

See next page for where the debate touched upon the 50-year, \$157 billion tax collection of Prop 1.



PLEDGE NOW! 

Home | **About** | **Listen** | **Schedules** | **Programs** | **News** | **Individual Support** | **Business Support** | **Resources**

Business Support | KUOW Audience | Coverage | Current Underwriters | Copy Writing | Info Request | Annual Report *(PDF)

Today's Schedule

12:00 p.m. [Whad'Ya Know](#)

2:00 p.m. [Splendid Table](#)

3:00 p.m. [Studio 360](#)

4:00 p.m. [Vinyl Cafe](#)

6:00 p.m. [On the Media](#)

 [Daily Schedule](#)

 [Weekly Schedule](#)

Listen Live

Listen to the current program:

 MP3: [High](#) [Low](#)

 Windows: [All speeds](#)

 Real: [All speeds](#)

On-Demand

 [KUOW Podcasts](#)

 [KUOW RSS Feeds](#)

 [KUOW/NPR Streams](#)

KUOW Program Archive

Local News Highlights
9/21/2007

Roads and Transit Debate

Jamala Henderson

 [RealAudio](#)  MP3: [High](#)

Supporters and critics clashed verbal swords yesterday (Thursday) over a massive regional roads and transit measure on the November ballot. In a debate sponsored by the Seattle City Club, panelists debated the multibillion dollar three-county package called Proposition 1. KUOW's Jamala Henderson was there and has this report.

THE TWO PANEL MEMBERS OPPOSING PROPOSITION 1 WERE BELLEVUE DEVELOPER KEMPER FREEMAN AND SIERRA CLUB LOCAL CHAPTER PRESIDENT MIKE O'BRIEN.

AT ONE POINT MODERATOR ROBERT MAK ASKED FREEMAN IF IT WAS STRANGE THAT HE AND THE SIERRA CLUB WERE ON THE SAME SIDE. FREEMAN JOKED:

FREEMAN: "Mike is my new best friend ..."

Program Archives

KUOW Talk Shows

9:00am [Weekday](#)

1:00pm [The Conversation](#)

2:00pm [Sound Focus](#)

News

 [Regional News](#)

 [Top Stories](#)

 [World News](#)

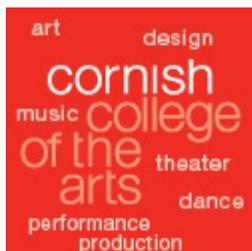
PLEDGE NOW!

The Fall On-Air Pledge Drive begins October 8th. Your gift today will keep it short. 

Food Donations

Click within the blue box outline to see the \$157 billion Prop 1 tax collections shown in annual amounts as calculated by Eastside Transportation Association

Support From



FREEMAN: "They told us it would be done in 10 years, now it's going to take 20. They told us they were going to build the entire system, now they're only building 70 percent of it. Every single thing they told us has turned out not to be true. Now how is it that all of a sudden that we believe that everything they tell us from now on is going to be true."

OFFICIALS PUT THE TOTAL COST OF PROPOSITION 1 AT ALMOST 18 BILLION DOLLARS: 10.8 BILLION WOULD GO TO TRANSIT, SEVEN BILLION TO ROADS PROJECTS. THE MONEY WOULD COME FROM A HIKE IN THE SALES TAX AND A NEW MOTOR VEHICLE EXCISE TAX.

KEMPER FREEMAN'S FINANCIAL PROJECTIONS PUT THE TOTAL COST OF THE MEASURE AT 157 BILLION DOLLARS OVER THE NEXT 50 YEARS. KING COUNTY'S JULIA PATTERSON SAID THAT'S JUST NOT RIGHT. SHE SAID TAXES WOULD BE RATCHETED DOWN AFTER 20 YEARS WHEN THE PROJECTS ARE FINISHED. AND THE TOTAL COST WOULD COME TO AROUND 47 BILLION BY 2057 WHEN THE BONDS ARE PAID OFF.

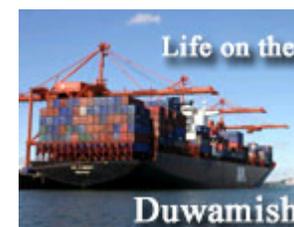
JESSYN FARRELL OF TRANSPORTATION CHOICES SAID SOUND TRANSIT'S NUMBERS ARE SOLID AND IT COMES DOWN TO WHOSE NUMBERS ARE MORE RELIABLE.

FARRELL: "Um, this issue of 157 billion dollars, I don't know where that comes from. I don't know if those numbers are audited. We really have to ask ourselves who are you trusting, what is the agenda that's being promoted behind these numbers."



Donations of prepared meals from restaurants and caterers needed to [feed our volunteers](#).

KUOW Special



New series airing September 24th-28th.

Ways to Support KUOW

- [Membership / Special Gifts](#)
- [Gifts of Securities](#)
- [Planned Giving](#)
- [Vehicle Donation Program](#)
- [Underwriting](#)

KXOT

- Windows: [All speeds](#)
- Real: [All speeds](#)
- [Daily Schedule](#)
- [Weekly Schedule](#)

[events in the](#)

Sound Transit's \$47 billion number referred to by Councilwoman Patterson and Jessyn Farrell only counts construction expenditures. The 50 year Prop 1 tax collections of \$157 billion include all the money authorized to Sound Transit, and it's needed to pay for operations, maintenance, rail car replacement, and track and station refurbishment every few decades. Sound Transit claims that it will ratchet down taxes in 2028 if its costs for operations, maintenance, and other ongoing expenses permit a reduction. A similar reduction in taxes that Sound Transit promised ten years ago as an option for this year has turned out to be impossible. The doubling of taxes now proposed in Prop 1 is the reality coming out of earlier promises of potential tax reduction.

is really the wrong way to look at it."

1340 AM in Olympia, and
in high definition on [HD
Radio](#).

VOTERS IN KING, SNOHOMISH AND PIERCE COUNTIES
WILL HAVE THEIR SAY ON THE ROADS AND TRANSIT
PACKAGE, ON NOVEMBER 8th. JAMALA HENDERSON, KUOW
NEWS.

© Copyright 2007, KUOW



Support for KUOW.org is provided in part by the **OTTO HAAS CHARITABLE TRUST**

A service of the [University of Washington](#) | Copyright ©2007 KUOW Puget Sound Public Radio
[FCC - EEO Employment Report \(pdf\)](#) and [Summary \(pdf\)](#) | [Privacy Policy](#)

[Home](#) - [Site Map](#) - [Archives](#) - [Contact](#) - [Back to Top](#)

Roads and Transit Annual Tax Collections

| Year | Sound Move Phase 1 Taxes | Sound Transit Phase 2 Taxes | RTID Road Taxes | Combined Total Tax Collections | Total Annual Tax/Capita | Total Annual Tax/Household |
|------------------|-----------------------------|--------------------------------|-------------------------|-----------------------------------|----------------------------|-------------------------------|
| 2008 | 358,052,600 | \$269,083,900 | \$76,272,000 | \$703,408,500 | \$255 | \$636 |
| 2009 | 375,377,700 | \$370,767,900 | \$242,975,000 | \$989,120,600 | \$350 | \$872 |
| 2010 | 392,257,600 | \$387,414,000 | \$254,100,000 | \$1,033,771,600 | \$361 | \$884 |
| 2011 | 410,588,600 | \$405,544,500 | \$277,000,000 | \$1,093,133,100 | \$377 | \$920 |
| 2012 | 431,271,900 | \$426,039,300 | \$298,000,000 | \$1,155,311,200 | \$393 | \$957 |
| 2013 | 453,586,400 | \$448,063,300 | \$324,000,000 | \$1,225,649,700 | \$412 | \$1,000 |
| 2014 | 477,186,800 | \$471,325,500 | \$348,000,000 | \$1,296,512,300 | \$430 | \$1,041 |
| 2015 | 502,228,700 | \$496,044,900 | \$352,000,000 | \$1,350,273,600 | \$443 | \$1,069 |
| 2016 | 528,465,100 | \$521,850,000 | \$385,000,000 | \$1,435,315,100 | \$465 | \$1,119 |
| 2017 | 555,398,700 | \$548,388,200 | \$420,000,000 | \$1,523,786,900 | \$487 | \$1,171 |
| 2018 | 582,591,600 | \$575,147,600 | \$441,000,000 | \$1,598,739,200 | \$505 | \$1,211 |
| 2019 | 610,869,300 | \$603,144,800 | \$456,000,000 | \$1,670,014,100 | \$521 | \$1,248 |
| 2020 | 641,075,900 | \$633,244,600 | \$457,000,000 | \$1,731,320,500 | \$535 | \$1,277 |
| 2021 | 674,484,900 | \$666,481,300 | \$461,000,000 | \$1,801,966,200 | \$552 | \$1,312 |
| 2022 | 709,650,900 | \$701,213,200 | \$481,000,000 | \$1,891,864,100 | \$574 | \$1,361 |
| 2023 | 746,333,100 | \$737,393,400 | \$497,000,000 | \$1,980,726,500 | \$596 | \$1,407 |
| 2024 | 784,959,000 | \$775,405,700 | \$519,000,000 | \$2,079,364,700 | \$620 | \$1,459 |
| 2025 | 825,708,400 | \$815,503,800 | \$556,000,000 | \$2,197,212,200 | \$649 | \$1,522 |
| 2026 | 868,856,900 | \$857,781,100 | \$577,000,000 | \$2,303,638,000 | \$675 | \$1,577 |
| 2027 | 914,404,000 | \$902,163,000 | \$616,000,000 | \$2,432,567,000 | \$706 | \$1,645 |
| Subtotals | 11,843,348,100 | 11,612,000,000 | \$8,038,347,000 | \$31,493,695,100 | \$9,900 | \$23,700 |
| % S-Total | 38% | 37% | 26% | 100% | \$495 | \$1,185 |
| | | | | | ^--Avg Tax per Year--^ | |
| 2028 | 962,498,100 | \$948,803,500 | \$625,856,000 | \$2,537,157,600 | \$730 | \$1,696 |
| 2029 | 800,657,100 | \$997,931,500 | \$660,535,700 | \$2,459,124,300 | \$701 | \$1,623 |
| 2030 | 842,173,300 | \$1,049,823,900 | \$697,140,300 | \$2,589,137,500 | \$732 | \$1,689 |
| 2031 | 885,861,400 | \$1,104,431,200 | \$735,777,100 | \$2,726,069,700 | \$763 | \$1,755 |
| 2032 | 931,823,700 | \$1,161,881,500 | \$776,559,000 | \$2,870,264,200 | \$796 | \$1,824 |
| 2033 | 980,241,400 | \$1,222,401,200 | \$819,605,200 | \$3,022,247,800 | \$830 | \$1,896 |
| 2034 | 1,031,332,200 | \$1,286,262,300 | \$865,041,800 | \$3,182,636,300 | \$866 | \$1,972 |
| 2035 | 1,085,329,400 | \$1,353,756,500 | \$913,001,700 | \$3,352,087,600 | \$904 | \$2,051 |
| 2036 | 1,141,422,100 | \$1,423,870,200 | \$963,625,100 | \$3,528,917,400 | \$943 | \$2,133 |
| 2037 | 1,200,444,300 | \$1,497,645,900 | \$1,004,510,400 | \$3,702,600,600 | \$981 | \$2,211 |
| 2038 | 1,262,861,200 | \$1,575,665,100 | \$0 | \$2,838,526,300 | \$758 | \$1,703 |
| 2039 | 1,328,903,500 | \$1,658,216,100 | \$0 | \$2,987,119,600 | \$790 | \$1,771 |
| 2040 | 1,398,721,700 | \$1,745,487,000 | \$0 | \$3,144,208,700 | \$825 | \$1,842 |
| | | | | | ^--Avg Tax per Year--^ | |
| 2041 | 1,471,455,300 | \$1,836,252,300 | \$0 | \$3,307,707,600 | \$860 | \$1,916 |
| 2042 | 1,547,970,900 | \$1,931,737,500 | \$0 | \$3,479,708,400 | \$896 | \$1,993 |
| 2043 | 1,628,465,400 | \$2,032,187,800 | \$0 | \$3,660,653,200 | \$934 | \$2,074 |
| 2044 | 1,713,145,600 | \$2,137,861,600 | \$0 | \$3,851,007,200 | \$974 | \$2,157 |
| 2045 | 1,802,229,200 | \$2,249,030,400 | \$0 | \$4,051,259,600 | \$1,016 | \$2,245 |
| 2046 | 1,895,945,100 | \$2,365,980,000 | \$0 | \$4,261,925,100 | \$1,059 | \$2,337 |
| 2047 | 1,994,534,300 | \$2,489,010,900 | \$0 | \$4,483,545,200 | \$1,105 | \$2,432 |
| 2048 | 2,098,250,000 | \$2,618,439,500 | \$0 | \$4,716,689,500 | \$1,152 | \$2,532 |
| 2049 | 2,207,359,000 | \$2,754,598,300 | \$0 | \$4,961,957,300 | \$1,202 | \$2,636 |
| 2050 | 2,322,141,700 | \$2,897,837,500 | \$0 | \$5,219,979,200 | \$1,254 | \$2,744 |
| 2051 | 2,442,893,100 | \$3,048,525,000 | \$0 | \$5,491,418,100 | \$1,308 | \$2,858 |
| 2052 | 2,569,923,500 | \$3,207,048,300 | \$0 | \$5,776,971,800 | \$1,365 | \$2,976 |
| 2053 | 2,703,559,500 | \$3,373,814,800 | \$0 | \$6,077,374,300 | \$1,424 | \$3,100 |
| 2054 | 2,844,144,600 | \$3,549,253,200 | \$0 | \$6,393,397,800 | \$1,486 | \$3,229 |
| 2055 | 2,992,040,200 | \$3,733,814,400 | \$0 | \$6,725,854,600 | \$1,550 | \$3,363 |
| 2056 | 3,147,626,200 | \$3,927,972,700 | \$0 | \$7,075,598,900 | \$1,618 | \$3,504 |
| 2057 | 3,311,302,800 | \$4,132,227,300 | \$0 | \$7,443,530,100 | \$1,688 | \$3,651 |
| Totals | \$64,388,604,600 | \$76,923,768,100 | \$16,100,000,000 | \$157,412,370,600 | \$41,400 | \$93,600 |
| % Total | 41% | 49% | 10% | 100% | \$830 | \$1,870 |
| | | | | | ^--Avg Tax per Year--^ | |

