



## Washington State Legislature

January 27, 2016

Dow Constantine, King County Executive, Board Chair  
Sound Transit Board of Directors  
The Chinook Building  
401 5<sup>th</sup> Ave., Suite 800  
Seattle, WA 98104

Dear Sound Transit Board Chair, Dow Constantine;

During the 2015 Legislative Session, Sound Transit (ST) worked to pass legislation authorizing Sound Transit to raise new local revenue sources for the purpose of financing Sound Transit 3 (ST3). During the debates and discussions regarding the legislation, we addressed several concerns with Sound Transit leadership and staff:

- The design options and associated costs of including a light rail extension to Ballard;
- The cost estimates of the full ST3 build out; and
- The revenue estimates for each of the specific local revenue sources that Sound Transit would put forth to the voters.

Since the inclusion of the authorizing legislation in SB 5789, Sound Transit has been presenting facts and figures to the Board and to our communities that seem to differ in various respects from the information provided to Representative Tarleton and Senator Carlyle during the 2015 session. As such, we would very much appreciate the chance to clarify some of the following issues:

1. During the 2015 legislative session, Sound Transit shared the Long Range Plan with Members that included overviews of the Ballard to West Seattle light rail line. Please cross-check the Ballard to West Seattle corridor options being presented to the Board and community members today with those in the Long Range Plan. How are they different and similar? What are the differences in the light rail corridor, the ridership estimates, cost estimates and timeline estimates? Please explain the reasons behind any changes between the Long Range Plan and the most recent options for the Ballard to West Seattle corridor.
2. Also during the 2015 Legislative session, ST board and staff also conveyed to legislators that surveys would be conducted with ST users and constituents regarding the ST3 corridor. Since that time, the surveys have been completed. Representative Frame is a new member of our delegation and all of us would benefit from an update regarding the results of the surveys as the Sound Transit board and staff prepare the language for the ST3 ballot measure. How did the results impact or influence the decision to develop any new options for the Ballard to West Seattle route?
3. The legislature voted to provide Sound Transit with the authorization to raise local revenues to support a \$15.0 billion project budget. Now there are reports of total build out costs that may be double this number, which suggests that some proposed projects may be much more expensive than initially estimated and may result in significant revisions to estimated project completion dates. What is the total amount ST will ask from voters and what is the mix of property, sales and MVET tax increases that ST will put into the ST3 ballot measure? What are



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the possibilities that cost estimates for the Ballard link will affect the timeline for Ballard to be served by ST? Also, please provide an outline of when the board will make final decisions regarding the budget, corridor alignments, and expected completion dates for the Ballard link. We want to ensure the expectations set forth to us and to our constituents are being met.

4. When discussing the approved transportation revenue package and need for ST3 legislative authorization to raise local revenues, we were presented with a corridor plan that included light rail to Ballard and West Seattle by 2023-25. Given the potential for revised costs and corridor design, what is the probability that Ballard will get light rail in 2023-25?

Our support for ST3 stems from our firm commitment to providing passenger rail services to commuters throughout the Puget Sound region where we are experiencing some of the fastest population growth and job growth in the state. The Ballard community has the fastest population growth of any neighborhood in the City of Seattle. ST3 promises to provide the light rail infrastructure that our community desperately needs as fast as possible. We are interested in better understanding the details of the project from both a transportation infrastructure perspective and a tax payer accountability perspective. We very much appreciate your keeping us informed about the ST3 plans as you prepare to go to the ballot in 2016. It is our shared hope that these efforts result in a project that finally delivers a Ballard to West Seattle light rail route.

Sincerely,

A handwritten signature in black ink that reads "Reuven Carlyle".

Senator Reuven Carlyle

A handwritten signature in black ink that reads "Noel Frame".

Representative Noel Frame

A handwritten signature in black ink that reads "Gael Tarleton".

Representative Gael Tarleton

Cc: Sound Transit CEO, Peter Rogoff