

RTID HISTORY AND MILESTONES

2002

RTID legislation passed – ESSB 6140. Legislature also passes companion piece, Referendum 51, which places list of projects on November statewide ballot. RTID Planning Committee and Executive Board are created. Preliminary project lists developed in anticipation of funding from R-51 passage. R-51 fails.

2003

Nickel package of statewide projects passes in Legislature. Year of public outreach, public opinion research, privately funded polls, focus groups; Seattle Times runs series "You Build It," getting public input on how to shape regional package. RTID preliminary project list revised to match options between \$10 billion–\$14 billion.

2004

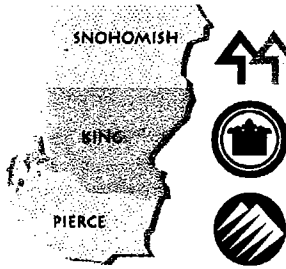
Request made to Sound Transit to pursue joint ballot measure. Draft plan approved by Executive Board in April for \$11.2 billion of road investments and \$2 billion for light rail. Cost estimates validated by independent firm. No campaign funding support for Fall 2004 ballot measure. Privately funded poll and analysis commissioned to determine what would need to change for a successful ballot.

2005

Legislative changes proposed in response to funding community concerns about revenue sources and project eligibility. Transportation Partnership Act passed by the Legislature and signed into law. TPA provides boost to RTID capacity to complete projects. Voters reject effort to repeal TPA funding. RTID renews efforts to jointly work with Sound Transit and retools proposed projects based on new information about TPA contribution. Focus shifts to corridor analysis, reduced household impact, benefits analysis and project staging.

2006

Blueprint for Progress proposal developed to reflect a scaled-back RTID package relying on only two revenue sources and focusing investment on priority corridors. Legislature makes most changes requested by RTID Executive Board. Integration with Sound Transit continues as Legislature also mandates a joint effort at the ballot in 2007. Legislature forbids 2006 RTID vote. RTID and Sound Transit Executive Committees meet for historic meeting on June 1 to launch joint regional effort.



Regional Transportation Investment District of King, Pierce, and Snohomish Counties

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GUIDING PRINCIPLES USED IN DEVELOPMENT OF REGIONAL ROADS PACKAGE

May 31, 2006

- 1. Build Off Existing State Investments in Key Areas:**
 - a. Areas where value of existing state investments can be significantly increased by completing additional improvements in that corridor, and
 - b. Important time sensitive corridor improvements that were not funded or not adequately funded by state funding investments.

- 2. Prioritize Regional Investments into Critical Corridors and Key Investments:**
 - a. The region's needs exceed our ability to fund all projects at the same time.
 - b. Focus on corridors and investments within those corridors to reduce congestion and improve safety, improve travel time, increase daily and peak person and vehicle trip capacity, reduce person and trip delay, and improve air quality.
 - c. Improve freight mobility.
 - d. Projects must be in the Puget Sound Regional Council's *Destination 2030* Plan.
 - e. Maintain flexibility to adapt over time by leaving some funding unallocated.

- 3. Create an Integrated Regional Transportation Plan that Includes Both Roads and Transit Together:**
 - a. Build off successful examples of combined road and transit packages from San Diego, Denver, and Vancouver, B.C.
 - b. Review project phasing, staging to maximize reliability, certainty of region's transportation system while minimizing disruption during construction.
 - c. Demonstrate to our voters that we have a unified regional transportation plan that makes sense and is affordable.

- 4. Keep Road and Transit Package Affordable**
 - a. Ensure that investments are cost effective
 - b. Limit revenue sources
 - c. Integrate roads/transit package
 - d. Minimize bonding
 - e. Focus on cash flow over twenty year period

Roads & Transit



Regional Transportation
Investment District



SOUNDTRANSIT

June 1, 2006

The Honorable Christine Gregoire
The Honorable Mary Margaret Haugen
The Honorable Ed Murray

Dear Governor Gregoire, Senator Haugen, and Representative Murray:

We are pleased to report that the lead agencies responsible for regional transportation are working together to produce an integrated package of major transportation improvements for the people of the Puget Sound region.

Your leadership during the last session of the Legislature gave us the tools to move forward – and we’ve rolled up our sleeves and we’re moving ahead. Leaders from the region – Pierce, King and Snohomish counties – are gathering together to determine the major transportation improvements that are needed by the *region*. We are focused on the major transportation corridors, and we are looking at both freeway and transit improvements. Our objective is to make sure the freeway and transit investments are integrated, and that they work to expand the capacity of the corridors to move vehicles and people.

The region needs – and the public wants – transportation improvements. The public wants to see traffic flow better and they want more transportation choices, now and in the future. The dramatic population increase forecast for our region demands that we make transportation investments. We are working closely with the Washington State Department of Transportation and the Puget Sound Regional Council.

This is truly an exciting and historic opportunity. The package we are putting together will provide for the most significant transportation investments in a generation – and it lays out the transportation investments we are going to make for the next 20 years!

This regional transportation package will build on the transportation investments being made possible by the Legislature’s enactment of the Transportation Partnership Act and the Nickel package, as well as its creation of Sound Transit before that. Thanks to those actions, the Washington State Department of Transportation just launched its busiest construction season in more than a decade. And Sound Transit projects are moving at full throttle – you can see the construction on the light rail project to Sea-Tac Airport. The Sound Transit board also just approved a plan to extend this regional high capacity transit system to the University of Washington.

The public is seeing the results of the Nickel and Sound Transit investments – and they want us to finish the job of creating a 21st century transportation system.. That’s why they have supported transportation proposals at the polls.

Roads & Transit



Regional Transportation
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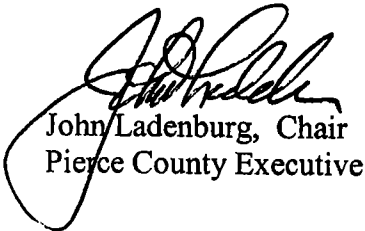
We need to press ahead with additional investments to maintain our competitive place in the global economy and to protect our unique environment and quality of life.

Your leadership and dedication to the transportation system is appreciated. We will do our part to keep you involved as we work to make this effort successful and have enclosed our schedule of key steps toward our integrated regional transportation system.

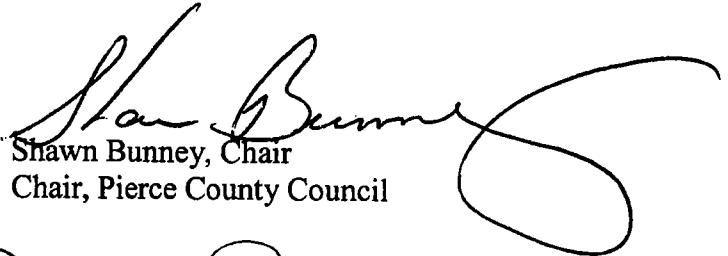
Sincerely,

**Sound Transit Board of Directors
Executive Committee Members**

**Regional Transportation Investment District
Executive Board Members**



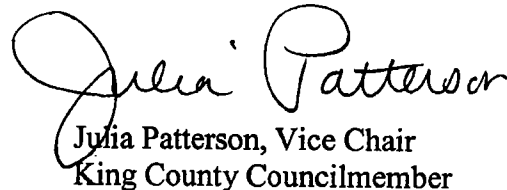
John Ladenburg, Chair
Pierce County Executive



Shawn Bunney, Chair
Chair, Pierce County Council



Connie Marshall, Vice Chair
Bellevue Councilmember



Julia Patterson, Vice Chair
King County Councilmember



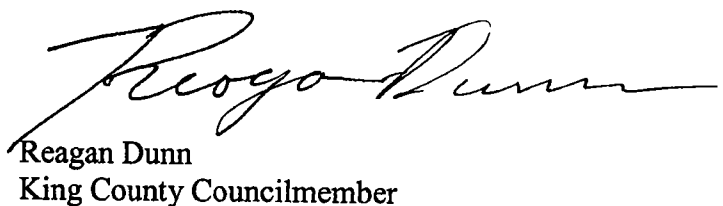
Mark Olson, Vice Chair
Everett Councilmember



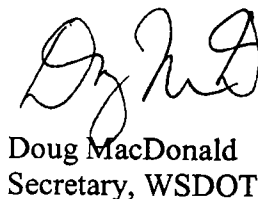
Dow Constantine
King County Councilmember



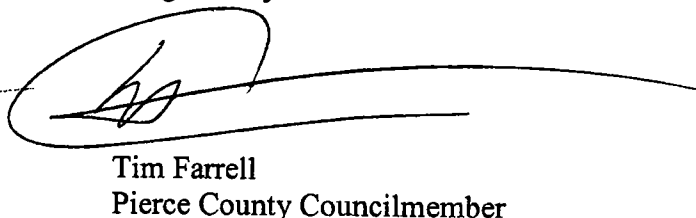
Fred Butler
Issaquah Deputy Council President



Reagan Dunn
King County Councilmember



Doug MacDonald
Secretary, WSDOT



Tim Farrell
Pierce County Councilmember

Roads & Transit



Regional Transportation
Investment District



SOUNDTRANSIT

Greg Nickels
Seattle Mayor

Dave Gossett
Vice Chair, Snohomish County Council

Larry Phillips
Chair, King County Council

Gary Nelson
Snohomish County Councilmember

Aaron Reardon
Snohomish County Executive

Ron Sims
King County Executive

- c: Sound Transit Board
Regional Transportation Investment District Planning Committee
Washington House of Representatives Transportation Committee
Washington State Senate Transportation Committee
Lisa Brown, Senate Majority Leader
Mike Hewitt, Senate Minority Leader
Frank Chopp, Speaker of the House of Representatives
Richard DeBolt, Minority Leader, House of Representatives
State Legislators, King, Pierce and Snohomish Counties
Transportation Policy Board, Puget Sound Regional Council
Congressional delegation, Puget Sound Region
Regional Transportation Governance Commission

Blueprint for Progress: Moving Forward Together

**Proposal Presented to Sound Transit Board of Directors
January 26, 2006**

I. Introduction

This proposal explains guiding assumptions, a proposal for new boundaries, and use of transit for congestion mitigation; describes the road investments in key corridors in Pierce, King, and Snohomish Counties and funding sources and revenue projections; and discusses the proposed legislative changes needed to move forward.

Key elements of this proposal are:

- Targeting investments by corridor to integrate roads and transit investments;
- Keeping the investments affordable: this proposal would cost each household from approximately \$8-10 per month, or from \$100-120 per year, and retain 100% of the money raised in our three county area;
- Modifying the RTID and Sound Transit boundaries to be the same boundaries;
- Reducing RTID's reliance on the sales tax and placing primary reliance on the Motor Vehicle Excise Tax (MVET) to provide a funding package;
- Planning for transit to assist in traffic flow as an eligible investment for RTID funding to provide construction traffic impact mitigation.

II. Guiding Principles

1. Recent state funding from the Nickel Package (2003) and Transportation Partnership Act (2005) provide significant transportation benefits, but still leave the Puget Sound Region with a need to implement critical projects to reduce congestion and improve safety.
2. The region's transportation needs exceed our ability to fund all projects at the same time.
3. The region needs to prioritize key projects that must be funded now to ensure the safety and reliability of our region's transportation system.
4. Any proposal must significantly improve traffic flow and mobility in major corridors in all three counties.
5. The proposal must enhance economic prosperity and the movement of freight as well as people.
6. All of the proposed projects should be in the Puget Sound Regional Council's 2030 transportation plan.

7. It will be important to address the phasing or staging options because of the cost of purchasing rights of way, the future cost of construction, current and future financing, and the need to maximize both certainty and flexibility in delivering projects.
8. Local elected officials will need to agree on a proposal that provides the greatest value and benefit throughout the region by focusing on improvements in critical transportation corridors, and on time sensitive corridor improvements that were not funded or only partly funded by the state.
9. The roads portion of a regional transportation package should be fully integrated with the potential transit package currently under review by Sound Transit as part of its proposed Phase 2 investments (Sound Transit 2).
10. Public involvement will be a critical element in determining the viability of and finalizing the decisions on a joint regional road and transit package.
11. The proposal should be based on a maximum of two revenue sources:
 - a. Sales Tax: 0.1%
 - b. MVET: up to 0.6% (or equivalent based on new valuation proposal)
12. Additional work will be needed to fully understand the financial effect of a new RTID boundary that would match current and proposed new Sound Transit boundaries, particularly in Snohomish County.
13. This proposal is based on a cash flow over a twenty year period. Additional review of bonding or other financial issues will need to be considered as the project timing and integration with other currently funded state projects in the region are developed.

III. Proposed Investment Strategy and Plan

A. Introduction

The proposal assumes targeted investments in major regional corridors. Puget Sound Regional Council (PSRC) staff, Washington State Department of Transportation (WSDOT), and local government transportation planners provided traffic flow and origin and destination data that were used to help identify investments with the greatest congestion relief benefit. WSDOT staff helped analyze the previous Regional Transportation Investment District (RTID) project list to factor in the new project funding from the 2005 legislative package, the Transportation Partnership Act (TPA). The TPA investments helped drive where regional dollars would be the next logical investment. Some projects were also removed from consideration because the TPA fully funded the project. For example, TPA and previous state gas tax funds will complete the northern segment of the Pierce County HOV lanes originally included in the RTID project list.

Other factors considered include construction impacts from the TPA and nickel projects, early Sound Transit Phase 2 planning, and other transit plans. Project costs are based on the most recent cost review information made available to RTID and will need to be updated. These cost numbers were initially developed through the cost review process in 2004. Not all projects in this proposal have been aged according to a construction-sequencing plan. In addition, project costs do not reflect any cost updates completed by WSDOT in late December 2005.

Further project cost updates, scope verifications, and a financing plan would need to be developed with the WSDOT during the public process and before a public vote. In addition, the RTID statute requires that all projects undergo an independent cost review. The 2004 cost review would need to be updated using the same independent review process.

B. District Boundary Modifications

Combining the RTID and Sound Transit boundaries is a key element for success of a combined transit and road proposal. In both King and Pierce Counties, the Sound Transit boundaries largely encompass the needed transportation improvements. For King and Pierce Counties, the proposal would be to utilize the existing Sound Transit boundary.

Snohomish County presents a different challenge because the existing Sound Transit boundary only covers the southwest urban growth areas (as far north as Everett) and leaves out much of the north and east portions of the county. Many of the road projects in Snohomish County are located outside of the present Sound Transit boundary. Three major Highways of Statewide Significance (State Routes 9 and 522, and US 2) would fall outside the boundary. Several projects in the north would also be outside of the existing Sound Transit boundary. In addition, current local transit services are outside the current Sound Transit boundary. The proposal to resolve these issues is to expand the Sound Transit boundary and contract the RTID boundary into one composite boundary for the joint package.

The following guidelines were used in developing the new boundary proposal:

1. Include projects within the I-5 Snohomish Corridor Action Plan (SNOCAP). This includes both the I-5 and SR 9 corridors from the King County line to Arlington.
2. Include the adjoining Urban Growth Areas (UGAs) along the SNOCAP corridor, i.e. I-5 and SR 9.
3. Consider existing transit service areas or major routes within Snohomish County for inclusion in the new composite boundary.
4. Explore inclusion of the Tulalip Reservation within the new boundary due to recent and continuing economic development.
5. Explore eligibility concepts for including HSS routes that fall outside the boundary such as SR 2 and SR 522.

Applying these guidelines results in a Sound Transit/RTID service area bounded by King County to the south, Puget Sound to the west, SR 9 (and associated UGAs) to the east, and Arlington to the north. It would allow a system approach to include not only roads and local transit projects, but also Sound Transit Phase 2 projects. This would allow development of one multi-modal system within one boundary serving the primary growth areas described in Snohomish County's recently completed 20 year comprehensive plan. The dual backbone of the transportation network within this new boundary consists of I-5 and SR 9, the two major north-south and heavily used transportation corridors. This boundary is an initial proposal and may require refinements based on further analysis.

C. Transit Operations to Mitigate Construction Traffic Impacts

This proposal recommends providing for transit operating costs to local transit agencies as a means of providing traffic mitigation during construction of the mega projects. Funds might be used for bus, vanpool, and/or transportation demand management, including service hours. Mitigation plans would be developed as construction planning is undertaken. This will require a change in the existing RTID statute.

In addition, the proposal for a joint Sound Transit and RTID ballot will allow the voters to see the integration of road and transit investments throughout the region.

D. Targeted Investments in Pierce County

1. Transportation Needs

The economic well-being of Pierce County is inextricably linked with its highways. Almost 30% of Pierce County's residents commute to jobs in King County. By 2020, Pierce County's population will increase by more than an additional 200,000 people. The proposed RTID investments seek to link Pierce County's "jobs highways" so workers and products have freedom of movement throughout the region.

2. Corridor Investments

State Route 167: The key project in Pierce County would provide a new north-south corridor as an alternative route to I-5 by connecting SR 167 between SR 509 in the City of Tacoma and the existing SR 167 at Puyallup. This connection would allow commuters direct access from the City of Tacoma to SR 167 as an alternative route to I-5 and would improve freight mobility and access to the Kent warehousing area (the 4th largest in the country) from the Port of Tacoma. This project would help accommodate expansion at the Port and drive economic development. The project configuration is currently being refined by WSDOT and local governments. The proposed investment would allow purchase of the right of way, critical to the long-term viability of this corridor, and make an investment in this corridor that could be augmented over time.

State Route 162: This project would help provide congestion relief for the more than 400,000 people who live in Eastern Pierce County by adding capacity to SR 162 in the vicinity of Sumner and Orting. Significant improvements would be made to critical interchanges.

State Route 704 (Cross Base Highway): Construction of the new State Route 704 would provide a critical east-west corridor link from I-5 to south central Pierce County. This will help reduce congestion on SR 512 by improving linkage to I-5 through McChord Air Force Base and Fort Lewis properties. This project would provide economic benefits to the region by improving access from I-5 to manufacturing facilities in Frederickson, the largest manufacturing and industrial site with land available in the region.

Additional Investments and Contingency: Funding is included for additional targeted investments and a contingency fund if needed. An example of an additional investment would be the direct access off-ramp from I-5 to 38th Street.

3. Summary Table of Investments in Pierce County

Project Name*	RTID Funding Share (millions)
SR 167	1,000
SR 162	180
Cross Base Highway (SR 704)	210
Additional Investments and Contingency	104
Total	1,494

* Project scope to be finalized by WSDOT.

