

Sound Transit (A Regional Transit Authority)

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

Ballot Title

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; an 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 or rejected?

Explanatory Statement

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 with new freeway stations along I-405/SR518 (Lynnwood—Bellevue—Burien) and SR522/NE 145th (UW-Bothell—Kenmore—Lake Forest Park—Shoreline light-rail station). Early investments improve bus service on certain Rapid-Ride routes in Seattle; along Pacific Avenue/SR7 to the Tacoma Dome; on routes serving Sumner and Lakewood stations; and 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.

Statement For

Yes on Proposition 1: Our turn for light rail!

Light rail for Tacoma and Pierce County! Light rail can carry 16,000 people per hour in each direction; one general-purpose freeway lane moves just 2,000 cars. Rail is the most efficient way to improve transportation – on time, every time.

Proposition 1 connects us with good jobs throughout the region – helps working families, students, seniors, and people with disabilities get to school and healthcare.

Light rail to SeaTac Airport, More Sounder Service

Light rail will link Tacoma to Federal Way, SeaTac, Seattle, Bellevue and Everett. Our popular Sounder service will increase and extend to JBLM and DuPont.

We are one of America's fastest growing regions. Proposition 1 lets commuters escape congestion. Fast, efficient light rail connects people with jobs, while reducing air pollution. That's why business leaders, Washington State Labor Council, Democratic Party organizations, and the Washington Environmental Council urge your support.

Rebuttal of Statement Against

Let's fact check Tim Eyman's misrepresentations. Fact: Families today waste hundreds of hours and thousands of dollars stuck in traffic. Fact: Our region will grow by a million more people. Fact: The average cost per adult is just \$14/month. Fact: Years of independent audits and the Citizens Oversight Panel show Sound Transit is among America's most accountable and well-run transit agencies (22 consecutive clean federal audits). We can't afford to wait. Vote Yes!

Committee Members: Norm Dicks, Pat McCarthy, and Marilyn Strickland, info@masstransitnow.com, www.MassTransitNow.com

Statement Against

ST3 started at \$15 billion but it's exploded into a \$54 billion monstrosity – that's bigger...

...than the budget for the entire state. There's simply no precedent for one governmental entity hogging so much tax revenue. ST3 gobbles up everything, leaving nothing for other needs. The average family will be forced to pay \$25,000 in taxes (\$1000 per year for 25 years) to Sound Transit before this Seattle-centered boondoggle ever gets built.

ST3 raises sales taxes to 10%, triples your car tab taxes, and diverts property taxes...

...away from schools. Struggling Pierce County taxpayers can only afford so much. Seniors hit hardest by these massive tax increases *will be dead* before ST3 is completed!

Nothing they're promising needs to match what's delivered. Several court rulings have established that costs...

...timelines, and projects promised during the campaign *are not binding*. The only thing certain about ST3 are its massive permanent increases to three different taxes all at once.

Don't be railroaded by wealthy insiders funding a deceptive Yes campaign for their selfish gain.

Contractors and consultants who make millions from bloated Sound Transit deals see ST3 as their personal gravy train – at your expense. ST3 only reduces congestion by 1%, and it won't be finished for decades! Just vote No.

Rebuttal of Statement For

Sound Transit can't sell their schemes using honest facts. They falsely claim light rail carries twice as many people as an 8 lane freeway! Seriously? They absolutely refuse to call ST3 what it is – *three permanent tax increases* costing average families \$1000 per year, leaving nothing for other needs. Why should everyone be forced to pay billions of dollars for a Seattle-centered boondoggle that *will be obsolete* before it's built (tinyurl.com/Z73FQRJ)? Just vote No.

Committee Members: Mike Lonergan and Tim Eyman, (425) 952-7266, www.NoST3.org

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.

