

## Sound Transit 3 – Funding, Tax Impact and Phase In

Of Sound Transit 3’s \$53.8 billion total budget, about half, or \$27.7 billion would be funded by new taxes that voters will consider in November. These are: (1) a sales tax of 0.5 percent (\$.50 on a \$100 purchase) in addition to the 0.9 percent currently collected; (2) a motor vehicle excise tax (MVET) of 0.8 percent (\$80 annually per \$10,000 of vehicle value) in addition to the 0.3 percent MVET Sound Transit is collecting through 2028; and (3) a property tax of 25 cents for each \$1,000 of assessed valuation.

### Lifecycle of a typical project



Ever wonder why it takes so long to build a transit project? The reason is that major projects often take years of public involvement, planning, engineering and analysis. This covers Sound Transit work on a typical light rail project.

The goal of this phase is to answer two basic questions:

- What areas will it serve?
- What type of transportation technology best suits the need?

During this phase community members and organizations, commuters and other stakeholders help shape the project. Public meetings provide updates and help us gather feedback. Jurisdictions, like cities and counties, partner with us to gather data. This is also the phase when voters may be asked to fund the project.

During this phase:

- Alternatives are identified, evaluated and narrowed. Routes and technologies, such as bus, elevated rail, subway, etc., are evaluated.
- We meet with communities, stakeholders, elected officials and the public to hear comments on the alternatives.

- The Sound Transit Board typically identifies the alternative(s) to be studied during the next phase, which is environmental review.

### **Environmental review and preliminary design: takes 1 - 4 years**

This phase identifies potential environmental impacts of the alternatives, allows for public comment and provides information for the Board to consider in selecting the project to be built. The project's design moves from conceptual to preliminary. The level of review and documentation depends on the scope of the project and its potential for environmental impacts.

- An Environmental Impact Statement (EIS) is prepared for large projects with potentially significant impacts.
- An environmental assessment, State Environmental Protection Act (SEPA) checklist or other document may be prepared for projects not requiring an EIS.

During this phase:

- Field work may include observing and counting traffic, studying natural resources and land use and monitoring noise.
- If required, a Draft EIS is published followed by a public comment period. Responses to those comments are found in the Final EIS.
- Preliminary design is completed.
- The Sound Transit Board selects the project that will eventually be built.
- For federalized projects requiring an EIS, the lead federal agency issues an environmental decision document, called a Record of Decision (ROD).

### **Final design: takes 2 - 3 years**

In this phase, architects and engineers define what the stations will look like as well as the technical specifications for the stations and tracks.

During this phase:

- Field work includes testing soil conditions and ground water levels, surveying, and locating utilities.
- Large projects are divided into several smaller contracts to encourage competition.
- Projects are typically broken into design milestones: 30 percent, 60 percent and 90 percent. At each milestone, the agency asks for public input on the station design.
- Artists for permanent station art are selected through a public process. The need for temporary art at construction sites is identified.
- The agency acquires any necessary private property and easements.
- Permits, including land use approvals, noise variances, storm water discharge and wetland impacts are acquired

### **Construction: takes 5-plus years**

Sound Transit and its contractors balance the need to complete the project on time and on budget while minimizing construction impacts to the community. Construction time varies widely from project to project.

Some of the factors that can influence the schedule:

- Large projects are technically challenging with numerous regulatory and other constraints.
- External factors such as labor disputes, material shortages, unforeseen site conditions and weather can slow a project.
- Especially complex or challenging projects, such as tunneling, can take seven years or more.

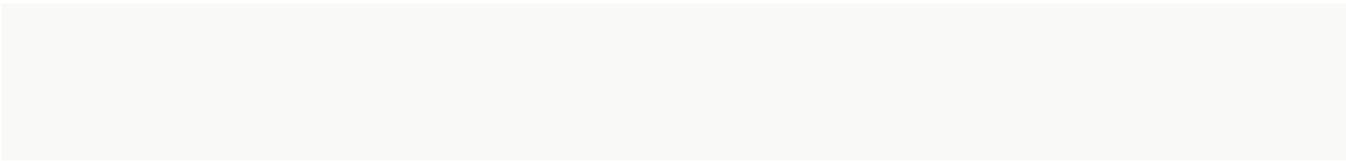
During this phase we're committed to maintaining open communications with the community and there are multiple opportunities and ways to stay informed.

### **Testing & pre-operations: Starts a year to six months before service begins**

From the time construction wraps-up (and sometimes even before) to when service begins, work is underway to make sure that the project is ready and that the public is ready for it. The pre-revenue testing phase includes a safety certification process. Passengers can't begin riding until the service is certified.

Activities include:

- Various simulations that make sure that communications, safety and emergency and other systems are running and working together.
- Intersection signals, crossing gates and pedestrian signals are checked. Trains begin running without passengers to help pedestrians, bikers and drivers learn how to travel safely with trains.



Tacoma - South 

## FEATURES

### South Tacoma/University Place/Fircrest/Ruston

The ST3 Plan would:

- Extend Sounder south line station platforms in South Tacoma and other south line stations to serve trains up to 10 cars in length, carrying 40 percent more passengers.
- Add two new Sounder south line stops south of Lakewood at Tillicum, to serve Joint Base Lewis-McChord and DuPont, both with parking.

Connects Tacoma to a 116-mile regional light rail system reaching major job and housing centers in:

- Sea-Tac Airport\*
- Federal Way
- Downtown Seattle\*/UW\*
- Seattle Center
- Ballard
- West Seattle
- Kirkland
- Bellevue\*
- Redmond
- Issaquah
- Everett via Paine Field industrial Center

\*already funded  
The ST3 Plan would also:

- Extend Tacoma Link west to Tacoma Community College with six stations.
- Improve bus speed and reliability along Pacific Avenue/SR-7 through Tacoma, and enhance ST Express bus service between Lakewood and Tacoma.
- Study potential future high capacity transit between Tacoma Dome Station and Tacoma Mall area.
- Provide funding to improve bus speed and reliability by where possible running on shoulders of SR 167, I-405, I-5 and SR 518.

- [View each](#)

## EXAMPLE TRANSIT TIMES

### SOUTH TACOMA TO:

Auburn in 38 min

Downtown Seattle in 65 min

DuPont in 17 min

Tukwila in 52 min

## LIGHT RAIL PROJECTS

### Downtown Seattle Light Rail Tunnel

This project builds a second light rail tunnel in downtown Seattle that provides capacity for the entire system to move through this area. The tunnel will be constructed as part of the Ballard to downtown Seattle light rail project, which includes a tunnel that extends from downtown Seattle through the Seattle Center/Uptown and South Lake Union neighborhoods. The downtown tunnel will extend from International District/Chinatown to the Denny Station with four new and expanded stations at International District/Chinatown, Midtown, Westlake and Denny.

Project Completion: 2035

[Details PDF](#)

[Overview PDF](#)

### Ballard to Downtown Seattle Light Rail

This project builds light rail from downtown Seattle to Ballard's Market Street area with a new rail-only subway through Seattle Center/Uptown and South Lake Union. The project will be constructed in conjunction with a new downtown Seattle light rail tunnel, which will extend from International District/Chinatown to the Denny Station. The Ballard to downtown Seattle project includes elevated light rail on 15th Avenue West and Elliott Avenue West and rail-only movable bridge over Salmon Bay. Five new stations serve the areas of South Lake Union, Seattle Center, Smith Cove, Interbay and Ballard.

Project completion: 2035

[Details PDF](#)

[Overview PDF](#)

### Downtown Seattle to West Seattle Light Rail

This project builds light rail from downtown Seattle to the vicinity of West Seattle's Alaska Junction neighborhood with an alignment primarily on an elevated guideway, and a new rail-only fixed span crossing of the Duwamish River. This project includes five new or expanded stations at the Stadium, Delridge, Avalon, and Alaska Junction areas, with a transfer connection at SODO.

Project completion: 2030

[Details PDF](#)

[Overview PDF](#)

### [Infill Light Rail Station: South Boeing Access Road](#)

This project builds a new infill station on the Link light rail line in the vicinity of South Boeing Access Road and I-5.

Project completion: 2031

[Details PDF](#)

[Overview PDF](#)

### [Infill Light Rail Station: South Graham Street](#)

This project builds a new infill station on the Link light rail line in the vicinity of South Graham Street.

Project completion: 2031

[Details PDF](#)

[Overview PDF](#)

### [Redmond Technology Center Station to Downtown Redmond Light Rail](#)

This project extends East Link to downtown Redmond, as described in Sound Transit Board Resolution R2013-09 and the FTA and FHWA Record of Decision. The project would include two new stations, one with parking at southeast Redmond and a second in downtown Redmond.

Project completion: 2024

[Details PDF](#)

[Overview PDF](#)

### [South Kirkland to Issaquah Light Rail](#)

This project builds light rail from south Kirkland to Issaquah with four new stations at south Kirkland, the Richards Road area, Eastgate near Bellevue College, and central Issaquah, with one provisional station in the Lakemont area. This provisional station would require identification of additional funding not currently included in the ST3 System Plan in order to be built.

Project completion: 2041

[Details PDF](#)

[Overview PDF](#)

### [Lynnwood to Everett Light Rail](#)

This project extends light rail from the Lynnwood Transit Center to Everett Station via the Southwest Everett Industrial Center with both elevated and at-grade sections. The project includes six new stations at West Alderwood Mall, Ash Way, 128th /Mariner, Southwest Everett Industrial Center, SR 526/Evergreen and Everett Station. The project also includes one provisional station, at SR 99/Airport Road. This provisional station would require identification of additional funding not currently included in the ST3 System Plan in order to be built.

Project completion: 2036

[Details PDF](#)

[Overview PDF](#)

### [Infill Light Rail Station: Northeast 130th Street](#)

This project builds a new infill station at I-5 and NE 130th Street along the Lynnwood Link Extension.  
Project completion: 2031

[Details PDF](#)

[Overview PDF](#)

### [Kent/Des Moines to Federal Way Transit Center Light Rail](#)

This project extends light rail south from Kent/Des Moines to Federal Way, with stations serving South 272nd Street and the Federal Way Transit Center. The scheduled opening from Angle Lake to Kent/Des Moines has been adjusted to open at the same time as the extension to Federal Way.

Project completion: 2024

[Details PDF](#)

[Overview PDF](#)

### [Federal Way Transit Center to Tacoma Dome Light Rail](#)

This project extends light rail from the Federal Way Transit Center to Tacoma via I-5 with four new stations in the south Federal Way, Fife and east Tacoma areas, and at the Tacoma Dome Station.

Project completion: 2030

[Details PDF](#)

[Overview PDF](#)

### [Tacoma Link Extension to Tacoma Community College](#)

This project extends Tacoma Link from downtown Tacoma to Tacoma Community College with six new stations.

Project completion: 2039

[Details PDF](#)

[Overview PDF](#)

### [Light Rail Operations and Maintenance Facilities](#)

This project would construct two new light rail operations and maintenance facilities to accommodate additional fleet capacity; one in the Lynnwood to Everett corridor and one in the Federal Way to Tacoma corridor. Specific locations will be determined as part of light rail development in each corridor.

[Details PDF](#)

### [Light Rail Vehicles](#)

This project would purchase 226 new light rail vehicles required to operate the ST3 light rail system.

[Details PDF](#)

## COMMUTER RAIL PROJECTS

### Sounder North Parking

This project would provide an early deliverable within the ST3 System Plan by providing additional parking at Mukilteo and Edmonds Sounder Stations.

Project completion: 2024

[Details PDF](#)

### Sounder South Capital Improvements Program

This project establishes a program of capital elements that would be used to meet growing demand for Sounder South. Access elements could include improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's Access Policy. Additional program elements include extending platforms to accommodate trains up to 10 cars in length, track and signal upgrades, and other related infrastructure to facilitate additional capacity.

Project completion: 2024-2036

[Details PDF](#)

### Sounder Expansion to DuPont

This project extends Sounder commuter rail service from Lakewood to DuPont with two new stations at Tillicum and DuPont.

Project completion: 2036

[Details PDF](#)

[Overview PDF](#)

## BUS RAPID TRANSIT & BUS PROJECTS

### I-405 Bus Rapid Transit

This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to the Burien Transit Center via I-405 and SR 518. The project relies on the I-405 express toll system where available, and Business Access Transit (BAT) lanes on SR 518 from Tukwila to Burien. Project elements include parking, station access improvements, and ten stations, including a new transit center in South Renton and new stations at Northeast 85th Street with BAT lanes extending toward Downtown Kirkland and at Northeast 44th Street in Renton.

Project completion: 2024

[Details PDF](#)

[Overview PDF](#)

### [Northeast 145th Street and SR 522 Bus Rapid Transit](#)

This project establishes Bus Rapid Transit (BRT) from the Link station at I-5 and Northeast 145th Street to UW Bothell, with service continuing at lower frequencies to Woodinville. On Northeast 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522 the majority of the corridor through Lake Forest Park, Kenmore and Bothell will feature Business Access Transit (BAT) lanes, with transit-supportive enhancements on arterials from downtown Bothell to UW Bothell. This project includes nine pairs of stations with additional parking at Lake Forest Park, Kenmore and Bothell and an expanded transit center at UW Bothell.

Project completion: 2024

[Details PDF](#)

[Overview PDF](#)

### [North Sammamish Park-and-Ride](#)

This project builds a surface park-and-ride in north Sammamish. The site for the park-and-ride will be determined in coordination with the City of Sammamish.

Project completion: 2024

[Details PDF](#)

### [King County Metro Rapid Ride C and D and Madison Street Capital Improvements](#)

This project provides a capped contribution to help design and implement transit priority improvements along King County Metro's Rapid Ride C and D lines that provide BRT service to Ballard and West Seattle as early deliverables to provide improved speed and reliability in advance of light rail starting operations to these areas. The project also includes a contribution to funding for Madison Street BRT in Seattle.

Project completion: 2024

[Details PDF](#)

### [Proposed Bus on Shoulder Program: Opportunities along I-5, I-405, I-90, SR 518, and SR 167](#)

This program provides opportunities for buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. This program will require coordination and further study with transit partners, WSDOT, and Federal Highway Administration in order to determine locations that may be feasible.

Project completion: 2019-2024

[Details PDF](#)

## Bus Capital Enhancements for Speed, Reliability and Convenience along Pacific

### Avenue (Tacoma)

This project provides a capital contribution to Pierce Transit for bus capital enhancements for speed, reliability, and convenience along Pacific Avenue in Tacoma.

Project completion: 2019-2024

[Details PDF](#)

[Overview PDF](#)

### ST Express Bus Service

This project funds operations for ST Express regional bus service maintaining interim express bus service in future High Capacity Transit (HCT) corridors, with an emphasis on long-haul connections between population and employment centers and providing riders with access to rail hubs. Frequent service between Lakewood and Tacoma Dome Station is included.

Project completion: ongoing

[Details PDF](#)

## Capital Enhancements to Improve Bus Speed and Reliability between East Pierce

### County Cities and Sumner Sounder Station

This project provides capital improvements to facilitate the efficient flow of new and expanded bus connections to Sumner Station.

Project completion: 2019-2024

[Details PDF](#)

[Overview PDF](#)

### Bus Operations and Maintenance Facility

This project would construct a new bus operations and maintenance facility to accommodate a portion of the existing and future bus fleet required for ST3 BRT and ST Express bus service. The facility would be located in the vicinity of the I-405/SR 522 corridors.

[Details PDF](#)

## OTHER PROJECTS

### HCT Environmental Study: Bothell to Bellevue via Kirkland

This study would complete an environmental study to examine HCT options from Bothell to Bellevue.

[Details PDF](#)

### Future System Planning

This project includes funds for planning efforts supporting continued progress toward implementing Sound Transit's Long-Range Plan.

[Details PDF](#)

### [HCT Study: Northern Lake Washington](#)

This study would examine options for expanding light rail transit connections across northern Lake Washington that may be needed when ridership demand exceeds available capacity. This study would examine alternatives including and parallel to SR 522 and SR 520, as well as connections from Ballard to Kirkland, Sand Point to Kirkland, and Redmond and/or Bellevue. This study would also examine connections to the University of Washington. This study can consider potential upgrades in existing service and/or improved connections. It should be completed in coordination with local transit partners to examine a variety of options for service provision and to maximize opportunities for regional integration.

[Details PDF](#)

### [HCT Study: Light Rail Extending from West Seattle to Burien, Tukwila and Renton](#)

This study examines a light rail extension from West Seattle to Burien and to Renton via Tukwila International Boulevard Station. The study would be completed in coordination with local transit partners to examine a variety of options for service provision and to maximize opportunities for regional integration.

[Details PDF](#)

### [HCT Study: Commuter Rail to Orting](#)

This study examines a future commuter rail connection from Orting to Sounder south line service.

[Details PDF](#)

### [HCT Study: Connections from Everett to North Everett](#)

This study examines a future light rail extension from Everett to north Everett.

[Details PDF](#)

### [HCT Study: Tacoma Dome Station to Tacoma Mall](#)

This study examines a future light rail extension from Tacoma Dome Station to the Tacoma Mall area.

[Details PDF](#)

### [System Access Program \(Pedestrian and bicycle access, bicycle parking, transit\)](#)

This program would fund access improvements for Sound Transit stations and facilities including non-motorized access, bicycle parking and facilities, bus transit access, and expanded drop-off/pick-up as needed. This program includes a mode of access data collection program and station area access studies. Funds would be prioritized per Sound Transit's System Access Policy. This program would provide funding in addition to the non-motorized access funds included for individual projects.

[Details PDF](#)

## Innovation and Technology Program

This program would fund research, analysis and implementation of innovative best practices, partnerships and technologies to increase ridership, improve service and enhance efficiency of regional mobility outside of new investments in large capital projects.

[Details PDF](#)

## Transit-Oriented Development Planning Program



# ST3 PLAN PROJECT PHASING Projects

## Scheduled Completion

### Current/Funded Projects

University Link Extension	2016
Angle Lake Link Extension	2016
Northgate Link Extension	2021
East Link Extension	2023
Lynnwood Link Extension	2023
Tacoma Link Extension	2022*
<i>* Partnership project to be baselined in Q2 2017</i>	

### ST3 Plan: Link Light Rail

Redmond Technology Center to Downtown	2024
Kent/Des Moines to Federal Way	2024
Federal Way to Tacoma Dome	2030
West Seattle to Downtown Seattle	2030
Ballard to Downtown Seattle LRT (with new downtown rail tunnel)	2035
Lynnwood to Everett via Southwest Everett Industrial Center	2036
Tacoma Link Extension to Tacoma Community College	2039
South Kirkland to Issaquah	2041
Infill Light Rail Station: South Graham Street	2031
Infill Light Rail Station: South Boeing Access Road	2031
Infill Light Rail Station: NE 130 <sup>th</sup> Street	2031

### ST3 Plan: Early ST3 Deliverables

Early Deliverables to improve bus speed and reliability:

- Bus on Shoulder Opportunities: I-5, I-405, SR 518, SR 167, I-90
- Capital improvements for RapidRide C and D Routes, Madison St. BRT
- Bus capital Improvements for Pacific Ave. (Tacoma)
- Bus capital improvements in East Pierce County

Early Deliverables to improve system access:

- Parking on SR 522 in Kenmore, Lake Forest Park, and Bothell
- I-405: Parking at Kingsgate and new transit center in South Renton with parking; new stations at NE 85<sup>th</sup> in Kirkland, NE 44<sup>th</sup> in Renton
- Parking for Sounder North at Edmonds and Mukilteo
- Park & Ride in north Sammamish

### ST3 Plan: ST Express

Approximately 600K annual ST Express hours to continue providing interim express bus service in future HCT corridors

Ongoing

### ST3 Plan: Bus Rapid Transit

I-405 and SR 518 BRT: Lynnwood to Burien 2024  
SR 522 & NE 145th Street BRT: UW Bothell to NE 145th Light Rail Station 2024  
Includes service from Woodinville

### ST3 Plan: Sounder Commuter Rail

**Lakewood to DuPont Sounder** 2036  
South Sounder Capital Improvements Program: 2024-2036  
Program to fund capital items as such as track platform extensions to accommodate trains up to 10 cars in length, track and signal upgrades, and other related infrastructure to facilitate additional capacity.

## HOW IS TRANSIT EXPECTED TO WORK WITH FUTURE INNOVATIONS IN TRANSPORTATION, SUCH AS SELF-DRIVING CARS?

Mass transit will continue to be critical to moving large numbers of people over long distances, particularly during peak hours. There will always be constraints on how many vehicles, automated or standard, can fit into the region's most congested areas. It all boils down to space, which dense and growing cities inherently lack.

Mass transit can be highly complementary with fleets of fully automated vehicles as they become feasible. Self-driving cars could provide improvements to last-mile connections between transit centers and local destinations. At this point the timeline for fully-automated (including completely unoccupied) cars is uncertain and will require the resolution of numerous policy issues.

ST3 includes an Innovation Fund to study and prepare for changing transportation technologies, such as self-driving cars and shared car services.