

Sound Transit Update

***Snohomish County
Council
6/1/21***

Presentation Overview

Discussion of Sound Transit with a focus on:

- **Powering Progress:** Preview new service openings between 2021-2024
- **Lynnwood Link Extension**
- **Everett Link Extension**
- **2021 Realignment Process**



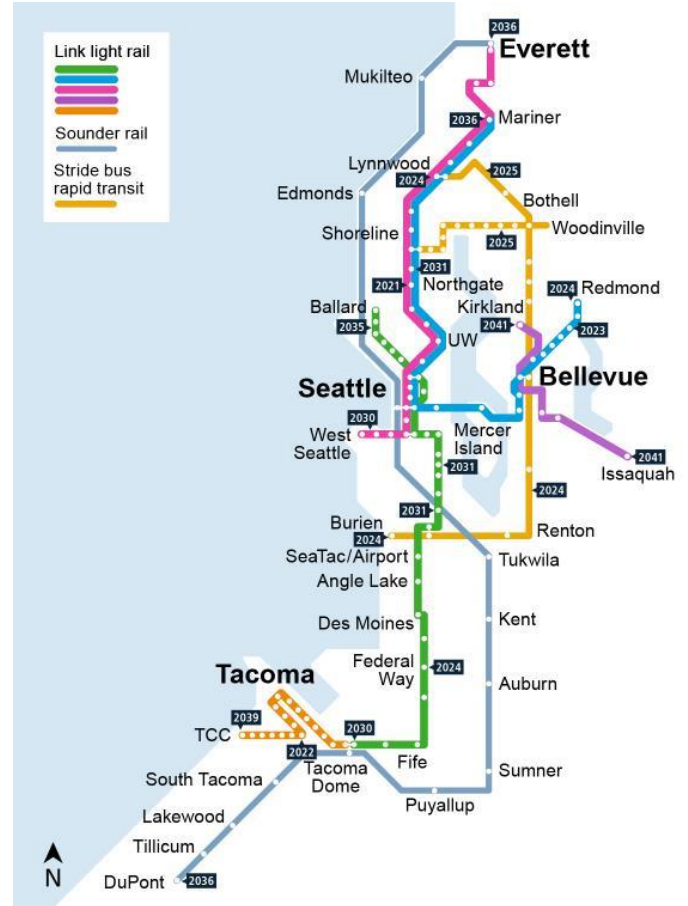
Photo: Lynnwood Transit
Center Construction

**All project delivery dates currently under review due to the Board realignment process.*

ST3 – A Regional Investment

116-mile network across the Puget Sound

- 28 light rail stations under construction throughout the region, opening in stages between 2021–2024.



Currently under construction

Light rail extensions

- Northgate (3 stations, opening Oct. 2, 2021)
- Hilltop Tacoma (6 stations, 2022)
- East Link (10 stations, 2023)
- **Lynnwood (4 stations, 2024)**
- Federal Way (3 stations, 2024)
- Downtown Redmond (2 stations, 2024)



Photo: An ST bus passing under the future light rail tracks at the Lynnwood City Center Station at the Lynnwood Transit Center.

Lynnwood Link Extension

Length: 8.5 miles

Stations: 4 stations

Daily Project Riders: 47,000 – 55,000 daily riders (2026)

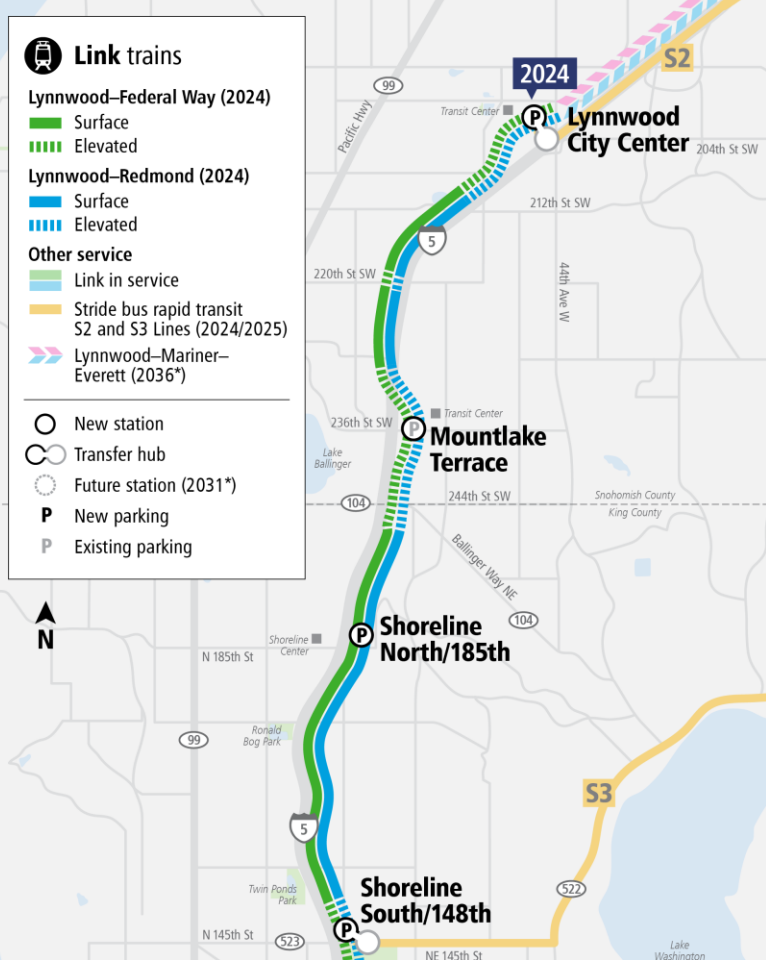
Start of Service: 2024

Projected travel times:

Lynnwood to Westlake (downtown Seattle): 28 minutes

Shoreline South/148th to University of Washington: 11 minutes

Lynnwood to Bellevue Downtown: 51 minutes



Lynnwood Link at a glance

Completed 2019-2020

- Clearing and Grubbing
- Access Roads
- Utility Relocations
- Drilled Shafts
- Mass Excavation

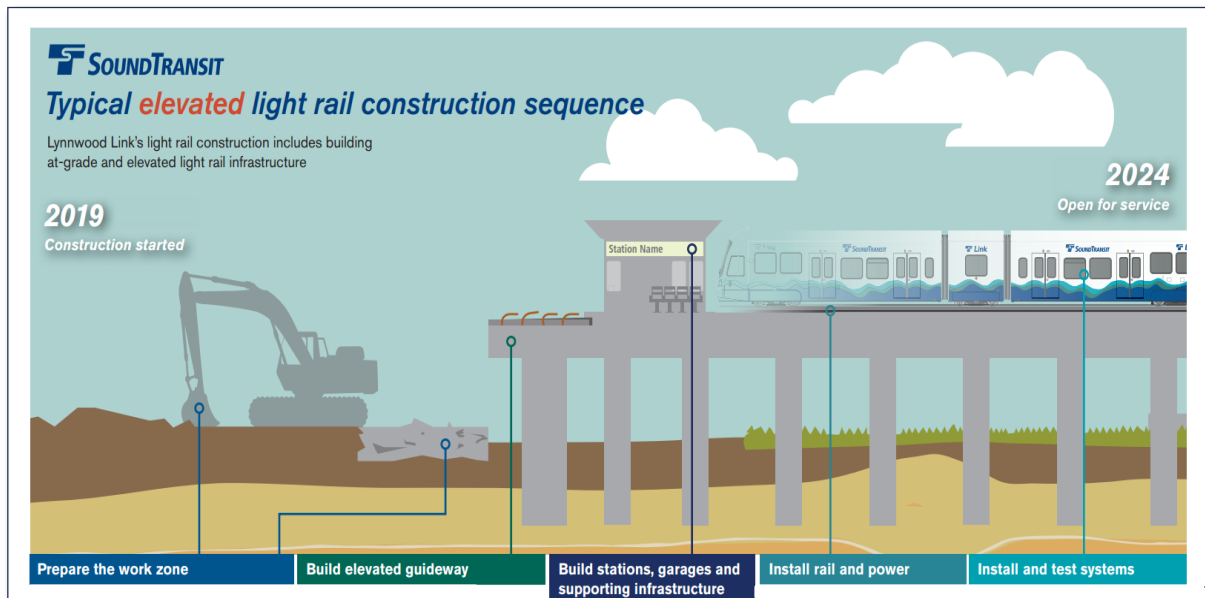
In Progress 2021

- Columns, Girders, Walls
- I-5 Crossing

Planned 2022-2023

- Station Finishes
- Trackwork
- Systems Installation

Service begins mid-2024

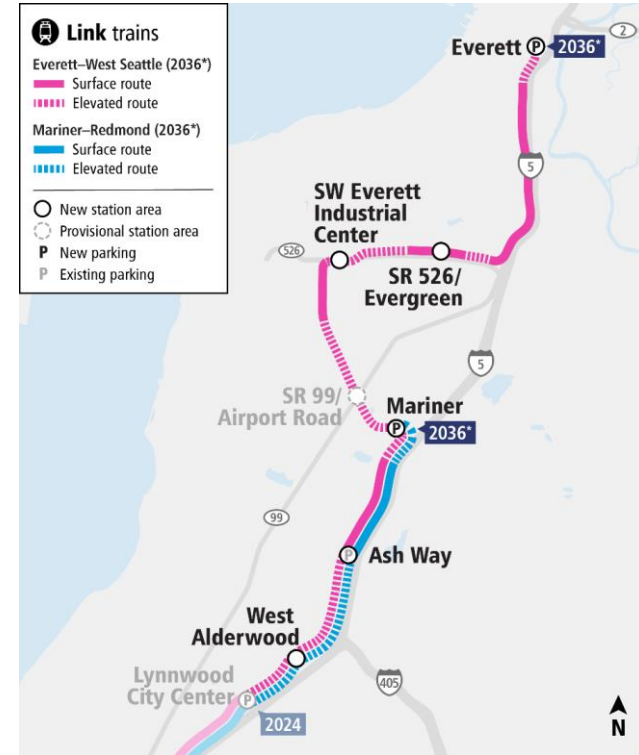


Everett Link Extension

ST3 Representative Project

- **Length:** 16 miles
- **Stations:** 6 (2 parking facilities), plus 1 provisional (unfunded) station
- **Operations & Maintenance Facility**
- **Daily Project Riders:** 37,000-45,000 (2040)
- **Start of Service (ST3 Plan):** 2036

**All project delivery dates currently under review due to the Board realignment process.*



Operations and Maintenance Facility North

Facility supports Everett Link and system-wide expansion needs

- Critical facility to store and maintain the trains
- Managed as a single project with EVLE
- **Employees:** 450-500 employees
- **Capacity:** 150+ light rail vehicles



Photo: Central OMF (existing)

**All project delivery dates currently under review due to the Board realignment process.*

Looking ahead

Phase 1 of Alternatives Development

- Everett Link Extension Alternatives Development kicked off in April 21'

Project development steps

- Initial Interagency Group meetings and community and stakeholder outreach ongoing



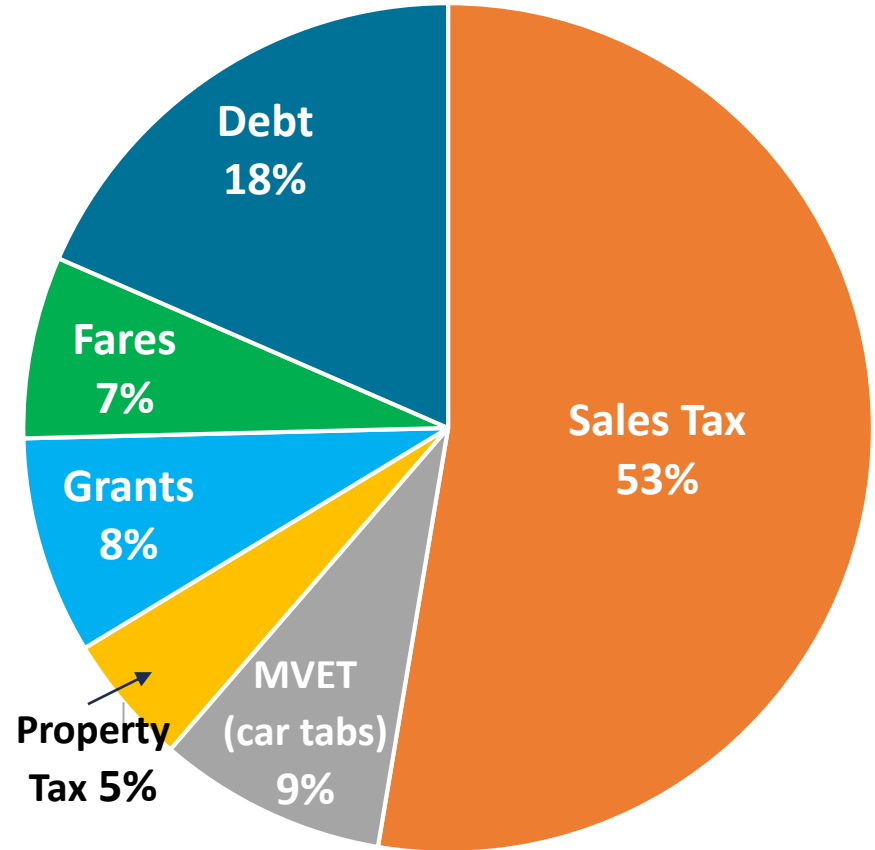
Photo: One of the 152 new Link vehicles manufactured by Siemens Mobility

Realigning expansion plans



Revenue sources

- Tax revenues fund 66%.
- Debt funds 18%.
- Grants fund 8%.
- Fares fund 7%.



Financial changes

Current 25-year capital program runs 2016-2041

- The Sound Transit Board is required to maintain an affordable financial plan, defined as not exceeding debt capacity within a 25-year planning horizon.
- **Lower revenue:** The COVID recession will reduce revenue by an estimated \$1.5 billion.
- **Higher costs:** estimated \$6.4 billion.
- Total estimated affordability gap of **\$7.9 billion.**

System expansion projects

North/Central Corridor

Northgate Link

Lynnwood Link

SR 522/NE 145th BRT

NE 130th St. Infill Station

Everett Link

OMF North

Souder North Parking/Access

West Seattle Link

Ballard Link & 2nd Tunnel

Graham St & BAR Infill Stations

Baselined

(not subject to realignment)

East Corridor

East Link

Downtown Redmond Link

OMF East

BRT Maintenance Base

I-405 BRT

Issaquah-S Kirkland Link

N Sammamish P&R

South Corridor

Hilltop Tacoma Link

Federal Way Link

Puyallup Access

Tacoma Dome Link

OMF South

Sumner Access

Auburn Access

Kent Access

S Tacoma Access

Lakewood Access

Souder Maintenance Base

Souder Platform Extensions

Souder South Added Trips

ST3 Souder Access Program

DuPont Souder Extension

TCC Tacoma Link

Bus Reliability

Madison BRT

SR-7/Pacific BRT

Bus-on-Shoulder

RapidRide C/D

Realignment tools available to Sound Transit

- **Cutting costs** through reduced project scope, suspending or canceling projects, etc.
- **Raising new revenues** through issuing higher debt or seeking additional state or federal funding.
- **Delaying or phasing projects** to spread costs over time and keep total agency debt within current legal limits.

Recent Federal funding

Enacted

- Coronavirus Aid, Relief and Economic Security (CARES) Act
- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)
- American Rescue Plan (ARP)

Proposed

- Biden Infrastructure Initiative (American Jobs Plan)

Next steps

Anticipated realignment work through July

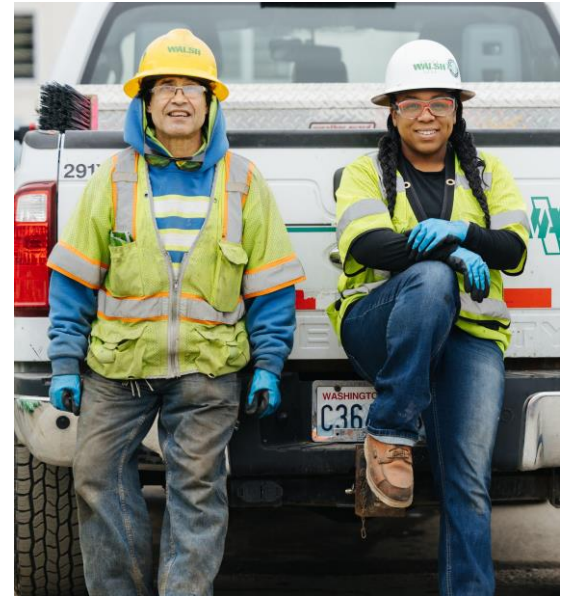
June Develop realignment plan(s).

July Consider potential action to adopt realignment plan(s).

The Sound Transit Jobs Story

Creating opportunities and building a diverse workforce

- Projects now under construction have employed 19,982 workers to date
- 12.2 million labor hours and \$558 million in wages so far
- Approximately 50 million labor hours remaining for voter-approved projects
- People of color performed 30% of work 2016-2020
- 7.5% women workers, compared to ~3% nationally



Thank you.



 [soundtransit.org](https://www.soundtransit.org)

