Desmond.brown replied 19 hours ago (Tue, 25 Oct at 4:08 PM)
to : pdc@pdc.wa.gov , cc : kurt.young@pdc.wa.gov

Washington Public Disclosure Commission

Sound Transit submits this response (with attachments) to the complaint filed in PDC Case No. 9063. We will also mail the response to the Commission. Please confirm timely receipt of this response and advise me if you require additional information.

Desmond Brown
General Counsel
SOUND TRANSIT
(206) 398-5017 office
(206) 398-5222 fax

6 Attachments

PDF 161025 ST Re... (261 KB)
PDF 1995 ST vote... (562 KB)
PDF 1996 ST vote... (3.16 MB)
PDF 2007 ST vote... (1.03 MB)
PDF 2008 ST vote... (1.19 MB)
PDF 2016 ST vote... (1.63 MB)

SOUNDTRANSIT

October 25, 2016

Washington Public Disclosure Commission
711 Capitol Way #206
P.O. Box 40908
Olympia, WA 98504-0908

Re: Sound Transit Response to Complaint
PDC Case Number 9063

Dear Members of the Public Disclosure Commission,

The purpose of this letter is to respond to the complaint filed by John S. Niles on October 20, 2016 (PDC Case No. 9063). The complaint alleges that Sound Transit violated RCW 42.17A.555 because it did not include information about the impact on regional transportation if the upcoming ST3 ballot measure fails. Sound Transit's position is that the complaint should be closed with no further action because RCW 42.17A.555 cannot be violated by conduct that is required to comply with another statute, in this case RCW 81.104.140(8).

By its express terms, RCW 42.17A.555 does not apply because the voter guide was not prepared for the purpose of aiding a ballot proposition. Like the similar Sound Transit voters' guides that were mailed to voters before the 1995, 1996, 2007, and 2008 elections, the Sound Transit 3 Mass Transit Guide (Guide) was prepared because RCW 81.104.140(8) mandates that the agency provide voters with a document describing the proposed transit plan at least 20 days before the election. To make clear that RCW 42.17A.555 does prohibit Sound Transit's conduct, section three of the statute exempts activities which are part of the normal and regular conduct of the office or agency." See, RCW 42.17A.555(3). Because there is no dispute that the Guide is a statutorily required, normal, and regular activity of the agency, based on the allegations in the complaint, the Commission can summarily determine that Sound Transit did not violate the state's campaign finance laws and close the complaint with no further action.

The complaint alleges that when Sound Transit complied with the statutory duty imposed by RCW 81.104.140(8) to provide registered voters in with "a document describing the system plan and financing plan set forth in RCW 81.104.100," the agency violated RCW 42.17A.555 because the Guide did not also explain "to voters of what happens to the activity of the Sound Transit and the underway construction of high capacity transit if the ST3 tax measure fails to pass." Because the Guide explains what happens if ST 3 passes, but does not explain what happens if the ballot measure fails, the complaint alleges that it violates

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: (206) 398-5000 • FAX: (206) 398-5499
www.soundtransit.org

RCW 42.17A.555: "For this agency to meet a minimal standard for neutrality, the Guide must also include a description of the result of a NO vote on Proposition One…" See, Complaint.

The PDC can reject Mr. Niles's complaint on its face because actions taken to comply with a statute cannot, as a matter of law, violate RCW42.17A.555. First, the statute does not impose a "minimal standard for neutrality" on documents prepared by a public agency. The statute is not concerned with the rhetorical impact of public documents; the Commission is not charged with determining whether documents are fair and balanced. RCW 42.17A.555 is concerned with prohibiting the use of public resources for the purpose of supporting or opposing a ballot proposition. The statue is violated only when two conditions are satisfied: (1) public employees use public resources for the purpose of supporting or opposing a ballot proposition or campaign, and (2) the activities are not exempt from the statute. Neither condition is satisfied here.

Sound Transit's actions to prepare and mail a voter's guide were done for the sole purpose of complying with the statutory requirement in RCW 81.104.140(8). Because these actions are mandated by the Legislature and constitute normal and regular conduct of the agency, that conduct cannot be deemed illegal conduct under RCW 42.17A.555 or any other statute.

> RCW 81.104.140(8) states:
>
> Agencies must provide to the registered voters in the area a document describing the systems plan and the financing plan set forth in RCW 81.104.100. It must also describe the relationship of the system to regional issues such as development density at station locations and activity centers, and the interrelationship of the system to adopted land use and transportation demand management goals within the region. This document must be provided to the voters at least twenty days prior to the date of the election.

RCW 81.104.100(2)(d) contains a list of required elements that must be contained in the system plan to be described in the document provided to voters. All of these elements relate to the proposed transit projects and services to be provided by the plan, not what happens if the plan is not implemented. The complete subsection reads:

> (d) The system plan submitted to the voters pursuant to RCW 81.104.140 shall address, but is not limited to the following issues:
>
> (i) Identification of level and types of high capacity transportation services to be provided;
>
> (ii) A plan of high occupancy vehicle lanes to be constructed;
>
> (iii) Identification of route alignments and station locations with sufficient specificity to permit calculation of costs, ridership, and system impacts;

(iv) Performance characteristics of technologies in the system plan;

(vi) A financing plan describing: Phasing of investments; capital and operating costs and expected revenues; cost-effectiveness represented by a total cost per system rider and new rider estimate; estimated ridership and the cost of service for each individual high capacity line; and identification of the operating revenue to operating expense ratio.
The financing plan shall specifically differentiate the proposed use of funds between high capacity transportation facilities and services, and high occupancy vehicle facilities;

(vii) Description of the relationship between the high capacity transportation system plan and adopted land use plans;

(viii) An assessment of social, economic, and environmental impacts; and

(ix) Mobility characteristics of the system presented, including but not limited to: Qualitative description of system/service philosophy and impacts; qualitative system reliability; travel time and number of transfers between selected residential, employment, and activity centers; and system and activity center mode splits.

This statutory language in RCW 81.104.100(2)(d) is a comprehensive list setting forth the specific and detailed information required to be in the system plan. The statutory list does not require that the plan include information describing what happens if the plan is not implemented. And because the statute does not require that the system plan describe what happens if it is not implemented, Sound Transit is not required to include that information in the system plan or in the Guide required by RCW 81.104.140(8) to describe the plan.

As you can see in the attached 2016 Mass Transit Guide, the contents comply with RCW 81.1, 04.140(8) by providing a summary description of (1) projects and services to be provided by the plan—the information listed in RCW 8.104.100(2)(d) as required to be in the system plan; (2) the financing plan (cost, taxes, expenditures, and debt); and (3) the relationship of the plan to regional issues at stations to adopted land use and transportation demand management goals. This Guide provides the statutorily required information as was the case with earlier transit guides produced in 1995, 1996, 2007 and 2008 (attached).

In conclusion, RCW 42.17A.555 prohibits using public resources for the purpose of promoting or opposing a ballot measure, but exempts all activities, regardless of their political impact, from the prohibition, if the activities are part of the normal and regular conduct of the agency. Because the Guide is required by RCW 81.104.140(8), Sound Transit staff prepared and mailed the Guide to voters in the regular and normal course of business as it has done every past election to approve a transit plan. Because the activity complained of is both statutorily required, and expressly exempt from RCW 42.17A.555,

Sound Transit respectfully requests that the Commission find no violation of the campaign finance laws and return the complaint with no further action.

Sincerely,

Desmond L. Brown
General Counsel

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: (206) 398-5000 • FAX: (206) 398-5499
www.soundtransit.org

March 14 is your chance to make an informed choice about the future of regional transit!

Some commonly asked questions (and answers) about the Regional Transit System

Why is the RTA proposing this system?

Transportation and growth problems are regional. They don't stop at county lines. Many people live in one county and work or go to school in another. The solutions the RTA proposes must also be regional.

In RCW 81.112.010, the state Legislature "recognizes that existing transportation facilities in the central Puget Sound area are inadequate to address mobility needs of the area. The geography of the region, travel demand growth, and public resistance to new roadways combine to further necessitate the rapid development of alternative modes of travel." That same law allowed counties in the most populated region in the state to create a single agency — the RTA — to plan and put in place a regional transit system as part of the overall regional transportation network.

After much study and more than a thousand meetings with citizens, the RTA adopted this proposal in response to our region's transportation needs. The proposal also helps address other regional issues associated with transportation. The proposed system can help local governments achieve their growth management objectives.

What if I don't live near a rail line?

The proposed transit system offers more than rail. Trains, buses, shuttles and simple connections between them can provide easier access to jobs and other destinations, less demand for new roads, cleaner air and a healthier economy.

With the rail and regional bus lines linking the region's cities, the local bus system will be able to better respond to local needs — providing more crosstown, more suburb-to-suburb, and more east-west service. People will have many more choices for commuting and traveling around their communities. This offers local governments more flexibility in managing transportation demand and meeting state goals to reduce the number of drive-alone commutes.

How accurate is the technical analysis for the proposed system?

An independent expert review panel appointed by the governor, the state Legislature, and the Washington State Department of Transportation reviewed the RTA's Phase I plan and the methods used to estimate costs and ridership. The panel found the RTA's estimates reasonable and the ridership forecasts conservatively low.

Regional Transit Authority
821 Second Ave., M.S. 151
Seattle, WA 98104-1396

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For more information...

This document is being provided pursuant to the requirements of RCW 81.104.140 (8). If you'd like more information about the Regional Transit Authority or the regional transit system, please call us toll free at 1-800-201-4900, or write the Regional Transit Authority, 821 Second Ave., M.S. 151, Seattle, WA 98104-1396. This information is available in accessible formats on request at 684-2046 (voice) or 684-1396 (TDD).

It's your move!

On March 14, Puget Sound area citizens will have the chance to vote on a Phase I regional transit system that includes commuter rail, light rail, and expanded bus service linking Pierce, King and Snohomish counties.

The Regional Transit System Proposal

February, 1995

A proposal to the voters by the Regional Transit Authority
See inside for details

Fighting congestion...moving people. Make an informed choice March 14 about how people in our region will travel for years to come!

Regional answers — the Phase I Regional Transit System

The Regional Transit Authority is a new public agency charged with developing and delivering a regional transit system to the citizens of King, Pierce and Snohomish counties. The RTA is proposing a system that fights worsening congestion by offering new ways of moving people.

The first phase of that system includes commuter rail using existing railroad tracks, light rail using new tracks, regional bus lines, a "seamless" service concept and a special fund for local transit projects. On March 14, you'll be asked to vote on whether to fund the Phase I transit system with a 4/10 of one percent increase in local sales tax and a 3/10 of one percent increase in local license plate tab tax. No property taxes will be used to fund the system. The ballot measure requires a simple majority vote to pass.

Here's a description of the components of the transit system you'll be asked to vote on:

Commuter rail

The RTA wants to take advantage of existing railroad tracks when possible. To do this, the authority will upgrade existing tracks and signal systems, build stations and add some new track. The result: a commuter rail system offering passenger service connecting Everett, Mukilteo, Edmonds, Seattle, Tukwila, Kent, Auburn, Sumner, Puyallup, Tacoma and Lakewood. Though the name implies a system that serves only people going to work, the bi-level commuter trains are expected to run throughout the day (every 30 minutes during rush hours and hourly the rest of the day) serving shoppers, students and tourists as well. Service between Seattle and Tacoma will begin operating two to three years after a positive vote. The commuter rail lines will be extended to Everett and Lakewood within a year after that.

Light rail

Many of the destinations people in the region travel to aren't near existing railroad tracks. Phase I includes adding new track for three light-rail lines connecting cities in all three counties. The three lines will take 16 years to complete, but parts of the system would begin operating as they are built. The system will use comfortable, modern electric-powered rail cars that accelerate quickly. Trains are expected to run every 2 to 15 minutes throughout the day carrying about 170,000 passengers per day by the year 2010 (the Portland light-rail system currently carries 24,000 passengers per day).

Much of the light-rail system will run at street level in exclusive rights-of-way. Some segments will run in exclusive roadways with cross-traffic at intersections controlled by special signals. Certain constraints require that parts of the system be grade separated. Based on the current plan, the 68-mile light-rail system would remove traffic lanes from less than 4 miles of street.

A north line will run from 164th Street S.W. in Snohomish County to Lynnwood, Northgate, the University District, Capitol Hill, and downtown Seattle. An east line will run from downtown Seattle to Mercer Island, Bellevue and Redmond (Overlake) via the Interstate 90 bridge. A south line will run from downtown Seattle to Rainier Valley, Boeing Access Road SeaTac, Federal Way, Fife and downtown Tacoma. The RTA will also begin building a starter transit line using bus or rail in the Interstate 405 corridor between South Kirkland, Bellevue, Renton, Tukwila and Sea-Tac Airport.

Regional bus lines

Phase I includes new regional bus lines providing express transit service in rail corridors before rail lines begin running, and serving areas not directly linked by rail lines. The RTA intends to contract with the region's existing bus operators to run these regional bus routes. Regional bus service will run every 15 to 30 minutes. To help provide faster and more frequent service, regional bus lines will make limited stops. Regional bus lines will be operating within three years of a positive vote.

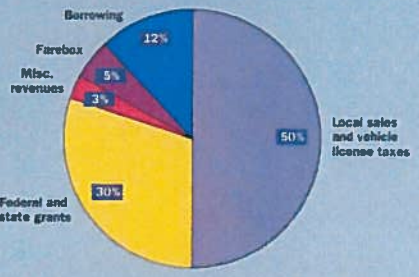
A "seamless" system

The simpler it is to use a transit system, the more people will use it. To create a "seamless" trip for people using the system, the RTA will help develop a single, coordinated fare system with passes or tickets accepted by transit operators throughout the region. You'll be able to board buses, light rail or commuter trains and travel and transfer throughout the region regardless of the agency operating the service.

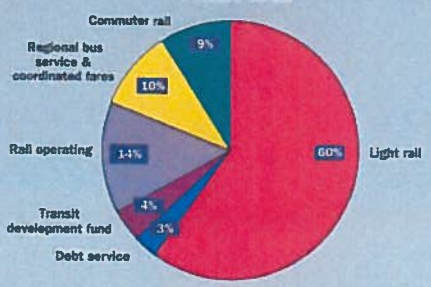
Fund for local transit projects

The region's diverse communities have diverse needs. Phase I also includes a special fund to pay for local transit projects tailored to the specific needs of communities while supporting the regional transit system. The fund will be distributed throughout the region and can be used for such things as transit centers where different types of transit connect, or to provide better local bus service connecting to the regional bus or rail lines.

Phase I Revenues



Phase I Costs



Paying for the system

Building and operating the Phase I transit system will cost $6.7 billion ($1995). About 50 percent of the cost is expected to be paid for with a combination of federal and state grants, farebox revenues, borrowed funds, private sources and interest revenues. If the RTA receives less federal or state funding than expected, the system construction schedule will be extended to stay within Phase I financial guidelines.

The remaining 50 percent would come from voter-approved local taxes limited to a 4/10 of one percent increase in local sales tax and a 3/10 of one percent increase in local vehicle license tab tax within the RTA District. No property taxes will be used to fund the transit system.

The average household would pay about $8 per month in added sales tax and license tab tax to build and run the system. This assumes an average annual household income of $40,000 with two vehicles per household valued at $6,500 each.

The RTA will regularly review Phase I system implementation. The RTA will conduct a major review of the system after 10 years and issue a status report to voters. That report will be used to help develop future recommendations. The local tax package will be reduced after 16 years to a level necessary to operate the system, pay off borrowed funds, and replace equipment or facilities. Funds for any future transit system phases supported by additional taxes would require voter approval.

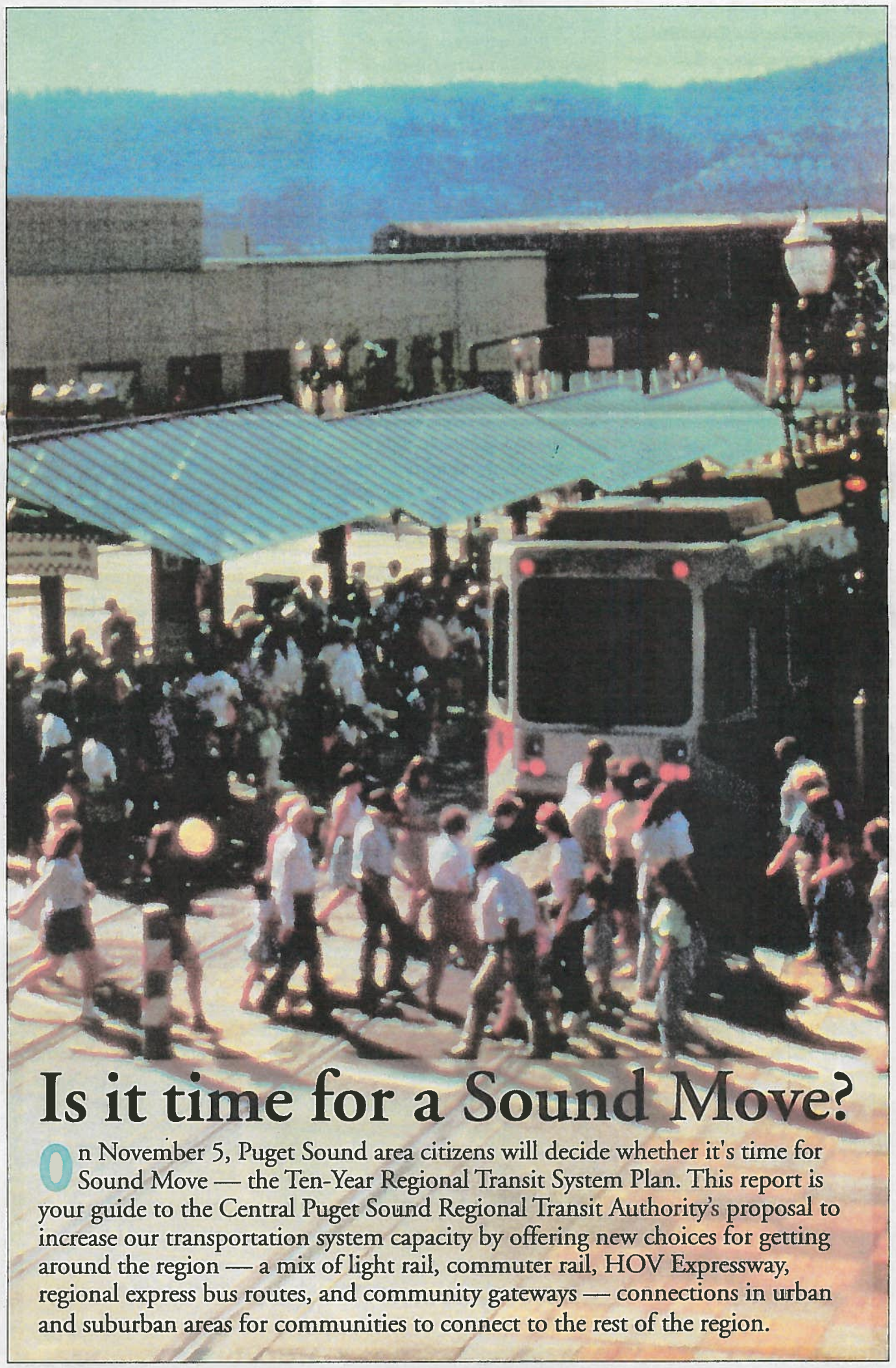
A proposal to the citizens by the Regional Transit Authority

See inside for details

Regional Transit Authority
821 Second Ave., M.S. 151
Seattle, WA 98104-1598

Sound Move

The Ten-Year Regional Transit System Plan
Launching rapid transit in the Puget Sound Region



Is it time for a Sound Move?

On November 5, Puget Sound area citizens will decide whether it's time for Sound Move — the Ten-Year Regional Transit System Plan. This report is your guide to the Central Puget Sound Regional Transit Authority's proposal to increase our transportation system capacity by offering new choices for getting around the region — a mix of light rail, commuter rail, HOV Expressway, regional express bus routes, and community gateways — connections in urban and suburban areas for communities to connect to the rest of the region.

This document is being provided to voters within the RTA District as required by state law —RCW 81.104.140 (8).

Sound Move

Why Sound Move?

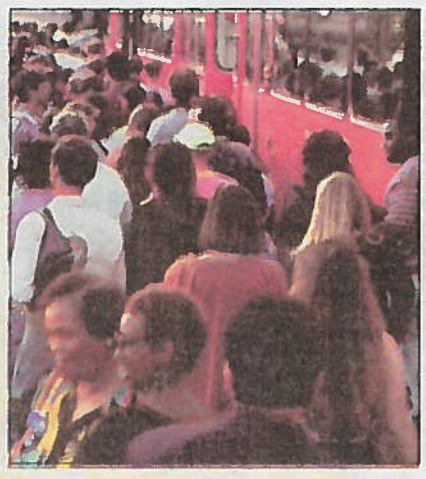
There's an old saying that advises "if it ain't broke, don't fix it." But if you are one of thousands of people traveling on our region's highways each day you can probably relate to a modified version of that proverb — it's broke, let's fix it.

One problem is too much traffic and too little space. Nationwide studies rate our region's traffic among the worst in the country. We've outgrown our current freeway system. And our unique terrain limits the available space to build new highways.

Sound Move is the RTA's proposal to take the first step toward fixing our region's transportation problems. Sound Move offers the region a package of transportation improvements that can provide the people-carrying capacity of another freeway to our transportation system at less cost — financially and environmentally — than building new highways. For example, the two-way light-rail line included in Sound Move can carry the same number of people as 12 freeway lanes, using much less right-of-way and at less than one-third the cost.

What is the RTA?

One thing readily apparent about traffic is that it knows no limits — literally. Congestion doesn't stop at county lines. But until recently, jurisdiction for dealing with public transportation problems — and congestion — did. Recognizing this, the state Legislature authorized King, Pierce and Snohomish counties to create a single agency — the Central Puget Sound Regional Transit Authority (RTA) — to plan, build and operate a high-capacity transportation system within the region's most heavily used travel corridors.
The RTA is governed by a board made up of local elected officials including mayors, city councilmembers, county executives and county councilmembers from within the RTA District, plus the state Transportation Department secretary (see page 8 for a list of RTA Boardmembers).



Over the last 25 years, our region's population has grown by 50 percent. Currently it is increasing at a rate of about 100 people per day. By the year 2020, 1.4 million more people will live here.

Growing and going

Last year, our region's population grew by more than 36,000, about 100 people per day. In another 25 years there will be 1.4 million more people living here. But little or no new capacity is being added to our transportation system.

Sound Move would add capacity to the transportation system and offer people an alternative to congestion. In the year 2010, with Sound Move in place, the number of trips people make in the region using transit is estimated to increase by 50 percent with as much as 40 percent of all rush-hour travel along interstate highways using a bus, carpool, vanpool or train.

Sound Move fits in with the region's adopted vision for maintaining our region's quality of life and preserving our environment. The system's purpose is to improve mobility by providing several convenient, reliable and energy-efficient alternatives to driving alone. At the same time, Sound Move is designed to help support adopted community plans.

One piece of the transportation puzzle

Sound Move isn't the only thing planned to help fix our regional transportation system. The plan was developed to fit within the state's transportation plan, local land-use plans and the region's comprehensive Metropolitan Transportation Plan. That plan includes all forms of transportation — high-capacity transit, local transit, HOV lanes, ferries, airports, automobiles, freight traffic, bicycles, and pedestrians.

The proposal also fits with the plans of local transit agencies who have been partners in regional transit planning. The RTA has designed new regional services that work with services provided by local transit agencies, offering a regionwide integrated system of routes, schedules and fares. New regional transit service would free up local service resulting in operating cost savings. Those savings would be used to provide new or improved local services or build new transit facilities specifically to address local needs.

Operating cost savings resulting from Sound Move would be used to provide new or improved local services or build new transit facilities specifically to address local needs.

Pierce Transit

New ways to travel (plus new connections)

Sound Move proposes adding new ways to travel around the region — a rapid transit system made up of electric light rail using new tracks, commuter rail using existing railroad tracks and regional express buses using a new HOV Expressway. The trains and buses would help large numbers of people travel along our region's most heavily travelled corridors.

Frequent and reliable service

The new regional rapid transit services — buses and trains — would operate primarily in right-of-way separated from other traffic. This means buses and trains could travel at top speeds, on time and on schedule. Customers would be able to rely on dependable, congestion-free service.

Light-rail trains and regional express buses would run on frequent schedules, offering two-way service 18 to 20 hours a day (which means people could use the service without having to decipher complicated schedules).

Gateways to the region — community connections

Combined with existing and planned local transit services, Sound Move would create more than 80 connections or gateways between communities and the rest of the region. Those gateways would include transit stations, park-and-ride lots, transit centers and rail stations creating community connections where people can reach their destination on foot, by bicycle, or by using other transportation services.

Easy system access

Sound Move is designed to create a regional transit system that is easy to reach and use by everyone including pedestrians, bicyclists, people with disabilities and other public transportation customers.

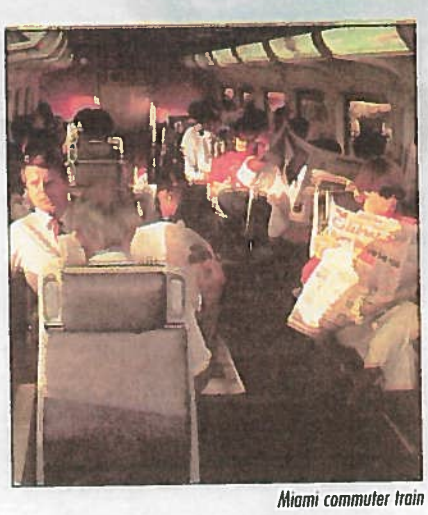
The RTA will work with local transit agencies, communities and governments to place and design transit facilities that fit with local community plans. This includes making improvements within one-half mile of each station for safe, easy transit, pedestrian and bicycle access.

Transit facility designs will be flexible, helping communities to tailor station designs to their environment. Standard features for transit customers include security and safety design standards; consistent route and schedule information; easy-to-read and consistent signs; pedestrian-friendly design and full access for people with disabilities; bicycle access and storage; and convenient access to allow smooth transfers from one type of transportation to another.

Sacramento light rail

Sound Move vehicles and stations would be fully accessible for people with disabilities.

The regional bus and rail system would directly connect almost all of the region's economic centers collectively employing more than 650,000 people with frequent, two-way, all-day service.



Miami commuter train

About 258,000 trips are made each day in the Puget Sound region using public transit. With Sound Move in place, total transit system ridership is estimated to increase by 50 percent; and by year 2010 as many as 40 percent of all rush-hour trips on major highways would be made by transit or carpooling.

A one-ticket ride

Since high-capacity transportation provided by the RTA is just one part of the overall regional transportation system, it is important that Sound Move work well with services already being provided or planned at the local and statewide level. One way to make sure Sound Move provides a smooth connection with other services in the region is to develop a uniform, single-ticket fare system among local and regional transit providers. This would allow customers to use a single ticket or pass to travel on any and all of the types of transit within the region (i.e. local bus, regional bus, light rail, commuter rail and ferries). The RTA will work with public transportation providers in the region to develop an integrated fare policy for the entire public transit network.

Coordinated routes and schedules

Simple and coordinated connections are necessary between all parts of the regional transportation network — buses, rail, ferries, carpools, vanpools, shuttles, circulators, intercity rail lines, taxis, airports, bicycles and pedestrians. These simple and coordinated connections can be achieved by sharing stations, simplifying transfer policies, using common fare structures and coordinating schedules.

An important part of integrating these services is providing stations or transit centers where many transportation services come together, making transfers and connections convenient and expanding the scope of the entire transportation system.

The RTA will work with local transportation providers to make sure that local and regional transit schedules mesh.

Portland's MAX light rail and connecting buses

On track — investing in rail

Investing in rail

The RTA is proposing two types of rail transit — light rail and commuter rail — as a significant part of Sound Move because:

- trains travel in their own right-of-way, thus offering a high-speed alternative to cars
- trains in their own right-of-way are reliable — they aren't subject to highway delays caused by traffic, accidents, breakdowns or bad weather.

Electric light rail

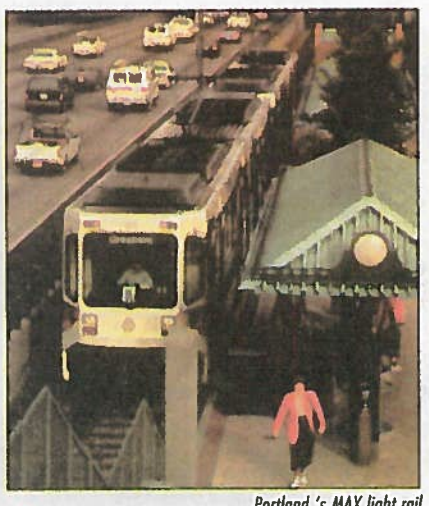
Sound Move would serve the core of the region where transit ridership is highest with a new electric light-rail system. The plan includes 25 miles of light-rail with 26 stations within walking distance of major regional destinations, including:

- **Education** — the University of Washington, the UW Tacoma Campus, Seattle Central Community College, Seattle University and potentially North Seattle Community College.
- **Health care** — the UW Medical Center, Swedish Hospital, Harborview and Virginia Mason.
- **Cultural, convention and sports facilities** — the Seattle Art Museum, the Tacoma Theater District, the new Washington State History Museum, Husky Stadium, the Kingdome, the Tacoma Dome, the Washington State Convention & Trade Center, Seattle Center (via Monorail connection) and Benaroya Hall (the new Seattle Symphony hall).
- **Other transportation** — Sea-Tac Airport, Colman Dock (the Washington State Ferries), King Street Station (commuter rail and Amtrak), the Monorail, Seattle's Waterfront Streetcar and a Tacoma Dome regional transportation terminal. Local and regional buses would serve the stations.

Light rail would use the downtown Seattle transit tunnel and stations (already designed to be rail-convertible). When trains begin operating with buses, the tunnel would be open nights and weekends, tripling its use.

Trains would provide two-way service 18 to 20 hours a day (running every six minutes during rush hours), every day, moving as many as 15,000 people an hour in each direction at maximum speeds of 55-65 m.p.h.

Because of the region's unique topography (hills, waterways, etc.), development patterns, and right-of-way limitations, the light-rail system includes surface-level, elevated and underground segments. Additional community planning and engineering will determine system final design.



Portland 's MAX light rail

A two-way light-rail line provides the same people-moving capacity as 12 freeway lanes.

Rail in the most developed areas

The central I-5 travel corridor was selected for a light-rail line because it is the most congested area in the region with little or no room to expand freeway capacity. Arterial streets along the corridor are also congested.

The proposed north-south light-rail system would serve the region's highest concentration of homes and jobs. About half a million people live along this corridor and about 300,000 people work or attend college along the proposed line.

The line would double corridor capacity, attracting an estimated 100,000 plus riders a day (almost four times the current ridership of Portland's 15.1-mile MAX line). This line is also the most cost-effective part of the region's envisioned long-range rail system.

The RTA estimates that about 32 million riders would use the system each year, collectively saving about 5 million hours of travel time annually.

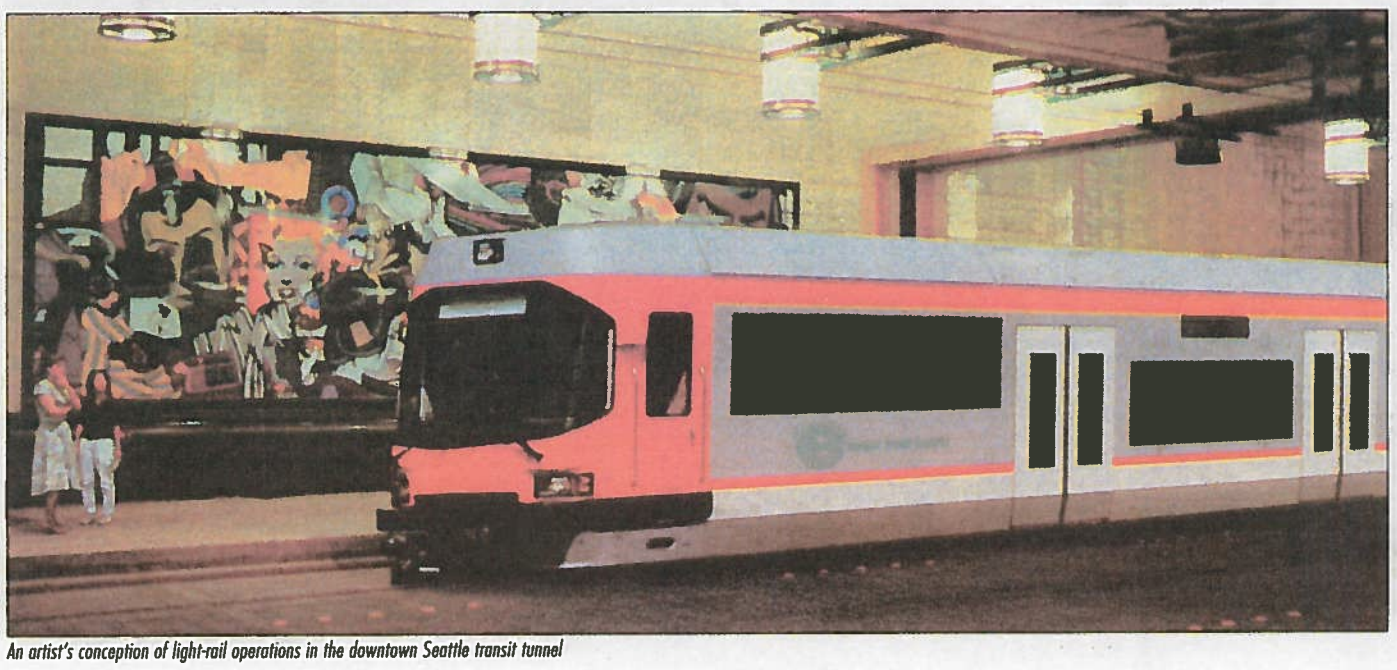
Downtown Seattle to SeaTac

The RTA proposes a south light-rail route through Southeast Seattle (an area with the highest per capita transit ridership in the region) to SeaTac (where 32,000 people work each day). The preferred route includes five stations in Southeast Seattle, and stations at Boeing Access Road, in Tukwila, at the airport and in SeaTac. Between Boeing Access Road and SeaTac, the RTA will evaluate routes using SR-99 or Interurban Avenue to Southcenter.

Vancouver BC's Skytrain

Regional trains and buses would connect with local transit on coordinated schedules.

Light-rail trains would operate jointly with buses in downtown Seattle's transit tunnel, extending its service hours to evenings and Sundays and tripling the use of the facility.



An artist's conception of light-rail operations in the downtown Seattle transit tunnel

Sound Move / page 5

Downtown Seattle to the University District

The RTA proposes a north light-rail route from downtown Seattle to the University District (the second largest employment center and transit market in the region) through First Hill and Capitol Hill — two of the largest transit markets in the region. About 43,000 workers and students are concentrated in the area each weekday. More than half the people who work on First Hill live outside the City of Seattle and almost 20 percent live outside of King County.

University District to Northgate

The RTA will seek additional funding to extend the rail line from the University District to Northgate. This segment would be built during the ten-year plan period only if additional funding is available (such as higher than expected federal funds or through cost savings in building other parts of the light-rail system).

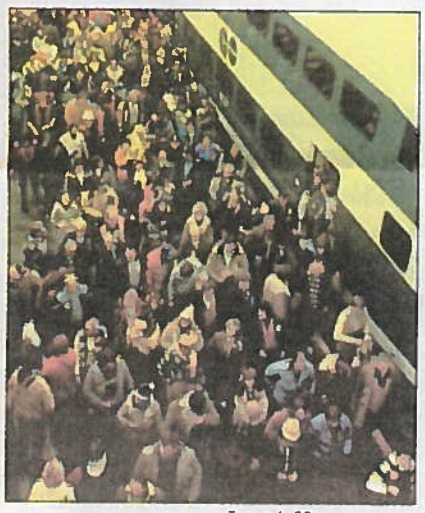
Downtown Tacoma - Tacoma Dome connection

Sound Move includes a 1.6-mile light-rail segment between downtown Tacoma and a Tacoma Dome regional transportation terminal serving major destinations with connections to regional and local buses, commuter rail and Amtrak. The Tacoma segment is also designed to serve local destinations such as the UW Tacoma campus under development, the Theater District, the new Washington State History Museum and the Tacoma Dome.

Commuter rail — Lakewood to Everett

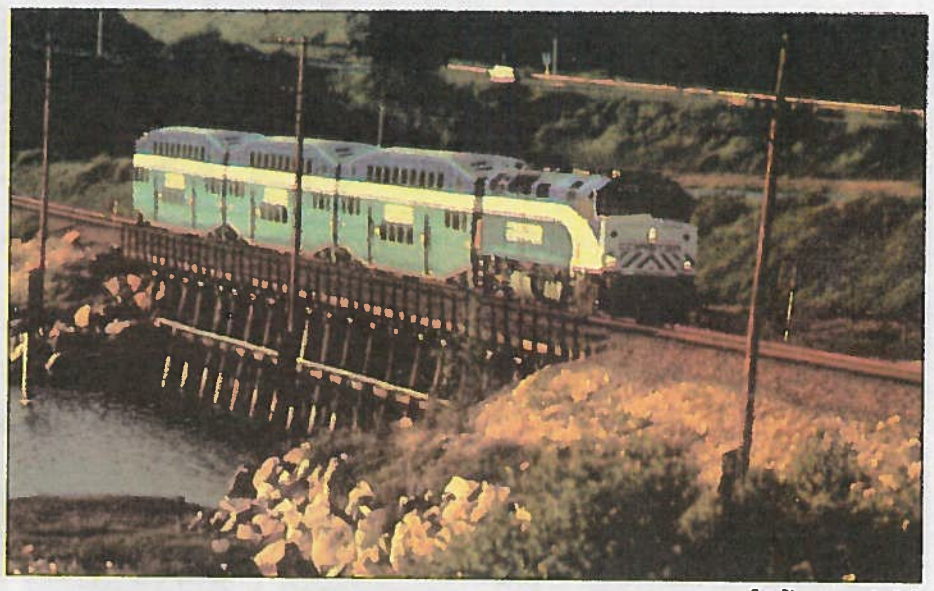
The commuter rail component would add two-way rush-hour service using existing railroad tracks between Everett, Mukilteo, Edmonds, Seattle, Green River Valley communities, Tacoma and Lakewood. Commuter rail would offer a fast and dependable commute option. The 81-mile system includes 14 stations (and three provisional stations if funding permits) linking major destinations in Snohomish, Pierce and King counties including:

- **Everett Multimodal Station** (with connections to Everett Community College) and the **Everett Bond Street Station.**
- **Mukilteo Station** (with connections to the Whidbey Island ferry).



Toronto's GO commuter train

King Street/International District Station would be an important transportation hub, providing connections between light rail, commuter rail, Amtrak, regional express buses, the Waterfront Streetcar and local bus service. The station would provide connections to sports and other events.



San Diego commuter train

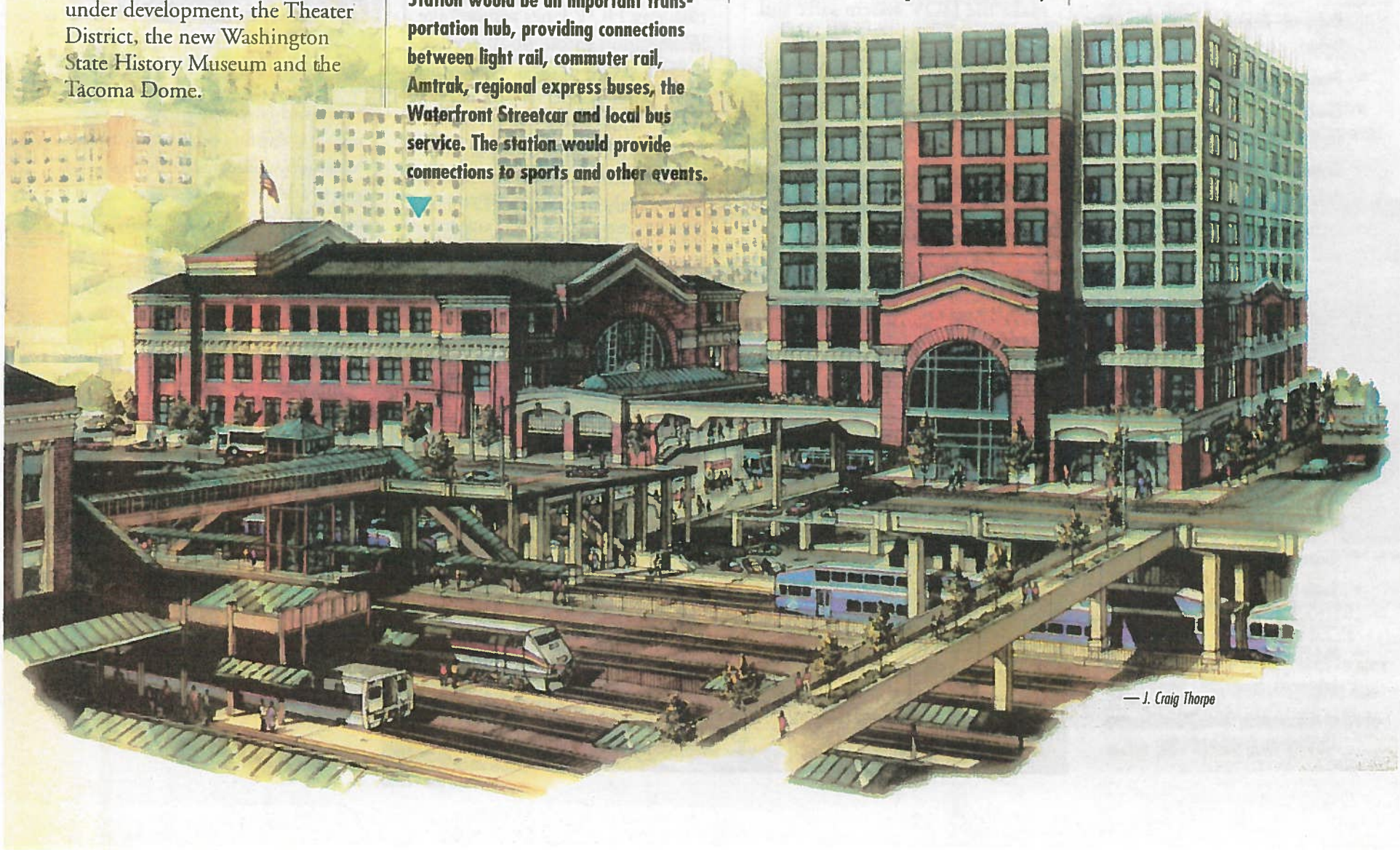
Commuter rail would share existing tracks with freight and Amtrak service.

- **Edmonds Station** (with connections to Amtrak and the Kingston ferry).
- **Seattle's King Street Station** (with connections to Amtrak, light-rail and the Waterfront Streetcar).
- **Boeing Access Rd Station** (with light-rail connections to the airport and southeast Seattle).
- **Tukwila Station**
- **Kent Station**
- **Auburn Station**
- **Sumner Station**
- **Puyallup Station**
- **Tacoma Dome Station** (with connections to Amtrak and the Tacoma light-rail line to downtown Tacoma).
- **S. 56th Street Station** (South Tacoma).
- **Lakewood Station**

Additional stations may be built in future phases. Commuter rail would share several stations with the state's expanded intercity rail service between Portland and Vancouver, B.C.

The commuter rail system would be capable of moving 6,000 people per hour (peak direction during rush hours), traveling at speeds of up to 79 m.p.h.

Commuter rail builds on a railroad network already in place, increasing the transportation system's people-moving capacity and, by making necessary track and signal improvements, improving the capacity of the network for other passenger and freight trains as well. Since commuter trains would stop at stations near the Kingdome and the Tacoma Dome, the RTA will explore the possibility of providing special event rail service.



— J. Craig Thorpe

Traveling the HOV Expressway

HOV Expressway and regional express bus benefits:

- **The HOV Expressway would add capacity on I-405, I-90 and I-5, and improve connections to 24 major urban centers collectively employing more than 650,000 people.**

- **The improved bus speeds and reliability created by the HOV Expressway would translate into travel time savings of about 6,000 hours a day for transit passengers and another 6,300 hours a day for carpool and vanpool users.**

- **Regional express bus routes would offer high-speed, two-way service 18 hours a day to major destinations every 15 minutes during rush hours on most routes and every 15-30 minutes at other times.**

Twenty new regional express bus routes:*

- Woodinville - Bothell - Northgate
- Issaquah - Bellevue - Northgate
- Redmond - Bellevue - Mercer Island - Seattle
- Bellevue - Renton - SeaTac
- Redmond - Kirkland - University District
- Everett - Aurora Village
- Everett - Lynnwood - Mountlake Terrace - Seattle
- Everett - Mill Creek - Bothell - Kirkland - Bellevue
- Lynnwood - Bothell - Kirkland - Bellevue
- Federal Way - Auburn - Kent - Renton - Bellevue
- Puyallup - Auburn - Kent - Renton - Bellevue
- SeaTac - Burien - West Seattle - Seattle
- Tacoma - Federal Way - SeaTac
- Tacoma - Seattle
- Dupont - Lakewood - Seattle
- Tacoma - Auburn
- South Hill - Dupont
- Lakewood - Tacoma
- Mid-Pierce County - Tacoma
- Lakewood - South Hill - Puyallup

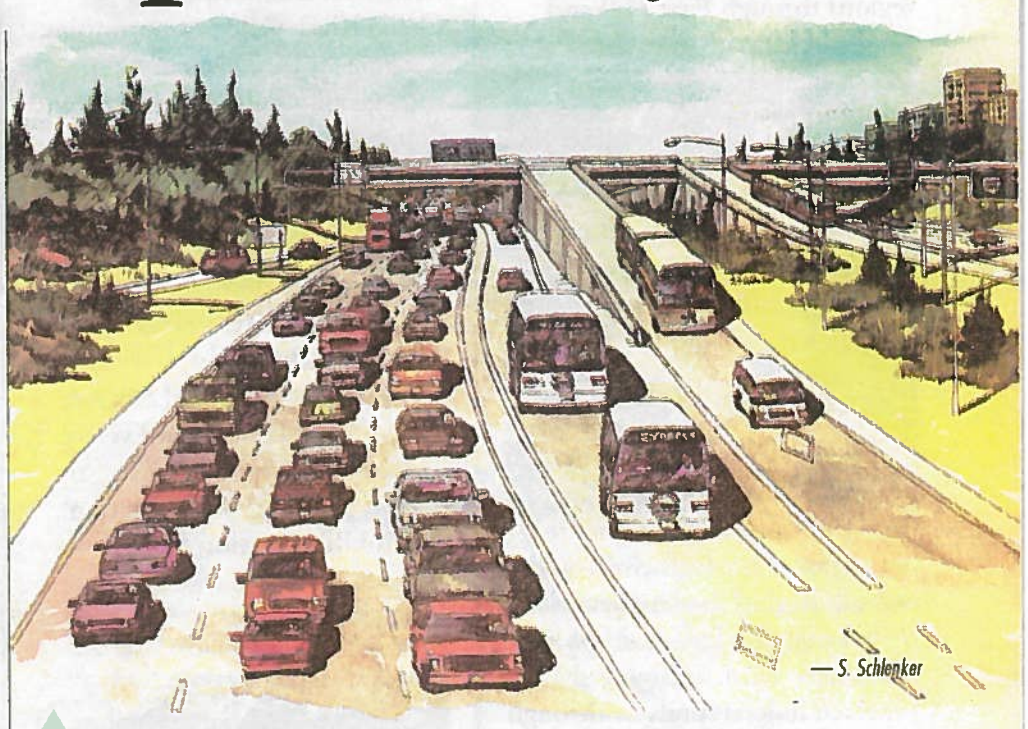
* All routes would be two-way, operating every 15-30 minutes throughout the day.

An HOV Expressway combines more than 100 continuous (left side) miles of state-funded HOV lanes, and RTA-funded direct access ramps. The HOV Expressway would improve connections to 24 major urban centers. It would create new links between suburban centers serving our region's fastest growing areas with fast, efficient transportation options. A single HOV lane carries the same number of people as three general traffic lanes.

How the HOV Expressway works

The HOV Expressway would be developed through a partnership between the RTA and the state Transportation Department. The RTA would build direct HOV access ramps to the portions of the HOV-lane system that are in place or are funded and scheduled for construction. Direct access ramps are simply ramps that connect directly to an HOV lane, avoiding the need for vehicles to cross traffic to get in and out of the lane. Eliminating the often intricate weave through traffic to reach the HOV lanes would improve transit's speed and reliability and make the HOV system safer and easier to use. Eliminating the weave would also improve traffic flow in regular traffic lanes.

New regional express bus routes would serve 24 major employment centers.



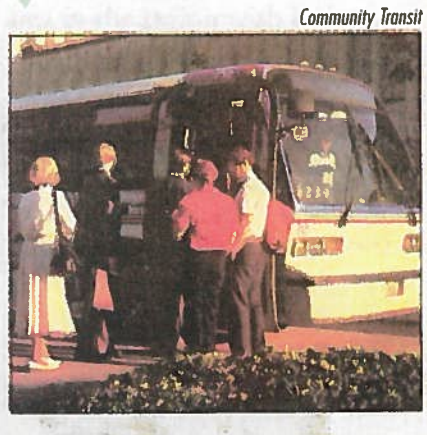
— S. Schlenker

Regional express buses using HOV lanes with direct on/off ramps would provide fast, rail-like service.

The state Transportation Department would move all HOV lanes to the inside lane (particularly on I-405) and fill in gaps and extend its core HOV lane system. The RTA would fund conversion of the center lanes of I-90 to two-way operations instead of the current reversible operations to provide two-way HOV lanes across Lake Washington throughout the day.

The HOV Expressway would allow buses to operate on the HOV system more like a rail system — making infrequent stops at rail-like stations, running at full speed between them on the HOV lane.

Regional express buses would provide direct connections between suburban and urban centers.

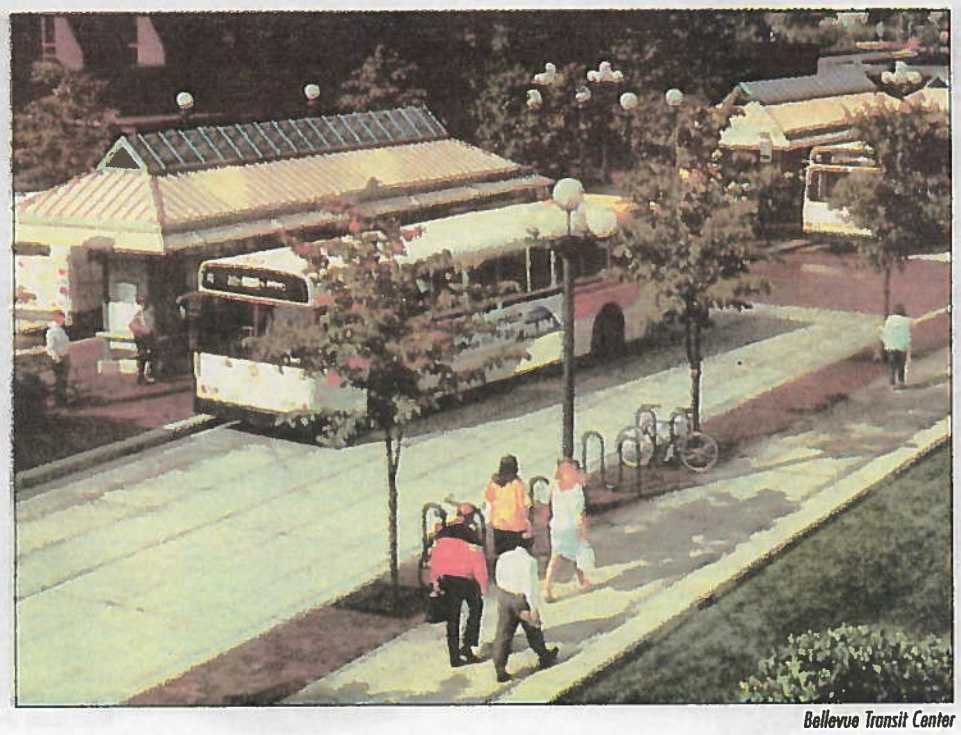


Community Transit

Regional express buses

Sound Move includes 20 new regional express bus routes, many of which would take advantage of the HOV Expressway and rail-like operations. The regional express bus routes would:

- offer high-speed, two-way service every 15 minutes during rush hours on most routes and every 15-30 minutes at other times to major regional centers and destinations throughout the day and evening.
- when combined with other Sound Move components, free up local transit service and reduce operating costs. These cost savings would be used to provide new or improved local services or build new transit facilities to address local needs.



Bellevue Transit Center

Investing in Sound Move

Sound Move components have both costs and dividends. The citizens of the Puget Sound region need to know exactly how and where their money will be used and have assurances that the money is used appropriately.

Paying for Sound Move

Sound Move would be paid for with voter-approved increases in local taxes, federal grants, bonding and farebox revenues. Approval of local funding is required before any components can be implemented.

Citizens within the RTA District (made up of most of the urban areas of King, Pierce and Snohomish counties) will be asked November 5 whether or not to approve the local portion of the funding package. That package includes a local sales tax increase of 4/10 of one percent and a motor vehicle excise (license tab) tax increase of 3/10 of one percent. The average income household would pay $8 per month in added sales tax and license tab tax.

No property taxes would be used to pay for Sound Move.

Sound Move would improve regionwide connections.

Schindler level-loading train car

Conservative cost estimates

An independent expert review panel appointed by the governor and the state Legislature has stated that Sound Move ridership and cost estimates are conservative. The panel reviewed RTA ridership and cost estimation methods and concluded that, "... the breadth and depth of the analysis is far beyond what other U.S. cities have done prior to public decisions."

Project costs and revenues for Sound Move have been carefully estimated to provide a cushion in case there are unforeseen expenses or changes in revenues.

Local taxes benefit local areas

The RTA Board recognized that it is important for taxpayers to understand the benefits they would receive from the taxes they pay. Local tax revenues raised within the RTA District would be used to benefit the five subareas of the RTA District (Snohomish County, North King County, South King County, East King County and Pierce County) based on the share of revenues each subarea generates. In other words, the taxpayers in one area of the region won't be asked to pay for parts of Sound Move that directly benefit taxpayers in a different part of the region.

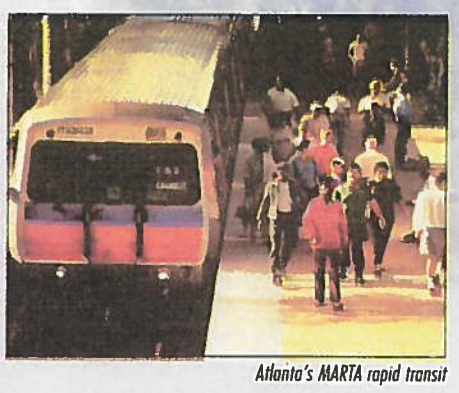
Keeping on track and within budget

The RTA has adopted strict cost-management control principles to avoid cost-overruns. The RTA will use independent auditors and a citizen oversight committee to help assure that the authority is fully accountable to the public and to help Sound Move stay on schedule and within budget. The authority will also use independent professional value engineering to analyze preliminary designs and identify less expensive ways of completing projects.

Ten-Year Revenues	All figures in 1995 $millions
Local taxes	$1,980
Bonding	$1,052
Federal	$727
Farebox / other	$155
Total	**$3,914**

Ten-Year Costs	All figures in 1995 $millions
HOV Expressway access ramps	$377
Regional express bus	$361
Commuter rail	$669
Electric light rail	$1,801
Community connections	$255
Regional fund / reserves	$280
Debt service	$171
Total	**$3,914**

Sound Move ten-year estimates include all costs to build and run the system including community planning, engineering, design, environmental mitigation, full accessibility, safety features, station amenities, and a contingency for unforeseen expenses.



Atlanta's MARTA rapid transit

Transit can be an effective way to serve special events. More than a million trips were taken on Atlanta's MARTA daily during the 1996 Olympics.

Expanding on Sound Move or rolling back the tax rate

The RTA Board is committed to completing Sound Move within ten years of voter approval. Any second phase capital expansion program which would use the local tax increases would require another vote within the RTA District. If voters say no to a second phase, the RTA would roll the sales tax rate back to a level necessary to cover operating and maintenance for the initial system.

The dividends

Transportation and the ability to get around is one of life's basic necessities. Mobility affects our economy and our environment. Investing in our transportation system to keep pace with our growing population can enhance economic stability and add to the tax base of the region by attracting businesses and jobs. These additional tax revenues can be used to address other needs like schools, housing, public safety, etc.

Moving people and making connections

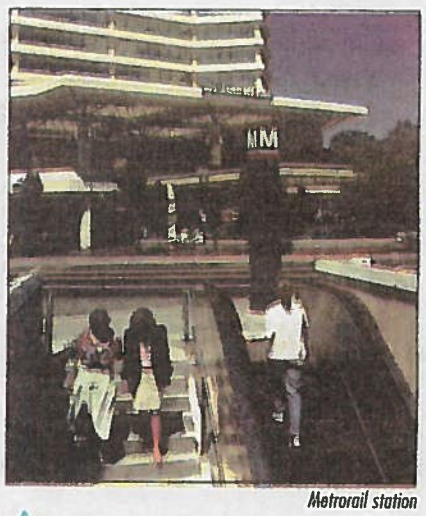
Sound Move expands on existing local transit services with a convenient, reliable, and easy-to-use regional system that is less susceptible to congestion than current services. Sound Move would improve regionwide connections providing increased access to job sites, schools, shops, museums, parks, theaters and sports arenas. The regional bus and rail system would directly connect economic centers collectively employing more than 650,000 people with frequent, two-way, all-day service.

The environment

Cars are our largest source of air pollution, energy use and land consumption. All types of public transportation produce much less air pollutants per rider than a single-occupant car. And Sound Move offers energy-efficient alternatives to driving alone.

The economy

In addition to improving the transportation system, Sound Move is estimated to generate up to $350 million a year in travel time savings and general economic benefits. The economic benefits include increased commercial activity from new businesses attracted to the region; reduced delays for private and commercial vehicles; construction and related jobs (as many as 8,500 annually while the system is being built); increased rail freight mobility (from track improvements necessary to implement commuter rail); and air quality and health benefits.



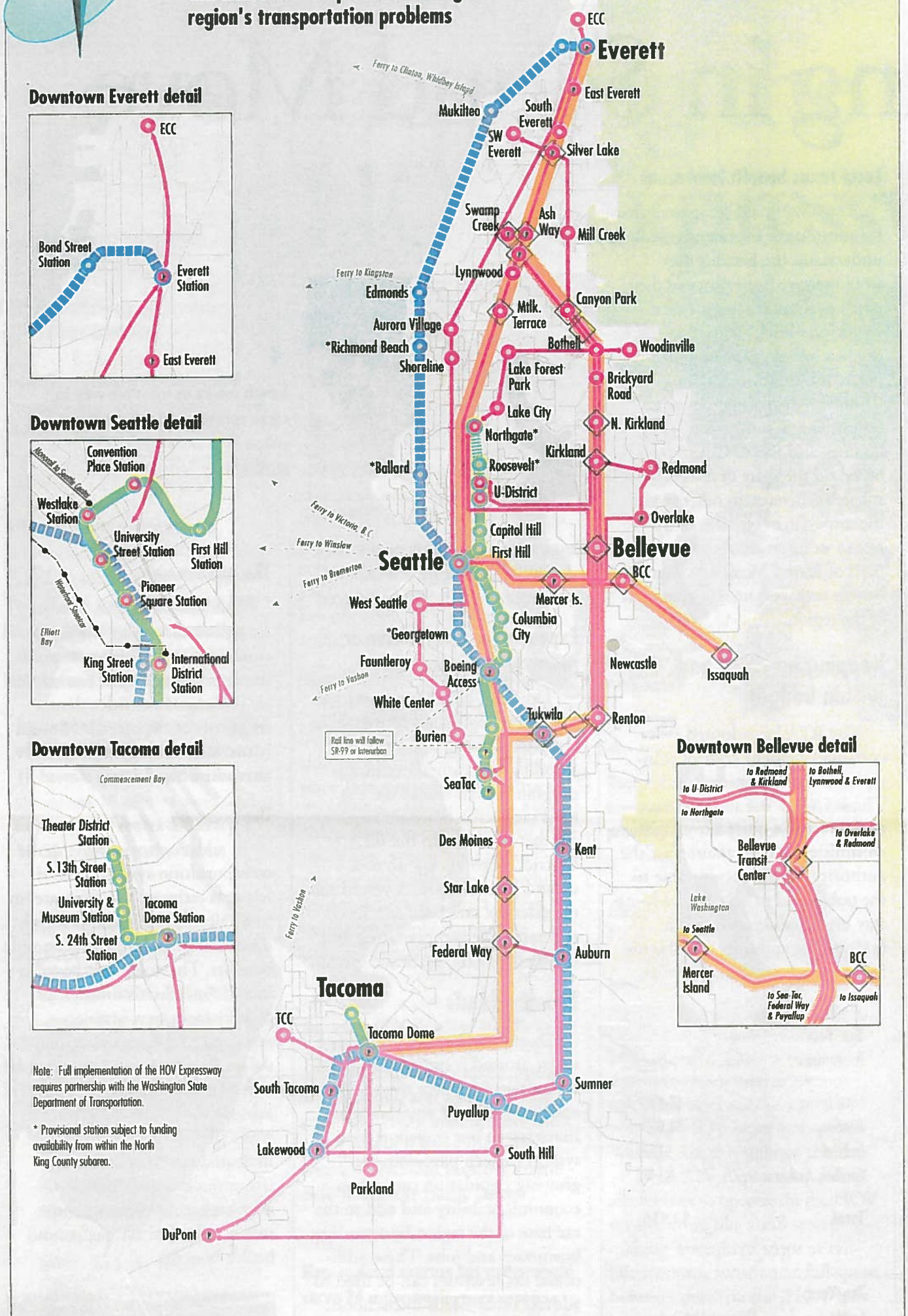
Metrorail station

The Commonwealth of Virginia's investment in Washington D.C.'s Metrorail system is projected to spur $15 billion in new development and generate 90,000 permanent private sector jobs by the year 2010.

Sound Move

Sound Move / page 8

The RTA's first step toward fixing our region's transportation problems



Note: Full implementation of the HOV Expressway requires partnership with the Washington State Department of Transportation.

* Provisional station subject to funding availability from within the North King County subarea.

Regional Transit Authority

As adopted May 31, 1996

RTA District Boundary:
The area in white shows the portions of King, Pierce and Snohomish counties where Sound Move benefits would be directly realized and, in which local taxes (authorized by voters within the district boundaries) would be collected.

Map key:

Electric light-rail service
Electric light-rail trains in the region's most densely-developed areas. Dashed line indicates the portion of the light-rail system that will be built if additional funding is secured.

Commuter rail service
Trains using existing railroad tracks between Everett, Seattle, Tacoma and Lakewood.

HOV Expressway
A continuous system of HOV lanes with special access ramps for transit and carpools. Diamonds indicate direct access ramps or flyer stops.

Regional express bus service
New express bus routes using the HOV Expressway, major arterials and expanded system of park-and-ride lots.

Community connections
Major points where local and regional transit services connect. "P" indicates park-and-ride enhancements or new capacity.

Local bus service
Network of bus routes provided by local transit agencies.

RTA Boardmembers

Chair —
Bob Drewel, Snohomish County Executive

Vice Chairs —
Paul Miller, City of Tacoma Councilmember
Greg Nickels, King County Councilmember

Boardmembers —
Martha Choe, City of Seattle Councilmember
Ann Kirk Davis, City of Lakewood Councilmember
Dave Earling, City of Edmonds Councilmember
Mary Gates, City of Federal Way Councilmember
Jane Hague, King County Councilmember
Ed Hansen, City of Everett Mayor
Gary Locke, King County Executive
Rob McKenna, King County Councilmember
Sid Morrison, State Transportation Dept. Secretary
Norm Rice, City of Seattle Mayor
Dave Russell, City of Kirkland Councilmember
Cynthia Sullivan, King County Councilmember
Bill Stoner, Pierce County Councilmember
Doug Sutherland, Pierce County Executive
Jim White, City of Kent Mayor

RTA Executive Director —
Bob White

Want to know more about Sound Move?

All RTA information is available in accessible formats on request at 684-6776 (voice) or 684-1395 (TDD). If you'd like more information about the RTA or Sound Move:

Write:
Regional Transit Authority
821 Second Avenue, M.S. 151
Seattle, WA 98104-1598

Call toll free:
1-800-201-4900

E-mail:
rta@scn.org.

Visit our internet site (think of it as an HOV lane on the information highway) —
http://www.wsdot.wa.gov/CPSRTA/

Supporting data used in this document comes from several sources. A list of references is available on request.

Allied Printing Trades Union Label Council 80

Cover photo: Portland's MAX light rail

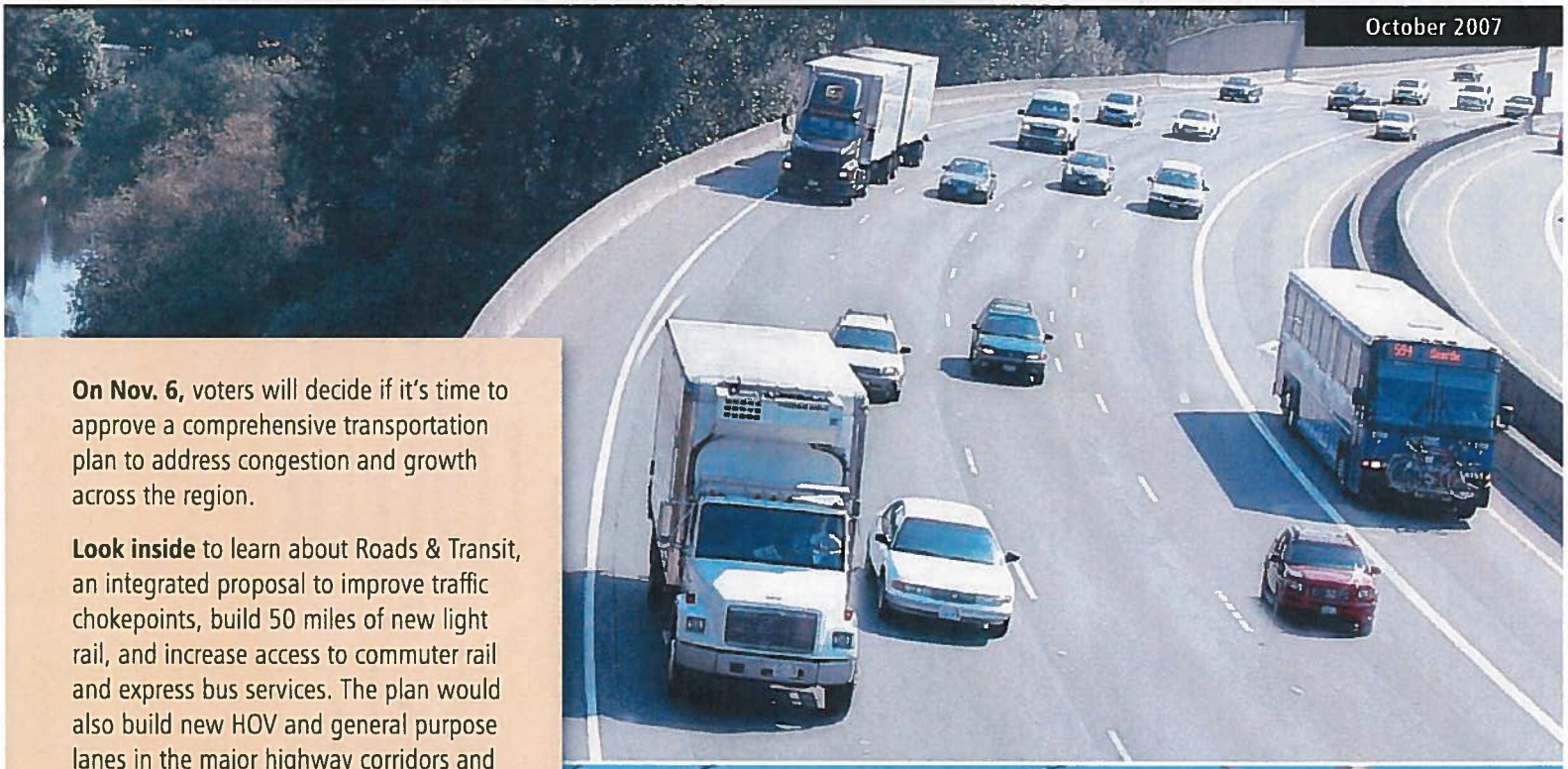
YOUR OVERVIEW OF PROPOSITION 1

Roads & Transit

Moving Forward Together: A Blueprint for Progress
King, Pierce, Snohomish Counties
Regional Transportation District Planning Committee

Sound Transit 2—Making Connections
The Regional Transit System Plan for Central Puget Sound
Sound Transit Board of Directors

October 2007



On Nov. 6, voters will decide if it's time to approve a comprehensive transportation plan to address congestion and growth across the region.

Look inside to learn about Roads & Transit, an integrated proposal to improve traffic chokepoints, build 50 miles of new light rail, and increase access to commuter rail and express bus services. The plan would also build new HOV and general purpose lanes in the major highway corridors and improve safety on key bridges.

This document is provided to registered voters within the Sound Transit District as required by state law – RCW 81.104.140(8).

A light rail vehicle undergoes testing as Sound Transit prepares for the opening of light rail from downtown Seattle to Sea-Tac Airport in 2009.

More than six interchange improvements on I-5 in Snohomish County would be funded by the RTID plan.

Sound Transit 2 would expand the regional transit system and make it easier to use. At Tacoma Dome Station, riders could connect with Link light rail, ST Express and local buses, Sounder commuter rail and Tacoma Link.

An Integrated Regional Approach

Central Puget Sound residents are experiencing less predictable traffic, more congestion, and longer commutes every year. The challenges will increase as population growth adds an estimated 50,000 people (equivalent to the population of Redmond) to the region each year over the next 20 years.

What is the region doing to prepare?

Sound Transit and the Regional Transportation Investment District (RTID) Planning Committee have teamed up on an integrated long-term proposal for the region's Nov. 6, 2007, ballot to improve the region's transportation system. The Sound Transit 2 Plan and RTID's Blueprint for Progress propose to connect the busiest population and job centers in Snohomish, King and Pierce counties to provide a more reliable transportation network so that people and businesses could better predict how long it will take to get where they are going.

If adopted by voters, the Roads & Transit plan—known as Proposition 1—would improve many of the most congested traffic chokepoints. It would build 50 miles of new light rail service and increase access to commuter rail and express bus services. The plan also builds new HOV and general purpose lanes in the major highway corridors and improves safety on key bridges.

What would Proposition 1 do?

- Expand light rail, improve access to commuter rail and express bus service, add to park-and-ride lots, and improve highways and bridges across the region.
- Increase Sound Transit daily boardings by a projected 170,000 by 2030.
- Fix urgent bridge safety problems, including repairing and replacing vulnerable bridges—SR 520, South Spokane Street Viaduct, the South Park Bridge, and the SR 9 Bridge over the Snohomish River.
- Add 50 miles of new light rail to the system that is already under development. (Light rail from downtown Seattle to Sea-Tac Airport will open in 2009. Sound Transit will break ground on an extension to the University of Washington in late 2008.)
- Address 50 high-traffic accident locations in the three counties such as the Federal Way Triangle, SR 522 and Paradise Lake Road near Maltby, and SR 167 in the Green River Valley.
- Finish a seamless SR 167 and I-405 HOV system in King County.
- Help buses move more easily in traffic by adding bus-only ramps, lanes and turn-outs on I-5, I-405, SR 167, SR 99 and the Spokane Street Viaduct.
- Invest in alternatives to driving that can save energy, improve air quality, and lower greenhouse gas emissions.
- Build bike lanes at 16 locations and new sidewalks and crossings at 21 locations.
- Spend the taxes raised in each county to benefit the residents of that county.

Roads & Transit investments would save time for the people of this region

Roadway improvements

Investing in highways in key corridors would reduce travel time for buses, trucks and cars when compared to not making these investments.

- Bellevue to Renton on I-405: up to 15 minutes saved
- Mill Creek to Lake Stevens on SR 9: up to 15 minutes saved
- Auburn to Renton on SR 167: up to 8 minutes saved

Light rail extensions

Expanding the regional light rail system would increase the number of people who ride transit by offering faster and more reliable travel times. Examples of 2030 estimated light rail travel times and time savings compared to buses include:

- Bellevue to Seattle in 20 minutes (14 minutes saved)
- Tacoma to Sea-Tac Airport in 37 minutes (29 minutes saved)
- Lynnwood to University of Washington in 21 minutes (28 minutes saved)

For more information, visit www.roadsandtransit.org.

Vulnerable bridges would be replaced in the RTID plan, including the SR 520 Bridge, the SR 9 Bridge over the Snohomish River, and Seattle's South Park Bridge.

Sound Transit 2 would make it easier to use Sounder for the daily commute and for special events. Here, Seahawks fans board the train at Everett Station, on their way to Qwest Field.

The RTID plan would help freight move throughout the region by investing in significant freight corridors, like SR 167 to the Port of Tacoma.

Sound Transit 2— Making Connections

Sound Transit 2 prepares the region for continuing population growth and fosters effective land use. It would help build more livable communities and provide options for travel that are quick, reliable and better for the environment.

Sound Transit 2 builds upon Sound Transit's experience developing the regional mass transit system currently operating or under construction. Expansion focuses on high capacity transit facilities and services and would almost double Sound Transit ridership to a projected 359,000 boardings per day in 2030.

Sound Transit 2 Projects

1. 4.3-mile light rail segment from the University of Washington to Northgate, serving Seattle's northern University District and Roosevelt areas.
2. 11.6-mile light rail segment from Northgate to 164th Street SW (north of Lynnwood), serving Northgate, Shoreline, Mountlake Terrace and Lynnwood.
3. 11.4-mile light rail segment from downtown Seattle to Mercer Island, downtown Bellevue and Overlake Hospital.
4. 3.3-mile light rail segment from Overlake Hospital to Redmond's Overlake Transit Center.
5. Downtown Redmond: The plan makes the 3.6-mile extension of light rail between Redmond's Overlake and downtown neighborhoods a high priority if sufficient funding is available, and provides up-front funding for planning, engineering and some real estate acquisition.
6. 4.3-mile light rail segment from Sea-Tac Airport to the Kent-Des Moines Road and I-5 area.
7. 14.8-mile light rail segment from Kent-Des Moines Road to Tacoma Dome Station, with service to Federal Way and Fife/Port of Tacoma.
8. 2.0-mile streetcar line serving Seattle's Capitol Hill, First Hill and International District areas, with connections to Link light rail.
9. Joint development of parking garage at Mukilteo Station.
10. Permanent commuter rail station in Edmonds.
11. Parking garage and pedestrian bridge at Puyallup Station.
12. Parking garage and pedestrian bridge at Sumner Station.
13. Additional parking garage at Auburn Station.
14. Permanent commuter rail station in Tukwila.
15. Track and structure upgrades between Tacoma Dome Station and Reservation Junction.
16. Possible new commuter rail station in North Sumner if sufficient funding is provided by another entity.
17. Possible extension of commuter rail service from Lakewood to DuPont and beyond if partnership funding is available.
18. Transit center and parking garage serving Bothell.
19. Parking garage at Renton's North Eighth Street.
20. Shared funding for parking garage at Burien Transit Center.
21. Study light rail from 164th Street SW to Everett.
22. Study light rail from Ballard to the University of Washington.
23. Study high capacity transit (HCT) from the University of Washington to Redmond via SR 520.
24. Study light rail from downtown Seattle to Ballard.
25. Study light rail from downtown Seattle to West Seattle/Burien.
26. Study HCT from South Bellevue to Issaquah via I-90.
27. Study bus rapid transit system improvements in I-405 corridor.
28. Study HCT options for the BNSF rail corridor in East King County.
29. Study light rail from Burien to Renton.

ST Express Regional Bus: Fleet expansion and service increases on ST Express routes region-wide.

Link Light Rail

Fifty miles of light rail expansions, 7,700 new parking stalls, and up to 27 new stations form the centerpiece of Sound Transit 2. The expansions combined with the light rail already under construction would form a 70-mile system connecting communities and commuters in King, Pierce and Snohomish counties.

Speed and Reliability — Light rail operates on its own right-of-way, on elevated structures, at ground level or through tunnels. That way, trips on light rail take the same amount of time every time, free of regular highway congestion, accidents or weather.

Frequency — Light rail trains would provide two-way service 18-20 hours a day, every day, and run approximately every 6-7 minutes during peak hours and every 10-15 minutes off peak. Trains travel at maximum speeds of 55 miles per hour.

Capacity — Light rail has the ability to satisfy the demands of long-term population and employment growth. In the future, trains could be lengthened and run as frequently as every two to four minutes. A section of track that operates with four-car light rail trains running every four minutes in both directions can move up to 24,000 people per hour.

Projected ridership by mode for average weekday in 2030*

	Daily boardings	Daily passenger miles
Link light rail	311,000	2,807,000
Sounder commuter rail	15,800	367,000
ST Express bus	32,000	252,000
Total	**359,000**	**3,426,000**

Bus Connections — Light rail stations integrate with local bus service, so riders can transfer to light rail and avoid the most congested roadways. Light rail also enables transit agencies to redeploy buses to other routes for more effective service.

Sustainability — Because they use electric power, light rail trains help minimize air pollution. When compared to taking no action, Sound Transit 2 will reduce key pollutants. Trains also support state, regional and local land use and transportation plans by reducing people's reliance on cars.

Sounder Commuter Rail

Sound Transit 2 would improve access to the Sounder commuter rail system. By the end of 2008, Sounder will operate nine daily round trips between Tacoma and Seattle and four daily round trips between Everett and Seattle. Special trains also run to Mariners and Seahawks Sunday home games and other special events. Maximum speed is 79 miles per hour, and travel time from Everett to Seattle or Tacoma to Seattle is about an hour.

Sound Transit 2 would add more than 2,300 Sounder parking spaces, add station capacity and make pedestrian improvements to handle more riders.

ST Express Bus

Sound Transit 2 would increase service on Sound Transit's existing ST Express regional bus system to meet needs during the construction of light rail. Sound Transit 2 would also provide approximately 1,200 new park-and-ride stalls at ST Express facilities. ST Express routes serve major urban centers as well as outlying park-and-ride lots and transit centers. They also connect to Sounder and Link stations. ST Express operates frequent, all-day bus service on major corridors between centers from about 5 a.m. or earlier to about 11 p.m. or later. ST Express buses operate on existing freeway HOV lanes and ramps. (No new HOV lanes or projects would be built with Sound Transit 2 funds.)

Planning Studies

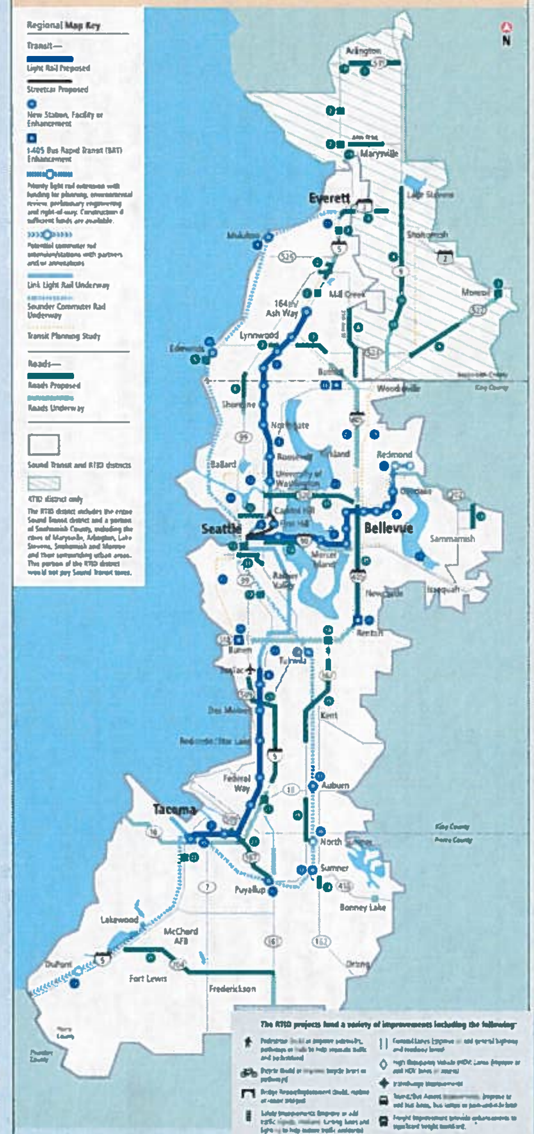
Sound Transit 2 lays the groundwork for future light rail and/or other high-capacity transit extensions by funding key studies of future options.

For more information about Sound Transit 2, visit www.soundtransit.org/st2.

To review the Sound Transit 2 Plan ("Making Connections – The Regional Transit System Plan for Central Puget Sound") visit www.soundtransit.org/st2plan. For a printed copy, visit your local library, or you can e-mail soundtransit2@soundtransit.org or call 1-866-511-1299 during regular business hours to have one mailed to you.

Roads & Transit

Roads & Transit investments address transportation challenges throughout the Central Puget Sound region. The map below shows where Sound Transit (blue) and Regional Transportation Investment District (RTID, green) projects will tackle chokepoints, improve safety, expand transit services and add capacity to our regional transportation system.


Regional Map Key
Transit—
Light Rail Proposed
Streetcar Proposed
New Station, Facility or Enhancement
I-405 Bus Rapid Transit (BRT) Enhancement
Priority light rail extension with funding for planning, environmental review, preliminary engineering and right-of-way. Construction if sufficient funds are available.
Potential commuter rail extension/stations with partners and/or annexations
Link Light Rail Underway
Sounder Commuter Rail Underway
Transit Planning Study
Roads—
Roads Proposed
Roads Underway
Sound Transit and RTID districts
RTID district only
The RTID district includes the entire Sound Transit district and a portion of Snohomish County, including the cities of Marysville, Arlington, Lake Stevens, Snohomish and Monroe and their surrounding urban areas. This portion of the RTID district would not pay Sound Transit taxes.
N
Arlington
Marysville
Everett
Lake Stevens
Mukilteo
Snohomish
Mill Creek
164th/Ash Way
Monroe
Lynnwood
Edmonds
Bothell
Woodinville
Snohomish County
King County
Shoreline
Northgate
Roosevelt
Kirkland
Redmond
Ballard
University of Washington
Overlake
Capitol Hill
First Hill
Seattle
Bellevue
Sammamish
Mercer Island
Rainier Valley
Issaquah
Newcastle
Renton
Burien
Tukwila
Kent
Des Moines
Federal Way
Tacoma
Auburn
King County
Pierce County
North Sumner
Sumner
Puyallup
Bonney Lake
Lakewood
McChord AFB
DuPont
Fort Lewis
Frederickson
Thurston County
The RTID projects fund a variety of improvements including the following:
Pedestrian: Build or improve sidewalks, pathways or trails to help separate traffic and pedestrians
Bicycle: Build or improve bicycle lanes or pathways
Bridge: Repair/replacement (build, replace or retrofit bridges)
Safety improvements: Improve or add traffic signals, medians, turning lanes and lighting to help reduce traffic accidents
General Lanes: Improve or add general highway and roadway lanes
High Occupancy Vehicle (HOV) Lanes: Improve or add HOV lanes or access
Interchange Improvement
Transit/Bus Access Improvements: Improve or add bus lanes, bus stops or park-and-ride lots
Freight Improvements: Provide enhancements to significant freight corridors

Paying for Roads & Transit

If approved by voters, the Roads & Transit package would be funded by a combination of existing local-option taxes, new voter-approved local taxes, federal grants, and fees.

New taxes proposed:

- A sales tax increase of six-tenths of one percent (0.5% Sound Transit, 0.1% RTID), or 6 cents on a $10 retail purchase, would be authorized in the areas located within both the Sound Transit and RTID districts. However, in the area of Snohomish County outside the Sound Transit District, the proposed sales tax increase is less. In that area, shown in cross-hatch on the map, the proposed sales tax increase is one-tenth of one percent.
- Eight-tenths of one percent motor vehicle excise tax (0.8% MVET, or (or about) $80 for every $10,000 of vehicle value (RTID only – based on a new depreciation schedule that more accurately reflects market value of vehicles).

The sales tax does not apply to food or prescription medicine.

Existing taxes:

- Four-tenths of one percent Sound Transit sales tax or 4 cents on a $10 retail purchase
- Three-tenths of one percent Sound Transit MVET or $30 for every $10,000 of vehicle value
- Statewide gas tax revenues, approved by the State Legislature in 2003 and 2005 and directed to regional transportation projects, for which the RTID funding would provide the local match.

The existing Sound Transit taxes are currently being used to build and operate Sound Move, the foundation of the regional transit system approved by voters in 1996. If the voters approve the Roads & Transit ballot proposition, then Sound Transit would use existing taxes to help build Sound Transit 2 projects. If the ballot proposition is not approved, then the existing taxes will continue to be used for Sound Move capital and operations expenses. After construction is complete, Sound Transit taxes will be reduced to the level needed for operations, maintenance and debt service.

Capital investments will build assets worth $17.8 billion in 2006 dollars:

- $10.8 billion for Sound Transit 2 projects
- $7.0 billion for RTID projects

Operation and maintenance costs for the expansions to the Sound Transit system are included in the package. For 2008 through 2027 these costs would total approximately $1.5 billion (2006 dollars).

Accountability measures built into Sound Transit 2

Public accountability — The Sound Transit Board is composed of 17 elected officials from across the region, plus the Washington State Secretary of Transportation. Under state law, the Sound Transit Board is responsible for governing the agency and will ensure that Sound Transit 2 is implemented in accordance with Sound Transit Board Resolution R2007-15 (Proposition 1 on the November ballot).

Sales tax rollback — The Sound Transit Board will initiate steps to roll back the rate of sales tax collected if voters decide against future extensions beyond Sound Transit 2. First, all debts will be paid on an accelerated schedule. Once all debts are retired, taxes will be rolled back to a level to support operations, maintenance, and related expenses.*

Independent expert review — An independent, state-sponsored Expert Review Panel (ERP) studied the development of Sound Transit 2 and assessed its compliance with state law. The ERP affirmed the reasonableness and appropriateness of the Sound Transit 2 Plan's technical details and assumptions. Specific plan elements reviewed by the ERP included methodologies for estimating capital and operating costs, ridership assumptions, key financial assumptions, evaluation methodology, and assessment of social, economic and environmental impacts. To review Expert Review Panel reports, visit www.wsdot.wa.gov/partners/erp/.

Ongoing oversight — State law requires annual financial audits, as well as a compliance audit undertaken each year by the State Auditor, who is authorized to conduct periodic performance audits of the agency. Sound Transit and each of its federally funded projects are subject to oversight by the Federal Transit Administration. If approved, Sound Transit 2 would also be publicly reviewed twice each year by a Citizen Oversight Panel.

Geographic equity — "The projects that are proposed for funding by the taxpayers in each of Sound Transit's five geographic subareas have been identified as those that would benefit the residents of that subarea, based on extensive feedback from citizens and deliberations by the Sound Transit Board."

Accountability measures built into Blueprint for Progress

Preserving voter intent — If the cost of an RTID project exceeds its original cost estimate by more than 20 percent, the RTID Board may submit to voters a ballot measure that redefines the scope of the project, its schedule, or its costs, or the county councils must ask public votes before RTID proceeds with the new project. This assures voters that RTID cannot substitute a new project without resubmitting the issue to the voters.

Capping overhead costs — The RTID administrative and overhead costs will be capped. For projects costing up to $50 million, administrative and overhead costs may not exceed 3 percent of the total construction and design project costs per year. For projects costing more than $50 million, administrative and overhead costs may not exceed 3 percent of the first $50 million in costs, plus an additional 0.1 percent of each additional dollar above $50 million.

Tax rollback — The RTID plan anticipates collecting the RTID sales and MVET taxes during the 20-year construction period and then collecting only enough tax to repay debt for bonds. The RTID Board cannot spend tax revenues on any new projects without a public vote and would roll back taxes after all debt is paid if a new investment plan is approved by voters. Bonds are expected to be paid off by 2037.

Creating an independent treasurer — RTID must designate an independent treasurer.

Conducting independent annual audits — RTID would be audited by the Washington State Auditor. Independent auditors would be used at the discretion of the RTID executive board.

Establishing a bond — RTID will require a bond with a surety company authorized in Washington, in an amount and under the terms and conditions RTID finds would protect it against potential loss.

RTID Blueprint for Progress

The Regional Transportation Investment District (RTID) Planning **Committee** was charged with developing a plan to improve **significant** highways and bridges in Snohomish, King and Pierce **counties.** The projects in the RTID Blueprint are designed to:

- Improve travel by adding capacity and reducing congestion
- Improve safety for drivers, pedestrians, bicyclists and bus riders
- Increase project effectiveness by completing or adding to existing and planned investments by the state, counties, and cities
- Improve travel time for freight, especially during peak commute hours
- Integrate road and transit investments to keep people and goods moving
- Minimize traffic disruption during construction by funding additional transit service and managing traffic with new technology.

The RTID plan targets investments in the region's busiest highways that would reduce traffic congestion and improve travel times on roads like I-405.

Project Descriptions

North Corridor

1. **SR 531:** Widen SR 531 to SR 9 in Arlington.
2. **I-5 Improvement Project:** Address chokepoints
   - I-5/128th Street SW/SE (SR 96) reconstruct interchange, phase 1.
   - I-5 (Everett Mall Way – 100th Street SE, phase 1).
   - I-5 (Everett Mall Way – 100th Street SE, phase 2).
   - I-5/41st Street Interchange South Broadway/southbound I-5 on-ramp bridge.
   - I-5/116th Street NE interchange.
   - I-5/88th Street NE Interchange.
   - 88th Street corridor improvements, widening (Marysville).
3. **US 2 Improvements**
   - **US 2 Trestle:** Improve capacity at trestle over Snohomish River.
   - **Everett Arterial Access Improvements** at US 2/I-5 interchange. Widen on- and off-ramps at interchanges.
   - **Monroe Bypass:** Complete first phase of Monroe bypass at SR 522 and US 2. If funding permits, also complete phase 2.
4. **SR 9:** Widen road and improve intersections from Clearview to Lake Stevens. Replace bridge over Snohomish River.
5. **Edmonds Multimodal Terminal:** Help fund a new ferry terminal that connects with transit, rail and SR 104 to make safer and better connections for transit riders, drivers and pedestrians.
6. **SR 99:** Provide center median, sidewalks and improve bus corridor from Shoreline to Edmonds. Widen SR 99 bridge at Shoreline/Edmonds city line.
7. **SR 524:** Widen SR 524, including a new center turn lane.
8. **39th Ave SE/35th Ave SE:** Complete north-south arterial between South Everett, Mill Creek and Woodinville.
9. **SR 522:** Improve safety by completing 4-lane median divided highway between I-405 and Monroe. Build new interchange at Paradise Lake Rd.
10. **Park-and-Rides:** Build 950 new park-and-ride spaces near SR 9, US 2 and I-5.

Buses and Vans: Add buses and vans to Community Transit fleet.

A critical first step in helping address Seattle's "Mercer Mess" is just one of many congestion relief projects in the RTID plan.

East/Central Corridor

11. **SR 520 Bridge Replacement** and HOV Lanes: Provide funds to replace earthquake- and windstorm-vulnerable bridge, adding HOV lanes, shoulders and bike lanes. Avoid, minimize, and/or mitigate impacts on affected neighborhoods and the environment.
12. **Seattle Mobility Projects**
    - **I-5/Mercer St:** Reconfigure Mercer Street in Seattle between I-5 ramps and Dexter Ave. Convert Mercer Street from one- to two-way street with turn lanes.
    - **Lander St:** Build overpass above BNSF train tracks and improve traffic flow and pedestrian safety.
    - **S Spokane Street Viaduct:** Widen structure, build bus lanes and new off-ramps.
13. **I-5 Direct** Access to S Industrial Way: Reduce buses weaving across I-5 by building HOV ramp from I-5 to S Industrial Way busway.
14. **I-90 HOV** Lanes: Help provide 24-hour HOV lanes in both directions between Bellevue and Seattle. Add new HOV direct access ramps.
15. **I-405 Corridor from Bellevue to Renton:** Eliminate weaving traffic by building a new ramp on southbound I-405 between SR 520 and NE 8th Street in Bellevue. Provide new access to NE 10th Street. Add lanes between I-90 and downtown Bellevue. Add lanes in each direction between Renton and I-90. Provide a new HOV access ramp at N 8th Street in Renton. Add bike and pedestrian paths from Coal Creek Pkwy.
16. **East Sammamish** Plateau Access: Build three-lane road and sidewalk on 244th Street NE to SR 202.
17. **South Park** Bridge: Replace deteriorating bridge. Add bike lane and sidewalk.
18. **I-405 and SR 167 Interchange:** Build direct HOV-to-HOV connection between SR 167 and I-405.

South Corridor

19. **SR 167 Green River Valley:** Complete HOV lanes on Kent/Auburn/Pacific sections of SR 167. Add southbound lane from Renton to Auburn. Plan for potential tolling.
20. **SR 509 Corridor Completion and Freight:** Complete line between SeaTac and I-5, providing direct access to Sea-Tac Airport from the south. Add two lanes on I-5 from Kent-Des Moines Road to S 272nd Street; add one new lane south to S 320th.
21. **I-5 / SR 18 Federal Way Congestion Relief:** Build direct connections between I-5 and SR 18 and a more direct connection to Enchanted Parkway (SR 161).
22. **Tacoma Mall Access:** Build ramp on I-5 south to Tacoma Mall Boulevard.
23. **SR 167 Tacoma to Puyallup:** Provide a north-south alternative to I-5 by connecting SR 167 to SR 509 at the Port of Tacoma.
24. **SR 410/162 Congestion Relief:** Reconstruct SR 410/SR 162 interchange, widen SR 162 and provide sidewalks from SR 410 to Puyallup River.
25. **I-5 / SR 704 / 176th Corridor—Cross-Base Highway:** Improve I-5 interchange at Thorne Lane. Conduct a mediated process to determine and fund improved access from I-5 to Frederickson manufacturing area.

Non-motorized investments: Build bike lanes and sidewalks to provide additional options in RTID project corridors.

All Corridors

Construction mitigation: RTID provides mitigation funds in the three counties that will help minimize traffic disruption during construction with additional transit service (vanpools, buses), managing traffic with new technology, commute trip reduction incentives and non-motorized alternatives. Provides $148 million for all three counties and corridors.

*[illegible]

Sound Transit 2 — Details

By 2040, our region's population will grow by more than 40 percent. Sound Transit 2 is designed to help the region accommodate that growth while supporting efforts to maintain the region's economic vitality and quality of life.

Improving the capacity and reliability of the transportation system directly supports the region's economy. Employers can reach a broader base of workers and have better access to goods and services. A benefit-cost analysis prepared for the light rail element of the Sound Transit 2 Plan shows an expected rate of return of about 9 percent with cumulative benefits likely to exceed costs by over $16 billion.

When compared with taking no action, 2030 projections show that Sound Transit 2 also provides environmental benefits. Studies today suggest that over half of the region's "carbon footprint" (its generation of greenhouse gases) comes from our transportation system. Sound Transit's easy-to-use high capacity transit system will help take cars off the road and, compared to no action, reduce the number of miles driven in the region each day. Likewise, Sound Transit 2 would result in a reduction of regional energy use. Fewer miles driven and reduced energy use means less air pollution and fewer greenhouse gases.

Additionally, experience with light rail throughout the United States shows that light rail stations help provide for compact, urban, sustainable communities that have relatively smaller carbon footprints as individuals are able to reduce automobile dependence.

Sound Transit 2 Regional Travel Benefits 2030	
Annual hours saved for transit riders	22 million
Annual vehicle miles moved from roads to transit	339 million

Sound Transit 2 fits into the region's plan for compact, urban, sustainable communities, which helps manage our region's growth. Sound Transit 2 was developed to achieve land use and transportation demand management goals set forth in VISION 2020 and Destination 2030, the region's long-range growth strategy and transportation plan. Those plans call for a region-wide transit system that would place stations in areas of high density development or other activity and employment centers (e.g., Northgate, Tacoma Dome, downtown Bellevue), provide seamless connections with local transit and ferries, and support transit-oriented development around stations. Sound Transit 2 supports locally-adopted land use plans by providing transit infrastructure to serve more dense development in population centers. This system would help the region absorb projected growth—more than one million new residents by 2030.

In May 2007, the Puget Sound Regional Council (PSRC) Executive Board unanimously found that the Sound Transit 2 Regional Transit System Plan conforms to the regional plans. For example, the employment within urbanized portions of Pierce, King and Snohomish counties is expected to increase by about 600,000 jobs. Sound Transit 2 includes high capacity transit service that will serve over 75 percent of the employment in PSRC-designated urban centers in 2030.

Sound Transit 2 expands travel and job opportunities for people who do not own cars or cannot afford to drive. The addition of 50 miles of light rail, plus enhanced Sounder and ST Express systems, would expand travel options for low income workers and those who prefer not to drive. Sound Transit 2 investments may make it possible to reduce the number of cars per household and/or reduce the annual miles driven and the cost of operation and maintenance.*

The economics of Sound Transit 2

Value of the investments over the 20-year period (2006 dollars): Capital costs—$10.8 billion; Operating and maintenance costs—$1.5 billion.

Financing — Approximately 60 percent of Sound Transit 2's capital costs would be covered directly by cash revenues and grants, while approximately 40 percent would be covered by bonds. (An analogy would be buying a house with a 60 percent down payment.) Bonds will be sold periodically during the 20-year investment period to ensure cash flow for construction and to generate early revenues. The portion funded by bonding would be generated by 30-year bonds with competitive interest rates.

Uses of funds 2008-2027		
Sounder commuter rail	$	265
ST Express	$	328
Link light rail	$	10,243
Transit operations	$	563
System-wide activities	$	983
Debt service	$	986
Reserves	$	745
Total uses	**$**	**14,112**
Sources of funds 2008-2027		
ST2 Sales & Use Tax	$	7,413
Sound Move taxes	$	2,030
Federal grants	$	590
Bonds	$	3,897
Fares & other operating revenue	$	182
Total sources	**$**	**14,112**

All figures in millions of 2006 dollars.
Figures may not add exactly due to rounding.

For each dollar borrowed, Sound Transit would pay an estimated $1.20 in interest. This is a typical ratio for borrowing by public agencies such as the City of Seattle and the State of Washington, and is consistent with industry standards for public projects.

Sound Transit is regularly assessed by the major U.S. credit agencies. Sound Transit bond issues have received ratings of AAA from Standard & Poor's, the highest possible rating, and Aa3 from Moody's Investor Services.

Federal funds — The Sound Transit 2 finance plan assumes $590 million in federal grants, or approximately 5 percent of capital costs. Grants for Sound Transit 2 are subject to congressional authorization and may vary from the plan assumption.

Inflation — Sound Transit 2's capital investments will be made over a 20-year period. Project costs will increase with inflation over time. Sound Transit's peer-reviewed financial model takes this effect into account.

Cost effectiveness — Sound Transit 2 planning assessed cost effectiveness per rider and new rider, estimated system ridership and the cost of service for each individual high capacity line, and the ratio of operating revenue to operating expense.*

Phasing Sound Transit 2 projects — Implementation of Sound Transit 2 will begin the day after voters approve funding for the expanded regional transit system. Individual projects will be brought into service after they proceed through planning, environmental review, preliminary engineering, property acquisition, final design, construction, and start-up/testing programs. Sound Transit plans to open the already-funded Link light rail section from downtown Seattle to the University of Washington in 2016. Two years later, the plan anticipates opening the University of Washington to Northgate segment, as well as a number of other Sound Transit 2 projects. Light rail to downtown Bellevue, Des Moines/Kent, and several other projects are planned for 2021. All remaining Link light rail segments are planned to be complete by 2027.*

Limitation on taxes — Other than the taxes identified in Proposition 1, no further increase in taxes could be approved without a public vote.

RTID Blueprint for Progress — Details

Benefits of RTID Investments

The RTID Planning Committee adopted a set of guiding principles to help frame the Blueprint for Progress investments in the Roads & Transit package.

Guiding Principles

- Build on existing investments in key areas
- Prioritize regional investments into targeted investments in critical corridors
- Optimize the regional transportation system by focusing on ways to increase mobility and anticipate change
- Create an integrated regional transportation plan that includes roads and transit
- Keep the roads and transit package affordable and cost effective
- Ensure project delivery accountability
- Coordinate with the Puget Sound Regional Council to achieve policy goals established through Destination 2030 and updates to Destination 2030
- Provide appropriate oversight

All proposed investments are in the Puget Sound Regional Council's (PSRC) regional transportation plan, Destination 2030. In addition, PSRC will develop metrics for monitoring environmental and public health impacts related to carbon emissions and assessing those impacts against the Governor's Executive Order on climate change.

RTID also established performance measures to evaluate projects included in the Blueprint for Progress. WSDOT's analysis for RTID considered reduced level of congestion and improved safety; improved travel time; improved air quality; increases in person and vehicle trip capacity; reductions in person and vehicle delay; and improved freight mobility and cost effectiveness.

Investments, Revenues and Bonding for RTID District

Investment Levels — The investment plan assumes RTID investments of almost $7.0 billion in 2006 dollars, over a 20-year period beginning July 2008. Costs and revenues were estimated in both 2006 dollars and year-of-expenditure dollars. The assumption for the year-of-expenditure program investment cost is $9.67 billion. Year-of-expenditure costs are higher because they add in the estimated cost of compounded inflation over the 20 years that the projects will be built, as well as risk from changing economic and regulatory conditions.

Tax Sources — The two revenue sources proposed for RTID are a one-tenth of one percent (0.1%) sales tax and an eight-tenths of one percent (0.8%) motor vehicle excise tax (MVET). The MVET is based on the new law that uses a new depreciation schedule that more accurately reflects the market value of vehicles. The state adopted this new depreciation schedule by law in 2006 (see SSB 6247 Chapter 318).

In 2006 dollars, these tax sources generate $4.7 billion in revenue over the investment period. In year-of-expenditure dollars, these yield $7.5 billion. The difference between program investments and estimated revenue is mainly due to borrowing. The finance plan anticipates all RTID debt being paid by 2037.

Use of Debt — The RTID Planning Committee policy direction is to use debt (30-year general obligation bonds) strategically to increase the purchasing power of the district. Bonds will be sold periodically during the 20-year investment period to ensure cash flow for construction and to generate early revenues to accelerate critical projects and leverage funds.

The RTID finance plan assumes using 35 percent in cash and 65 percent in bonds to pay for construction. (An analogy would be buying a home with a 35 percent down payment.) This ratio of cash to debt is favorable compared to other debt-financed public projects.

For more information about the RTID Planning Committee's *Moving Forward Together: A Blueprint for Progress* please visit www.rtid.org or call 1-866-511-1398.

*For more detailed information, see the Sound Transit 2 plan, accessible via the web at www.soundtransit.org/st2plan. For information on project phasing, see page 17. For information on assessment of cost effectiveness, see Appendix C. For information on assessment of social impacts, see Appendix D.

SOUNDTRANSIT

Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.

Regional Transportation Investment District Planning Committee

The Regional Transportation Investment District (RTID) Planning Committee was charged with developing a plan to improve significant highways and bridges in Snohomish, King and Pierce counties.

For more information about Roads & Transit, visit www.roadsandtransit.org, e-mail info@roadsandtransit.org or call 1-866-511-1398 / 1-888-713-6030 TTY.
For information in alternative formats, e-mail info@roadsandtransit.org or call 1-866-511-1398 / 1-888-713-6030 TTY.

Para comunicarse con Sound Transit en español acerca de los proyectos de Carreteras y Tránsito que se presentarán en la votación de noviembre, llame al 1-800-823-9230 durante el horario normal de trabajo.

如欲使用中文與Sound Transit聯絡，查詢有關將於十一月投票的道路及交通計劃事宜，請於正常辦公時間致電1-800-823-9230。

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Expanded light rail system
36 new miles, creating a 55-mile regional system

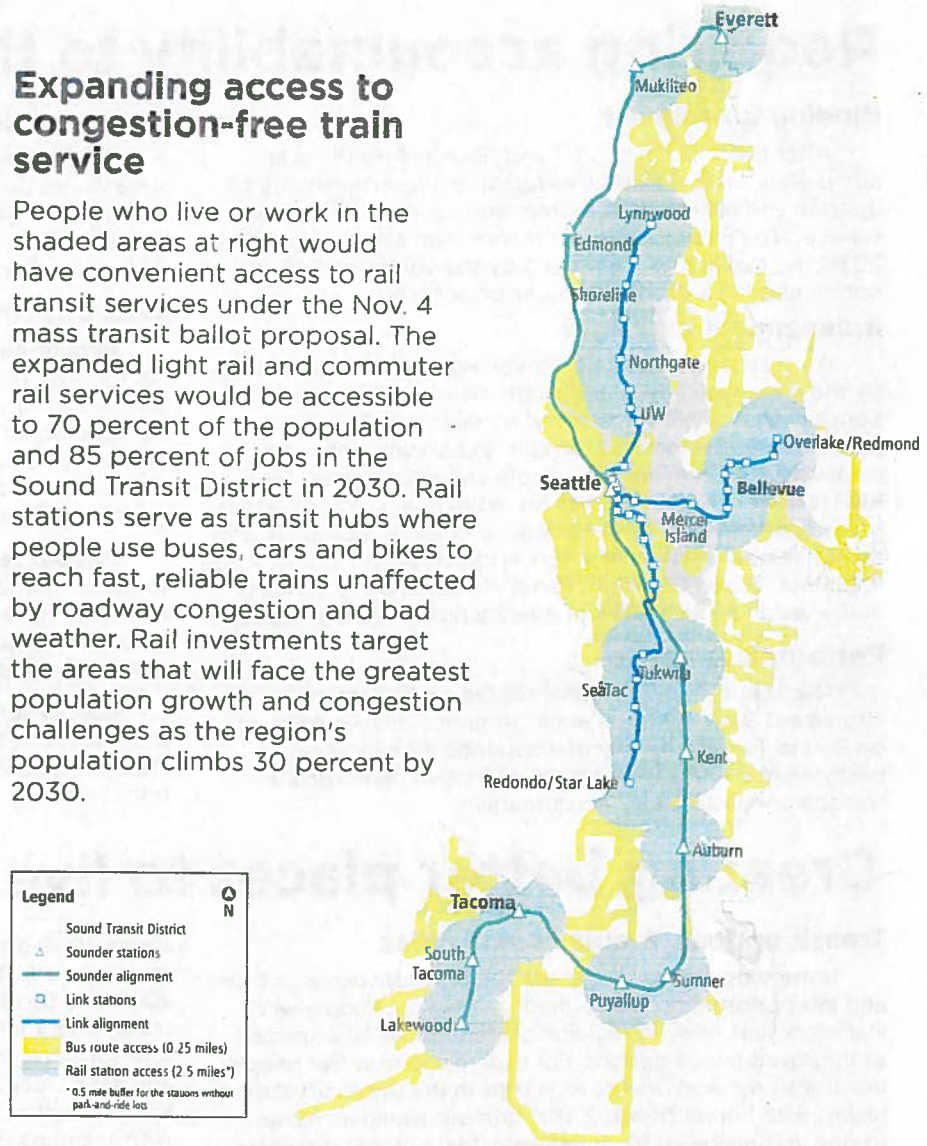
Easier access for transit riders
Improves access and parking throughout the region

Accountability and local control
Binding tax rollback provisions and geographic equity

Environment and economy
Takes cars off roads, reduces pollution and saves time

Expanding access to congestion-free train service

People who live or work in the shaded areas at right would have convenient access to rail transit services under the Nov. 4 mass transit ballot proposal. The expanded light rail and commuter rail services would be accessible to 70 percent of the population and 85 percent of jobs in the Sound Transit District in 2030. Rail stations serve as transit hubs where people use buses, cars and bikes to reach fast, reliable trains unaffected by roadway congestion and bad weather. Rail investments target the areas that will face the greatest population growth and congestion challenges as the region's population climbs 30 percent by 2030.



SOUNDTRANSIT

For more information about mass transit expansion, visit http://future.soundtransit.org/.

Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.

Para averiguar más detalles sobre la propuesta de Sound Transit de traer más transporte público a la región, llame al 1-800-823-9230 durante horas normales de oficina.

要瞭解 Sound Transit 關於將更多城市軌道交通引入本地區的建議，請在正常的工作時間致電1-800-823-9230。

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This Mass Transit Guide is provided as required by state law [RCW 81.104.140(8)] to provide information about the regional mass transit expansion measure on the Nov. 4 election ballot.

Mass Transit Guide

The Sound Transit 2 Plan

This proposal to expand regional mass transit makes rapid investments to get people where they want to go and cut through rising congestion.

The plan provides an alternative to rising gas prices and greenhouse gas emissions with quick additions of more regional express buses and more commuter trains.

It expands the regional light rail line, increases parking, and improves rider access to transit.

And it includes new accountability measures to protect your public investment and establish tax rollback requirements.

The proposal appears toward the end of your Nov. 4 General Election ballot.

SOUNDTRANSIT

Responding to demand for more mass transit

Each year the region's buses and trains grow more crowded, and more than half of park-and-ride lots are full. Demand for regional transit services will continue to build as our population swells 30 percent by 2030. This increase of 1.2 million people is more than the current combined populations of Seattle, Bellevue, Everett and Tacoma.

Improving accountability and local control

Sound Transit shaped this proposal to meet public expectations for accountability and results. This plan contains tax rollback provisions, requires independent audits, and includes commitments that each area of the region will benefit from expanded mass transit service.

Sound Transit 2 will address increasing transit demand with more trains and buses. The light rail expansions will more than triple the length of the system that opens for service next summer. More and longer Sounder trains between Tacoma and Seattle will expand a commuter rail system that saw 38 percent ridership growth from July 2007 to July 2008. Rapid increases in ST Express regional bus service will improve frequency and capacity in response to ridership growth of 25 percent during that one-year period.

Increasing mass transit service today and tomorrow

- **Immediate bus service additions:** Provides 100,000 more hours of regional express bus service beginning in 2009, a 17 percent increase
- **More commuter rail:** Increases Tacoma-Seattle commuter rail capacity by 65 percent with four more round-trip trains and longer trains
- **Expanded light rail:** Builds 36 miles of new light rail, creating a 55-mile regional system designed to serve our region's employment centers for generations to come
- **Easier transit access:** Improves access to transit stations and adds parking throughout the region
- **Accountability and local control:** Contains tax rollback provisions and measures to ensure that each geographic area receives needed new transit projects and services
- **Environment and economy:** Takes cars off roads, reducing air pollution and easing road conditions for freight traffic and those who drive
- **Targeted transit investments:** Connects fast-growing population and job centers including Bellevue, Redmond, Northgate, Lynnwood and Federal Way. These connections are critical to our ability to meet our transportation needs as the region's population grows by more than 40,000 each year.

Requiring accountability to the public

Binding tax rollback

After the Sound Transit 2 and *Sound Move* Plans are completed, taxes would be reduced to a level necessary to operate and maintain the system and pay associated debt service. The Sound Transit 2 Finance Plan estimates that by 2038, the tax increase approved by the voters in 2008 will not be needed and will no longer be collected.

Independent oversight

An independent Expert Review Panel (ERP) appointed by the state regularly reviewed the development of the Sound Transit 2 Plan as required by state law. The ERP affirmed that the technical details and assumptions used to develop the plan are reasonable and appropriate. The ERP reviewed methodologies for estimating costs, ridership projections, financial assumptions, and social, economic and environmental impacts. If voters approve Sound Transit 2, the volunteer Citizen Oversight Panel will continue to conduct twice-yearly public review of agency projects and progress.

Performance audits

The Sound Transit 2 Plan includes a requirement to implement a performance audit program. This would build on Sound Transit's history of independent financial and performance audits through the years that demonstrate transparency and public accountability.

Taxes stay local

Sound Transit 2 will invest local taxes to benefit the area where they are collected. Taxpayers in each of Sound Transit's five geographic subareas (shown in the map on page 6) pay for projects and services that benefit the people who live in that subarea.[3]

Cost effectiveness

Benefit-cost analysis: A benefit-cost analysis prepared for the light rail element of the Sound Transit 2 Plan shows that within 10 years of completion, quantifiable public benefits would exceed the costs of construction. After 10 years, time and energy savings would continue to accumulate for decades more, exceeding costs by a ratio of 2.7 to 1, and generating an economic rate of return of 8.9 percent.

Farebox recovery: By 2030, the Sound Transit 2 Plan forecasts that 28 percent of system operating costs will be recouped by fares. The farebox recovery rate for the light rail system is 40 percent, making it the least expensive transit mode to operate.[4]

Cost of service: Future transit operations cost of service is projected at $92 million annually, stated in 2007 dollars. That translates to $1.61 per system rider or $3.97 per new transit rider.

Creating better places to live and work

Transit options, livable communities

Improving access to transit: The proposal expands travel and job opportunities throughout the region. People who live, work and study in regional centers would be attracted to improved transit options. For example, one in five people use transit for work and college trips in the University District today; with Sound Transit 2, that number would increase to one in three by 2030. In Bellevue, that number increases by 50 percent, from 8 percent to 12 percent by 2030. The addition of 36 miles of light rail, plus expanded Sounder and ST Express service, would increase travel options and may make it possible to reduce the number of cars per household, the number of annual miles driven, and/or the cost of vehicle operation and maintenance.[5]

Boosting the economy: Improving transit capacity and reliability allows employers throughout the region to attract a broader base of workers and have better access to goods and services. Increased transit use reduces highway delay for personal, business and freight travel.

Improving the environment: With studies suggesting that transportation is responsible for more than half the region's carbon footprint (generation of greenhouse gases), Sound Transit 2 helps the environment. The high-capacity transit system will take cars off highways and, compared to doing nothing, reduce the number of miles driven and fuel used each day – resulting in less air pollution and fewer greenhouse gas emissions.

Supporting livable communities: Throughout the United States, light rail stations help support the development of compact, urban, sustainable communities. Sound Transit 2 was developed to help achieve the land use and transportation demand management goals identified in Vision 2040 and Destination 2030, the region's long-range growth strategy and transportation plans. Vision 2040 and Destination 2030 make clear that our long-term transportation needs require a region-wide transit system that supports transit-oriented development around stations and serves our high-density population, employment and activity centers (such as Northgate, Bellevue and Lynnwood) with seamless connections between local transit, regional transit and ferries. Sound Transit 2 supports locally adopted land use plans by providing transit infrastructure to serve more dense development in population centers, helping the region absorb projected growth of more than 1.2 million new residents by 2030.

In 2008, the Puget Sound Regional Council (PSRC) Executive Board unanimously found that the Sound Transit 2 Regional Transit System Plan conforms to the regional plans. Employment in urban Pierce, King and Snohomish counties is expected to increase by about 600,000 jobs. Sound Transit 2 will provide high-capacity transit service to over 75 percent of the employment in PSRC-designated urban centers in 2030.

Sound Transit 2 Regional Travel Benefits 2030	
Annual hours saved for transit riders:	19 million
Annual vehicle miles moved from roads to transit:	268 million
Annual hours saved for other travelers:	25 million

[2] *For more detailed information, see the Sound Transit 2 plan, accessible via the web at http://future.soundtransit.org/*
[3] *Geographic equity: Appendix B*
[4] *Cost effectiveness: Appendix C*
[5] *Mobility, accessibility, economic impacts: Appendix D*

Investing in regional mass transit expansion

If approved by voters, this package would be funded by a combination of existing and new voter-approved local taxes, federal grants and fares. The typical new cost per adult would be about $69 per year, according to Washington State Department of Revenue methods that were reviewed by the independent Expert Review Panel appointed by the state.

Cost

The estimated cost to implement the Sound Transit 2 Plan is $17.9 billion in year of expenditure dollars. This includes all construction, operations, maintenance, reserves and debt service costs from 2009 through the completion of the system in 2023.

New tax proposed

A sales tax increase of five-tenths of one percent (0.5%), or five cents on a $10 retail purchase, would be authorized within the Sound Transit District.

Existing taxes

- Four-tenths of one percent (0.4%) Sound Transit sales tax, or 4 cents on a $10 retail purchase
- Three-tenths of one percent (0.3%) Sound Transit MVET, or $30 for each $10,000 of vehicle value, collected until 2028

Existing Sound Transit taxes are currently being used to build and operate *Sound Move*, the regional transit system approved by voters in 1996. If voters approve funding for the Sound Transit 2 Plan, then Sound Transit will also use these existing taxes to help build Sound Transit 2 projects. If the ballot proposition is not approved, the existing taxes will continue to be used to complete the transit projects in *Sound Move* and fund the system's operating expenses as provided in the *Sound Move* plan.

Finances

Approximately 51 percent of Sound Transit 2's capital costs would be paid directly with cash revenues and grants. The finance plan funds the remaining cost by issuing long-term bonds at competitive interest rates during construction, expected to be 15 years. For each dollar borrowed, Sound Transit would pay an estimated $1.24 in interest, a typical ratio for borrowing by public agencies and consistent with industry standards for public projects. The Sound Transit 2 finance plan assumes $895 million in federal matching grants.

Timing

Work will begin the day after voter approval. Voter approval will authorize funding to immediately add 100,000 annual hours of expanded ST Express bus service starting in 2009. Projects will be brought into service after they undergo planning, environmental review, preliminary engineering, property acquisition, final design, construction, startup and testing. All of the projects are scheduled to be complete by 2023.

Sound Transit District

Sound Transit was authorized by voters in 1996 to provide regional bus and train services in the urban areas of King, Pierce and Snohomish counties, and is funded by taxes collected within the Sound Transit District (shown). This publication was mailed to voters living within the Sound Transit District.

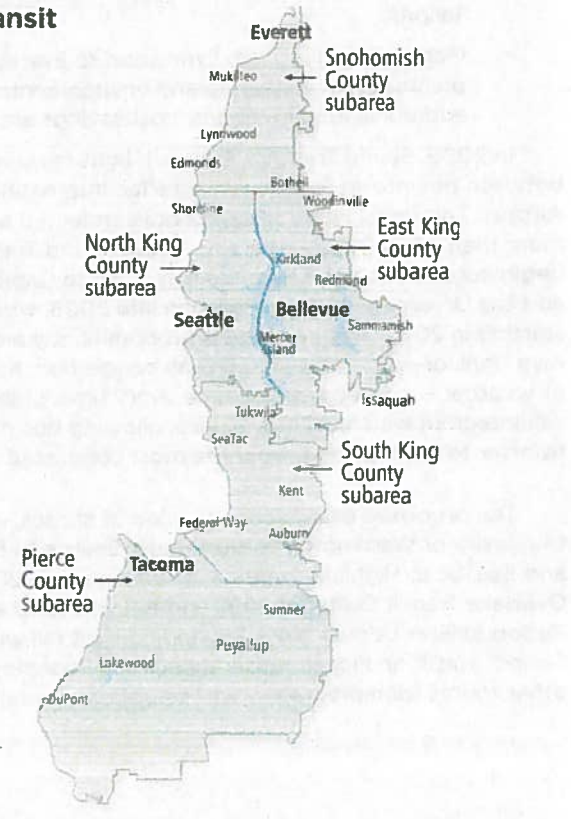
Uses of funds 2009-2023*		
Sounder commuter rail	$	1,101
ST Express bus	$	344
Link light rail	$	11,821
System-wide activities	$	153
Operations & maintenance	$	1,871
Debt service	$	1,835
Reserves	$	708
Projected total uses	**$**	**17,832**

Sources of funds 2009-2023*		
Sound Transit 2 sales tax	$	7,752
Sound Move taxes	$	2,301
Federal grants	$	895
Bonds	$	6,522
Fares & other operating revenue	$	219
Interest	$	143
Projected total sources	**$**	**17,832**

*All figures in millions of year-of-expenditure dollars. Figures may not add exactly due to rounding.

Sound Transit 2's 15-year estimates include the estimated cost to plan, build, maintain and operate the system through 2023, including planning, engineering, design, environmental mitigation, disability accessibility, station amenities, safety features, and contingencies for unforeseen expenses.

Sound Transit District



Connecting the region

Rapid increase in bus service: **100,000** more hours of ST Express bus service beginning in 2009, a 17 percent increase, would offer quick relief from driving in rising congestion and paying high gas prices. New buses will serve the region's busiest corridors.

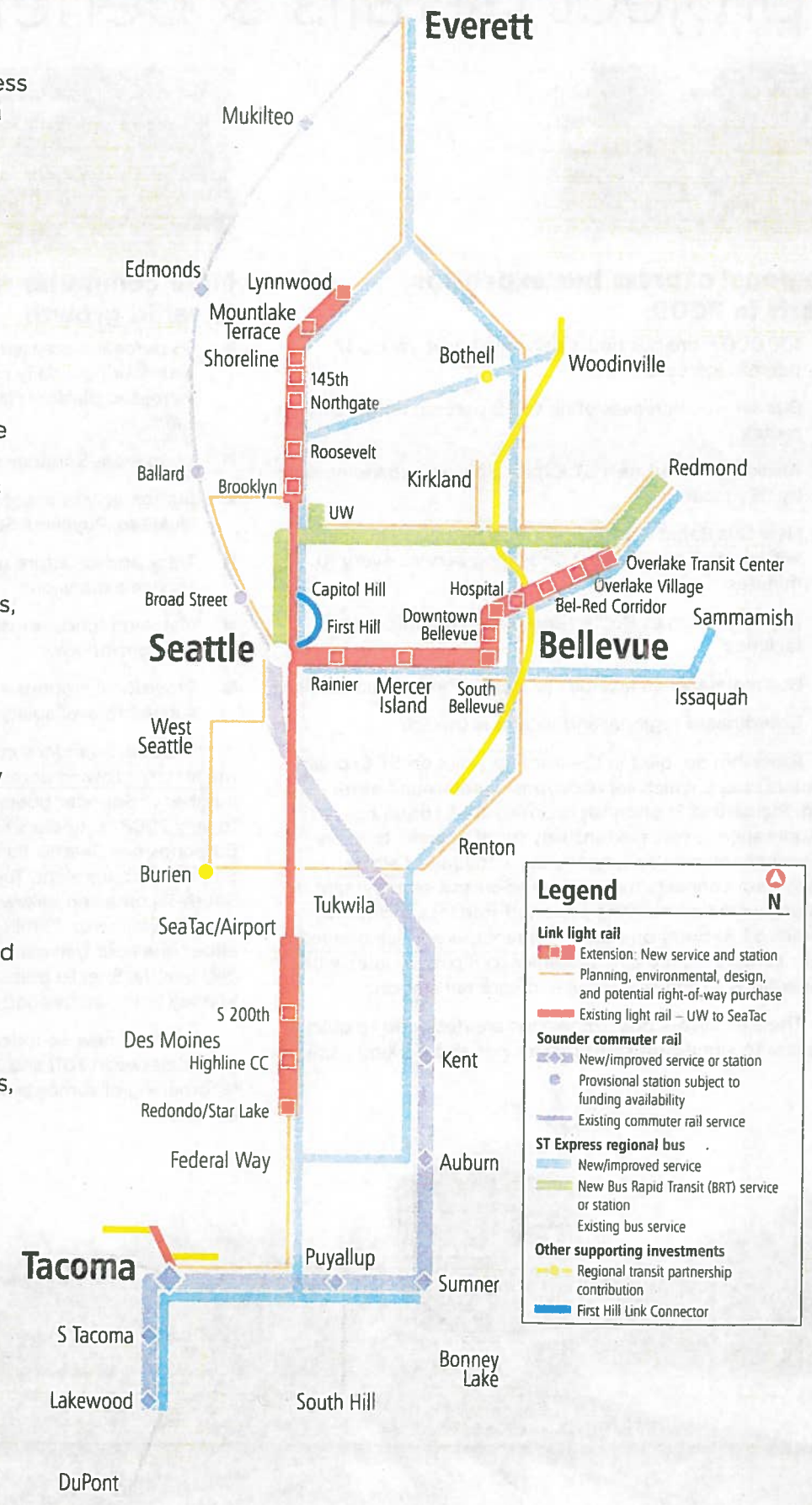
More trains to ease crowding: **65** percent increase in Sounder capacity between Tacoma and Seattle, with four new round-trips and longer trains to provide relief for crowded conditions. Better passenger access options for transit stations - tailored to the needs of each community - include more parking, amenities for people who walk or ride bikes, and passenger drop-off areas.

Connecting the region with rail: **36** miles of new light rail line will expand the system to 55 miles. The expansion plan includes new light rail train service extending north to Lynnwood, east to Redmond's Overlake Transit Center, and south to the Star Lake/Redondo area of Federal Way. Examples of 2030 estimated light rail travel times and time savings compared to buses include:

- Lynnwood to UW in 21 minutes, saving 28 minutes
- Bellevue to Seattle in 20 minutes, saving 14 minutes

Ensuring public accountability:

- Binding tax rollback requirements
- Independent audits
- Taxes benefit local areas



Mass transit expansion: project details & benefits

Regional express bus expansion starts in 2009

- 100,000 more bus hours beginning next year, a 17 percent increase
- Bus service increases of up to 30 percent on the busiest routes
- Adding up to 60 new ST Express buses, expanding fleet by 25 percent
- New Bus Rapid Transit service on SR 520 coordinated with bridge replacement, providing service every 10 minutes
- Improvements to Bothell and Burien parking/transit facilities
- Bus maintenance facilities to support expanded services
- Coordinated regional and local bus service

Ridership doubled in the last five years on ST Express regional buses, which serve dozens of communities in King, Pierce and Snohomish counties. ST Express bus regional service relies extensively on HOV lanes to move passengers quickly on longer trips with limited stops. The system connects major population and employment centers, including outlying park-and-ride lots and transit centers. ST Express operates frequent bus service between major centers from 6 a.m. or earlier to 11 p.m. or later, with connections to commuter rail and light rail stations.

The ST Express bus expansions are designed to quickly respond to significant shortages of bus and parking capacity.

More commuter rail responds to rapid growth

- 65 percent increase in Tacoma-Seattle Sounder capacity with four new daily round-trips, for a total of 13, and increased platform lengths to accommodate longer trains
- Permanent Sounder stations in Edmonds and Tukwila
- Station access improvements in Auburn, Kent, Lakewood, Mukilteo, Puyallup, South Tacoma, Sumner and Tacoma
- Track and structure upgrades in Tacoma to support service expansions
- Matching funds for passenger rail on existing Eastside rail right-of-way
- Provisional stations at Seattle's Broad Street and Ballard, subject to availability of additional funds

In 2008, Sounder's convenience and reliability made it the fastest-growing commuter rail system in the nation. The number of Sounder riders grew 38 percent from July 2007 to July 2008. Sounder's north line serves Everett, Mukilteo, Edmonds and Seattle. Its south line serves Tacoma, Puyallup, Sumner, Auburn, Kent, Tukwila and Seattle, with extensions to South Tacoma and Lakewood currently under construction. Trains travel up to 79 miles per hour, with travel times of about one hour between both Everett and Seattle or Tacoma and Seattle. Special trains serve Seahawks and Mariners Sunday home games and other events.

The four new Sounder round-trip trains would be added between 2011 and 2014. Increases in train lengths and lengthening of some station platforms would be completed by 2015.

Triples the reach of regional light rail

- Expands the system to 55 miles by building 36 miles of new light rail and at least 19 stations:
  - 12.5-mile light rail extension north from the University of Washington to the University District, Roosevelt, Northgate, Jackson Park, Shoreline, Mountlake Terrace and Lynnwood
  - 2-mile streetcar connector serving Seattle's Capitol Hill, First Hill and International District areas, with connections to Link light rail and Sounder commuter rail
  - 14.5-mile light rail extension east from downtown Seattle across Interstate 90 to Mercer Island, Bellevue and Redmond's Overlake Transit Center
  - 7-mile light rail extension from Sea-Tac Airport to Highline Community College and the Redondo/Star Lake area near Federal Way
- Provides matching funds to extend the existing 1.6-mile Tacoma Link light rail line beyond Tacoma's downtown area, with the extension plan to be shaped by the local community
- Prepares for further light rail extensions in the future:
  - Environmental review and preliminary engineering from Overlake Transit Center to downtown Redmond
  - Environmental review, preliminary engineering and initial property acquisition from Federal Way to Tacoma
  - Planning studies from Lynnwood to Everett, with preliminary engineering and environmental work if additional funding and/or cost savings are available

In 2009, Sound Transit will launch light rail service between downtown Seattle and Sea-Tac International Airport. This initial light rail segment is projected to carry more than 45,000 daily riders by 2020. Sound Transit will begin construction of a light rail extension to Capitol Hill and the University of Washington in late 2008, with service starting in 2016. Light rail travels predominantly along its own right-of-way — free of highway congestion, accidents or weather — so trains are on time every time. Light rail will integrate with local bus service, allowing bus riders to transfer to light rail and avoid the most congested roadways.

The proposed extensions will open in phases, including University of Washington to Northgate, Seattle to Bellevue, and SeaTac to Highline Community College in 2020; to Overlake Transit Center in 2021; and to Lynnwood and Redondo/Star Lake in 2023. Expanding light rail will enable Sound Transit and local transit agencies to redeploy buses to other routes for more transit service options overall.

Light rail: fast, frequent, reliable

Speed and reliability: Trains operate on their own tracks separate from traffic and travel up to 55 miles per hour.

Frequency: Initially, light rail trains will provide two-way service up to 20 hours per day, with trains running about every six minutes during rush hours and every 10 to 15 minutes midday, at night and on weekends.

Capacity: Light rail can meet the challenges posed by long-term population and employment growth. As future demand increases, trains can be lengthened and run as frequently as every two to four minutes. Four-car light rail trains running every four minutes in both directions can carry up to 24,000 passengers per hour.

2030 estimated daily ridership

Service	Without Sound Transit 2	With Sound Transit 2
Link light rail	128,000	286,000
Sounder commuter rail	19,000	24,000
ST Express buses	52,000	48,000
Total	**199,000**	**358,000**

Environmental sustainability

Light rail trains run on electric power, reducing air pollution and greenhouse gas emissions. An expanded regional mass transit system with clean-running electric light rail as the centerpiece will slash emissions of carbon dioxide by between 100,000 and 180,000 metric tons annually by 2030. Trains also support state, regional and local land use and transportation plans by reducing people's reliance on cars, promoting vibrant and appealing commercial and residential development close to major transit hubs.

To review the mass transit expansion plan

Sound Transit 2: A Mass Transit Guide – The Regional Transit System Plan for Central Puget Sound

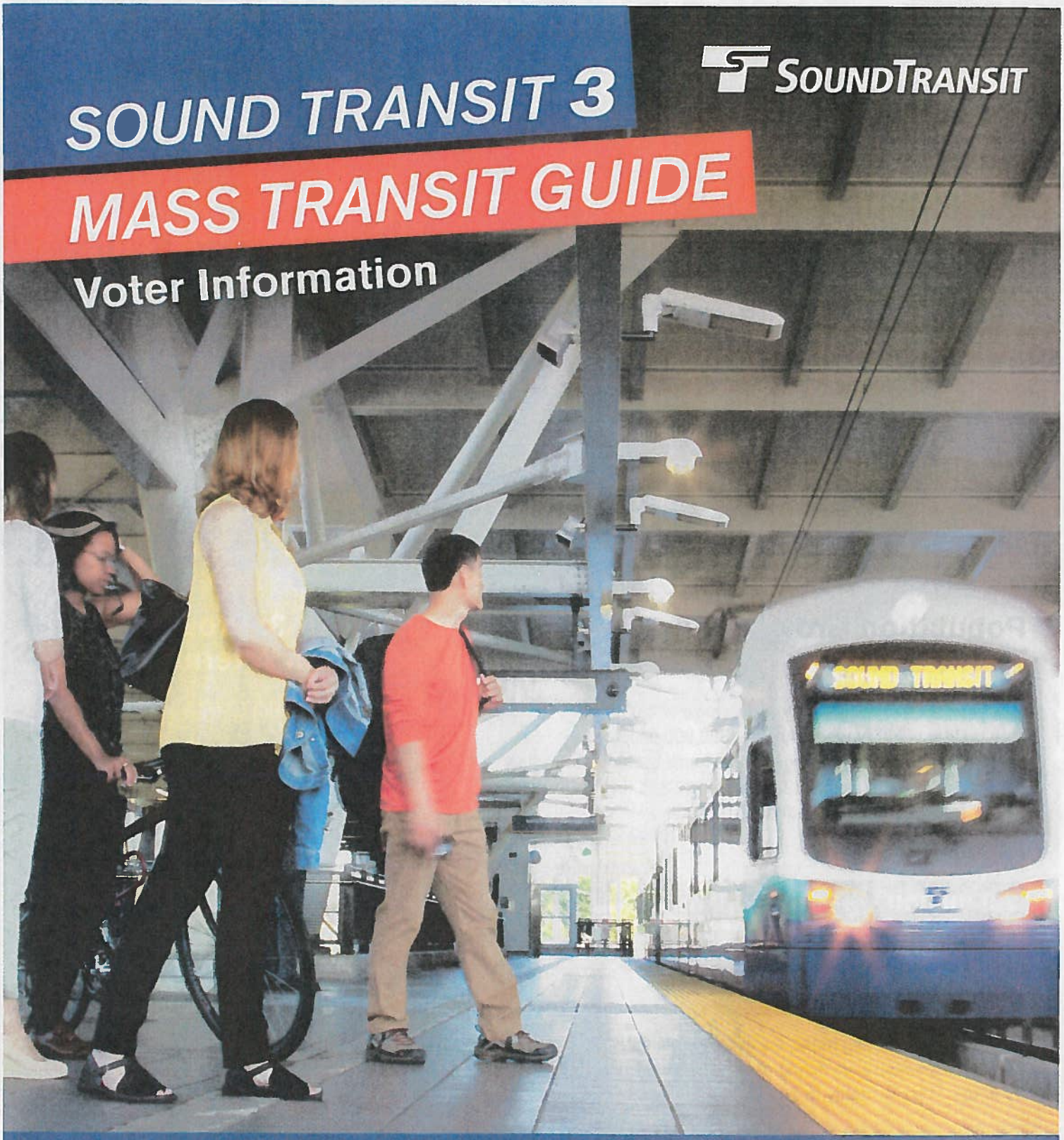
Visit http://future.soundtransit.org. For a printed copy, visit your local library, e-mail future@soundtransit.org, or call 1-866-511-1398 during regular business hours to have one mailed to you.

SOUND TRANSIT 3

MASS TRANSIT GUIDE

Voter Information

SOUNDTRANSIT

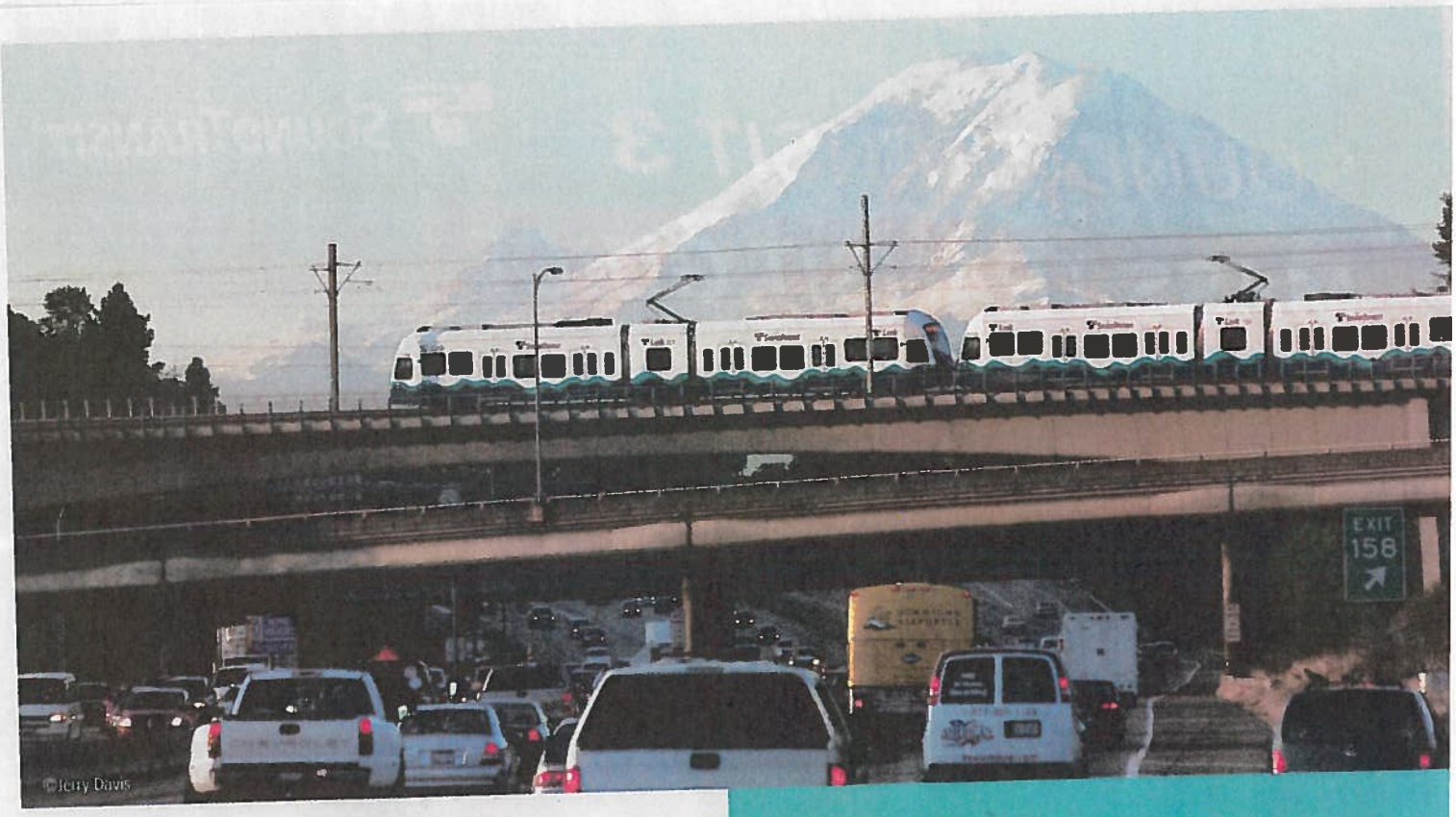


Sound Transit 3 (ST3) creates more connections to more places for more people, with new light rail, commuter rail or Bus Rapid Transit stations opening every five to seven years throughout Pierce, King and Snohomish counties.

Sound Transit Proposition 1 appears toward the end of your November 8 ballot.

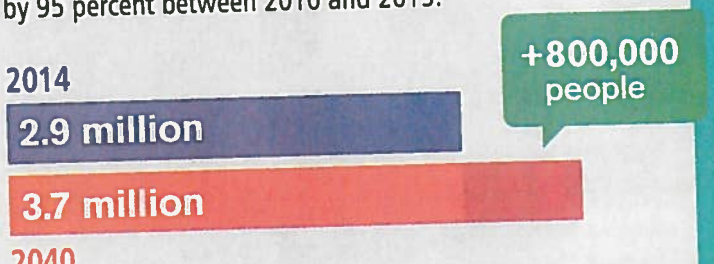
State law requires that this Mass Transit Guide be provided to each registered voter in the Sound Transit District before the election (RCW 81.104.140(8)).

More information at SOUNDTRANSIT3.ORG



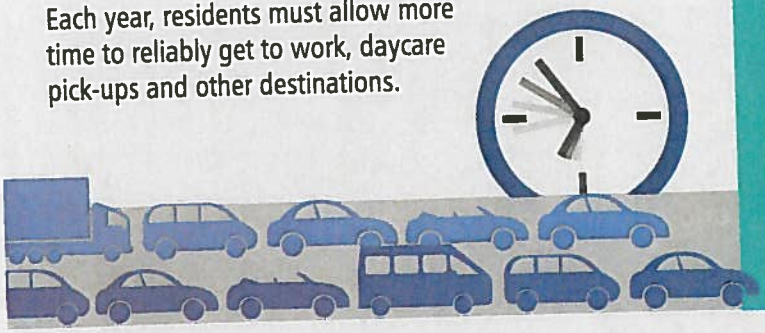
Population Growth and Traffic Delays

Last year, the region grew by an average of 1,000 new residents every week. Another 800,000 people are expected to call central Puget Sound home by 2040.[1] Hours of delay on the region's freeways increased by 95 percent between 2010 and 2015.[2]



As a result of increasing traffic, the average commuter in the Seattle area traveling during peak hours experienced **63 hours of traffic delay in 2014.**[3]

Each year, residents must allow more time to reliably get to work, daycare pick-ups and other destinations.



Sound Transit 3: Providing Transportation Alternatives

Expanded Link light rail: Builds 62 miles and 37 new stations to connect Everett, Tacoma, West Seattle, Ballard, downtown Redmond, south Kirkland and Issaquah to the growing regional system; extends Tacoma Link to Tacoma Community College. Adds new stations at South Graham and Northeast 130th Street and at South Boeing Access Road.

New Bus Rapid Transit (BRT): Provides fast and reliable service every 10 minutes during peak hours on I-405/SR 518 and SR 522/NE 145th Street, with connections to light rail stations.

Expanded Sounder commuter rail service: Adds two new stations at Tillicum and DuPont; expands capacity to serve 40 percent more riders on the south line; improves parking and access at Mukilteo, Edmonds and south line Sounder stations.

Easier transit access: Funds safe, direct bicycling and walking routes; bus connections; and expanded parking and drop-off areas.

Accountability and local control: Taxes must be reduced when the system is complete and implemented; ensures that taxes from each geographic subarea must benefit the people in that area. Independent auditors and the Citizen Oversight Panel monitor performance.

[1]Puget Sound Regional Council. [2]Washington State Department of Transportation. [3]2015 Urban Mobility Scorecard.

System Plan Map

When ST3 is complete, the regional transit system will connect 16 cities with light rail, 30 cities with Bus Rapid Transit and ST Express bus service and 12 cities with commuter rail. With major projects completed every five to seven years, ST3 further extends the light rail system beyond previously-approved extensions being built to Northgate, Shoreline, Lynnwood, Mercer Island, Bellevue, Overlake and Kent/Des Moines.

Link Light Rail

ST3 expands the light rail system to 116 miles, five times its current size, adding 37 stations. Trains will operate on dedicated tracks almost exclusively separated from road crossings and traffic, providing efficient and reliable travel 20 hours per day with service every three to six minutes in peak hours.

New Link light rail extensions:

- **Overlake to downtown Redmond:** stations at Southeast Redmond (with parking) and downtown Redmond
- **Kent/Des Moines to Tacoma:** stations at South 272nd, Federal Way Transit Center, South Federal Way and Fife (all with parking) as well as East Tacoma and the Tacoma Dome
- **Downtown Seattle to West Seattle:** stations at Delridge, Avalon and Alaska Junction; expanded stations at International District/Chinatown and SODO
- **Downtown Seattle to Ballard with new downtown subway:** stations at Midtown, Denny Way, South Lake Union, Seattle Center, Smith Cove, Interbay and Ballard; expanded station at Westlake
- **Lynnwood to Everett:** stations at West Alderwood Mall, Ash Way, Mariner (expanded parking), Southwest Everett Industrial Center, SR 526/Evergreen and Everett Station (expanded parking)
- **Tacoma Link from Hilltop to Tacoma Community College:** six stations
- **South Kirkland to Issaquah:** stations at South Kirkland (with parking), Richards Road, Eastgate/Bellevue College and central Issaquah (with parking)
- **Three new stations:** South Graham and Northeast 130th Street in Seattle and South Boeing Access Road in Tukwila

Bus Rapid Transit (BRT)

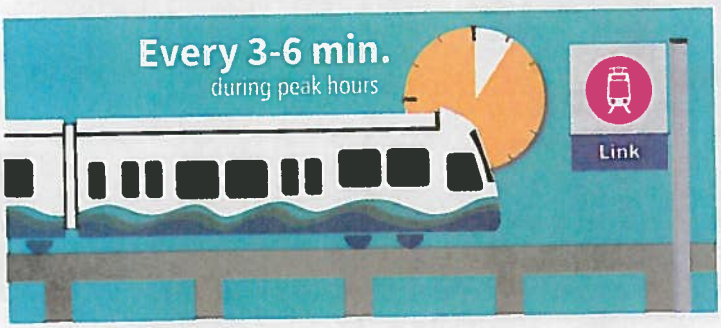
ST3 establishes BRT service between Lynnwood and Burien on I-405 and SR 518, and around the north end of Lake Washington on SR 522 and NE 145th Street, connecting to the light rail network at Bellevue, Lynnwood, Shoreline and Tukwila. Fast and more reliable BRT service runs every 10 minutes during peak commute hours, with off-bus fare payment for quicker stops.

I-405/SR 518 BRT: Lynnwood to Burien

- **New stations** at NE 85th Street in Kirkland and NE 44th Street in Renton and a new transit center in South Renton
- **BRT freeway stops** in the vicinity of Lynnwood, UW Bothell, Canyon Park, Brickyard, Totem Lake and downtown Bellevue
- **New or expanded parking** at Totem Lake, NE 44th in Renton and South Renton
- **New bus lanes** on Northeast 85th Street from 6th Street in Kirkland to I-405
- **Offers travel time advantages** by using:
  - State-funded Express Toll Lanes between Totem Lake and South Renton
  - State-funded HOV lanes between South Renton and Tukwila; operates on bus lanes on SR 518 between Tukwila and Burien Transit Center

SR 522/NE 145th Street BRT: North Lake Washington

- **Service** to Shoreline, Lake Forest Park, Kenmore, Bothell and Woodinville with 10 BRT stations
- **New Business Access and Transit (BAT) lanes** on SR 522 and capital improvements at intersections on Northeast 145th Street



©Don Wilson

ST Express & Other Bus Improvements

- **Interim ST Express bus service** in future high-capacity transit corridors
- **Bus-on-Shoulder** program enabling buses to bypass congestion using shoulders on freeways and state highways where permitted
- **Improvements** along Pacific Avenue/SR 7 in the Tacoma area through contribution to Pierce Transit. Enhanced service between cities in east Pierce County and Sumner Station and bus service in the Dupont-Lakewood-Tacoma corridor. New park-and-ride lot in north Sammamish
- **Contributions** to Madison Street Bus Rapid Transit in Seattle and for improvements to RapidRide C and D lines that provide faster bus service to Ballard and West Seattle before light rail is in service

Sounder Commuter Rail

Sounder trains offer fast, direct travel to four north line stations from Everett to Seattle, and nine south line stations from Lakewood to Seattle. ST3 adds two new stations to the south line; expands capacity to serve 40 percent more riders; and improves pedestrian, bike and parking facilities at stations.

- **Two new stations** with parking at DuPont and Tillicum, serving Joint Base Lewis-McChord
- **Extends platforms** on the south line to serve trains up to 10 cars in length, increasing passenger capacity by approximately 40 percent
- **Track and signal upgrades** to enable additional trips, depending on affordability and cost-effectiveness
- **Expanded parking and access improvements** at the Edmonds and Mukilteo stations and at south line stations

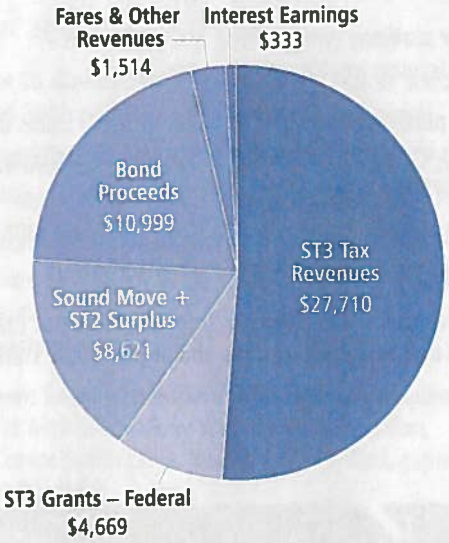
Approximately 84 percent of residents and 93 percent of workers would have convenient access to the region's high-reliability transit system by 2040.

Investing in Regional Mass Transit Expansion

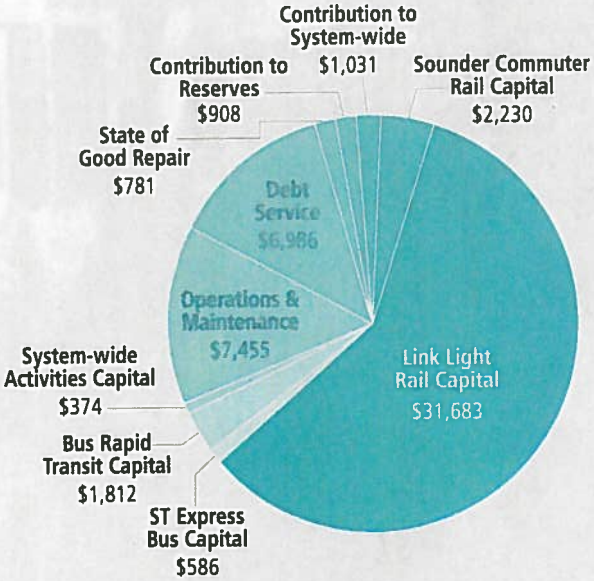
If approved by voters, ST3 would be funded by a combination of new and existing local taxes, federal grants, fares and interest earnings. The typical adult would pay an additional $169 in taxes per year, or about $14 more per month. This amount is based on estimates of median additional amounts that people would pay for each tax, meaning half of people would pay more and half of people would pay less. More information, including a calculator for estimating individual tax increases, is available at **soundtransit3.org/Calculator**

Cost: The estimated cost to implement the ST3 Plan is $53.8 billion in year-of-expenditure dollars of which new local taxes account for $27.7 billion. This cost includes all construction, operations, maintenance, reserves and debt service from 2017 through the completion of the system in 2041.

Total Agency: Sources of Funds (in millions)* — $53,845



Total Agency: Uses of Funds (in millions)* — $53,845



*Year-of-expenditure dollars. 2017 – 2041 includes inflation.

Proposed new taxes

- A sales tax increase of 0.5 percent, or 50 cents on a $100 purchase
- A motor vehicle excise tax (MVET, or license tabs) increase of 0.8 percent, or $80 annually for each $10,000 of vehicle value
- A property tax of 25 cents for each $1,000 of assessed valuation, or $100 annually for a house assessed at $400,000

Existing taxes

- Sales tax of 0.9 percent, or 90 cents on a $100 retail purchase
- MVET of 0.3 percent, or $30 annually for each $10,000 of vehicle value. This tax will not be collected after 2028.
- Rental car sales tax of 0.8 percent, or 80 cents on a $100 car rental

Future rental car tax

- A rental car tax increase of up to 1.372 percent ($1.37 on a $100 car rental) can be authorized by the Sound Transit Board if ST3 is approved. This tax is not currently included as a revenue source for ST3.

Sound Transit uses existing taxes to build and operate ST2, approved by voters in 2008, and Sound Move, approved in 1996. If voters approve Sound Transit 3, Sound Transit will use these existing taxes to help finance ST3 projects. If ST3 is not approved, existing taxes will continue to be used to complete and operate Sound Move and ST2 projects as provided in their respective plans approved by voters.

Finances

Approximately 70 percent of ST3's capital costs are paid directly with cash revenues and grants. The ST3 Finance Plan assumes $4.7 billion in federal grants. The ST3 Finance Plan funds the remaining cost by issuing long-term bonds at competitive interest rates during construction, with expected 30-year terms.

Tax rollback

After Sound Move, ST2 and ST3 capital projects are completed and implemented, taxes will be reduced to a level necessary to operate and maintain the system and pay associated debt service on outstanding bonds.

Public Accountability

Sound Transit hires independent auditors and appoints a Citizen Oversight Panel to monitor its performance.

Phasing of investments

ST3 projects will be brought into service after completing necessary planning, environmental review, preliminary engineering, property acquisition, final design, construction and testing. Major projects are delivered in steady succession over 25 years within the following estimated timeframes:

- **By 2024:** Redmond Technology Center to downtown Redmond light rail; Kent/Des Moines to Federal Way light rail; completion of BRT investments; Bus-on-Shoulder program (where permitted); Madison Street BRT, RapidRide C and D, Pacific Avenue/SR 7 and east Pierce bus capital improvements; Sounder parking and access improvements; north Sammamish parking

(continued next page)

- **2025-2036:** Federal Way to Tacoma light rail (2030); West Seattle to downtown Seattle light rail (2030); new light rail stations at South Graham Street, South Boeing Access Road and Northeast 130th Street (2031); Ballard to downtown Seattle light rail (2035); Lynnwood to Everett light rail (2036); Lakewood to DuPont Sounder (2036); Sounder south line capital improvements (2024-2036)
- **2037-2041:** Tacoma Link extension to Tacoma Community College (2039); South Kirkland to Issaquah light rail (2041)

Cost effectiveness

Operating revenue to operating expense ratio: By 2041, the Sound Transit 3 Plan forecasts 33 percent of system operating costs will be recouped by operating revenues. More information as well as operations and maintenance cost per rider and per new transit rider is provided here: **soundtransit3.org/Benefits** in tables C-10 and C-11.

Sound Transit District Map by Subarea

Taxes Stay Local

Taxpayers in each of Sound Transit's five geographic subareas pay for projects and services that benefit the people who live in that subarea.

Social, Economic and Environmental Impacts

Providing convenient transit for more people

Sound Transit 3 builds on Sound Move and ST2, creating more connections to more places for more people. When complete, the system will connect 16 cities with light rail, 30 cities with Bus Rapid Transit/ST Express bus and 12 cities with commuter rail across Pierce, King and Snohomish counties.

Connecting to stations

Funds are included to enhance walking and bicycling routes and bus connections to existing and new stations as well as for additional parking and passenger drop-off accommodations.

Promoting livable communities

Well-coordinated transit and zoning supports compact, sustainable, diverse, and walkable communities through transit-oriented development (TOD). ST3 funds coordinated planning with cities, counties and other stakeholders to promote development of affordable housing near stations. To learn more, visit **soundtransit3.org/Environment**

Boosting the economy

Improved transit capacity and reliability helps employers to attract and retain a broader base of workers and to have better access to goods and services. Increased transit use removes auto trips from roadways preserving capacity for personal, business and freight travel.

Improving the environment

Transportation is the largest regional source of greenhouse gas (GHG) emissions. By offering alternatives to driving, ST3 alone is projected to reduce auto vehicle travel by 362 million miles annually, reducing GHG emissions by more than 130,000 metric tons each year.

Adopted land use plans and regional transportation demand management goals

The Puget Sound Regional Council (PSRC) developed and adopted *VISION 2040* as the region's strategy for directing growth in an environmentally responsible way while fostering economic development and providing efficient transportation. PSRC also adopted *Transportation 2040* as the region's comprehensive long-range regional transportation plan. ST3 helps achieve the land use and transportation demand management goals identified in *VISION 2040* and *Transportation 2040* by serving the employment, population and growth centers identified in the PSRC transportation plans. The PSRC Executive Board has reviewed the Sound Transit 3 System Plan for conformity with regional plans.

Read the entire Sound Transit 3 Plan and appendices including financial policies and benefits at:

SOUNDTRANSIT3.ORG/Document-Library

Also available at public libraries.

For questions or to request the Plan, call:

206-903-7000

SOUNDTRANSIT

More information about mass transit expansion at: **SOUNDTRANSIT3.ORG**

了解関於十一月份公交系統公投票的信息：

대중교통에 관해 11월에 있을 투표에 대해 알아 보세요:

Узнайте о ноябрьском голосовании по вопросу об общественном транспорте:

Obtenga información acerca de la votación de noviembre sobre el transporte público en:

Matuto tungkol sa transit na pagboto sa Nobyembre:

Tìm hiểu về bầu cử xe chuyên chở công cộng vào tháng Mười Một:

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Seattle, WA 98104-2826

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SOUND TRANSIT 3

TRANSIT SOLUTIONS

- **Expands light rail** with 37 new stations and 62 new miles with service reaching Everett, Tacoma, Federal Way, downtown Redmond, West Seattle, Ballard, South Lake Union, South Kirkland and Issaquah
- **Establishes Bus Rapid Transit** spanning the north, east and south sides of Lake Washington, providing frequent service and connections to light rail
- **Extends Sounder commuter rail** to DuPont with two new stations; adds service capacity and parking
- **Provides ST Express bus service** in long-distance corridors
- **Extends Tacoma Link** to Tacoma Community College
- **Improves access to stations** with expanded parking and improved walking and bicycle routes and bus connections
- **Protects our environment** by reducing driving and greenhouse gas emissions

System Plan Map*

*See page 2 for detailed map with all routes and stations.