

# Summary of Solutions to Deliver All of ST3

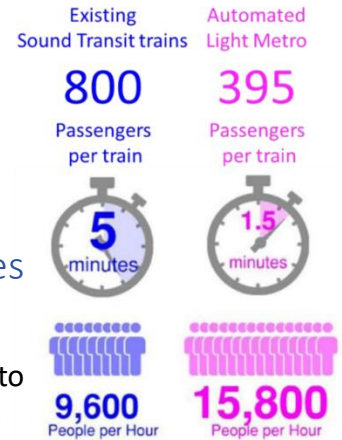
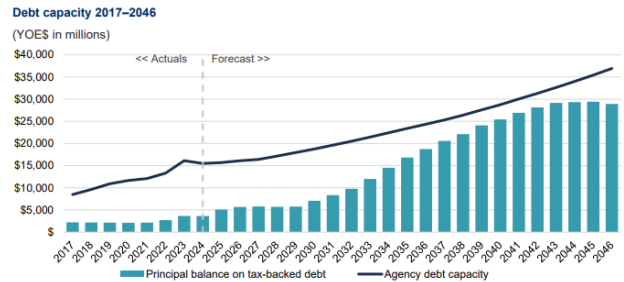
## Proposed by Save Ballard Rail

### Overview

Sound Transit can **preserve all of the voter-approved system** expansion plans by utilizing **financial tools, adopting international best practices, and considering cheaper construction options** than currently planned for ST3. Save Ballard Rail is advocating for the full buildout of the ST3 plan to ensure the continued success and prosperity of our entire region. We believe that these are some of the possible solutions that can help build all of ST3:

### Utilize Financial Tools

- Use 75-year Bonds and Raise Legal Debt Limit
  - Flattens the debt load during peak construction years
  - Current cap is 1.5% of assessed value, **raise to 5% to ease budget crunch**
- Expand Tax Increment Financing (TIF)
  - Financing tool **independent of existing constrained revenue sources**
  - Provides cost savings from **scope reduction, accelerated delivery outcomes, and generates new revenue**
- Permitting Reform
  - Streamlines permitting by **consolidating responsibilities** under one authority
  - Speeds **project delivery** and **eliminates permit fees**



### Cheaper Construction Options/International Best Practices

- Reconnect and Automate Ballard and West Seattle Lines
  - **Cost savings of at least \$15B** by automating a single Ballard to West Seattle line (**with no delay to construction or opening**)
  - Saves enough that **other subareas will not need to contribute to DSTT2, allowing their projects to complete on time**
- Standardize Fire Codes (NFPA 130)
  - Complying with international standards allows **smaller tunnels and smaller, cheaper stations**
- Elevated Ballard Link Alignment
  - **Avoids costly tunneling** with bridges through Seattle
- Freeway Alignment for 4 Line as Proposed by Issaquah Leaders
  - **Less land acquisition, cheaper station construction**
- **Expedite Planning for Additional Cost Savings Opportunities**

