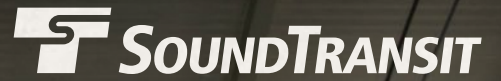


SOUND TRANSIT 3



MASS TRANSIT GUIDE

Voter Information



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 ➔



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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 Congestion on the region's freeways increased over 95 percent from 2010 to 2015.²

2014

2.9 million

+800,000 people

3.7 million

2040

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, 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 faster and more 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 Citizen Oversight Panel monitor performance.

System Plan Map

KEY

PROPOSED ST3 PROJECTS

- Link Light Rail
- Bus Rapid Transit
- Sounder Rail
- Proposed shoulder-running buses / speed and reliability improvements

- Environmental study
- Future investment study

CURRENT AND PLANNED SERVICE

- Link Light Rail
- Sounder Rail
- ST Express Bus

STATIONS

- New station
- New station / added parking
- Improved station
- Major rail transfer

NOTE: All routes and stations are representative.

Explore the interactive map and view the full project list at:
SOUNDTRANSIT3.ORG



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 Streets in Seattle and South Boeing Access Road in Tukwila

Bus Rapid Transit (BRT)

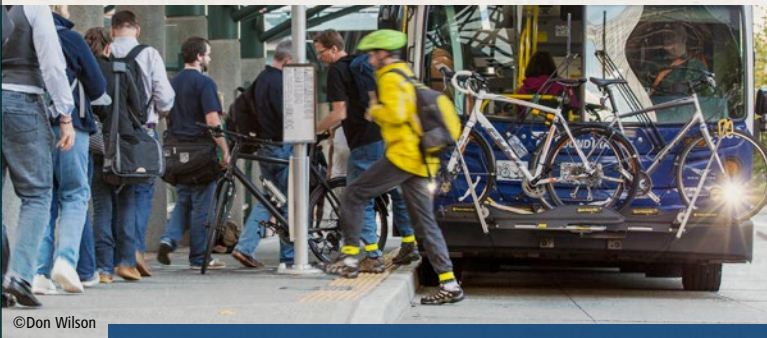
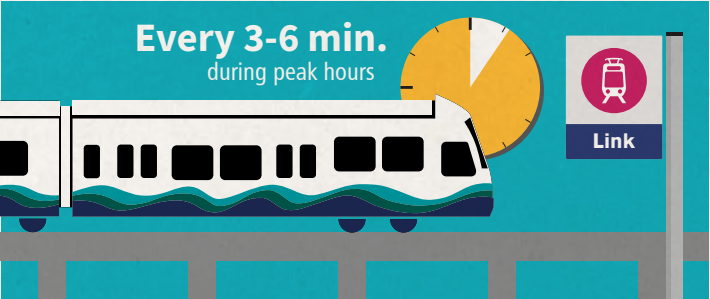
ST3 establishes BRT service between Lynnwood and Burien on I-405 and SR 518, and across the north end of Lake Washington on SR 522 and NE 145th Street, connecting to the light rail network at Bellevue, Lynnwood, Shoreline and Tukwila. Faster and more reliable BRT service runs every 10 minutes during 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, South Renton and North Sammamish
- 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 frequent bus service between Lakewood and Tacoma
- 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.

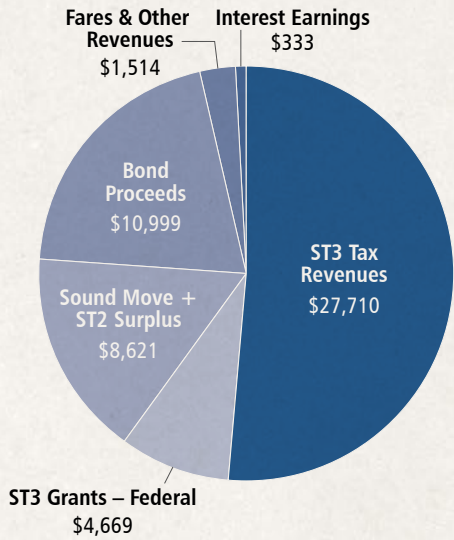


Investing in Regional Mass Transit Expansion

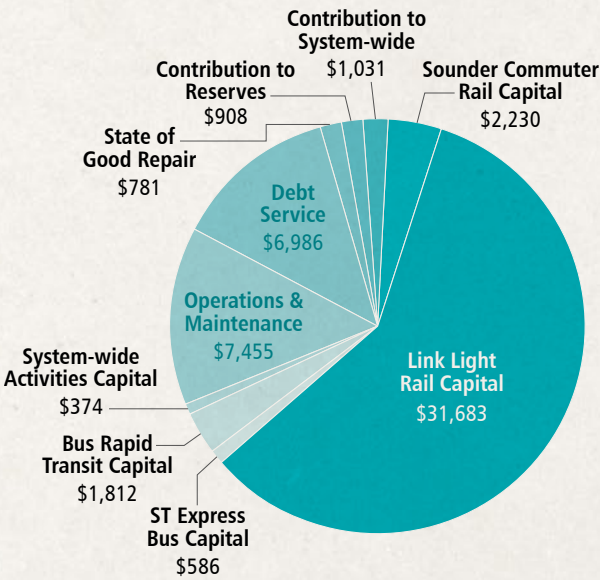
If approved by voters, ST3 would be funded by a combination of new and existing local taxes, federal grants, fares and interest earnings. The typical adult would pay an additional \$169 in taxes per year, or about \$14 more per month. This amount is based on estimates of median additional amounts that 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
- 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 previously 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 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)

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 attract and retain a broader base of workers and 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*. 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/DocumentLibrary

Also available at public libraries or by calling 206-398-5000

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.



More information about mass transit expansion at: SOUNDTRANSIT3.ORG

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SOUND TRANSIT 3 TRANSIT SOLUTIONS

System Plan Map*

- Expands light rail with 37 new stations and 62 new miles with service reaching Everett, Tacoma, Federal Way, 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
- Continues 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



NOTE: All routes and stations are representative.

