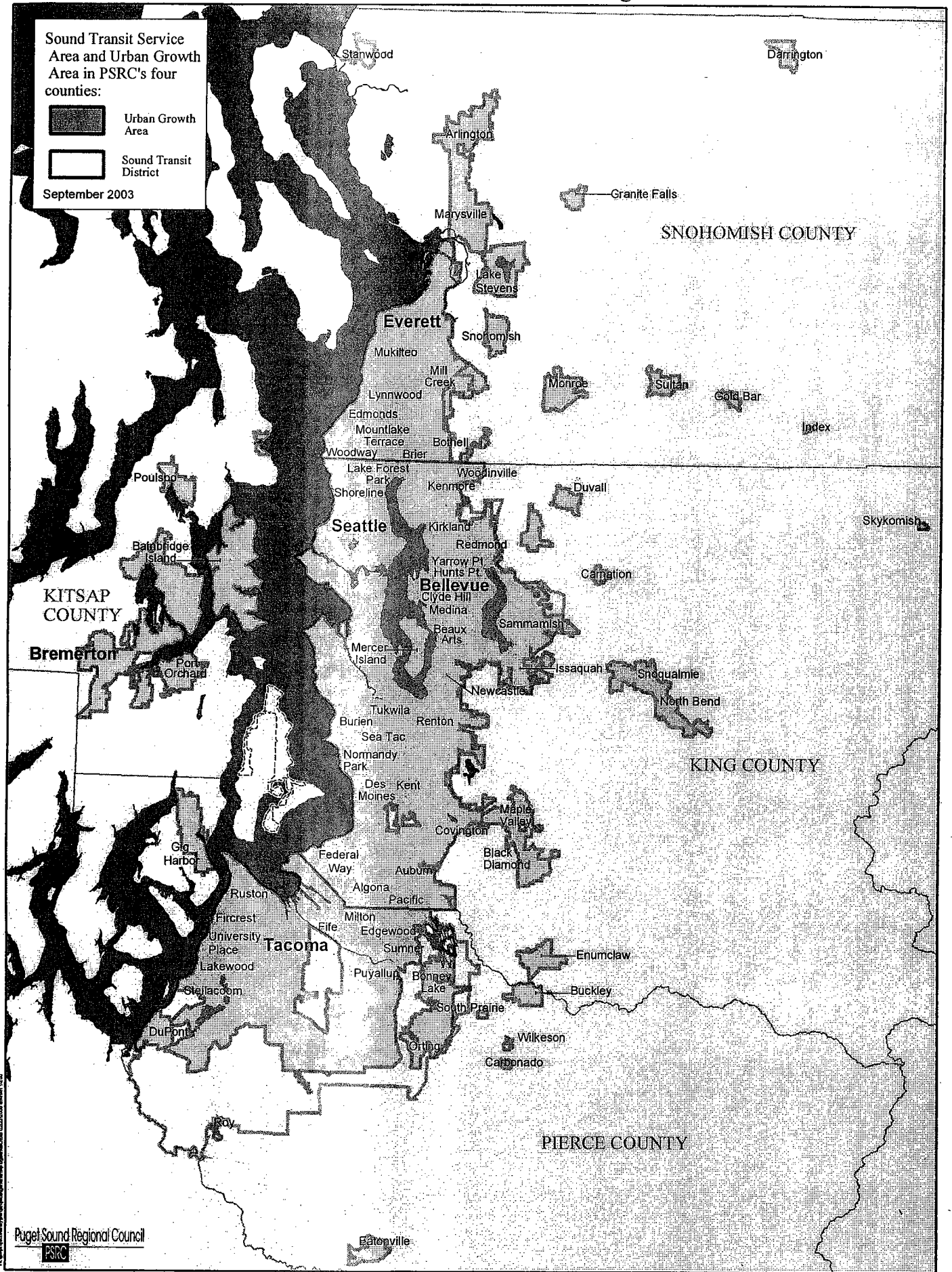


Item 4  
Items

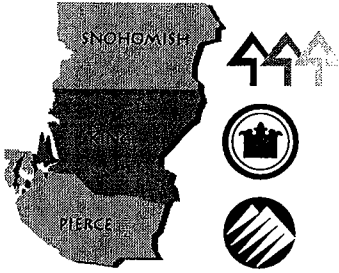
# Boundaries for UGA and Sound Transit in PSRC Region



Sound Transit Service Area and Urban Growth Area in PSRC's four counties:

- Urban Growth Area
- Sound Transit District

September 2003



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

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### Adopted

February 8, 2005

### Regional Transportation Investment District Executive Board Legislative Agenda

#### Current Situation

The RTID board through its efforts to bring a plan before the voters in 2004 found the following limitations in its statutory authority:

- Over-reliance on regional funds for state-owned mega project
- Ballot title complexity
- Over reliance on the sales tax
- Project eligibility constraints
- Tolling authority limitations
- Local government match barriers
- Bonding constraints

Governor Locke through his supplemental 03-05 budget reduced funding for the RTID election costs by \$1.8 million and project cost review by \$3 million, reducing funding for the regional investment district election planning by \$4.8 million.

#### Proposed Legislative Agenda

##### 1. Streamline the Ballot Title

To avoid a court challenge because of the existing ambiguous statutory language, have the Legislature create a ballot title “template” so the RTID can simply fill in the blanks for approving the plan, creating the district and authorizing the projects, taxes and fees.

##### 2. Clarify the Tolling Authority

Clarify the roles of the RTID, WSDOT, and the Transportation Commission so that tolling can be used on either Lake Washington Floating Bridge and for operations and maintenance of the toll-financed facilities.

3. **Expand Project Eligibility**  
Expand RTID project eligibility to include preservation projects and add flexibility to fund multi-modal projects.
4. **Revenue Authority**  
Reflecting RTID's concern over reliance on the sales tax, ask the Legislature to reduce the sales tax (to 0.3%) and to increase the motor vehicle excise tax (by 0.3%). Ensure broad tolling authority.
5. **Reduce Local Match Requirement**  
Lower the match from 33% to 10%.
6. **Set Parameters for State Bonding Authority**  
Authorize DOT to issue state bonds for RTID, backed by that portion of state gas tax revenues distributed to the three RTID counties, and cities within those counties, but repaid by RTID revenues.
7. **Support for state-wide gas tax increase**  
RTID needs to have state revenue partner with regional funds to complete mega projects and to assist cities and counties with transportation needs. State gas tax funds would help "buy-down" the regional share of RTID projects from all three counties.
8. **Joint Ballot**  
Be open to changes that would facilitate partnership with transit agencies for successful ballot measure.
9. **Provide Funding for 05-07 Biennium**  
State funding is needed to prepare a regional package for the ballot. WSDOT and local agencies will need to update project cost estimates, financing plans will require updating, and administrative staff will be needed to develop the required agreements to place a measure on the ballot. A public education program will also be necessary to explain projects and to provide information about the tax package. \$4.8 million in unused RTID funds previously appropriated to WSDOT's budget should be carried forward from this biennium to the next to cover these costs.

<b>DRAFT REGIONAL FUNDING WORKSHEET</b> September 9, 2005 <b>WORK IN PROGRESS FOR ILLUSTRATION ONLY</b>		PROVISIONAL Cost Estimate Subject to Katrina, China, etc. impact on materials, labor, inflation and year of expenditure	Nickel & current	Transportation Partnership Funds	Partial Federal TO BE ADDED	Tolls and Local Match	RTID April 29, 2004 Draft* Not Endorsed Due to Size and Number of Revenue	Total Hand- plus Regional plus Limited Rolling	Provisional project cost less currently identified available funds less original RTID proposal.
<b>Snohomish County</b>									
	I-5 Interchange Improvements	317	13	76			286		-58
	US 2 Trestle	412					333		79
	SR 9 Widening	881	92	125			491		173
	SR 522 Widening	238	136				95		7
	Non-HSS & HSS Approaches Improvements	626		5		106	507		8
	Transit Corridor Investments	491					328		163
<b>King County</b>									
	Alaskan Way Viaduct* (Preservation)	4,300	177	2,000			1,000		1,123
	I-405 Congestion Relief/including 167 interchange	3,205	485	877			2,720		-877
	SR 520 Bridge Replacement (Preservation)	3,052	56	500		700	1,000		796
	SR 509 Extension	935	35	30			900		-30
	SR 167 Widening Improvement Projects <sup>a</sup>	550	50	80			500		-80
	SR 18 Triangle	150	3	100			100		-53
	SR 522 BRT	120		13			60		47
	SR 99 BRT	93	10	10		14	80		-21
	SR 518	65		20		1	35		9
	Non-HSS	73					20		53
	Transit Corridor Investments	Light Rail TBD							
<b>Pierce County</b>									
	I-5 HOV Improvements (Includes I-5/SR 16 Interchange)	703	272	425			433		-427
	SR 167 Extension	2,090	64				1,563		463
	Cross Base Highway	177	15	70			154		-62
	SR 167 HOV - Sumner to Auburn	88		15			88		-15
	SR 162	352					306		46
	SR 302	191		5			143		43
	Non-HSS & Approaches	61					61		0
	<b>Totals</b>	<b>19,170</b>	<b>1,408</b>	<b>4,351</b>		<b>821</b>	<b>11,203</b>		<b>1,387</b>
	Difference (Camano Island project and pre-nickel funding)		16 M	69 M					

