Timeline to November 2007 Vote

February-March
- Public comment on draft Roads & Transit package

April-May
- Sound Transit Board recommends final Sound Transit 2 Plan
- RTID Executive Board recommends final *Blueprint for Progress*
- RTID Planning Committee recommends final *Blueprint for Progress*

June
- Sound Transit Board places final Sound Transit 2 Plan on ballot
- County councils place plan on the ballot

August
- Ballot title filed with county elections offices

November 6
- General election

Note: Portions of Snohomish County outside the Sound Transit district would be subject to RTID taxes only.

Regional **Transportation Investment** District
Planning Committee

RTID is charged with developing a transportation investment package that reduces congestion on roadways and bridges in Snohomish, King and Pierce counties. For more information, visit: www.rtid.org

SOUNDTRANSIT

Sound Transit plans, builds and operates regional transit systems and serves to improve mobility for people in the Central Puget Sound region. For more information, visit: www.soundtransit.org

Sound Transit Board

John W. Ladenburg, Chair
Pierce County Executive

Connie Marshall, Vice Chair
Bellevue City Council

Mark Olson, Vice Chair
Everett City Council

Julie Anderson
Tacoma City Council

Mary-Alyce Burleigh
Kirkland City Council

Fred Butler
Issaquah City Council

Dow Constantine
King County Council

David Enslow
Summer City Council

Doug MacDonald, Secretary
Washington State Department of Transportation

Richard Marin
Edmonds City Council

Richard McIver
Seattle City Council

Greg Nickels
Mayor of Seattle

Julia Patterson
King County Council

Larry Phillips
King County Council

Aaron Reardon
Snohomish County Executive

Ron Sims
King County Executive

Claudia Thomas
Mayor of Lakewood

Pete von Reichbauer
King County Council

Regional Transportation Investment District

Executive Board:

Shawn Bunney, Pierce County Chair

Julia Patterson, King County Vice-Chair

Dow Constantine, King County

Reagan Dunn, King County

Tim Farrell, Pierce County

Dave Gossett, Snohomish County

Gary Nelson, Snohomish County

Planning Committee:

All Executive RTID Board members

Doug MacDonald, Secretary of Transportation, Non-voting Chair

Roger Bush, Pierce County

Jane Hague, King County

Bob Ferguson, King County

Barbara Gelman, Pierce County

Calvin Goings, Pierce County

Larry Gossett, King County

John Koster, Snohomish County

Kathy Lambert, King County

Terry Lee, Pierce County

Dick Muri, Pierce County

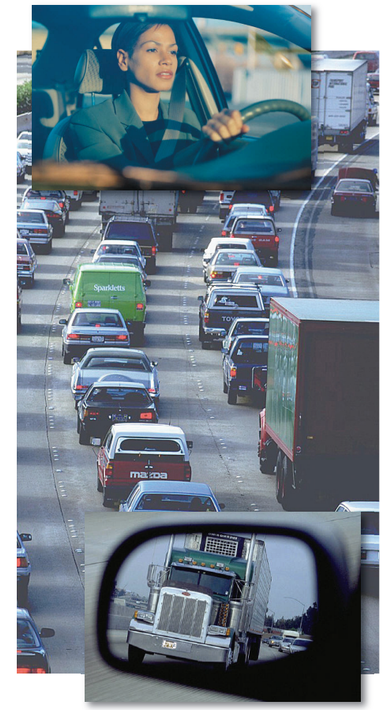
Larry Phillips, King County

Pete von Reichbauer, King County

Kirke Sievers, Snohomish County

Dave Somers, Snohomish County

Roads & Transit



It's Time to Tackle Traffic

Traffic wastes our time. This November a plan to ease our worst congestion by improving roads, bridges and expanding mass transit across Snohomish, King and Pierce counties, will be on the ballot.

Everyone knows that traffic is a problem. People are frustrated by congested chokepoints throughout the Puget Sound region: on SR 9 in Snohomish County, SR 520 between Seattle and the Eastside, I-405 between Bellevue and Renton, I-5 near Fife and others.

It's time for action to open up the major traffic logjams and expand our region's transit options. Our quality of life and our economic prosperity depend on it—now and in the future. The region's population is projected to increase by more than 40 percent by 2040. Without action, traffic will only get worse.

One Region, One Plan

Roads & Transit is a joint effort by Sound Transit and the Regional Transportation Investment District (RTID) Planning Committee to create the first-ever integrated set of highway, bridge and transit improvements for Snohomish, King and Pierce counties.

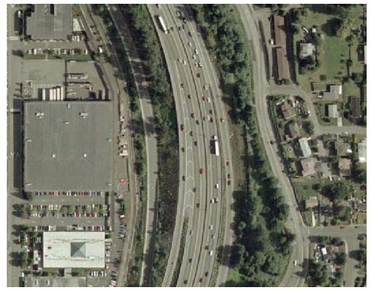
The investments in light rail, commuter rail, HOV lanes, park-and-rides, new on- and off-ramps, and more would connect the busiest population and job centers, providing more reliable transportation for people and goods.

The Roads & Transit package integrates the Sound Transit 2 plan for transit investments—which extends the region's light-rail system to 70 miles—and the RTID *Blueprint for Progress,* which details investments in state highways, bridges and local roads in the three-county region.

Sound Transit and the RTID Planning Committee received thousands of comments from the public that helped shaped the Roads & Transit plan.

What Would Roads & Transit Do for Us?

- **Expand light rail and transit, and improve highways**
- **Reduce congestion**
- **Move people and freight faster, more reliably**
- **Give travelers more options to avoid traffic**
- **Fix safety problems**
- **Coordinate projects to keep people moving during construction**
- **Build on existing investments in transit and roads**



Roads & Transit Plan Would Target Major Traffic Chokepoints

The proposed Roads & Transit plan is intended to improve the flow of traffic at major chokepoints in the region. The conceptual map to the right shows chokepoints and current and proposed road and transit investments.

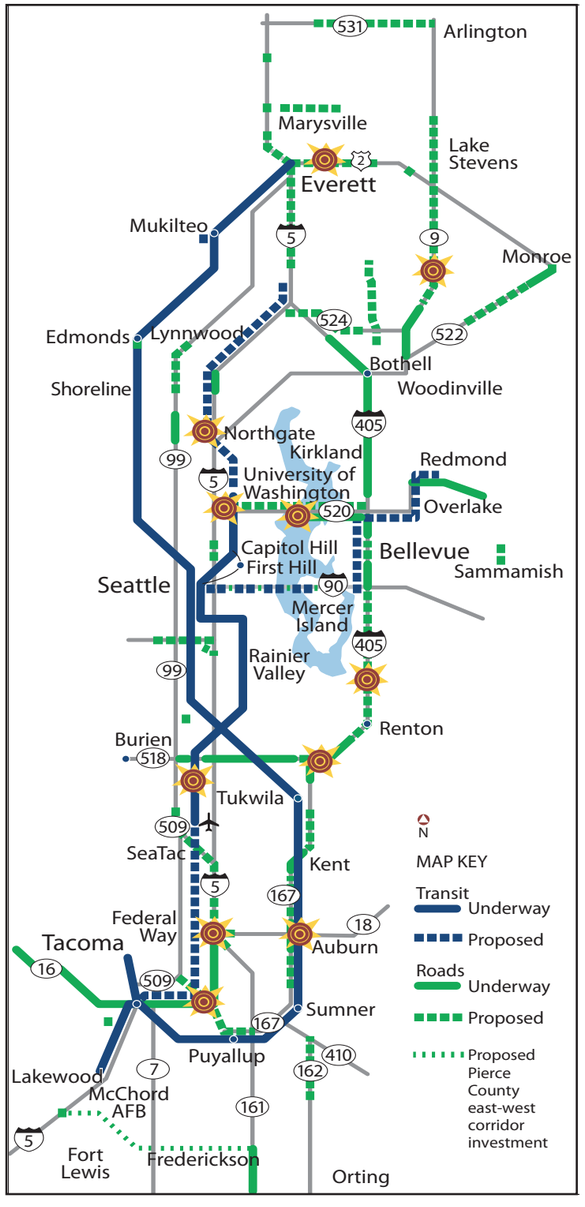
The new projects proposed in this package would leverage existing projects currently being built by Sound Transit and the State of Washington.

Chokepoints

US 2 Trestle
SR 9
I-5 and Northgate
I-5 at SR 520
SR 520
I-5 at I-90
I-405 from Bellevue (I-90) to Renton
I-405/SR 167 Interchange
Southcenter Hill: I-5/SR 509
SR 167 in Auburn
I-5/SR 18 "Triangle" Interchange
I-5 in Fife

Roads & Transit Will Go to Voters November 6, 2007

Conceptual Map of Regional Chokepoints and Investments



How Would the Investments Help Us Get Around?

The Roads & Transit package would give our region the most significant transportation improvements in nearly 50 years. It would build on projects currently underway to make a difference for everyone who lives and works in the region, whether they drive a car or truck or take transit.

The transit improvements would:

- **Add 50 miles of light rail**, building on the 19-mile system Sound Transit will open in 2009 to Sea-Tac Airport and in 2016 to the UW.
- **Extend light rail** north from the UW to Lynnwood and 164th Street SW, south from Sea-Tac Airport to the Tacoma Dome, and east from Seattle to Microsoft/Overlake via Bellevue.
- **Provide fast, frequent, and reliable service**—no matter how bad traffic is—
  between major housing and job centers.
- **Move thousands more people** through the region's most congested corridors, taking cars off the road.
- **Provide reliable light-rail service across the region**—trains running 20 hours a day and departing every few minutes during peak times.
- **Enhance bus service and commuter rail** to serve tens of thousands at rush hour.
- **Buy property and develop plans to expand light rail to Redmond Town Center** if funding is available.
- **Conduct planning studies to prepare for extending light rail to Everett** in the next phase.

The road improvements would:

- **Increase mobility** by improving interchanges at chokepoints on I-5 between Everett and Tacoma, and on I-405 between Bellevue and Tukwila.
- **Address serious congestion** on US 2 Trestle, SR 522, SR 9, SR 167 and SR 162 by widening lanes and adding safety improvements.
- **Provide additional capacity and improve safety** on a new SR 520 Bridge by adding HOV lanes, bicycle lanes and shoulders in each direction.
- **Increase traffic flows** by improving the SR 167/I-405 interchange and by providing a direct exit from the I-5 HOV lanes to the busway serving downtown Seattle.
- **Improve truck and freight mobility** by building new connections between I-5 and SR 509 and between SR 167 and the Port of Tacoma.
- **Mitigate construction disruption** by building more Park and Ride lots and increasing transit services, including vanpools and bus service.
- **Improve safety and provide more transportation choices** by building overpasses, sidewalks and bicycle lanes on major highways across the three-county region.

Capital Investment:
The new Roads & Transit capital investments are creating assets worth approximately $17.8 billion in 2006 dollars ($10.8 billion for Sound Transit and $7 billion for RTID).

New taxes proposed:
- 0.6 of one percent of sales tax (.5 Sound Transit, .1 RTID)
- $80 for every $10,000 of value per vehicle (RTID only)