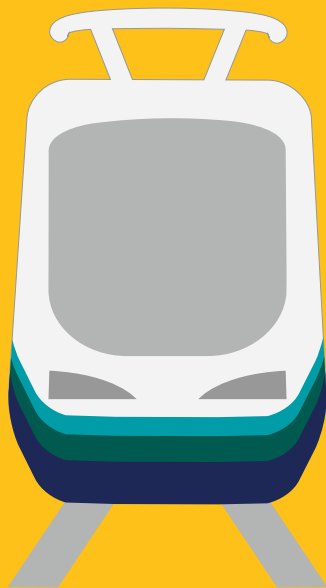


WELCOME SHAPE YOUR TRANSIT FUTURE

The Sound Transit 3 Draft Plan is a 25-year plan to keep our region moving in response to record-setting population growth and resulting traffic congestion. The draft plan builds upon the existing and planned Sound Transit system of trains and buses across the urban areas of King, Pierce and Snohomish counties.



HERE'S WHAT YOU CAN DO AT THIS OPEN HOUSE:

- Learn about what's in the ST3 Draft Plan
- Hear a presentation about ST3
- Talk with Sound Transit staff and Board members
- Leave your comments and take the online survey
- Sign up to receive ST3 email updates



WELCOME

Planning for the future of regional mass transit in King County

By the year 2040, the Puget Sound Region is expected to grow by nearly one million people. Sound Transit and King County Metro have co-located this meeting to make it easy for you to provide your thoughts and ideas on our region's transit future.

SOUND TRANSIT 3



The Sound Transit 3 Draft Plan is a 25-year plan to keep our region moving in response to record-setting population growth and resulting traffic congestion.



LONG RANGE PLAN



Metro Connects is intended to be a guide to creating an integrated transportation system that connects people to opportunity, protects our environment, and knits together our growing cities.

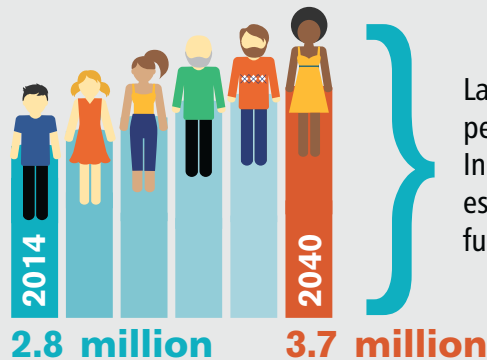


HERE'S WHAT YOU CAN DO AT THIS OPEN HOUSE:

- Visit the displays from King County Metro and from Sound Transit
- Listen to a presentation about Sound Transit 3
- Talk with staff and Board members
- Leave your comments and take the online surveys
- Sign up to receive email updates on next steps

STRAINED CAPACITY ON OUR ROADS

1,000 NEW NEIGHBORS EVERY WEEK



Last year, our region added 52,000* people and an estimated 41,000** cars. In the next 25 years our population is estimated to grow by one million people, further increasing demand for transit.

*Source: Puget Sound Regional Council
**Source: U.S. Census Data

DID YOU KNOW?



Between 2010-2015, the population of our region increased by 5.6%—that's over **200,000 more people.**

(Source: Puget Sound Regional Council)

2x

That population increase led area residents to spend nearly twice as much time stuck in traffic today as we did in 2010.

(Source: 2016 Transportation Futures Task Force)

\$

In 2014, congestion cost the average commuter travelling Everett-to-Seattle **\$3,400** in wasted time and gas. The average Lynnwood-to-Bellevue commuter lost **\$3,300.**

(Source: 2015 WSDOT Corridor Capacity Report)

+3
hours

Between 2011 and 2014, the reliable commute time from Federal Way to Seattle rose from 57 to 76 minutes, a 33% increase that means more than three extra hours stuck in traffic each week for drivers on that route. Similar delays are experienced by drivers throughout the region.


(Source: 2015 WSDOT Corridor Capacity Report)



FROM HERE TO A VOTE

The process to expand our region's mass transit system began in 2013, with the update to the Sound Transit Long-Range Plan. An updated Long-Range Plan was adopted by the Sound Transit Board in 2014, which set the stage for Sound Transit 3.

2015

-  **Summer**
Nearly 25,000 people share their feedback about priorities for expanding mass transit and potential ST3 projects they'd like to see studied.
-  **September**
Sound Transit Board approves ST3 candidate projects, directs Sound Transit staff to study each in detail.
-  **December**
Candidate project studies released.

2016

-  **March**
Sound Transit Board releases ST3 Draft Plan for a month of public feedback.
-  **April**
ST3 Draft Plan outreach and comment period. 
-  **June**
Board will adopt a final ST3 Plan informed by public feedback.
-  **November**
Region will vote on funding final ST3 plan.

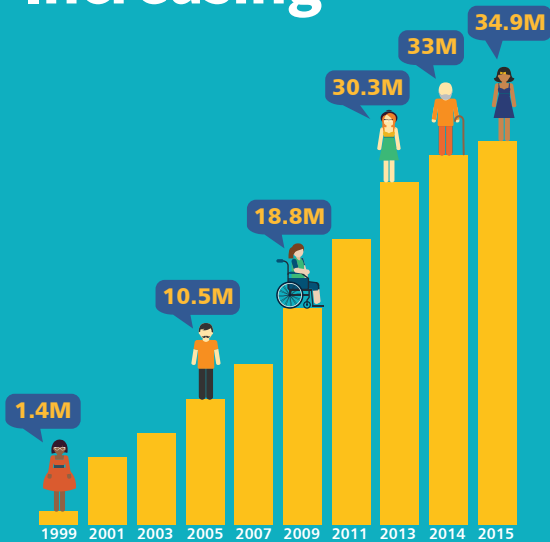


EVERETT
LYNNWOOD
SHORELINE
BOTHELL
KIRKLAND
REDMOND
BELLEVUE
ISSAQUAH
BALLARD
SEATTLE
WEST SEATTLE
BURIEN
KENT
AUBURN
FEDERAL WAY
TACOMA

SOUND TRANSIT TODAY: RESPONDING TO RISING DEMAND

In 2015, Sound Transit served a system-record **116,000 riders daily** across Snohomish, King and Pierce counties. Since 2010, transit boardings in our region have been growing twice as fast as population. (Source: Puget Sound Regional Council)

ST Annual Ridership is Increasing



Source: Sound Transit ridership reports, service implementation plan and financial plan.



LINK LIGHT RAIL

- Link trains run every 6 – 15 minutes, **20 hours a day**, seven days a week
- Link offers fast, reliable transit between the University of Washington and Sea-Tac Airport regardless of traffic or weather
- In the weeks following the opening of new stations at Capitol Hill and the University of Washington, daily ridership on Link has increased more than 50%.
- Tacoma Link's 1.6-mile line provided **nearly 1 million rides** in 2015



ST EXPRESS

- **26 routes** provide fast, limited-stop service to employment and activity centers throughout the region every day of the week
- Sound Transit's ST Express regional bus system, which led the nation in number of commuter bus boardings for 2015, provides 62,000 rides each day.
- Sound Transit-constructed park-and-ride facilities and direct freeway access ramps increase bus speed and reliability



SOUNDER

- **10 daily round trips** between Seattle/Tacoma, including 6 between Seattle/Lakewood
- **4 daily round trips** between Seattle/Everett

ST3 DRAFT PLAN MAP

KEY

PROPOSED ST3 PROJECTS

- Link Light Rail
- Bus Rapid Transit
- Sounder Rail
- Proposed shoulder running buses/other 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.



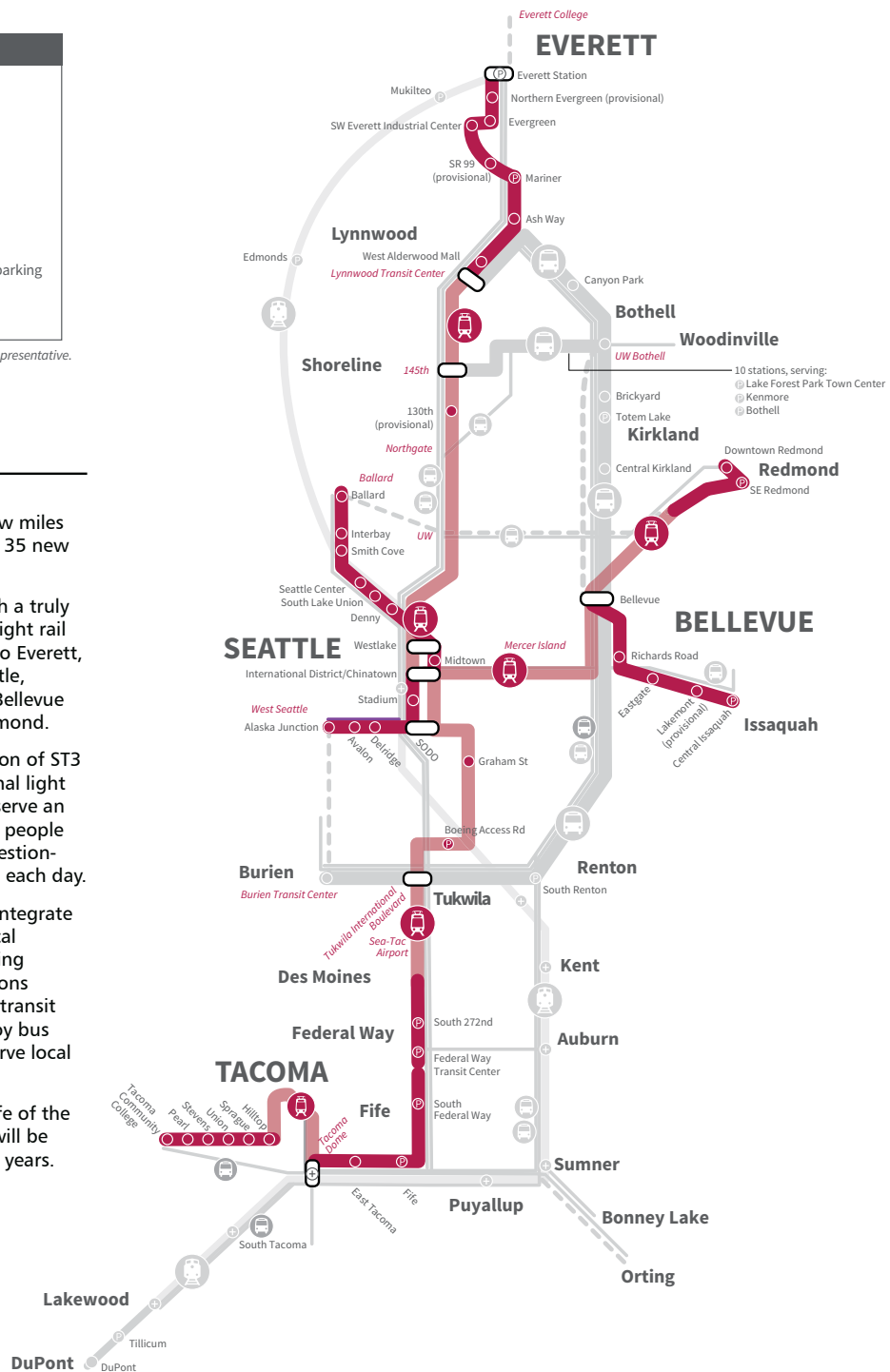
ST3 DRAFT PLAN LIGHT RAIL PROJECTS

KEY	
PROPOSED ST3 PROJECTS	
	Link Light Rail
CURRENT AND PLANNED SERVICE	
	Link Light Rail
STATIONS	
	New station
	New station / added parking
	Improved station
	Major rail transfer

NOTE: All routes and stations are representative.



- ST3 includes 58 new miles of light rail serving 35 new stations.
- ST3 would establish a truly regional 112-mile light rail system extending to Everett, Tacoma, West Seattle, Ballard, and from Bellevue to downtown Redmond.
- Upon the completion of ST3 projects, the regional light rail system would serve an estimated 525,000 people with reliable, congestion-free transportation each day.
- New light rail will integrate seamlessly with local bus service, providing improved connections and allowing local transit partners to redeploy bus service to better serve local communities.
- Over the 25-year life of the plan, new service will be delivered every 3-5 years.



ST3 DRAFT PLAN PROJECTS BUS RAPID TRANSIT AND OTHER BUS IMPROVEMENTS

KEY

PROPOSED ST3 PROJECTS

- Bus Rapid Transit
- Proposed shoulder running buses/other speed and reliability improvements

STATIONS

- New station
- New station / added parking
- Improved station

NOTE: All routes and stations are representative.



- Bus Rapid Transit (BRT) is a new tool in the Sound Transit toolkit. Because it does not require rail's level of investment, BRT can be brought into operation more quickly and at lower cost.
- BRT operates every 10 minutes during peak periods and every 10-15 minutes off-peak, nights and weekends.
- In addition to new BRT service, ST3 would provide funding for capital improvements to King County Metro's Rapid Ride C and D lines in Seattle; and for capital improvements to improve bus speed, reliability and convenience along Pacific Avenue in Tacoma and between East Pierce County and the Sumner Sounder Station.
- The Bus on Shoulder program included in ST3 proposes to enable buses to use shoulders on existing freeway and state routes to bypass congestion.
- ST3 would fund approximately 600,000 annual hours to continue providing interim express bus service in future HCT corridors.



ST3 DRAFT PLAN SOUNDER PROJECTS

KEY	
PROPOSED ST3 PROJECTS	
	Sounder Rail
CURRENT AND PLANNED SERVICE	
	Sounder Rail
STATIONS	
	New station
	New station / added parking
	Improved station
	Major rail transfer

NOTE: All routes and stations are representative.

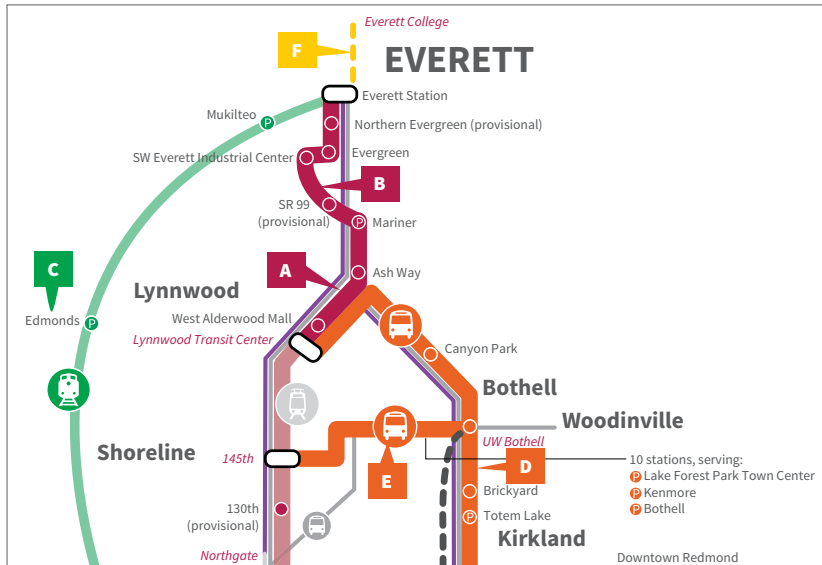


- To help meet increasing demand, ST3 would extend South Sounder from Lakewood to Tillicum and DuPont to help serve Joint Base Lewis/McChord.
- To help meet increasing demand as part of ST3, the South Sounder Capital Improvements Program would implement capital elements such as improved access for pedestrians, platform extensions and track upgrades, and other related infrastructure.
- To improve access to existing Sounder North service, ST3 would build additional parking at the Mukilteo and Edmonds Sounder Stations.



ST3 DRAFT PLAN NORTH CORRIDOR PROJECTS

KEY	
PROPOSED ST3 PROJECTS	
	Link Light Rail
	Bus Rapid Transit
	Sounder Rail
	Proposed shoulder running buses/other 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.



Lynnwood to Everett

- Length: 15.4 miles
 - Everett to Downtown Seattle: 59 minutes
- Stations: up to 8
- Cost: \$4,041 - \$4,324 (millions)*
- Daily project riders: 35,000 – 43,000

A Lynnwood to 128th/Mariner (2036)

- West Alderwood Mall
- Ash Way
- Mariner (+ parking)

B 128th/Mariner to Everett Station (2041)

- SR 99 (provisional)
- Southwest Everett Industrial Center
- Evergreen
- Northern Evergreen (provisional)
- Everett Station (+ parking)



C North Sounder Parking in Edmonds and Mukilteo (2019 – Early Deliverable)



D I-405 Bus Rapid Transit (2024 – Early Deliverable)

- Length: 37 miles
- Stations: 10
- Cost: \$687 - \$735 (millions)
- Daily project riders: 11,000 – 13,000

E 145th and SR 522 Bus Rapid Transit (2024 – Early Deliverable)

- Length: 8.0
- Stations: 10
- Cost: \$374 - \$400 (millions)
- Daily project riders: 8,000 – 9,000



F HCT Study: Connections from Everett to North Everett

- Studies future extension of light rail from downtown Everett to Everett Community College

*Cost estimates are undergoing refinement

LYNNWOOD TO EVERETT LIGHT RAIL OPTIONS

	OPTION 1 LRT Via SW Everett Industrial Center		OPTION 2 LRT Via I-5	
	ST3 Draft Plan Project N-02aMOD 2	Snohomish Boardmembers Proposal	ST3 Candidate Project N-02cMOD* + Spur	ST3 Candidate Project N-02cMOD* + BRT
	Length: 15.4 Miles	Length: 16.3 Miles	Length: 12.6 Miles + 2.8 Miles Spur	Length: 12.6 Miles + 11.6 Miles BRT
REGIONAL LIGHT RAIL SPINE	YES	YES	YES	YES
RIDERSHIP (DAILY PROJECT RIDERS)	35,000—43,000	35,500—43,500	37,500—46,000 ^A	44,000—55,000 ^B
CAPITAL COST (2014 \$ M)	\$4,041—\$4,324**	\$3,778—\$4,042***	\$3,332—\$3,566 ^C	\$3,169—\$3,387 ^D
TRAVEL TIME (MIN)	31	32	25 / 5 ^E	25 / 30 ^F
RELIABILITY	HIGH	HIGH	HIGH	LRT = HIGH BRT = MEDIUM-HIGH

TEST OPTIONS. Cost and ridership data have not been developed to the same level as other options

* N-02cMOD includes one station at Lynnwood City Center/West Alderwood Mall

** Costs undergoing refinement

*** Costs do not include \$88 M in provisional access improvements at 128th Street SW and 164th Street SW

A. Includes ridership on SW Everett rail spur of up to 1,000 daily riders.

B. Includes ridership on BRT route of 7,000—9,000 daily riders.

C. Capital cost includes \$466—\$499 million for SW Everett rail spur.

D. Capital cost includes \$303—\$320 million for BRT.

E. Travel time of SW Everett rail spur between Everett Mall Station and Boeing Station.

F. Travel time of BRT route between Everett Station and 128th Street Link Station.

MAP KEY

- AT GRADE LIGHT RAIL
- ELEVATED LIGHT RAIL
- BRT
- STATION AREA
- LIGHT RAIL ST2
- ST2 LRT STATION

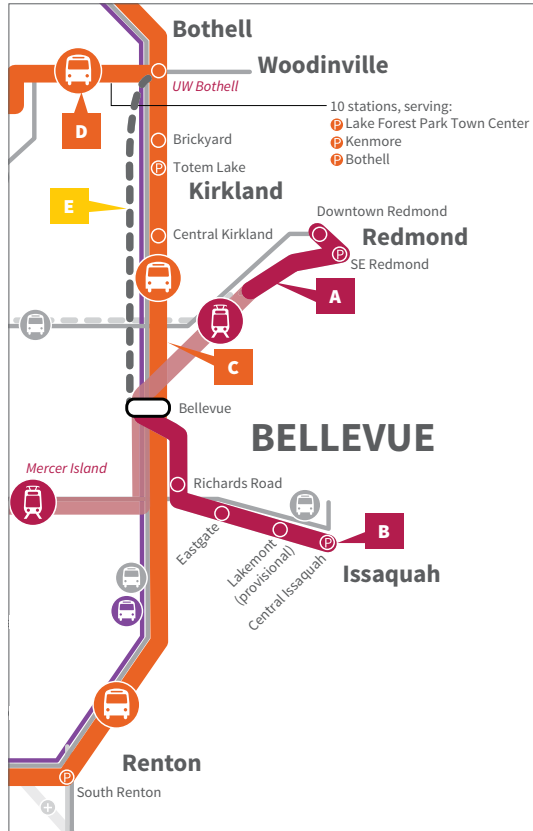


Alignments and stations shown are representative and are identified for purposes of cost estimating, ridership forecasting and other evaluation measures.

ST3 DRAFT PLAN EAST CORRIDOR PROJECTS

KEY	
PROPOSED ST3 PROJECTS	
	Link Light Rail
	Bus Rapid Transit
	Proposed shoulder running buses/other speed and reliability improvements
	Environmental 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.



A Redmond Technology Center Station to SE Redmond and Downtown Redmond (2028)

- Length: 3.7 miles
 - Downtown Redmond to Downtown Seattle: 42 minutes
- Stations: 2
 - Southeast Redmond (+ parking)
 - Downtown Redmond
- Cost: \$1,038 - \$1,111 (millions)
- Daily project riders: 7,000 – 9,000

B Bellevue to Issaquah (2041)

- Length: 9 miles
 - Downtown Bellevue to Central Issaquah: 17 minutes
- Stations: up to 4
 - Richards Road
 - Eastgate near Bellevue College
 - Lakemont (provisional)
 - Central Issaquah (+ parking)
- Cost: \$1,594 - \$1,706 (millions)
- Daily project riders: 11,000 – 15,000



C I-405 Bus Rapid Transit (2024 – Early Deliverable)

- Length: 37 miles
- Stations: 10
- Cost: \$ 687 - 735 (millions)
- Daily project riders: 11,000 – 13,000

D 145th and SR 522 Bus Rapid Transit (2024 – Early Deliverable)

- Length: 8.0
- Stations: 10
- Cost: \$374 - \$400 (millions)
- Daily project riders: 8,000 – 9,000



E HCT Environmental Study: Bothell to Bellevue via Kirkland

- This study would complete an environmental study to examine HCT options from Bothell to Bellevue via Kirkland

ST3 DRAFT PLAN CENTRAL CORRIDOR PROJECTS

KEY

PROPOSED ST3 PROJECTS

- Link Light Rail
- Future investment study

STATIONS

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

NOTE: All routes and stations are representative.



A Ballard to Downtown Seattle (including second subway tunnel through Downtown Seattle) (2038)

- Length: 7.1 miles
 - Westlake Station to Ballard: 17 minutes
- Stations: 9
 - International District/Chinatown
 - Midtown
 - Westlake
 - Denny
 - South Lake Union
 - Seattle Center
 - Smith Cove
 - Interbay
 - Ballard
- Cost: \$4,450 - \$4,762 (millions)
- Daily project riders: 114,000 – 145,000*

B West Seattle to Downtown Seattle (2033)

- Length: 4.7 miles
 - International District Station to West Seattle Junction: 12 minutes
- Stations: 5
 - Stadium
 - SODO
 - Delridge
 - Avalon
 - West Seattle Junction
- Cost: \$1,886 - \$2,019 (millions)
- Daily project riders: 31,000 – 36,000

C Infill Light Rail Station: Graham Street (2036)

- Cost: \$71 - \$76 (millions)
- Daily project riders: 1,500 – 2,500

D Infill Light Rail Station: Boeing Access Rd (2036)

- Cost: \$124 - \$133 (millions)
- Daily project riders: 1,500 – 2,000



E HCT Study: Northern Lake Washington

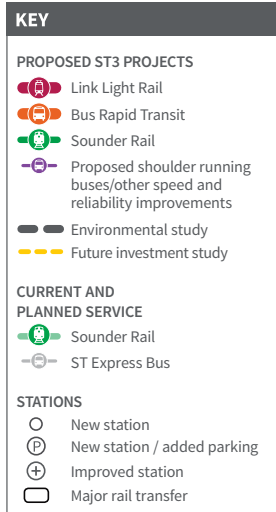
- Studies future high-capacity transit across northern Lake Washington. This would include connections along SR 520, SR 522, Ballard to Kirkland via University of Washington, Sand Point to Kirkland, and on to Redmond and/or Bellevue

F HCT Study: Light Rail Extending from West Seattle to Burien and extending to the Light Rail Spine

- Studies future high-capacity transit investments to link West Seattle with Burien

*Includes all new tunnel riders

ST3 DRAFT PLAN SOUTH CORRIDOR PROJECTS



NOTE: All routes and stations are representative.



A Kent/Des Moines to Federal Way Transit Center (2028)

- Length: 5.3 miles
 - Federal Way Transit Center to downtown Seattle: 49 minutes
- Stations: 2
 - South 272nd (+ parking)
 - Federal Way Transit Center
- Cost: \$1,080 - \$1,156 (millions)
- Daily project riders: 17,000 - 20,000

B Federal Way Transit Center to Tacoma Dome (2033)

- Length: 9.7 miles
 - Tacoma Dome to Federal Way Transit Center: 19 minutes
- Stations: 4
 - South Federal Way (+ parking)
 - Fife (+ parking)
 - East Tacoma
 - Tacoma Dome
- Cost: \$2,425 - \$2,595 (millions)
- Daily project riders: 28,000 - 39,000

C Tacoma Link Extension to Tacoma Community College (2041)

- Length: 4.4 miles
- Stations: 6
 - Hilltop
 - Sprague
 - Union
 - Stevens
 - Pearl
 - Tacoma Community College
- Cost: \$447 - \$478 (millions)
- Daily project riders: 13,000 - 17,000

D Infill Light Rail Station: Boeing Access Rd (2036)

- Cost: \$124 - \$133 (millions)
- Daily project riders: 1,500 - 2,000



E I-405 Bus Rapid Transit (2024 - Early Deliverable)

- Length: 37 miles
- Stations: 10
- Cost: \$687 - \$735 (millions)
- Daily project riders: 11,000 - 13,000

F Bus capital enhancements to improve speed and reliability between East Pierce County and Sumner Sounder Station (2024)

- Cost: \$31 - \$33 (millions)

G Bus capital enhancements to improve speed, reliability and convenience along Pacific Avenue in Tacoma (2024)

- Cost: \$60 (millions)



H Sounder Expansion to DuPont (2036)

- Length: 7.8 miles
- Stations: 2
 - Tillicum
 - DuPont
- Cost: \$293 - \$314 (millions)
- Daily project riders: 1,000 - 1,500

I South Sounder Capital Improvements Program (2024 - 2036)

- Cost: \$243 - TBD (millions)



J HCT Study: Commuter Rail to Orting

- Study explores future South Sounder connections to Orting

PROJECT DELIVERY

Sound Transit is exploring opportunities to improve on the Sound Transit 3 Draft Plan by speeding up project timelines where feasible.

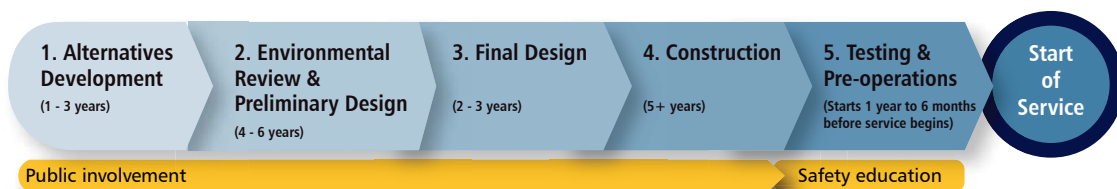
WHY DOES IT TAKE SO LONG TO BUILD A LIGHT RAIL SYSTEM?

The timelines in the Draft Plan reflect Sound Transit's real-world experience in planning and building major projects. Several key factors impact project delivery schedules:

- Working with local communities to determine the scope and design of the project to be built
- Obtaining all local, state and federal permits to begin construction
- Project construction
- Cash flows during the 25 year period and constraints on issuing debt against that cash flow



THE STEPS IN THE PROCESS



HOW CAN SOUND TRANSIT PROJECTS BE DELIVERED MORE QUICKLY?

Sound Transit is exploring options to speed up project delivery, including:

- Close collaboration with local jurisdictions to streamline the planning, permitting and approval timeline for projects.
- Using alternative project delivery mechanisms such as public-private partnerships and design-build in addition to the traditional design-bid-build method.
- Researching other financing tools and funding partnerships that might be available, including work with local and state governments as well as with the private sector.
- Work to speed up projects and save money will continue throughout every phase of project delivery.

FUNDING ST3

The ST3 Draft Plan proposes \$50 billion in projects and services, to be funded over the next 25 years. Projects would be paid for by a combination of new revenues, existing Sound Transit taxes, and potential federal grants. The typical adult would pay approximately \$200 per year, or \$17 per month.

New revenues to fund ST3 would include:



Sales tax increase of **0.5%** (\$0.50 on a \$100 purchase)



Motor Vehicle Excise Tax increase of **0.8%** (\$80 annually on a \$10,000 vehicle)



Property tax increase of **0.25 cents** per \$1,000 of assessed valuation (\$100 annually for a \$400,000 house)

Other funding sources:

- Federal funds
- Bonding
- Fares
- Sound Move and ST2 taxes (once these projects have been completed)

Partner Funds

Sound Transit's performance record has helped it attract federal grants to supplement local funding.

- \$813 million federal grant for University Link
- Lynnwood federal grant \$1.2 billion



TRANSIT INTEGRATION

Through integration of bus and rail service, the benefits of regional mobility can extend far beyond the immediate neighborhoods where light rail stations are located. These benefits include:

- Improved regional connectivity and mobility
- More frequent and reliable connections to local transit service
- Transfer facilities that make it easy to move to local and express buses

In the central Puget Sound region transit agencies coordinate planning and operations to get you where you need to go.

Sound Transit's regional train and bus services connect with bus, ferry and Water Taxi services operated by King County, Pierce Transit, Community Transit, Everett Transit and the Washington State Ferries.

Sound Transit's services allow its partners to redeploy their services to feed, rather than duplicate, rail service. This makes the most efficient use of transit resources while removing buses from congested freeways.



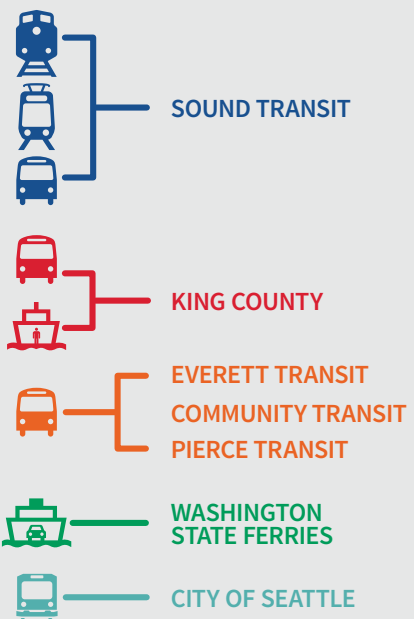
In 2014 the Sound Transit Board Chair and King County Executive Dow Constantine launched an initiative to better maximize efficiencies and improve service through more extensive integration of transit planning and operations.

Sound Transit's new Link stations at Capitol Hill and the University of Washington allowed King County Metro to redeploy its resources, bringing more frequent bus service to 80,000 people in Capitol Hill and Northeast Seattle.

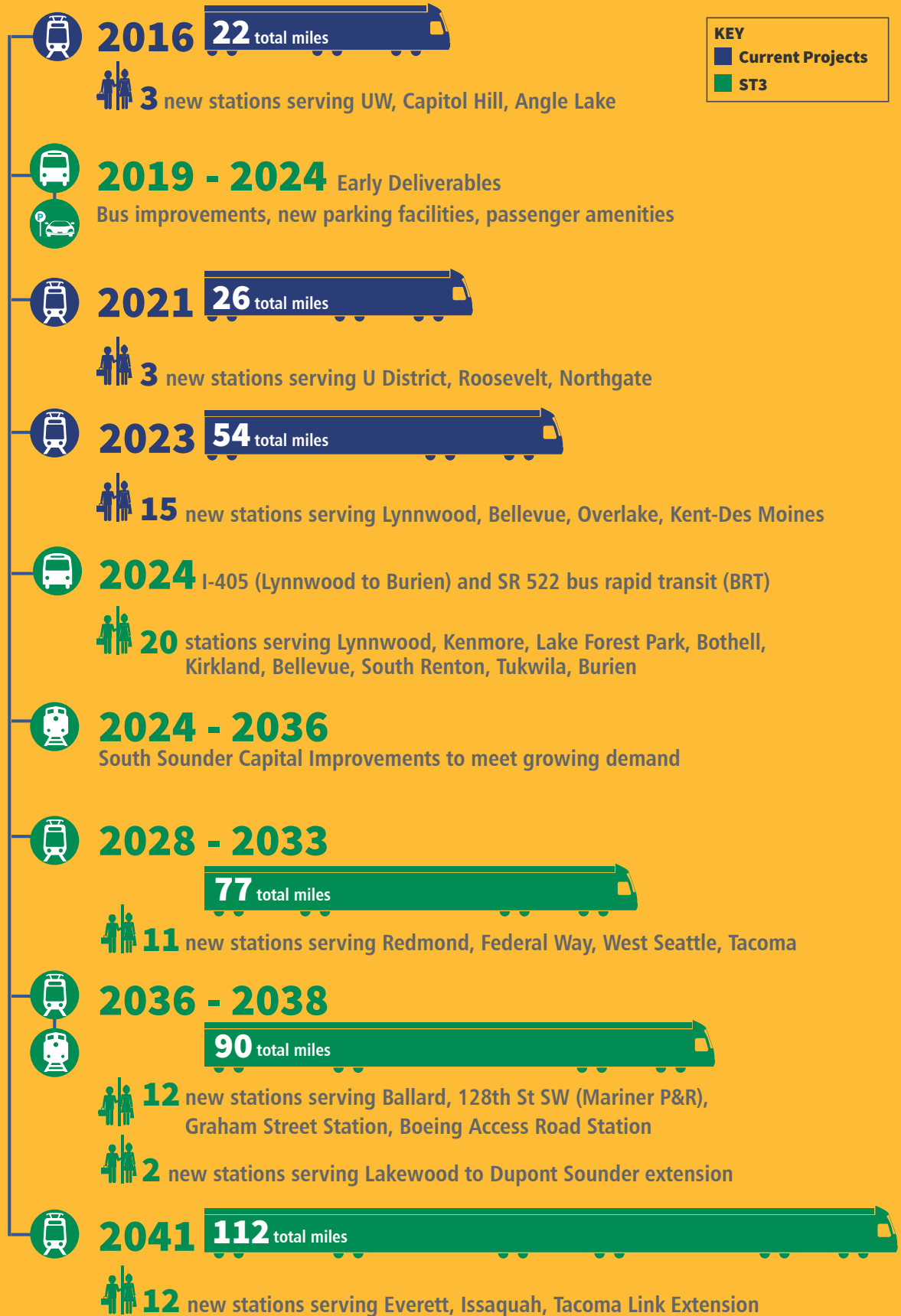


*Courtesy King County Metro Transit
Flickr group contributor Kris Leisten*

REGIONAL TRANSIT PARTNERS



PROJECT DELIVERY TIMELINE



NOTE: Provisional stations and existing light rail stations that will be served by new light rail service are not included in these totals

WHAT DO YOU THINK?

1. Is this the right plan for expanding mass transit in the Puget Sound Region?
2. What are your priorities?
3. Do you have any questions?

WAYS TO PROVIDE COMMENT:

Right now Fill out a comment form at an open house

Email soundtransit3@soundtransit.org

Mail Sound Transit
401 S. Jackson St.
Seattle, WA 98104



Take the online survey at:
soundtransit3.org

Send us your comments by **April 29, 2016**

The Sound Transit Board wants your feedback on the ST3 Draft Plan. Your input will help shape the ST3 ballot measure that voters will consider this November.

