



April 8, 2022

The Honorable Maria Cantwell
United States Senate
511 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Cantwell:

I am grateful for another year of record federal support in helping achieve the Puget Sound region's critical transportation needs. On behalf of the Sound Transit Board, I ask for your continued commitment to expanding the region's much-needed transit system. In the next few years, Sound Transit will more than double the region's light rail system from 26 miles to 62 miles. Later expansions are set to expand the light rail system to 116 miles while establishing new Stride bus rapid transit services along the north, east and south sides of Lake Washington and improve Sounder rail service.

As the FY 2023 appropriations cycle begins in Congress, Sound Transit is asking for you to support robust funding once again for the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) program, especially for our two light rail extensions with CIG Full Funding Grant Agreements (FFGA): Lynnwood Link and Federal Way Link.

You, along with the other members of the Puget Sound delegation, worked to ensure that the CIG program received record funding through the enactment of the Bipartisan Infrastructure Law. We are grateful that the Biden Administration in its FY 2023 budget request for FTA proposes to accelerate more than \$500 million of federal support for our two FFGAs. The accelerated funding would create more than \$40 million in borrowing savings for regional taxpayers that can be applied to other voter-approved extensions to places like Tacoma, Everett, West Seattle, Ballard, South Kirkland and Issaquah.

The proposed FY 2023 budget's \$716.6 million in total Sound Transit funding includes \$318 million for the Federal Way Link Extension, which in a single year would complete the FTA's multi-year FFGA for that project, three years sooner than previously committed. The proposed \$250 million in funding for the Lynnwood Link Extension would position that project's grant to be paid off at least three years sooner than the planned 2028 timeframe.

As we explore additional partnerships with the FTA, we look forward to working with you to also ensure that the historic CIG funding provided in the BIL is used to accelerate federal funding for projects early in the CIG pipeline. Sound Transit plans to secure FFGAs for four Link extensions: West Seattle and Ballard Link Extensions, Tacoma Dome Link, and Everett Link. Congress should work to provide federal support for

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projects like these earlier in the CIG process, rather than waiting until a project has FTA's engineering approval. Early CIG funding saves significant financing costs and would also help complete FFGA appropriations closer to the opening of service, rather than years after construction is completed and revenue service has begun.

As such, I am thankful for the opportunity to submit to you a Congressionally Directed Spending project to provide advanced funding for the expansion of Sound Transit's Light Rail system to Everett. As you know, this project will complete the northern spine by extending the Link light rail an additional 16.3 miles north, from the Lynnwood City Center through the SW Everett Industrial Center and to downtown Everett, Washington, terminating at Everett Station. In addition, the extension will allow for increased connectivity to other regional transit including Sounder commuter rail, ST Express bus service, ST's Stride Bus Rapid Transit services in the SR 522 and I-405 corridors, Amtrak and Community Transit services. It will provide fast, reliable connections with projected travel times of 60 minutes from Everett to downtown Seattle and 33 minutes from Everett to Lynnwood. When complete, Everett Link is expected to serve 37,000 — 45,000 riders from the 1st and 2nd Congressional Districts daily (2040). Everett Link will also support over 46,700 jobs (2019-2037), provide light rail service every 4-6 minutes (peak periods) and support economic development, including TOD and affordable housing throughout the corridor.

Without a doubt, our federal partnerships and your steadfast leadership in securing funding to support those partnerships are vital to our continued progress in implementing the regional system as approved by the voters.

Thank you for all you do for transportation and the State of Washington. On behalf of the Sound Transit Board, we appreciate your strong leadership.

Sincerely,



Kent Keel

Chair, Sound Transit Board

Cc: Sound Transit Board of Directors

Peter Rogoff, Sound Transit Chief Executive Officer

Brooke Belman, Sound Transit Chief of Staff

Ann Snell McNeil, Sound Transit Chief Government and Community Relations Officer