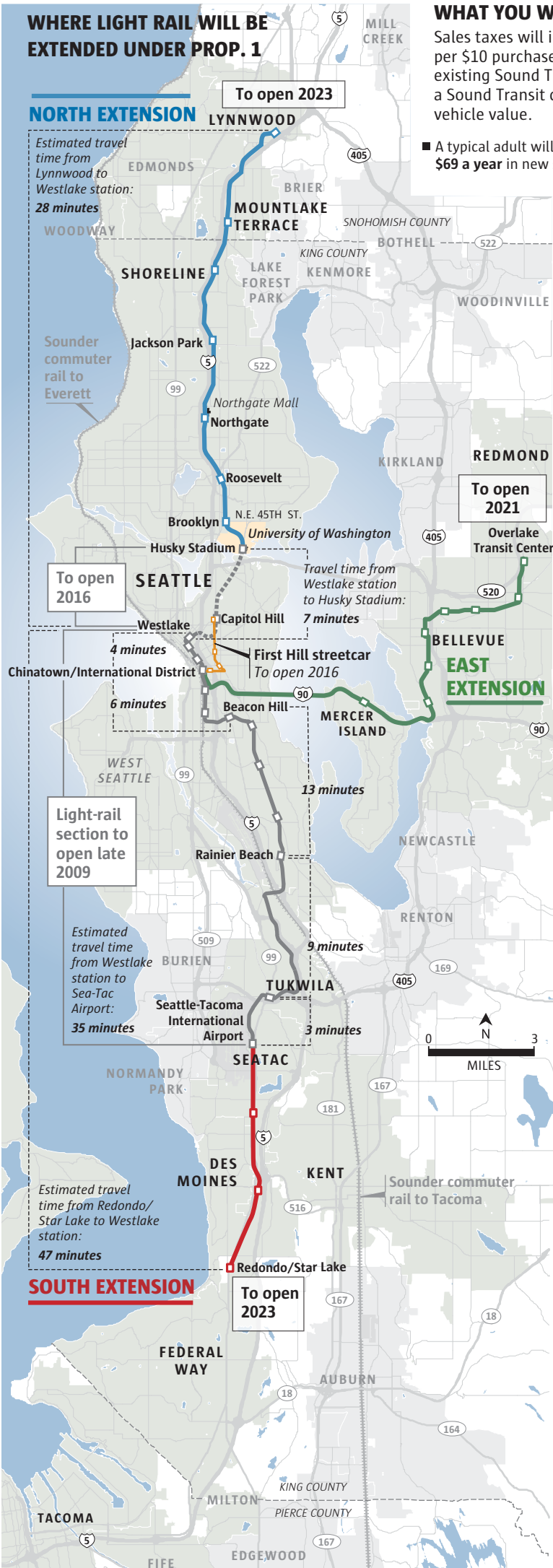


# Sound Transit: What you'll pay, what you'll get

Passage of Proposition 1 means the sales tax will increase Jan. 1 in urban areas of King, Pierce and Snohomish counties. It will pay for \$17.9 billion in train and bus improvements, including 34 miles of light-rail extensions. Construction is scheduled to be done by 2023, while the higher tax likely will last until at least 2038.

The new money will expand the light-rail system that has already been approved by voters. The first phase, from downtown Seattle to Seattle-Tacoma International Airport, is set to open late next year. Existing taxes will pay for that route, as well as a tunnel to Capitol Hill and Husky Stadium that will open in 2016. Sounder train service between Tacoma and Lakewood, Pierce County, also funded by existing sales and car-tab taxes, is expected to start by 2012.

## WHERE LIGHT RAIL WILL BE EXTENDED UNDER PROP. 1



## WHAT YOU WILL PAY

Sales taxes will increase 0.5 percent, or a nickel per \$10 purchase. The new tax will be on top of an existing Sound Transit sales tax of 0.4 percent, and a Sound Transit car-tab tax of \$30 per \$10,000 of vehicle value.



- A typical adult will pay about **\$69 a year** in new sales taxes.
- The median household, earning about \$65,000 a year, will pay about **\$125 a year** in new sales taxes (in current dollars).

## TAX TOTALS IN URBAN SNOHOMISH, KING AND PIERCE COUNTIES\*

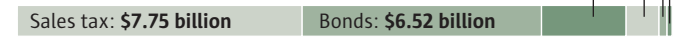
**Snohomish County:** Current 8.9 percent sales tax in urban areas will increase to 9.4 percent. In most of Everett, now at 8.6 percent, the tax will rise to 9.1 percent.

**King County:** 9 percent sales tax (9.5 percent in a restaurant or bar) will rise to 9.5 percent (10 percent in a restaurant or bar).

**Pierce County:** 8.8 percent sales tax in Sound Transit territory will increase to 9.3 percent.

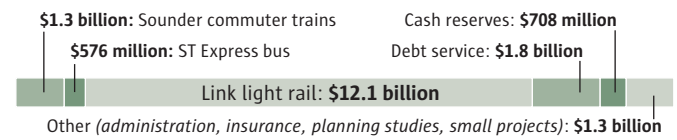
## WHERE THE MONEY WILL COME FROM

The sales tax will cover much of the \$17.9 billion cost. Other large sources will be federal grants, and continuing taxes from the Sound Move measure of 1996.



## WHERE THE MONEY WILL GO

### COST ESTIMATES FROM 2009-2023



## WHAT YOU WILL GET AND WHEN

**2009** Sales-tax increase of 0.5 percent begins Jan. 1. Sound Transit's bus hours increase by 17 percent, including new service on Highway 520, and more frequent trips to Snohomish County.

**2011** The first of four Sounder trains added between Pierce County and Seattle.

**2012** Possible funding for trains or tracks to launch commuter service on the former BNSF Railway line between Renton and Snohomish. Sound Transit will give \$50 million if other parties chip in.

**2013** Second and third south-end Sounder trains added.

**2015** Fourth south-end Sounder train added, for a total of 13. Expansion of Tukwila, Auburn, Sumner and Puyallup park-and-ride stations along train line. Sounder train platforms lengthened to allow longer trains on south line. In Tacoma, possible extension of downtown light-rail line to Tacoma General Hospital, or to Fife.

**2016** Streetcar opens in Seattle from Chinatown/International District to First Hill and Capitol Hill. Possible

studies and ballot measure for rail extensions, beyond those promised in Proposition 1.

**2020** The north corridor of light rail reaches Northgate. Tracks also reach east to downtown Bellevue and south to Kent-Des Moines Road, near Highline Community College.

**2021** Eastside light rail reaches Overlake Transit Center, next to Microsoft. Estimated travel time from Capitol Hill to Microsoft is 38 minutes.

**2023** To the north, light rail reaches Lynnwood, and the south-end tracks reach South 272nd Street in Federal Way. For Sounder commuter rail: opening of permanent Edmonds train station; expansions of park-and-rides in Mukilteo, Edmonds, Kent, Tacoma, South Tacoma and Lakewood. The Mukilteo and Edmonds stations also serve ferry terminals.

**2038** Earliest that Sound Transit could roll back the Proposition 1 sales tax, after construction bonds are paid off, based on current staff estimates.

Sources: ESRI, TeleAtlas, Sound Transit, Seattle Times reporting