



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.



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.



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.





Triplies 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.

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*

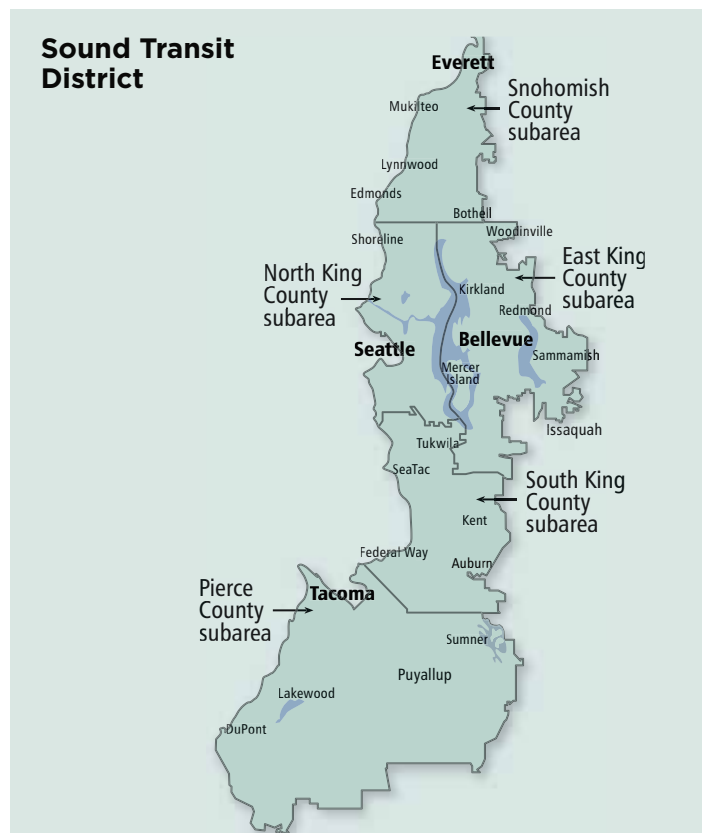
Sounder commuter rail	\$	1,101
ST Express bus	\$	344
Link light rail	\$	11,821
System-wide activities	\$	153
Operations & maintenance	\$	1,871
Debt service	\$	1,835
Reserves	\$	708
Projected total uses	\$	17,832

Sources of funds 2009-2023*

Sound Transit 2 sales tax	\$	7,752
<i>Sound Move</i> 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.



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.†

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.‡

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.°

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

* For more detailed information, see the Sound Transit 2 plan, accessible via the web at <http://future.soundtransit.org/>

† Geographic equity: Appendix B

‡ Cost effectiveness: Appendix C

° Mobility, accessibility, economic impacts: Appendix D

Providing more transit for a growing region

Immediate express bus expansions

17% increase in bus service beginning in 2009

More commuter rail service

65% more Tacoma-Seattle commuter rail capacity

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

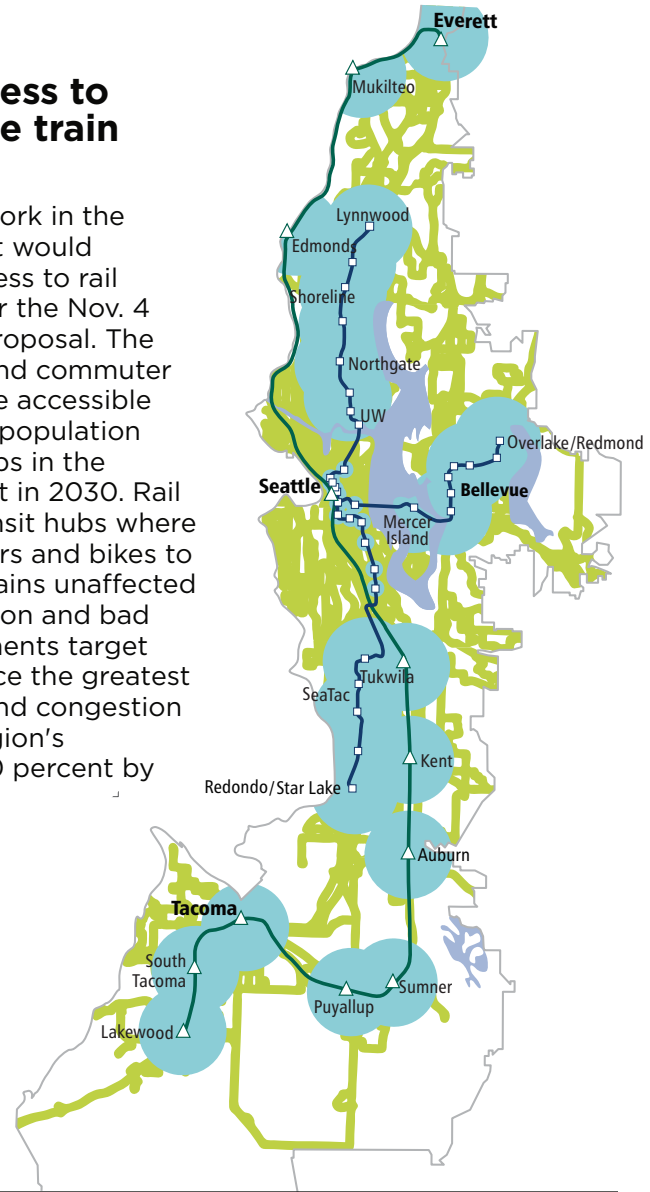
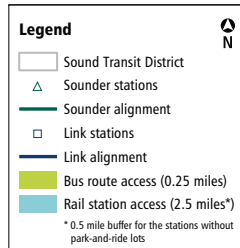
Environment and economy

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.



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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Union Station
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