

Proposition No. 1 Light-Rail, Commuter-Rail, and Bus Service Expansion

The Sound Transit Board passed Resolution No. R2016-17 concerning expansion of mass transit in King, Pierce, and Snohomish counties. This measure would expand light-rail, commuter-rail, and bus rapid transit service to connect population and growth centers, and authorize Sound Transit to levy or impose: an additional 0.5% sales and use tax; a property tax of \$0.25 or less per \$1,000 of assessed valuation; and additional 0.8% motor-vehicle excise tax; and use existing taxes to fund the local share of the \$53.8 billion estimated cost (including inflation), with continuing independent audits, as described in the Mass Transit Guide and Resolution No. R2016-17. Should this measure be:

Approved

Rejected

The complete text of this measure is available beginning on page 45.

Statement in favor

*Yes on Proposition 1: Rail Connecting
Our Region*

Growth is a fact: Our region adds 230 people every day. Proposition 1 gives you the choice to get out of daily gridlock. One light rail line can carry 16,000 people per hour; a general-purpose freeway lane moves just 2,000 cars. Fast, frequent rail gets you where you need to be, on time, every time.

Proposition 1 helps working families, students, seniors, and people with disabilities get to jobs, school and healthcare. After UW and Capitol Hill stations opened this spring, light rail ridership jumped 83%. Light rail works, and people love it.

More Light Rail Stations; More Bus Rapid Transit

West Seattle and Ballard; South Lake Union, Boeing Access Road, and NE 130th; Redmond, Issaquah, and Federal Way – completing a system of 116 miles and 83 stations. Plus, new Bus Rapid Transit on I-405 and SR-522, increased Regional Express buses and Sounder commuter rail.

Proposition 1 lets you escape congestion, reduces climate pollution, and improves access and affordability for all. The Washington Environmental Council, Microsoft, Amazon, Seattle Chamber, Washington State Labor Council, Democratic Party organizations, Seattle Mayor Murray, and Eastside and South County mayors all urge your support.

www.MassTransitNow.com

Submitted by: Dow Constantine,
Christine Gregoire, Rick Steves
www.MassTransitNow.com

Rebuttal of statement against

Tim Eyman is misrepresenting the facts again. This measure will only cost the average adult \$14/month and Sound Transit is one of the most well run transit agencies in the country (22 consecutive clean federal audits). We simply cannot wait any longer to solve our region's transportation problems, get people out of traffic, and address the #1 carbon pollution source with clean, reliable transit. Endorsed by Sierra Club, OneAmerica, and Washington Conservation Voters.

Explanatory statement

Proposition 1 expands public transit.

Light rail adds 37 new stations connecting employment, growth, and population centers, with trains serving Everett via the industrial center near Paine Field, Ballard, South Lake Union, Seattle Center, West Seattle, South Kirkland, Bellevue, Issaquah, Federal Way, Fife, Tacoma, and Tacoma Community College.

Commuter rail adds longer trains; new Tillicum (Joint Base Lewis-McChord) and DuPont stations; and more bus, pedestrian, bicycle, and parking facilities at stations.

Bus rapid transit runs every 15 minutes all day (every 10 minutes during peak commute hours), with new freeway stations along I-405/SR 518 (Lynwood—Bellevue—Burien) and SR 522/NE 145th (UW-Bothell—Kenmore—Lake Forest Park—Shoreline light-rail station).

Early investments improve bus service (1) on certain Rapid-Ride routes in Seattle; (2) along Pacific Avenue/SR 7 to the Tacoma Dome; (3) on routes serving Sumner and Lakewood stations; and (4) by operating on freeway shoulders where permitted.

These improvements increase ridership, decrease travel times, improve commute reliability, and reduce carbon emissions.

Includes funding for transit-oriented development, affordable housing, and an education account.

In addition to existing taxes, fares, and grants, funding comes from a 0.5% sales/use tax increase; a property tax of \$0.25 or less per \$1,000 of assessed valuation; and a 0.8% motor-vehicle excise tax increase.

*For questions about this measure,
contact:*

*Sound Transit
206-903-7000
soundtransit3@soundtransit.org*

Statement in opposition

The Legislature authorized Sound Transit to raise taxes \$15 billion for

ST3. Somehow it's exploded into an eye-popping *\$54 billion!*

Why spend so much for something that *will be obsolete* before it's built (www.tinyurl.com/Z73FQRJ)? Why reject more cost-effective alternatives?

Nothing requires ST3 to deliver what they're promising – the projects, costs, and timelines *are not binding*. Previous phases have been late and over-budget.

All we're really voting on are huge *permanent* tax increases – they *never* have to ask voters to renew them.

The regressive sales tax increases to 10%. *Car tab taxes triple*. And, for the first time, *property taxes* get diverted away from schools to Sound Transit. Middle-class families will pay over \$25,000 in taxes – *\$1,000 per year* for 25 years – to Sound Transit before ST3 is built and ready to use. ST3 leaves little for other needs like education, homelessness, public safety, and parks.

For all that, ST3 *increases transit share only 1%*, and *doesn't reduce traffic congestion at all*. It just moves people who already ride buses onto trains.

Don't be seduced by the expensive Yes campaign, funded by contractors and consultants who will rake in millions and billions of your money. It's not affordable. *Just vote No.*

Rebuttal of statement in favor

Sound Transit is desperate to sell their scheme. They falsely claim light rail carries twice as many people as an 8-lane freeway. That's absurd!

ST3 doesn't address traffic congestion. *\$54 billion* to serve 1% of trips? Are *you* going to get traffic relief? Finish ST2 first, then take another look.

The Seattle Times calls ST3 “a blank check” and opposes diversion of tax revenue away from schools. <http://tinyurl.com/st3brakes>.

We have higher priorities. *Just vote No.*



The Sound Transit 3
Regional Transit System Plan

The area inside the Sound Transit District boundary shows the portions of Pierce, King and Snohomish counties where the proposed taxes would be collected and the projects would be built.

soundtransit3.org

KEY

— Sound Transit District boundary

PROPOSED ST3 PROJECTS

- Link Light Rail
- Bus Rapid Transit
- Souder Rail
- Proposed shoulder-running buses / speed and reliability improvements
- Environmental study
- Future investment study

CURRENT AND PLANNED SERVICE

- Link Light Rail
- Souder Rail
- ST Express Bus

STATIONS

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

NOTE: All routes and stations are representative.

