



An Amazing Ride

A History of Sound Transit

SOUNDTRANSIT



ST 101

State Rep. Ruth Fisher

“If Mideast leaders Rabin and Arafat can shake hands, surely the leaders of 3 counties in northwest can start a regional transit system.

I plan to live long enough to ride on this system; that is a blessing and a threat to the RTA Board.”



RTA Enabling Legislation

- JRPC transmits system plan to County Councils
- County Councils decide whether to participate
- Authority constituted September 1993
 - Starting point is JRPC system plan
 - Modified plan transmitted to County Councils
- County Councils confirm/rescind participation
- System plan on ballot within two years
- Must contain an equity element

Financial Situation...

- We had no money
 - Loans from King County, Community Transit, Pierce Transit
 - Savings from JRPC
 - Small grants

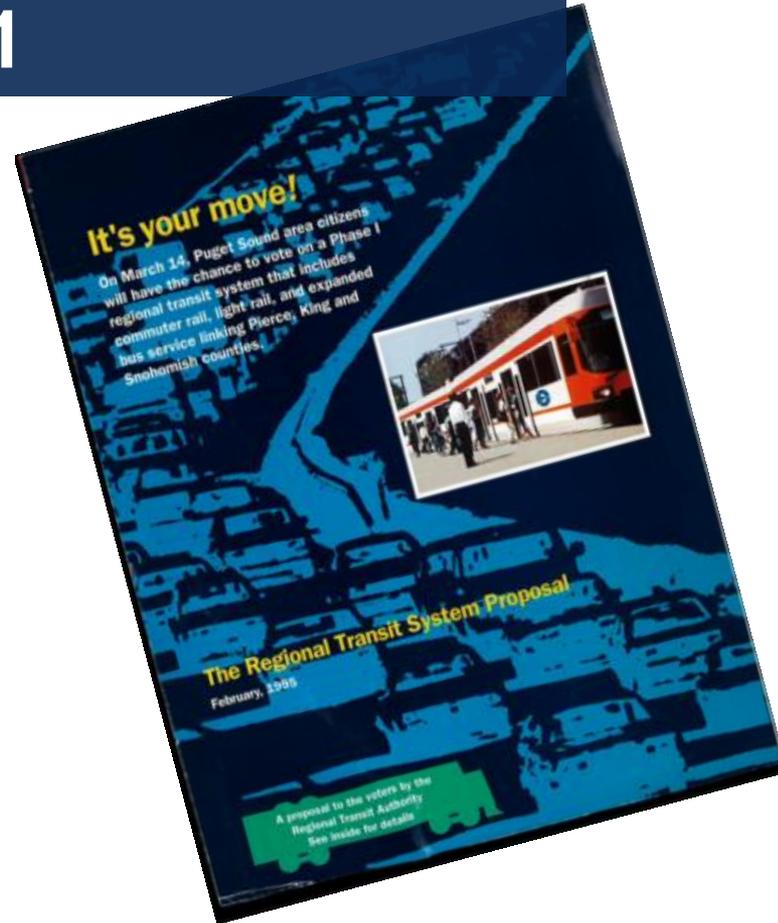
Phase 1 System Plan

- Adopted JRPC plan
- Commuter rail, light rail, regional bus
- 16-year build out
- \$13.7 billion
- Revenue sources
- March 1995 ballot

1995 Proposition 1

46.5% Yes

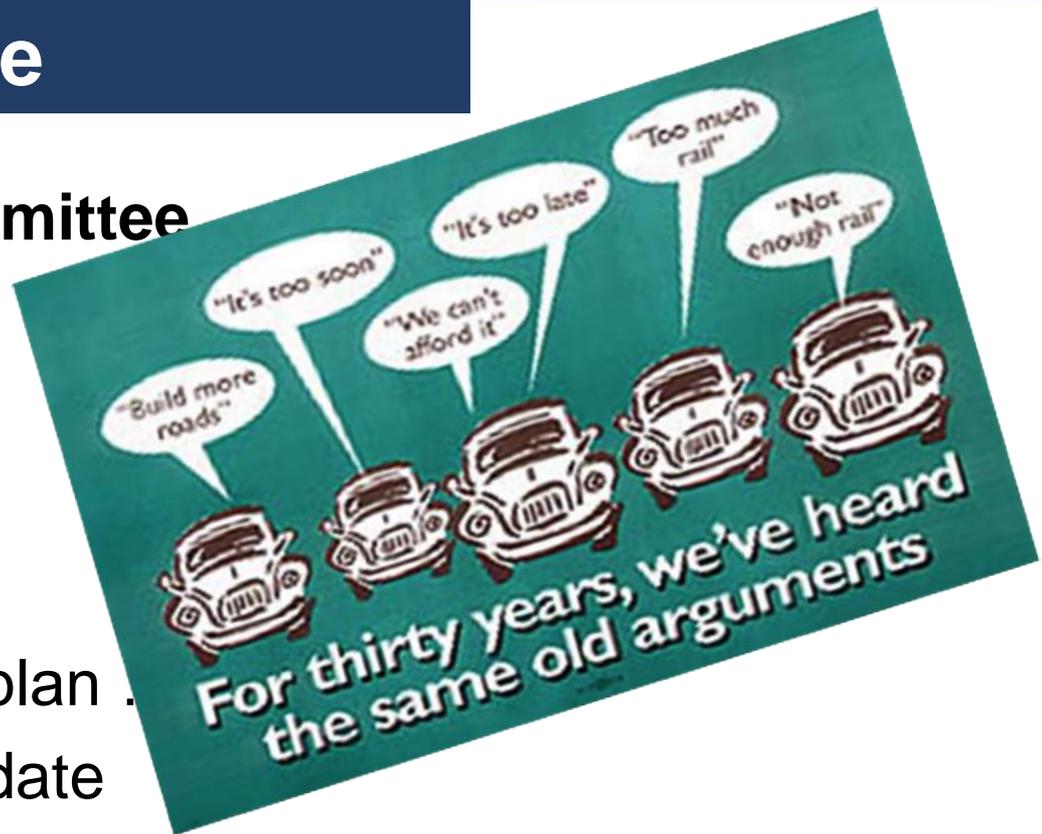
✓ 53.5% No



Post-1995 Failed Vote

Regional Outreach Committee

- Way too expensive
- Way too long to build
- Way too staff driven
- Ask and listen ...
- Then, develop a new plan
- November 1996 vote date



Sound Move Plan

- Ten years
- \$3.9 billion
 - 4/10 of 1% sales tax, 3/10 of 1% MVET
- Subarea equity
- Public accountability
- Simultaneous work in all subareas
- One-ticket ride

1996 Sound Move

✓ **56.5% Yes**
43.5% No





Sound Move Early Successes



Union Station - 1999



ST Express Bus

1998- 18 Routes Approved
(26 Routes in 2015)



Sounder Commuter Rail

Tacoma → Seattle – 2000

Everett → Seattle - 2003

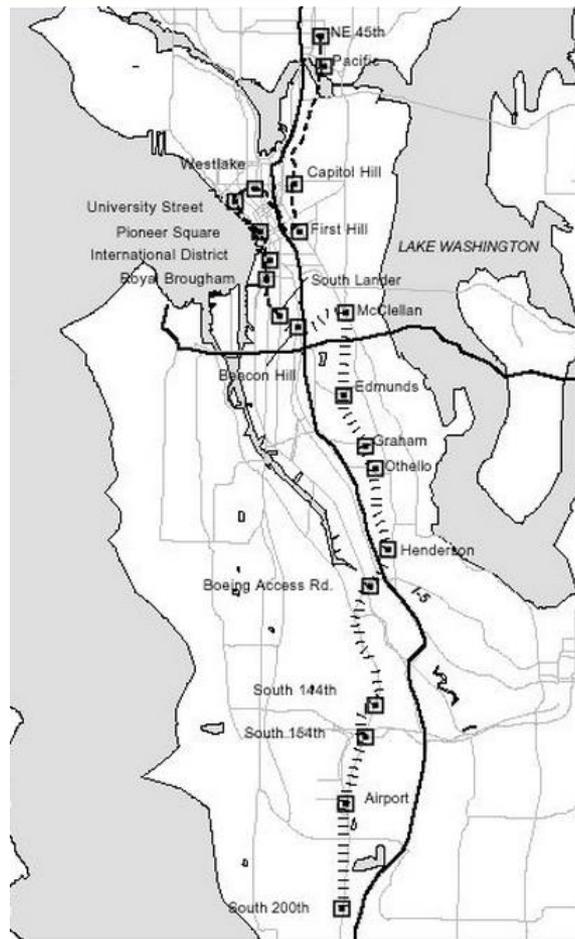
Tacoma Link - 2003



(C) Michael Bjork 2011

Central Link

- November 1999
 - Board selects Central Link alignment
- 2000 refining cost estimates
 - UW agreement
 - DSTT agreement
 - Tunneling
 - ROW



Central Link – Good and Bad News

- FTA signs \$500 million FFGA
- “Central Link is not affordable”
- Congressman puts FFGA on hold
- Inspector General audit

Confidence in ST Plummet

U.S. to audit troubled rail project

-- Seattle P-I

Sharks circle regional light rail

-- (Tacoma) News Tribune

ST Board must take hold of light rail fiasco

-- (Everett) Herald

Face Reality: Pull the Plug on Light Rail

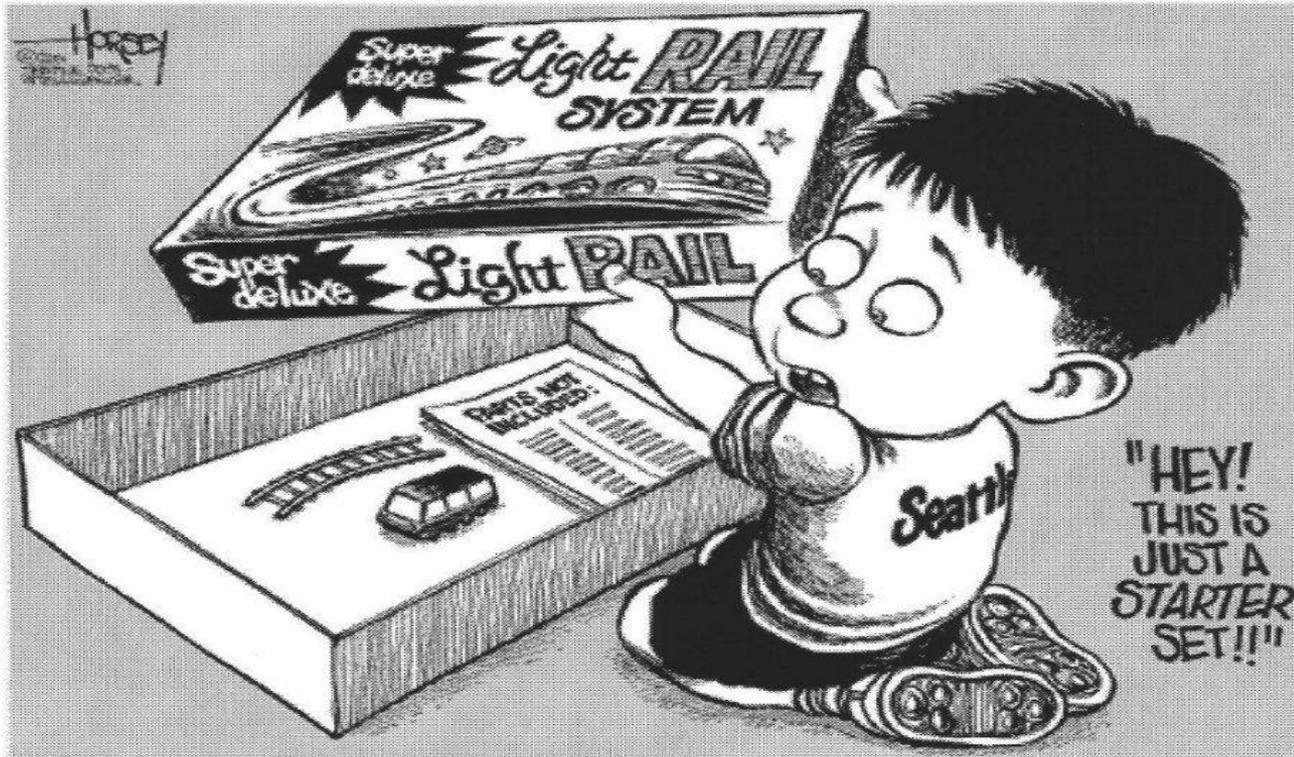
-- Seattle Times

Central Link Recovery

- New leadership
 - Board hires Joni Earl as new Executive Director
- Own the issues
- Open and transparent
- No surprises
- New “first” alignment downtown Seattle to Airport

Central Link Good News 2002-2003

- Critical agreements signed
- Inspector General recommends federal funding
- FTA signs \$500 million FFGA
 - 2009 completion



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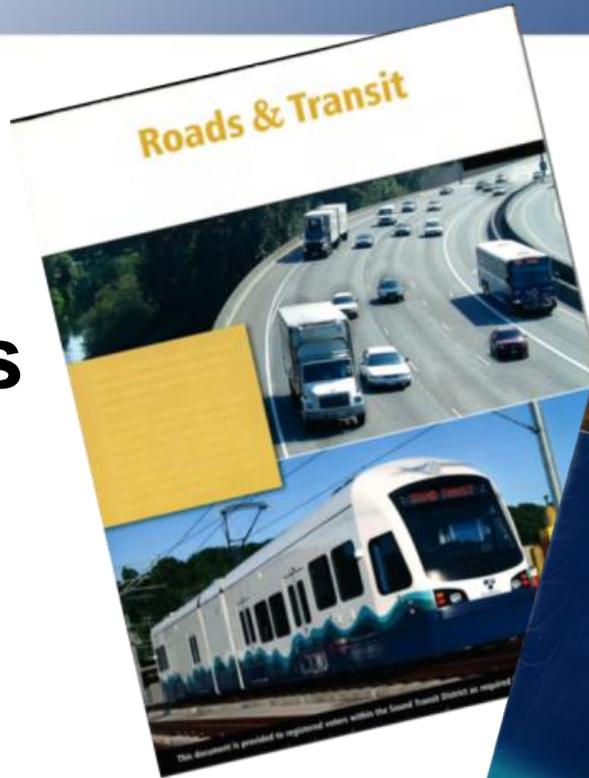
2005 – Planning for Expansion

- Sound Transit's Board initiated the next steps for a possible future ballot measure, including an updated Long Range Plan
- A second WSDOT Expert Review Panel met beginning in February, 2005
- This panel met 9 times from 2005-2008

Preparing for a second System Plan

44% Yes

✓54% No

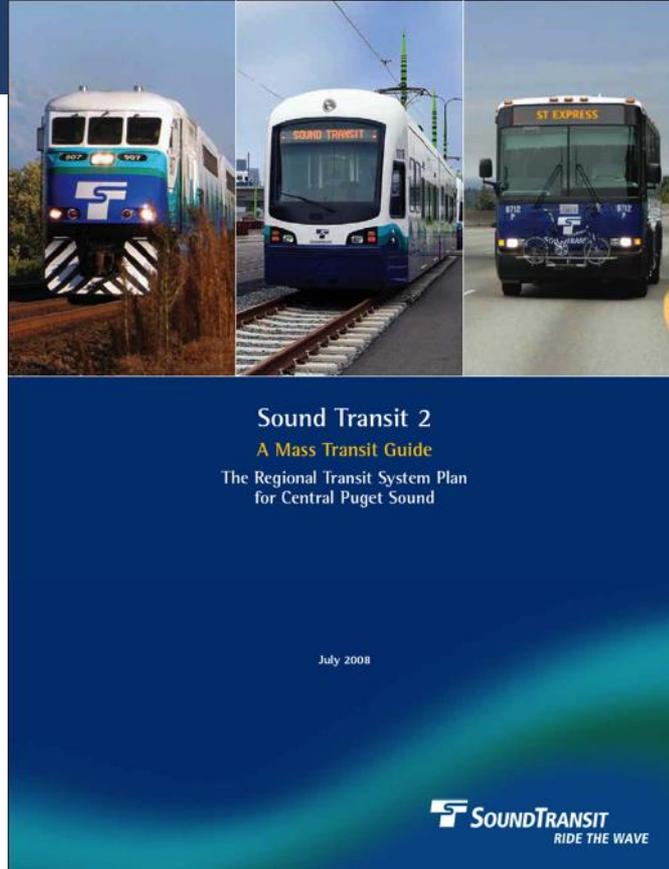


*Highways and
Transit should be
voted on separately*

2007 Proposition 1—mandated by State Legislature

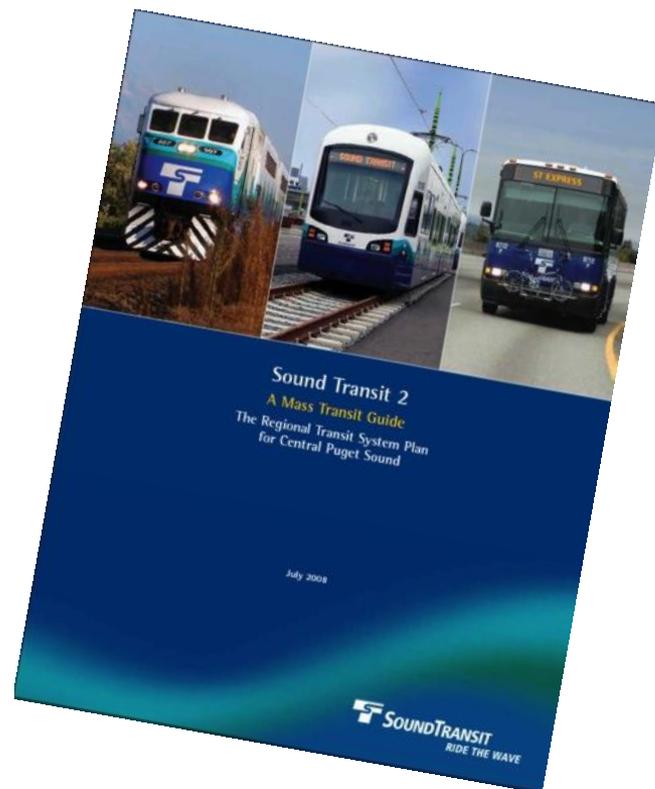
2008 ST2

✓ **57% Yes**
43% No



ST2

- Adds 36 miles of Link
- More *Sounder* trips
- Increases ST Express
- ST3 planning



Post ST2 Vote - Recession

- Revenue projections show significant decrease
 - March 2009 down \$2.1 billion, 15%
 - August 2009 down \$3.1 billion, 20%
 - August 2010 down \$3.9 billion, 25%
- December 2010 Board adopts program realignment
- Revenue picture gets better December 2013
- Revenue picture continues to get better



Central Link opens 2009
July—initial segment
Dec—Airport Link

ST2 Deliverable Status

- Northgate Link - in final design and construction
- East Link - Record of Decision and Final Design
- Lynnwood Link – FEIS and route selection
- Federal Way Link extension - DEIS
- Tacoma Link - Alternatives Analysis
- Lakewood Sounder extension - opened 2012
- Operations and Maintenance Satellite Facility - DEIS
- University Link to open in early 2016
- S 200th/Angle Lake Link Extension opens later in 2016

Preparing for ST3

- HCT Corridor Planning studies funded by ST2
 - Nov 2012 - Board workshop, directed staff to proceed with developing a system plan
 - Jan 2013-May 2014 - Ballard to Downtown Study
 - August 2013 to August 2014 - HCT Corridor Studies
- Board: “Keep open option for 2016 vote”
- 2014 - Updated Long-Range Plan
- 2015 - Seeking Revenue Authority in Legislature
- 2015-2016 Develop System Plan

ST3 Revenue Picture

- Existing taxing authority
 - 0.9% sales and use tax – fully utilized
 - 0.8% MVET – collecting through 2028
- Additional taxing authority needed from legislature



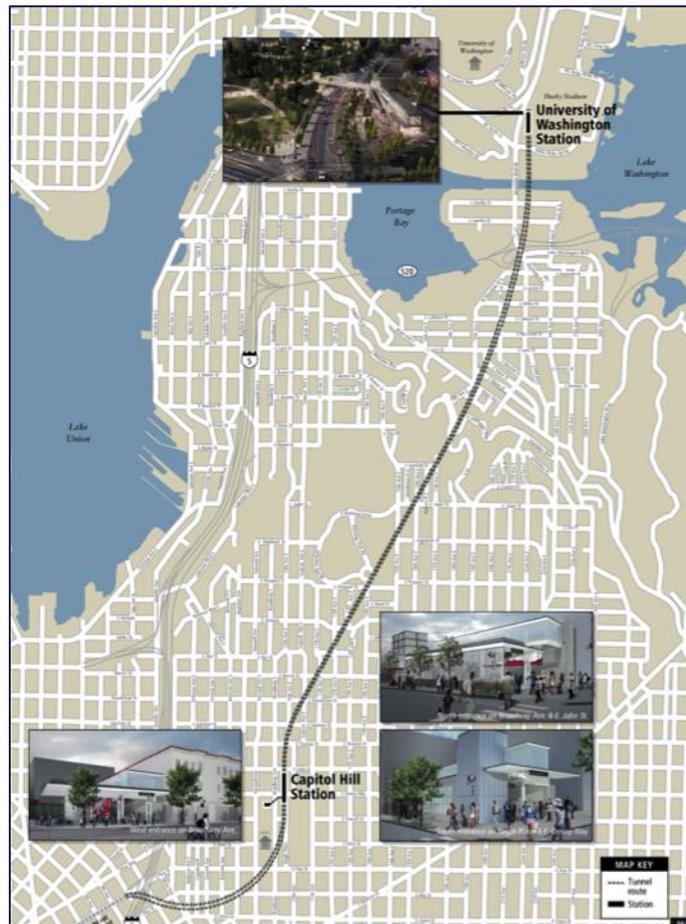
System expansion



Starting Point for ST3 Planning

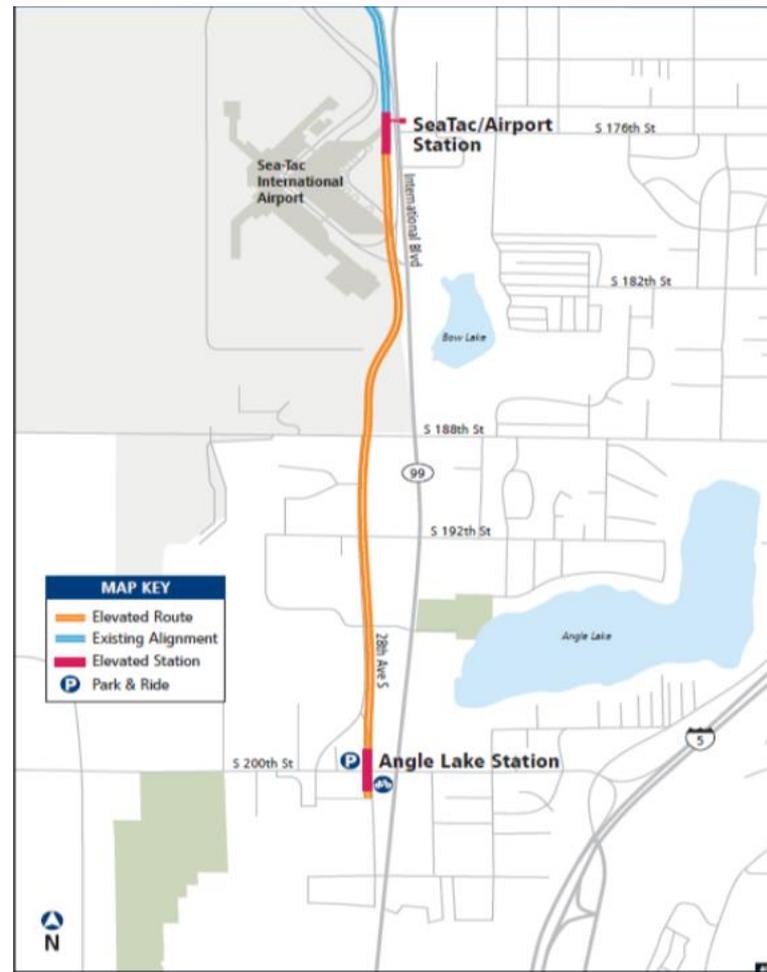
University Link

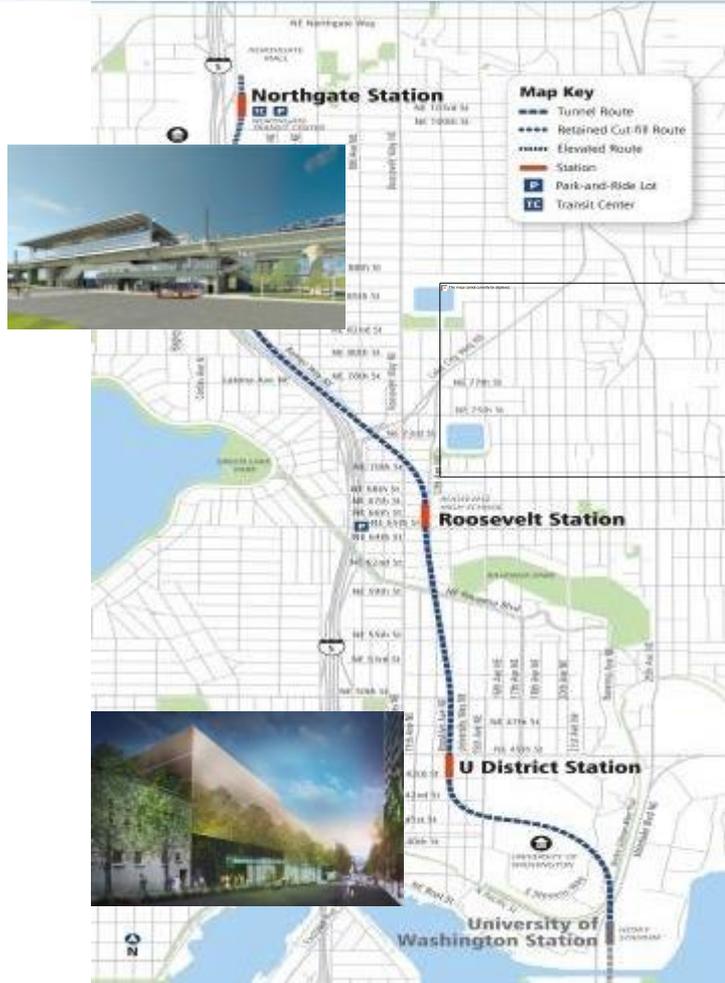
- Opening early 2016
- **3.15 miles, tunnel alignment**
 - Budget \$1.9 billion
 - 2 underground stations, and double crossover
- Estimated Final Cost (EFC) trending approximately \$150M under Project Budget



S.200th Extension

- **1.6 mile extension of Central Link**
 - Elevated Guideway and Station
 - Parking Garage
- **Schedule:**
 - Construction: 2013-2016
 - Pre-Revenue Service: Spring 2016
 - Open for service Fall 2016
- **Project budget: \$383.2M**





• 4.3 mile light rail extension

- 3.4 miles in twin bore, 22' diameter tunnels – UW Station to NE 94th Street
- Underground stations at U District and Roosevelt
- Elevated station and parking garage at Northgate
- Opens for service in September 2021
- Will generate over 60,000 weekday boardings system wide in 2030



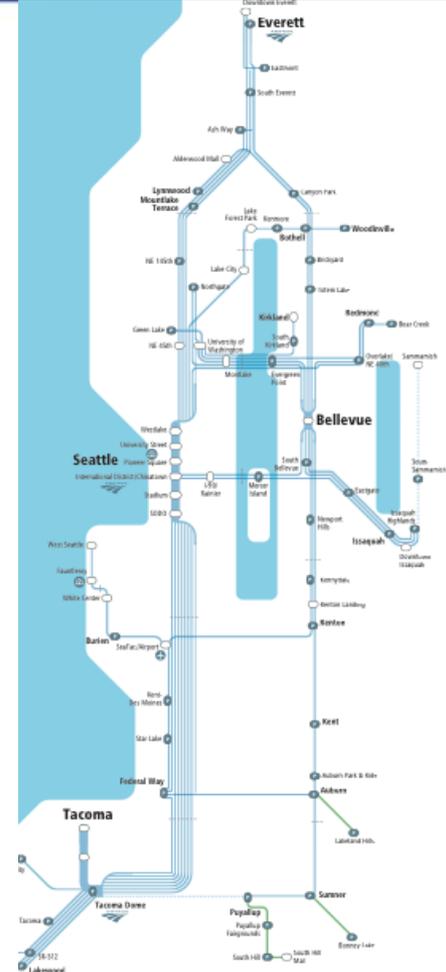
- Opens 2023
- Entering Final Design Phase
- 14-mile extension using existing I-90 floating bridge across Lake Washington to Bellevue and Redmond
- 50,000 riders projected by 2030

East Link

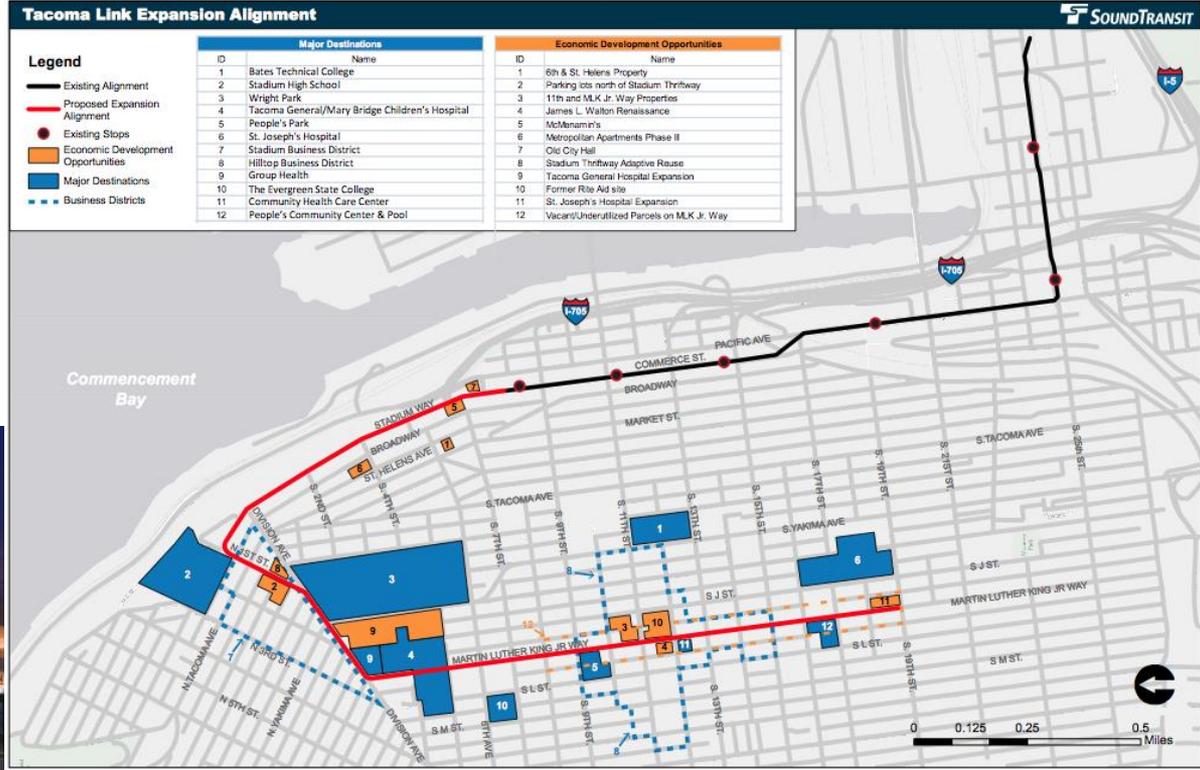
Sounder trains



ST Express buses

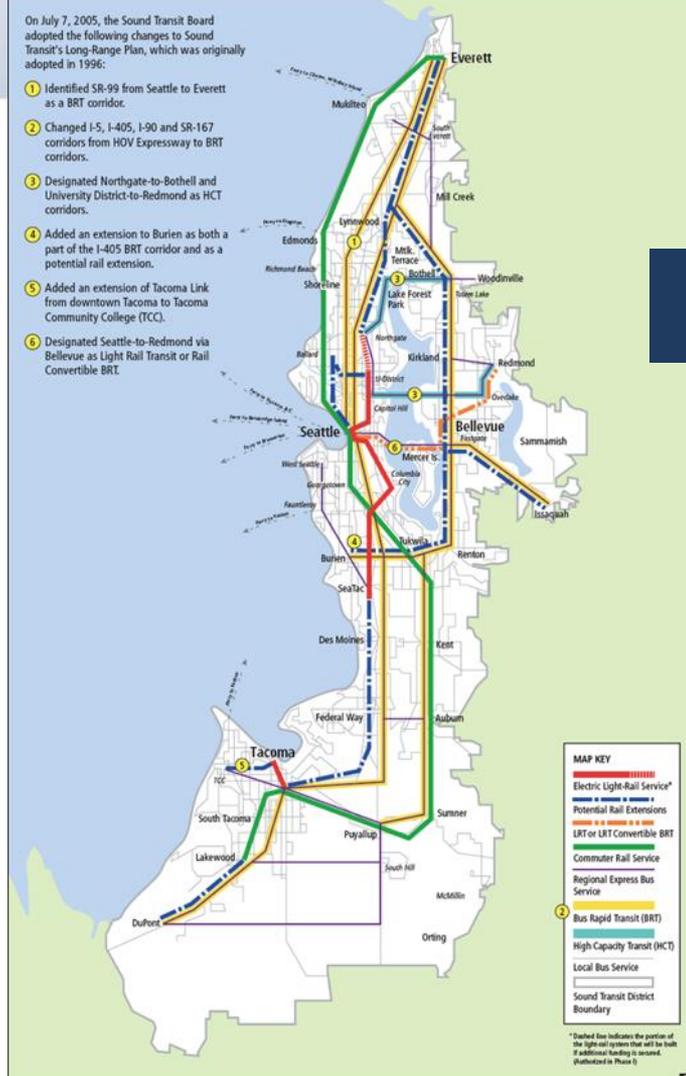


Tacoma Link



On July 7, 2005, the Sound Transit Board adopted the following changes to Sound Transit's Long-Range Plan, which was originally adopted in 1996:

- 1 Identified SR-99 from Seattle to Everett as a BRT corridor.
- 2 Changed I-5, I-405, I-90 and SR-167 corridors from HOV Expressway to BRT corridors.
- 3 Designated Northgate-to-Bothell and University District-to-Redmond as HCT corridors.
- 4 Added an extension to Burien as both a part of the I-405 BRT corridor and as a potential rail extension.
- 5 Added an extension of Tacoma Link from downtown Tacoma to Tacoma Community College (TCC).
- 6 Designated Seattle-to-Redmond via Bellevue as Light Rail Transit or Rail Convertible BRT.



MAP KEY

- Electric Light-Rail Service*
- Potential Rail Extensions
- LRT or LRT Convertible BRT
- Commuter Rail Service
- Regional Express Bus Service
- Bus Rapid Transit (BRT)
- High Capacity Transit (HCT)
- Local Bus Service
- Sound Transit District Boundary

* Dashed line indicates the portion of the light-rail system that will be built if additional funding is secured. (Illustrated in Phase I)

Sound Transit 3?

The image features a dark grey horizontal banner across the center. On the left side of the banner is the Sound Transit logo, which consists of a white stylized 'S' and 'T' symbol. To the right of the logo, the words 'SOUNDTRANSIT' are written in a bold, white, sans-serif font. Below 'SOUNDTRANSIT', the slogan 'RIDE THE WAVE' is written in a smaller, white, sans-serif font. The background of the entire image is a close-up of a white and blue bus with large windows and a blue wave graphic on its side. The word 'SOUNDBUS' is partially visible in large white letters on the blue section of the bus.

SOUNDTRANSIT
RIDE THE WAVE