

Sound Transit continues to build a track record of delivering major capital projects on schedule and under budget.

Here's a by-the-numbers look at agency successes delivering megaprojects.



University of Washington Station opened March 2016

University Link

This project, which includes 3.1 miles of twin tunnels between downtown Seattle and the University of Washington with a station at Capitol Hill, opened in March of 2016, ahead of schedule and about \$200 million under budget. In their first weeks of operation, these two stations increased Link daily ridership by almost 60%.

Sound Transit 2

Sound Transit remains on track to deliver more than 30 miles of light rail expansions by 2023 despite a 29 percent reduction in revenues due to the national recession. The agency is delivering these projects within dramatically tighter budgets.

The South 200th Link extension set for opening in 2016 features a major new parking garage and service south of Sea-Tac Airport.

By 2023, Sound Transit 2 construction will have created more than 100,000 jobs.

Sound Transit success strategies

- Realistic cost estimates
- Competitive procurements
- Rigorous project development protocols
- Extensive value engineering
- Contractor accountability measures
- Independent oversight
- Hands-on construction management
- Environmental sustainability

Link initial segment

In 2009, Sound Transit opened the first 15.6 miles of light rail service in central Puget Sound on schedule and about \$105 million below the \$2.7 billion budget adopted by the Sound Transit Board in 2001. Ridership on Link light rail has steadily increased since then, with an estimated 34.9 million total boardings last year, an 8 percent increase over 2014.



Link light rail service between downtown Seattle and SeaTac provided more than 35,000 rides each weekday in 2015. In the weeks after opening new service to Capitol Hill and the University of Washington, daily ridership has increased 60%.