



## The Story So Far

Sound Transit is building fast, reliable urban rail with funding from Sound Move (1996) and Sound Transit 2 (2008), which in places can already be called a subway. Seattle Subway's mission is to hold Sound Transit to the high standard they set with University Link and North Link, connecting urban activity centers with grade separated, high capacity rail, and accelerate our city's and region's investment in transit that considers the next century's needs.

Although the City of Seattle and Sound Transit agreed on the same high priority corridors for expansion in Seattle, neither had funded initial study work by early 2012. Seattle Subway initiated movement on the issue throughout 2012 by building community support for a Seattle ballot measure to fund Sound Transit's next lines. By late 2012, Mayor McGinn coordinated with Sound Transit to jointly fund Ballard corridor planning. That precedent for acceleration, combined with the threat of a Seattle-only measure, resulted in Sound Transit passing a 2013 budget amendment to begin all their voter approved corridor funding, work that wasn't planned until as late as 2018. Instead of aiming for 2024, we opened up the possibility of a Sound Transit 3 ballot measure in 2016.

## Getting to 2016

To ensure a 2016 measure offers projects to support growth for the next century, we must organize support for the highest level of investment we can - including grade separation. While some corridors make more sense as streetcars and trolleybuses, the core connections in our city should be fast, reliable, and high capacity, with the potential to expand to regional destinations. To ensure the 2016 measure includes fully grade separated rail, grade separation must be preserved through Sound Transit's corridor planning and specified in their long range plan. We're targeting three corridors:

- Ballard to Downtown (planning under way)
- West Seattle to Downtown (planning to begin in summer 2013)
- Ballard to UW (planning to begin in summer 2013)

Voters have already approved all the revenue Sound Transit is granted under state law. To ask voters for the funding for more transit, they must seek further authority from the legislature. We'll help them in two stages:

- Support Sound Transit's authority request during the 2014 legislative session (January-April)
- Make Sound Transit revenue authority a 2014 legislative election issue (April-November)

The corridor planning Sound Transit funded in December is the limit of what voters have approved. This planning will be complete, and the long range plan updated, by late 2014. To keep Sound Transit moving, we'll need to find them funding for design and engineering work between then and the 2016 vote.

A transit ballot measure in 2014 could fund some in-city transit as well as Sound Transit's interim work. We're exploring this over the course of 2013, as the significant benefits would:

- Show clear public support to the 2015 legislature
- Show the Sound Transit board that Seattle residents want expansion more quickly
- Take two years off completion of Seattle's next high capacity transit lines

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