

Extract from document that Sound Transit provided to Sound Transit Phase 2 Expert Review Panel



SOUND TRANSIT

HCT Planning

**Sound Transit 2
Compliance with HCT System Planning Requirements**

**Technical Memorandum
Options Assessment and Analysis Methods**

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Sound Transit

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DRAFT

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This document reveals that with no new taxes from Prop 1, ST will continue building light rail from downtown Seattle to Seatac Airport, and to Husky Stadium at Montlake. This document states, "Completion of these projects would require no sales tax increase" [beyond the 4/10th% being collected since Sound Move was approved in 1996.]

4.5 Development of Sample Investment Scenarios

As part of the process of developing a plan to submit to the voters, the Board requested that Sound Transit develop a range of sample scenarios to illustrate potential sets of projects that could be funded under various investment levels. The investment levels used for these sample investment scenarios reflect the amount of revenue generated by a zero to one-half of one percent incremental increase in the local sales tax rate within the Sound Transit district. Sound Transit currently collects a 0.4 percent (%) sales tax. The following sample scenarios were presented to the Board on June 8, 2006:

- The Do Nothing scenario assumed no increase in the sales tax rate for Sound Transit. This scenario represented the “Do-Nothing” option required by state law;
- The Bus/Sounder Emphasis (Low) scenario assumed a 0.1% incremental increase in the sales tax rate for Sound Transit. This scenario represented the “Low Capital” option (required by state law) that maximizes the current system;
- The Bus/Rail Emphasis (Medium) scenario assumed a 0.3% incremental increase in the sales tax rate for Sound Transit and included a mixture of high capital and low capital projects;
- The Fixed Guideway Emphasis (Medium-high) scenario assumed a 0.4% incremental increase in the sales tax rate for Sound Transit and included a mixture of high capital and low capital projects; and
- The Fixed Guideway Emphasis (High) scenario assumed a 0.5% incremental increase in the sales tax rate for Sound Transit (the maximum allowed under existing law) and included a mixture of high capital and low capital projects.

Figures 4 through 8 show the capital projects included in each sample investment scenario. As indicated on the accompanying project lists, each sample scenario (other than the Do Nothing scenario) also includes allocations for planning and engineering studies, various programmatic or system-wide activities, and funding for existing facilities and services.

Figure 4: Do-Nothing Sample Investment Scenario

