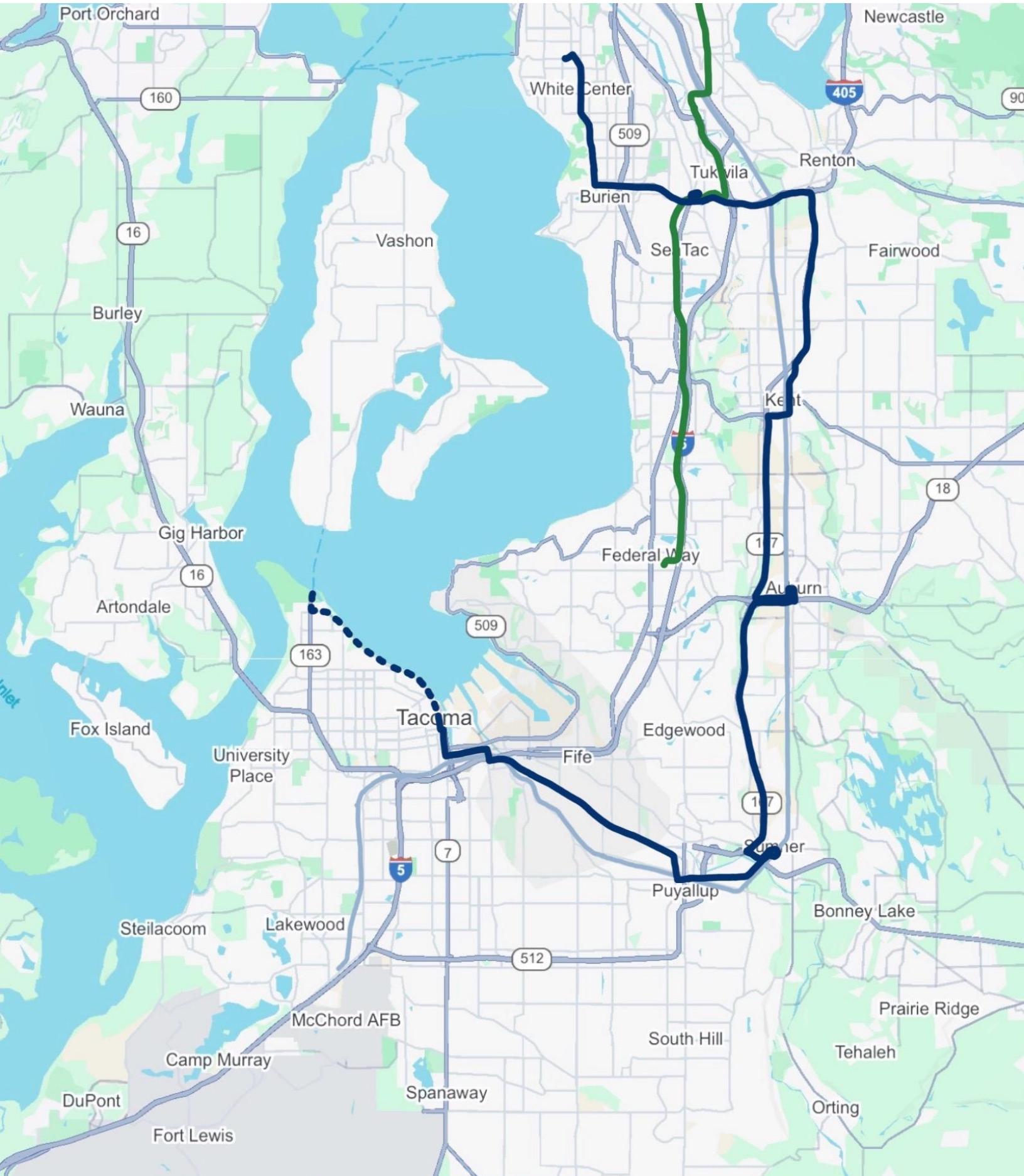
This proposal would focus Route 580 on its highest-value function: peak-period connections to Sounder commuter rail. The revised route would operate westbound to Puyallup Station in the morning and eastbound to South Hill P&R in the afternoon, timed to meet Sounder trains. Service would run every 30 minutes between 5:30–7:00 AM and 3:15–6:30 PM.

The alignment would follow Pioneer Ave from Puyallup Station, south on Woodland Ave, east on 96th St E, south on Fruitland Ave, and east on 31st Ave SW to South Hill P&R. Fruitland Ave forms the boundary between Pierce Transit’s Puyallup Runner and Spanaway Runner zones, making it a logical corridor for fixed-route service. Serving this area would enhance Sounder’s reach by providing a reliable first/last-mile option for residents who currently have limited access to frequent bus service.

Recent development along portions of this corridor has been moderately higher-density than surrounding rural areas, supporting the potential for sustainable transit ridership. By targeting service where coverage is most needed and demand is likely to grow, this proposal positions Route 580 as a practical, cost-effective way to strengthen Sounder’s catchment area and improve regional connectivity.

ST Express 584

NEW



Map imagery © Google Earth. Prepared by the Central Puget Sound Youth Transportation Alliance (CSYTA) for advocacy purposes only.

Brief Summary:

Route 584 would function as a “daytime Sounder,” providing all-day service between Puyallup, Sumner, Auburn, Kent, Tukwila Sounder, Tukwila International Blvd Link Station, Burien, and White Center. It would operate primarily in the midday and reverse-peak periods, filling the gap when Sounder trains are not running. The route would also cover the former 560 corridor between Tukwila International Blvd and White Center, connect multiple Sounder and Link stations, and create a new north–south ST Express corridor that does not rely entirely on I-5.

Detailed Explanation:

Sounder South Line provides fast, reliable peak-period connections between Pierce and King counties, but stations like Auburn, Kent, and Tukwila Sounder have limited midday and reverse-peak service. In 2024, Route 578 carried 508,182 riders—showing the strong demand for midday and reverse-peak travel in the Sounder South corridor. Route 584 would meet this need by operating as an “off-peak Sounder” bus, linking Sounder stations between Tacoma Dome and Tukwila and extending service to Tukwila International Blvd Link Station, Burien, and White Center.

This routing covers the former Route 560 segment between Tukwila International Blvd and White Center, restoring direct ST Express service to that corridor while improving access to Link. By serving Tukwila International Blvd, Route 584 would help distribute transferring passengers between Link stations, reducing crowding at a single transfer point. The Burien and White Center segments provide additional access for southwest King County riders to reach the Sounder corridor and the Eastside via transfers.

By avoiding the I-5 corridor for much of its length, Route 584 creates a new north–south express connection within the ST Express network, reducing reliance on a single freeway and improving resilience against traffic disruptions. The service would operate primarily in the midday and reverse-peak periods—similar in concept to Route 594’s schedule—to complement Sounder’s peak-only operation without duplicating its core market. While some riders in White Center may prefer more traditional peak-hour service, Route 584’s

ST Express 584

NEW

Puyallup to West Seattle

off-peak focus would still expand mobility options for the community, with potential for schedule adjustments or extensions to West Seattle or Burien if demand warrants. It's also good to acknowledge that RapidRide H Line provides a fast, reliable alternative to 560 during all times of day.

Operationally, Route 584 improves network integration by directly linking Sounder South and Link, enhancing coverage in under-served midday markets, and providing an express service that connects multiple hubs without relying solely on the I-5 spine.

Brief Summary:

With the extension of Link light rail to Federal Way, Route 586 will be replaced by faster, all-day light rail service. Riders can connect to the 1 Line at Federal Way for trips to Downtown Seattle and the U-District.

Detailed Explanation:

ST Express Route 586 currently operates between Tacoma Dome Station and the U-District, with an intermediate stop at Federal Way Downtown Station. In 2024, it carried 65,719 passengers—about 18 riders per trip, on average. Once the 1 Line extends to Federal Way, Route 586 will duplicate the new light rail service, which will operate every 8–10 minutes during peak periods and every 10–15 minutes at other times. The 1 Line’s tunneled alignment through Downtown Seattle bypasses surface congestion, providing competitive or faster travel times compared to the 586, particularly during peak-hour traffic.

While some riders will need to make a transfer at Federal Way to reach the U-District, this connection will be timed with frequent light rail service and will avoid the travel time variability caused by I-5 traffic. In addition, the shift from a limited-stop express bus to an all-day frequent rail connection expands travel options beyond peak commute hours, benefiting a broader range of riders.

The service hours currently dedicated to operating Route 586—through some of the region’s most congested freeway segments—can be reinvested in new or improved service that strengthens regional connectivity. This includes potential all-day connections between Tacoma, Federal Way, and destinations not directly served by Link, ensuring that resources are used where they have the greatest impact rather than duplicating the expanded 1 Line.

REVISED



	Peak	Midday	Evening	Hours of Service
Weekdays	15	-	-	5:30 AM - 7:00 AM, 3:15 PM - 6:30 PM

Brief Summary:

Route 590 would operate during weekday peak periods between Downtown Tacoma and Downtown Seattle, providing additional capacity and convenience for riders traveling along the I-5 corridor. Like Route 510 on the north end, this service would supplement existing Tacoma–Seattle routes, helping to reduce crowding and shorten wait times while offering a direct one-seat ride to downtown.

Detailed Explanation:

With the opening of Federal Way Link, many riders from Tacoma will transfer to the 1 Line for trips to Seattle. However, there remains strong demand for direct Tacoma–Seattle service during peak hours, both for capacity and for convenience. Route 590 would continue to fill this role by operating nonstop between Downtown Tacoma and Downtown Seattle, complementing Routes 592 and 595.

By adding 590's trips into the Tacoma–Seattle mix, combined peak-period frequencies would improve beyond the 15-minute level currently provided, giving riders more flexibility and reducing wait times. This added capacity helps prevent overcrowding on other Tacoma routes and ensures there is redundancy if Sounder trains or other services face delays.

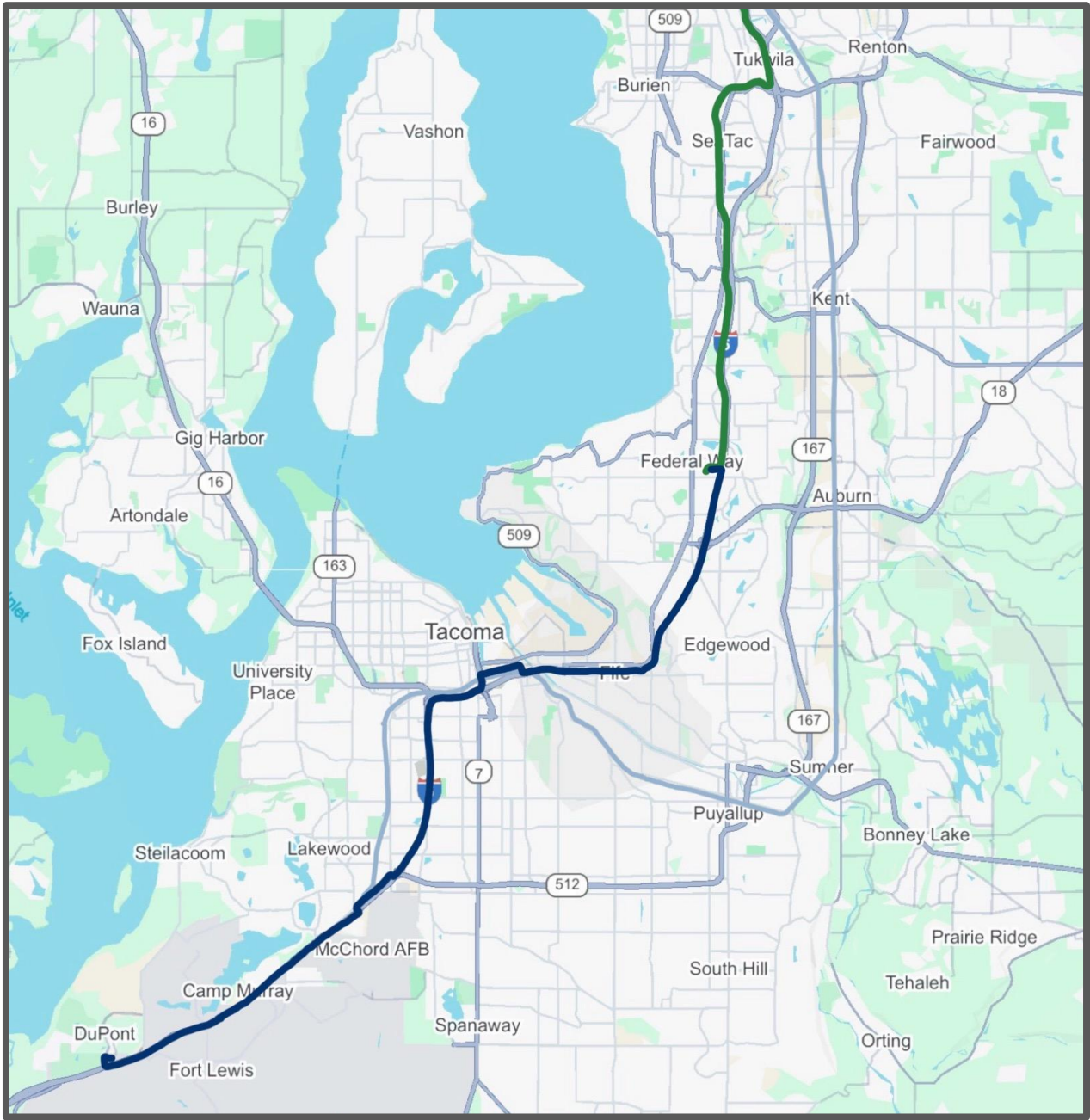
While Link will be the backbone of regional travel, a direct Tacoma–Seattle express remains important for commuters who value time savings and reliability. Continuing Route 590 in this targeted role supports Tacoma's regional connections, balances capacity needs, and provides a practical counterpart to the 510 on the north end.

In addition to Route 590, we recommend a Route 570 operating between Downtown Tacoma and Federal Way Transit Center during peak hours. This would fill the gap for Tacoma riders traveling only as far as Federal Way, while helping balance capacity for those continuing to Seattle.

ST Express 592

DuPont to Federal Way

REVISED



How often would this bus run?

Frequency (minutes)

	Peak	Midday	Evening	Hours of Service
Weekdays	15-30	30	60	4:00 AM - 12:30 AM
Weekends	30	30	60	6:00 AM - 12:00 AM

Map imagery © Google Earth. Prepared by the Central Puget Sound Youth Transportation Alliance (CSYTA) for advocacy purposes only.

Brief Summary:

Route 592 would operate all day, every 30 minutes, between DuPont, Lakewood, Tacoma Dome Station, and Federal Way Transit Center. Using service hours reallocated from other express routes such as 577 and 578, 592 would provide fast, frequent connections from South Pierce County to Link light rail, filling a major gap in the current network. By serving Tacoma Dome Station instead of Downtown Tacoma, travel times from DuPont and Lakewood are significantly reduced, ensuring Lakewood riders benefit from fewer, faster trips even after the 574's Lakewood segment is discontinued.

Detailed Explanation:

The revised 592 would serve as an all-day, high-frequency Link feeder, connecting DuPont, Lakewood, and Tacoma Dome Station to Federal Way Transit Center. This corridor represents a market that Link will not directly serve in the near term, and one that currently has limited midday and off-peak options. Running every 30 minutes from early morning to late evening would make transit a viable choice for a wider range of trips, not just peak commuters.

Service hours for this improvement would come from modifying or discontinuing overlapping I-5 express services such as 577 and 578, as well as shortening other routes to focus on stronger markets. This reallocation would allow 592 to run consistently throughout the day without requiring additional funding.

A key advantage of the 592's design is its direct routing via Tacoma Dome Station rather than Downtown Tacoma, unlike the 594. This avoids congestion delays in the downtown core, improving on-time performance and shortening travel times. For Lakewood residents, the loss of the 574's Lakewood segment is offset by a faster, all-day connection to Link at Federal Way, expanding travel options beyond the peak commute. Riders who would have connected at 10th & Commerce can instead use the T Line, which offers frequent service between Hilltop, Downtown Tacoma, and Tacoma Dome Station.

Riders from DuPont and Lakewood also benefit from 592's Tacoma Dome stop by gaining

access to Sounder trains that may terminate there instead of continuing to Lakewood. This ensures the route supports all-day regional connectivity, not just peak-oriented commute trips.

Alternatively, Route 592 could be split into paired services: 592 would remain the Tacoma–Seattle express, while a new 572 would operate Tacoma–Federal Way only. The 572 would short-turn at Federal Way Transit Center, absorbing shorter-distance demand and freeing up capacity on 592 trips continuing to Seattle. This approach would mirror the numbering used on existing Federal Way routes like 574 and 577, giving riders a clearer distinction between Seattle-bound and Federal Way–terminating service. While slightly more complex operationally, the 592/572 split would improve wayfinding and reduce confusion about which trips continue downtown.

By offering all-day frequency, faster travel times, and strong connections to both Pierce Transit and Link light rail, the 592 in this form would fill a significant service gap while maximizing the use of existing resources. It would serve as the backbone of South Pierce County’s connection to the regional transit network, supporting both commuter and all-day travel needs.

Brief Summary:

Route 594 would be retired, with service replaced by more frequent 592 and 595 trips. With both routes operating every 30 minutes, Tacoma Dome Station would see combined service every 15 minutes, and Lakewood Transit Center would have service every 30 minutes—matching Sound Transit’s 2022 plan. Riders traveling to Downtown Tacoma can connect to the T Line, and with Link providing frequent service from Federal Way, there is no capacity shortage during non-peak periods.

Detailed Explanation:

Route 594 currently operates between Lakewood, Downtown Tacoma, and Seattle, duplicating large portions of Routes 592 and 595 while adding congestion delays in Downtown Tacoma. Under this proposal, the 594 would be retired and its service hours reallocated to increase 592 and 595 frequency to every 30 minutes all day. This would create combined 15-minute service between Tacoma Dome Station and Federal Way Transit Center, while maintaining 30-minute service between Lakewood and Federal Way.

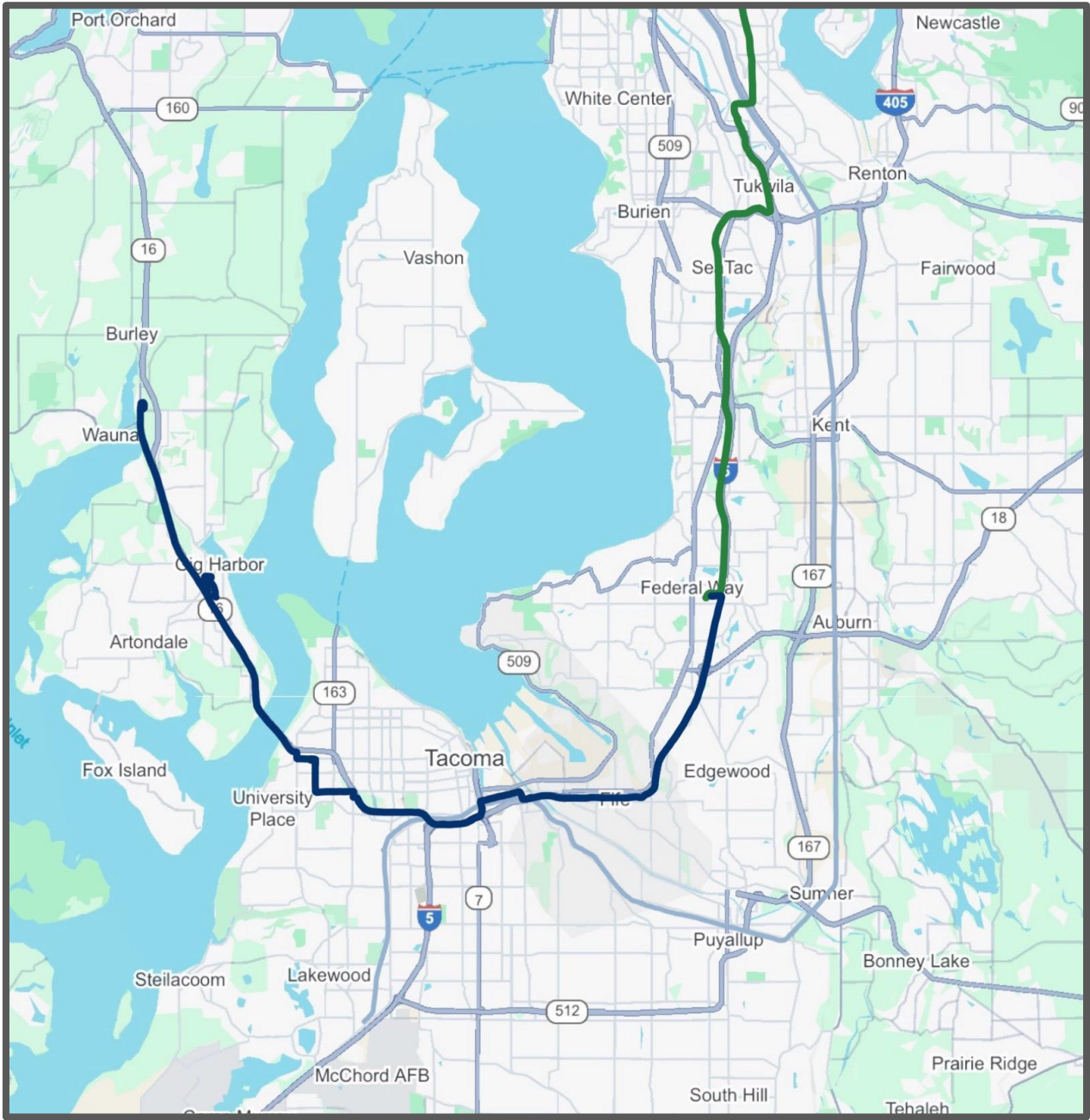
For riders to Downtown Tacoma, the T Line provides frequent, all-day service between Tacoma Dome Station, Downtown Tacoma, and Hilltop, ensuring that connectivity is preserved without slowing through trips. This approach eliminates the operational inefficiencies of sending express buses through Downtown Tacoma while still providing robust access to the core.

With Link now serving Federal Way and no crowding concerns during non-peak periods, there is no longer a capacity gap that requires an additional Seattle express beyond the 592 and 595. Retiring the 594 streamlines the network, removes redundant service, and focuses resources where they can provide the most benefit—on higher frequencies for key regional connections.

ST Express 595

Gig Harbor to Federal Way

REVISED



How often would this bus run?

Frequency (minutes)

	Peak	Midday	Evening	Hours of Service
Weekdays	30	30	60	5:00 AM - 10:30 PM
Weekends	30	30-60	60	6:00 AM - 10:00 PM

Map imagery © Google Earth. Prepared by the Central Puget Sound Youth Transportation Alliance (CSYTA) for advocacy purposes only.

Brief Summary:

Route 595 would operate all day, every 30 minutes, between Purdy P&R, Gig Harbor, and Federal Way Transit Center. This service would provide a fast, frequent connection between Gig Harbor and Link light rail, enabling regional trips that previously required peak-only service. A potential new stop at Borgen Blvd & 51st Ave NW, currently served by Pierce Transit, could be considered to connect the Harbor Hill master-planned community to the regional express bus network.

Detailed Explanation:

Route 595 currently operates as a peak-only express between Gig Harbor and Seattle. Under this proposal, it would instead run all day between Purdy P&R, Gig Harbor, and Federal Way Transit Center, feeding into the 1 Line for connections throughout the region. Operating every 30 minutes would transform 595 from a niche commuter route into a frequent, all-day service that supports both commute and non-commute trips.

This change would give Gig Harbor residents direct, frequent access to the regional transit network without needing to drive to Tacoma Dome Station or Seattle. It also provides a consistent travel option for trips such as Gig Harbor–Tacoma or Gig Harbor–SeaTac Airport via Federal Way Link, complementing Pierce Transit services and reducing pressure on local routes like 100 that currently carry a mix of local and regional riders.

A new stop at Borgen Blvd & 51st Ave NW, currently served by Pierce Transit, could be considered to connect the Harbor Hill master-planned community directly to the regional express bus network. This would expand the route's catchment area and provide high-quality transit access to a growing neighborhood.

Similar to 592, route 595 could be paired with a short-turn variant: 595 would continue to operate Tacoma–Seattle, while a new 575 would provide Tacoma–Federal Way service during peak hours. The 575 would complement the 595 by filling local demand between Tacoma and Federal Way, while the 595 would stay focused on direct Seattle trips. Using

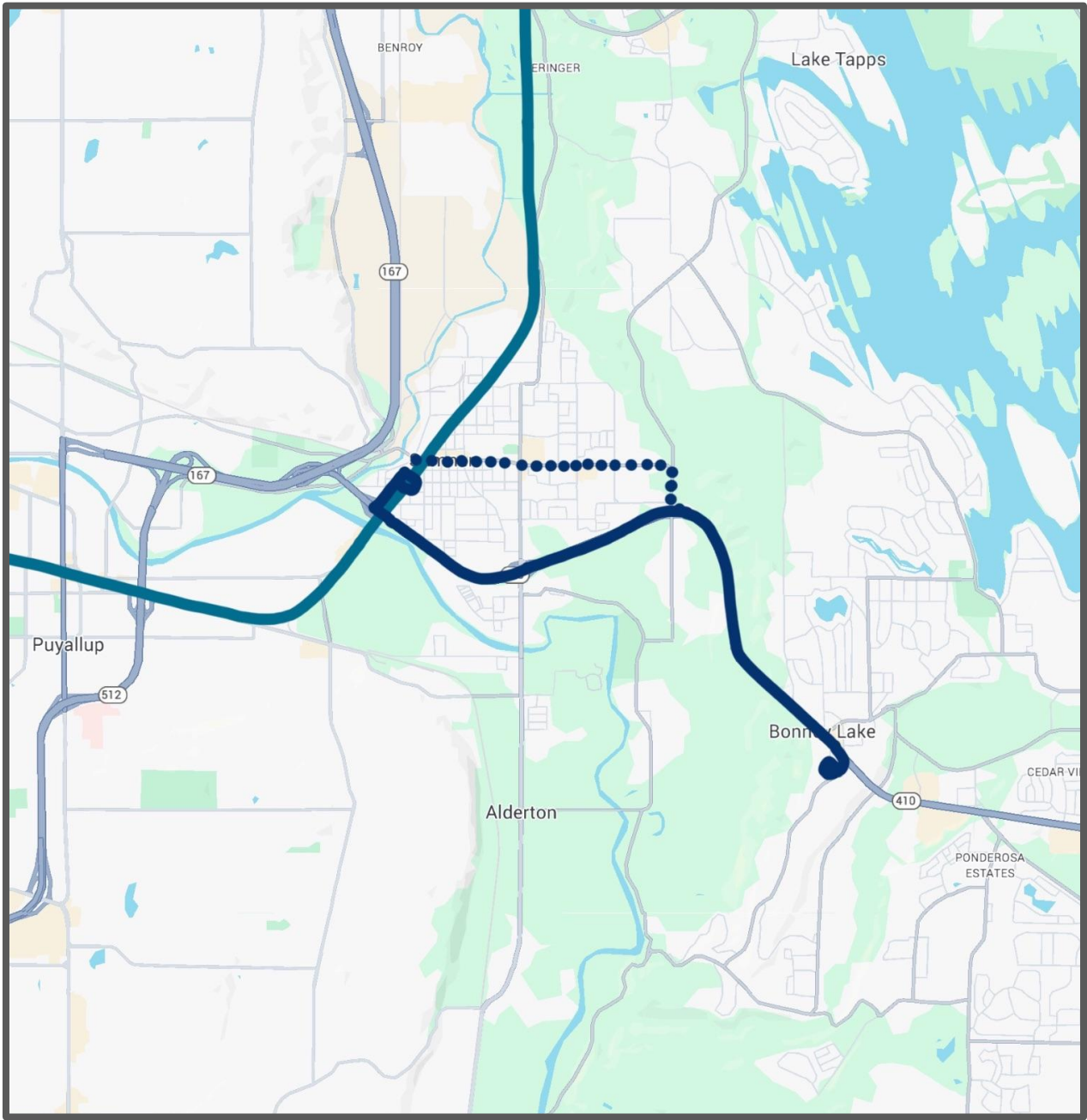
the “7-series” designation for the short-turn version keeps the system consistent with other Federal Way express routes and provides riders with a simple rule of thumb: 59x routes reach Seattle, 57x routes end at Federal Way. This structure balances operational efficiency with rider clarity.

By terminating at Federal Way, 595 avoids the most congestion-prone segment of I-5 into Seattle, improving reliability and on-time performance. Riders who previously used 594 from Tacoma Dome Station could instead connect via 595 or 592, maintaining access to the regional network while benefiting from more frequent service.

ST Express 596

Sumner to Bonney Lake

REVISED



How often would this bus run?

Frequency (minutes)

	Peak	Midday	Evening	Hours of Service
Weekdays	15-30	-	-	5:30 AM - 8:00 AM, 4:00 PM - 6:30 PM

Brief Summary:

Route 596 would continue to operate as a peak-period express between Bonney Lake and Sumner Station, with improved frequencies to better serve commuters transferring to Sounder. A potential routing adjustment would send buses through Downtown Sumner (Main Street) before continuing eastward toward Lake Tapps and SR-410, expanding coverage while keeping the route's core function as a Sounder feeder intact.

Detailed Explanation:

The 596 has long served as the vital connection between Bonney Lake and Sumner Station, giving commuters in eastern Pierce County access to Sounder trains into Seattle. Maintaining this role is critical, especially as Sounder remains one of the fastest and most reliable ways to reach downtown.

Under this proposal, Route 596 would keep its Bonney Lake–Sumner alignment, but with improved peak-hour frequency to match train schedules more closely and relieve overcrowding. Additionally, to better serve the growing Sumner community, a routing variation could operate via Downtown Sumner on Main Street, then continue past Lake Tapps before rejoining SR-410. This would expand service to areas currently underserved by fixed-route transit while still preserving the route's primary purpose as a Sounder feeder.

By maintaining strong feeder connections and potentially expanding coverage, Route 596 can continue to grow alongside the communities it serves while ensuring reliable access to Sounder trains.

Have any questions? Contact us at info@csyta.org, or at (425) 689-8399.