

Item No: 6a Supp.

Meeting Date: 3/9/04

Regional Transportation Investment District: A Puget Sound Investment in Transportation

**Port of Seattle Commission
Policy & Staff Briefing
March 9, 2004**

Briefing Purpose

- Review “Regional Transportation Investment District” (RTID) actions to date
- Discuss current unresolved RTID issues

Washington State Transportation Funding Milestones

- Mar. '02** **State Legislature authorizes
Referendum 51 (Statewide)
Regionalism Bill (ESSSB 6140)**
- June '02** **RTID Planning Committee first convenes**
- Nov. '02** **Referendum 51 fails**
- May '03** **Legislature authorizes “Nickel Gas Tax”**

“A Puget Sound Investment in Transportation”



Regional Transportation Investment District



Who is *RTID*?

- **Planning Committee**

Council members of King, Pierce, & Snohomish Counties and the State Secretary of Transportation (non-voting)

- **Executive Board**

Snohomish County: Gary Nelson, Chair; David Gossett

King County: Dwight Pelz; Rob McKenna; Julia Patterson

Pierce County: Shawn Bunney; Calvin Goings

- **Voters** must approve the projects and funding



Another Layer of Government?

- District is a funding tool: cannot own or operate a transportation facility
- Uses existing elected officials, agencies and personnel
- “Maximize the use of existing agencies”
(Overhead costs and staff restricted)
- District and taxes “sunset” once projects are built and bonds are repaid



Projects

Complete capital (physical) projects

- Adds “lane capacity” to “Highways of Statewide Significance” (HSS)
- Repair or replace a seismically damaged structure
- Multi-modal capital improvements
 - “Approaches” to HSS highways, HOV lanes, park & ride lots, bus pull outs, vans for vanpools, buses, and traffic management systems.
- Non-HSS <10% of package (with local funding match)



Project Performance

Projects must meet performance criteria:

- Reduce level of congestion and improve safety
- Improve travel time
- Improve air quality
- Increase daily / peak person & vehicle trip capacity
- Reduce person and vehicle delay
- Improve freight mobility
- Demonstrate Cost-effectiveness



Safeguards

- Voter approval of specific projects and tax levels.
- Project controls: must be built within 20% of budget, or stopped until voters approve changes in the project or cost
- District monitors / audits projects, and reports annually on:
 - Project Costs
 - Expenditures
 - Revenues
 - Construction schedules



New Taxes to Fund Investment

- **The District can propose the following revenue sources**
 - Sales Tax (0.1 - 0.5%)
 - Vehicle License Fee (\$1 - \$100)
 - Motor Vehicle Excise Tax “MVET” (0.1 - 0.3%)
 - Local Option Fuel Tax (1- 2.8 cents)
 - Tolls on specific highways or bridges
- **Tax rates are equally applied in all three counties**



Investment Levels & Options

Regional Transportation Investment District Funding Level Alternatives

2004-2018 • billions of dollars. Funding levels assumed revenue streams bonded*

Option 1	All Three Counties	King	Pierce	Snohomish
0.3% Sales Tax	5.7	3.8	1.0	0.9
\$75 License Fee	3.7	2.1	0.9	0.7
0.2% MVET	1.2	0.8	0.3	0.2
Total	10.6	6.7	2.2	1.7

Total assumed bond sales: \$7.8 billion

Option 2	All Three Counties	King	Pierce	Snohomish
0.3%, 0.4%, 0.5% Graduated Sales Tax	8.1	5.4	1.5	1.2
\$75 License Fee	3.7	2.1	0.9	0.7
0.2% MVET	1.2	0.8	0.3	0.2
Total	13.1	8.3	2.7	2.1

Total assumed bond sales: \$10.2 billion

Option 3	All Three Counties	King	Pierce	Snohomish
0.5% Sales Tax	9.5	6.4	1.7	1.4
\$75 License Fee	3.7	2.1	0.9	0.7
0.2% MVET	1.2	0.8	0.3	0.2
Total	14.4	9.3	2.9	2.3

Total assumed bond sales: \$10.8 billion

*Funding levels assume expenditure will occur at the same rate as reflected in February 2003 proposed project lists. Totals may not add due to rounding.

February 20, 2003



Projects in discussion in King County

- **Major Corridor Widening:**
- I-405 widening & bus rapid transit
- SR520 HOV & bridge replacement,
- SR509 completion & I-5 improvements
- SR167 widening.
- **Congestion Hot Spot Fixes:**
- Interchanges: SR509/518 & I-5/SR18/SR161
- I-90 2-Way Transit; I-5 HOV; SR 522 transit; SR 99 North Transit; local arterials; and more.
- **Alaskan Way Viaduct/Seawall**
- **Transit Expansion:**
Buses, Park&Ride Lots

Draft RTID Projects on State Highways- King County



Note: Gaps in funding exist for major state corridor project including I-405, SR 520, the Alaskan Way Viaduct, and others.

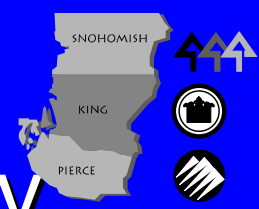
Viaduct / Seawall Dates

March 31	Leadership Group meeting: distribution of Draft Environmental Impact Statement (D-EIS)
April/May	D-EIS review and comment
Summer	City / State determine Preferred Alternative
2005	Final EIS published
2006	Begin utility relocation
2008	Begin construction

Current unresolved RTID issues

- Size of package
- Which projects
- Revenue sources
- Transit
- Other

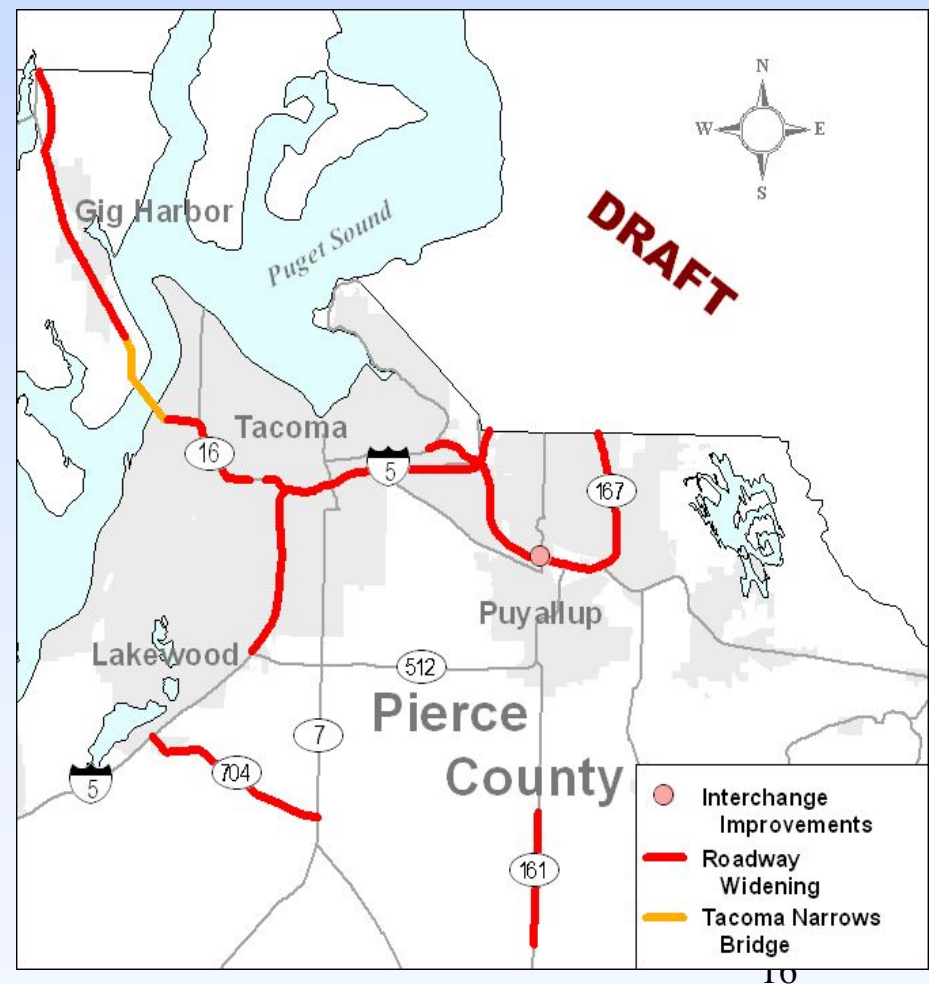
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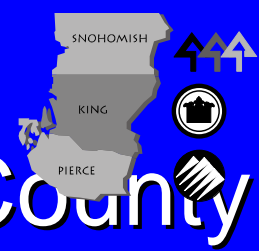


Projects in discussion in Pierce County

Draft RTID Projects on State Highways- Pierce County

- Widening Major Corridors: SR 167 completion; I-5 and SR 16 HOV lanes.
- Fixing Congestion Hot Spots: SR 161 widening and SR 167 HOV lanes
- Build SR 704 "Cross-Base Highway"





Projects in discussion in Snohomish County

Draft RTID Projects on State Highways- Snohomish County

- Widening Major Corridors: I-5 HOV lanes; SR 9 widening; the US 2 Trestle widening; widen SR 522
- Fixing Congestion Hot Spots: widening SR 527; SR 524; the I-5 41st Street Interchange; I-5/SR 531 Interchange; SR 532 Improvements

