

# Regional Roads and Transit System

## Roads & Transit

<http://www.roadsandtransit.org>



**Sound Transit 2**  
*Making Connections—  
 The Regional Transit System Plan  
 for Central Puget Sound*



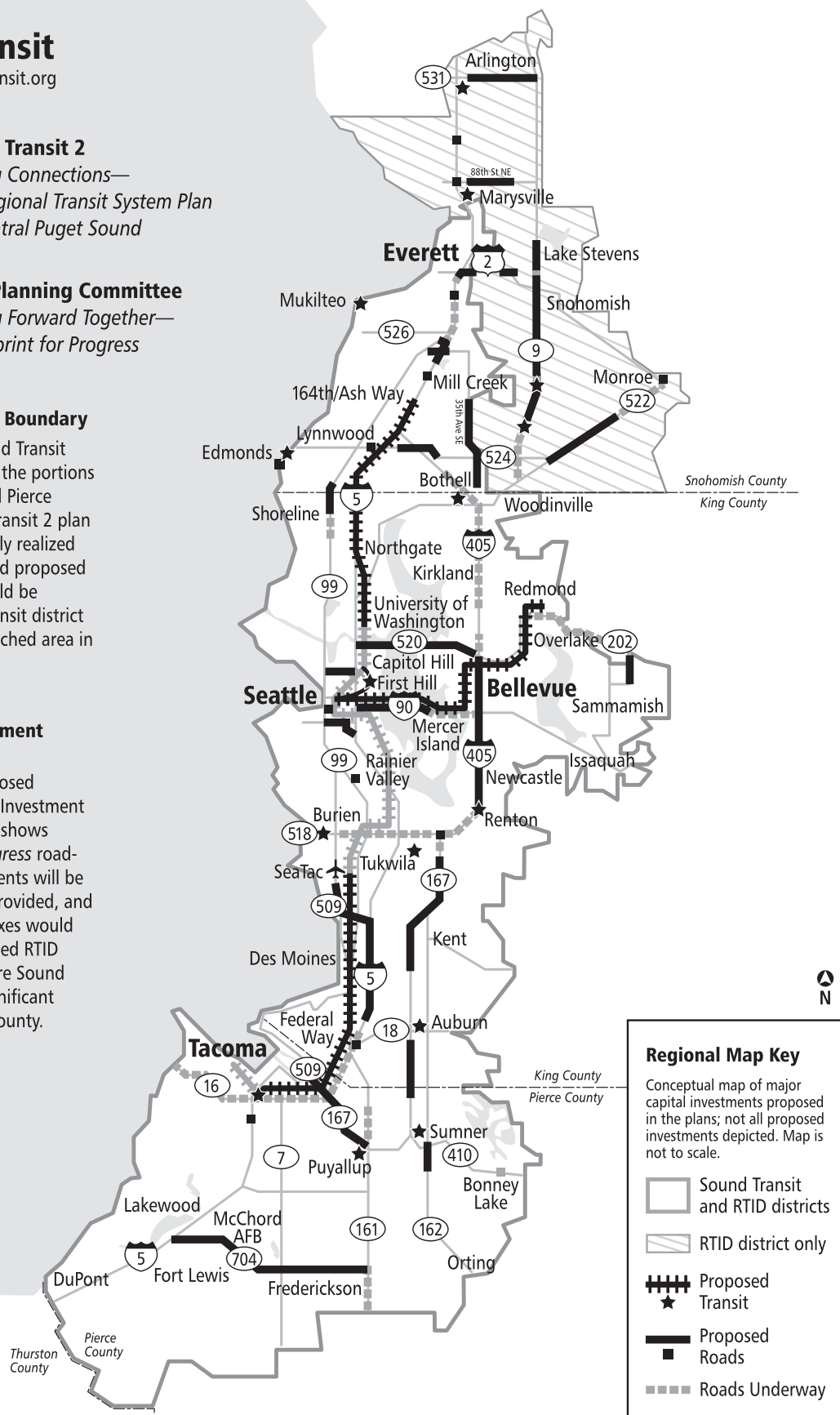
**RTID Planning Committee**  
*Moving Forward Together—  
 A Blueprint for Progress*

### Sound Transit District Boundary

The area inside the Sound Transit district boundary shows the portions of King, Snohomish, and Pierce counties where Sound Transit 2 plan benefits would be directly realized and in which existing and proposed Sound Transit taxes would be collected. The Sound Transit district does not include the hatched area in Snohomish County.

### Proposed Regional Transportation Investment District Boundary

The area inside the proposed Regional Transportation Investment District (RTID) boundary shows where *Blueprint for Progress* roadway and bridge investments will be made, benefits will be provided, and where proposed RTID taxes would be collected. The proposed RTID district includes the entire Sound Transit district plus a significant portion of Snohomish County.



**Regional Map Key**

Conceptual map of major capital investments proposed in the plans; not all proposed investments depicted. Map is not to scale.

- Sound Transit and RTID districts
- RTID district only
- Proposed Transit
- Proposed Roads
- Roads Underway

# Regional Roads and Transit System

SOUND TRANSIT (A REGIONAL TRANSIT AUTHORITY) AND RTID  
(A REGIONAL TRANSPORTATION INVESTMENT DISTRICT)  
PROPOSITION #1 REGIONAL ROADS AND TRANSIT SYSTEM

*continued on next page*

**Official Ballot Title:** To reduce transportation congestion, increase road and transit capacity, promote safety, facilitate mobility, provide for an integrated regional transportation system, and improve the health, welfare, and safety of the citizens of Washington, shall Sound Transit (a regional transit authority) implement a regional rail and transit system linking Lynnwood, Shoreline, Northgate, Seattle, Bellevue, Redmond, SeaTac airport, Kent, Federal Way and Tacoma as described in the Sound Transit 2 plan, financed by the existing taxes approved by the voters in 1996 and an additional sales and use tax of up to five-tenths of one percent imposed by Sound Transit, all as provided in Resolution No. R2007-15; and shall a regional transportation investment district (RTID) be formed and authorized to implement and invest in improving the regional transportation system by replacing vulnerable bridges, improving safety, and increasing capacity on state and local roads to further link major education, employment, and retail centers as described in Moving Forward Together: A Blueprint for Progress – King Pierce Snohomish Counties, financed by a sales and use tax of one-tenth of one percent and a local motor vehicle excise tax of eight-tenths of one percent imposed by RTID, all as provided in Resolution No. PC-2007-02; further provided that the Sound Transit taxes shall be imposed only within the boundaries of Sound Transit, and the RTID taxes shall be imposed only within the boundaries of the RTID?

**Explanatory Statement:** This proposition would approve: (a) Sound Transit's (ST) plan described in Resolution R2007-15, (b) formation of a Regional Transportation Investment District (RTID), and (c) RTID's plan described in Resolution PC-2007-02. The plans expand mass transit and improve roads and bridges in Snohomish, King, and Pierce counties, building approximately 50 miles of light rail, adding express bus service, improving traffic chokepoints, and addressing earthquake safety.

The resolutions and plans use existing taxes plus additional sales and use taxes of up to six-tenths of one percent and motor vehicle excise taxes of eight-tenths of one percent. They provide for using taxes from geographic areas to benefit those areas and address modifications and timelines. Costs include estimated capital costs (2006 dollars, excluding debt service) of: ST - \$10.8 billion, RTID - \$7.0 billion.

Planned projects include:

**Transit (ST):**

Expand light rail system with daily service to new destinations in each county, add streetcar on Seattle's First Hill, add express bus service, enhance commuter rail, and study future expansion.

**Roads (RTID):**

King: SR-520 (six-lane bridge), I-405, SR-167, SR-167/I-405 interchange, Mercer and Spokane Streets, SR-509 (connecting I-5 to SeaTac).

Pierce: SR-167 (connecting Puyallup to Tacoma), SR-704, SR-410/SR-162.

Snohomish: US-2 Trestle, SR-9, SR-522.

Plus I-5 interchanges (Lakewood to Marysville), HOV-lanes, park-and-rides.

Moving Forward Together: A Blueprint for Progress King, Pierce, Snohomish Counties, available at [www.rtid.org](http://www.rtid.org), at the Tacoma Main Library (1102 Tacoma Avenue South, Tacoma), Seattle Central Library (1000 Fourth Ave., Seattle), Bellevue Regional Library (1111 110th Avenue NE, Bellevue), and Everett Public Library (2702 Hoyt Ave., Everett), and through your local public library.

**Full text of measures found on pages 83-92**

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# Regional Roads and Transit System

SOUND TRANSIT (A REGIONAL TRANSIT AUTHORITY) AND RTID  
 (A REGIONAL TRANSPORTATION INVESTMENT DISTRICT)  
 PROPOSITION #1 REGIONAL ROADS AND TRANSIT SYSTEM

**Statement For:**

**Yes for Roads & Transit: Yes for Transportation Choices & Safety**

Traffic problems in the Puget Sound are bad and only getting worse. It is time to act. Proposition 1 is a comprehensive, balanced approach to reducing congestion.

**More Transportation Choices for You**

Prop 1 builds 50 miles of light rail connecting Pierce County with Seattle, SeaTac airport, East King County and Lynnwood. It's an integrated transit plan, creating 12,000 new park-and-ride spaces at train and bus stations in Puyallup, Sumner, and throughout the region.

**Improves Safety and the Economy**

Prop 1 extends SR167 from Puyallup to the Port of Tacoma to streamline the movement of goods and services and to create jobs. It also finances improvements to the 410/162 interchange and I-5 and SR167 corridors to ease congestion. It funds investments in the Cross Base corridor and safety improvements to intersections, bridges and overpasses to make our families safer.

**Money Raised Here Stays Here**

Money raised in Pierce County stays in the county, to improve safety and reduce congestion. Vote **Yes** on Prop 1.

*Committee Members: Mark P. Martinez, Mary McCumber, Scott Carson, Keep Washington Rolling*

**Statement Against:**

Roads-And-Transit (RAT) conceals the biggest local-option tax increase in U.S. history, fosters 79 percent more traffic congestion by 2028, hastens global warming, invests only peanuts to fix dangerous bridges and crumbling freeways, and undercuts freight mobility.

RAT's tax bite is not merely staggering, but hides \$157.5 billion in **real** "tax costs," over 50 years, behind \$17.7 billion in **understated** "program costs" – backdated into **now-imaginary** "2006 dollars."

Monorail charges repealed once our state Treasurer exposed taxpayer costs of \$11 billion, similarly hidden, pale before each "average" family's additional \$93,500 tax liability – for repeatedly counterproductive results – from doubling Sound Transit's license-tab fees and more than doubling its sales taxes.

Still more distorted is RAT's idea of "balanced" transportation: \$141 billion for trains to carry less than one percent of daily trips, and \$16 billion for deteriorating roads essential for **all** buses, **all** carpools, **all** emergency vehicles, **all** local deliveries, and **all** vanpools.

RAT's congestion, environmental and freight misstatements are enticing, but appeal rests on "inaccuracies, false representations, and clever manipulation" previously identified by three Justices presently on our state's Supreme Court (*Sane Transit v. Sound Transit*).

WASLmathtest4taxpayers.info provides further documentation.

Please don't be fooled by Sound Transit - **Again!** Vote **No**.

*Committee Members: Will Knedlik, Phil Talmadge, Kemper Freeman*

**Rebuttal of Statement Against:**

The statement against Roads & Transit is misleading and full of inaccurate numbers.

Expanded bus service, more park-and-ride lots, 50 miles of light rail are good for our environment.

Transit investments, new freight mobility projects (like SR167) and highway and bridge safety projects will reduce traffic congestion.

The finance plan and cost estimates have been reviewed by independent financial experts.

To find out which projects will benefit your commute go to [www.yesonroadsandtransit.org](http://www.yesonroadsandtransit.org)

*Committee Members: Mark P. Martinez, Mary McCumber, Scott Carson, Keep Washington Rolling*

**Rebuttal of Statement For:**

**Congestion Actually Worsens**

Even if Proposition 1 passes, traffic congestion would double by 2028.

**Fewer Choices**

Most of the money will be spent on light rail, benefiting about 1% of the population.

**Doesn't Improve Safety**

There's only a tiny amount to repair roads and bridges. For example, there's no funding for Tacoma's Murray Morgan Bridge.

**Pierce County Funds Seattle and King County Projects**

Less than two-thirds of money collected in Pierce County money stays here.

*Committee Members: Will Knedlik, Phil Talmadge, Kemper Freeman*

phase plan for a regional high-capacity transportation system for the central Puget Sound region; and

WHEREAS, at the same time that *Sound Move* was adopted in 1996, the Sound Transit Board also adopted the Regional Transit Long-Range Vision as the agency's statement of goals, policies and strategies to guide long-range development of such system; and

WHEREAS, *Sound Move* included the development of Link light rail, Sounder commuter rail, ST Express bus and supportive services and facilities to be funded through the voter-approved local option taxes, federal grants, bonds, fares and other operating revenues; and

WHEREAS, in the ensuing decade, Sound Transit designed, funded, built and commenced operations of the planned system authorized by the voters and state law and has now completed or has under design most of the first-phase projects identified in *Sound Move*; and

WHEREAS, at various junctures in the development of the first phase of the regional high-capacity transportation system, the legality of Sound Transit's decisions to make necessary adjustments to facility locations and design, construction budgets and schedules were challenged and upheld by the courts; and

WHEREAS, although the implementation of *Sound Move* has positively addressed the current and future mobility needs of the region, even more significant population and employment growth is predicted for the central Puget Sound region in the next several decades; and

WHEREAS, in response to such information, and after a rigorous public involvement, planning and environmental review process, the Sound Transit Board by Resolution No. R2005-14 (July 7, 2005) updated its Long-Range Plan and affirmed its commitment to a high-capacity transportation system built on a regional spine of Link light rail from Tacoma to Seattle to Everett, and including a direct rail connection to east King County; and

WHEREAS, said updated Long-Range Plan served as the basis for more extensive planning and public discussions to identify projects for the next phase of development of the region's high-capacity transportation system; and

WHEREAS, in 2006, the State Legislature enacted Engrossed Substitute House Bill 2871 which requires Sound Transit and the Regional Transportation Investment District ("RTID") to propose separate ballot measures to fund regional investments in roads and transit to the voters in November 2007, and conditioned the authority to implement the roads plan proposed by the RTID and the transit plan proposed by Sound Transit on voter approval of both ballot measures; and

WHEREAS, in 2007, the State Legislature, enacted Substitute House Bill 1396, which requires Sound Transit and RTID to submit their proposed transportation plans in a single ballot question in order to provide voters with an easier and more efficient method of expressing their will, and which included findings that transportation improvements proposed by Sound Transit and RTID form integral parts of, and are naturally and necessar-

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## Sound Transit Resolution No. R2007-15

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A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority calling an election to approve local taxes to implement the Sound Transit 2 Plan for improvements to the regional rail and transit system for Pierce, King and Snohomish Counties; describing the proposed high-capacity transportation system improvements; setting forth the ballot title and confirming and fixing the Authority's boundaries for said election; and directing the chief executive officer to deliver this Resolution to the election officials of the participating counties for such actions pursuant to RCW 81.104.140, RCW 81.112.030, Substitute House Bill 1396, and RCW 29A.04.330 as may be necessary to conduct said election on November 6, 2007

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030 and is duly authorized under Chapters 81.104 and 81.112 RCW to plan, develop, operate and fund a high-capacity transportation system for said region; and

WHEREAS, in 1996, voters within the Central Puget Sound Regional Transit Authority district approved local funding for implementation of a Ten-Year Regional System Plan entitled "*Sound Move*" to provide a first

ily related to, a single regional transportation system; and WHEREAS, Sound Transit and RTID have worked together on a combined single ballot, conducted extensive public outreach and confirmed that a comprehensive investment package of regional road and transit improvements form integral parts of, and are naturally and necessarily related to, a single regional transportation system that will help increase road and transit capacity and provide significant benefits to the public; and

WHEREAS, as a result of such planning and collaborative efforts, and to address the region's continuing need for additional transportation improvements to respond to growth, the Sound Transit Board by Resolution No. R2007-05 (May 24, 2007) adopted the Sound Transit 2 Regional Transit System Plan for Central Puget Sound (hereinafter "Sound Transit 2 Plan") together with related appendices that include financial policies to guide the next phase of development of the regional system; and

WHEREAS, the Sound Transit 2 Plan has been reviewed by the Puget Sound Regional Council which found that the plan is in conformity with regional transportation and development plans, including Vision 2020 and Destination 2030, and by an expert review panel which provided comments on the plan consistent with RCW 81.104.110; and

WHEREAS, the funding and implementation of the Sound Transit 2 Plan will provide improved high-capacity transportation services, including express bus, light rail and commuter rail, necessary for the continued mobility of the citizens of Pierce, King and Snohomish Counties and for the maintenance of both the environment and economy.

NOW THEREFORE BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

Section 1. The Board hereby finds and declares that the best interests and welfare of the citizens of the Pierce, King and Snohomish Counties region require Sound Transit to implement the Sound Transit 2 Plan, as described in the document entitled "Making Connections, The Regional Transit System Plan for Central Puget Sound" adopted May 24, 2007 by Resolution No. R2007-05, which includes the following types of capital and service improvements to further develop and expand high-capacity transportation corridors and services for the region:

a) Light-Rail Extensions. Sound Transit shall plan, develop and provide for the operation of an expanded regional light-rail system and other associated or necessary system improvements, including the acquisition of rights-of-way and real property interests, rail lines and rolling stock, rail stations, parking facilities, and such other appurtenant facilities as may be necessary for the implementation of the regional light-rail system extensions as generally described in the Sound Transit 2 Plan.

b) Souder Commuter-Rail Improvements. Sound Transit shall plan, develop and provide for the operation of a regional commuter-rail system and other associated or necessary system improvements, including the acquisition of rights-of-way and real property interests, rail lines

and rolling stock, rail stations, parking facilities and such other appurtenant facilities as may be necessary for the implementation of the regional commuter-rail improvements as generally described in the Sound Transit 2 Plan.

c) ST Express Improvements. Sound Transit shall plan, develop and provide for a better coordinated and more efficient regional express bus system and other associated or necessary system improvements, including the acquisition of rights-of-way and real property interests, rolling stock, transit centers, parking facilities and such other appurtenant facilities as may be necessary for the implementation of an improved and expanded regional express bus system as generally described in the Sound Transit 2 Plan.

d) Corridor Planning Studies. Sound Transit shall study future system expansion options by conducting a series of corridor planning studies to help identify potential investments to consider in a future phase of high-capacity transit investments in the region as generally described in the Sound Transit 2 Plan.

The cost of all necessary property acquisition, relocation, equipment; construction, architectural, design, engineering, permitting, legal, planning, and other related consulting services; inspection and testing; administrative expenses; operations and maintenance; capital replacement; debt service; and other costs incurred in connection with the implementation of the Sound Transit 2 Plan improvements shall be deemed a part of the costs of such improvements. Sound Transit shall determine the exact extent, specifications and procurement methods for all such improvements.

The Board shall determine the application of available moneys as between the various projects set forth above, consistent with the financial policies adopted as part of the Sound Transit 2 Plan, and provide legislative direction as may be necessary to respond to changed conditions and circumstances so as to accomplish, as nearly as may be, all improvements described or provided for in this section.

In accordance with the Sound Transit 2 Plan, the Board may issue bonds from time to time to finance the plan and use the proceeds of the taxes approved by the voters as provided for herein to pay principal and interest on said bonds.

The Board finds and declares that the approximate cost of the Sound Transit 2 Plan implementation is, as near as may be estimated, the sum of \$14,112,000,000 (in 2006 dollars).

Section 2. In the event Sound Transit receives greater amounts of local taxes, other local revenue, bond proceeds, and/or greater federal and/or other contributions than required to pay for the cost to fully implement the Sound Transit 2 Plan, including unfunded projects, Sound Transit will use such excess funds as may be determined by the Board to be in the best interests of the region, which may include, but not be limited to, the application of such funds to existing or new fund accounts, and *Sound Move* plan improvements, right-of-way preservation, expanded transit services and associated capital and operating and maintenance costs, capital replacement costs, reserve fund accounts for future operating and capital costs, reducing debt service costs or

the total level of bonded indebtedness or tax levies, and/or authorizing new improvements as the Board deems appropriate, consistent with applicable resolutions of the Board.

In the event that the proceeds of local taxes and revenue, and/or bonds, federal and/or other contributions, plus any other moneys legally available and authorized for the transportation purposes described in this Resolution No. R2007-15 are determined by the Board to be sufficient to accomplish the Sound Transit 2 Plan, Sound Transit shall acquire, construct, equip, operate, maintain, replace, or make such improvements to the facilities and equipment of the Authority as the Board deems necessary to implement and achieve the objectives of the Sound Transit 2 Plan (including construction of the unfunded high-priority light-rail extension and other unfunded projects) and of the *Sound Move* plan.

In the event that the proceeds of local taxes, other local revenue, bonds, and federal and/or other contributions, plus any other moneys of Sound Transit legally available, are determined by the Board to be insufficient to accomplish the Sound Transit 2 Plan, Sound Transit shall use the available funds for paying the cost of those improvements, or portions thereof, contained in the Sound Transit 2 Plan or *Sound Move* that are deemed by the Board, in its discretion, to be most necessary and in the best interests of Sound Transit after consideration of the financial policies adopted as part of the Sound Transit 2 Plan. The Board may amend the Sound Transit 2 Plan accordingly to reflect such adjustments to the plan as the Board, in its discretion, deems appropriate under the circumstances and as may be authorized by the Sound Transit 2 Plan, this Resolution No. R2007-15, or by law. In the event that the Sound Transit 2 Plan improvements, or some portion thereof, are for any reason determined to be unaffordable due to increased cost or insufficient revenue, or impractical or infeasible to accomplish due to changed or unforeseen conditions or to force majeure events, the Board may implement the steps authorized in the "adjustments to subarea projects and services" section of the financial policies, or amend the Sound Transit 2 Plan as otherwise permitted by law or as provided herein, and use the available funds to pay principal of or interest on bonds, and to pay for such affordable and feasible portions of the capital and/or service improvements identified in the Sound Transit 2 Plan and/or such other capital and/or service improvements that best achieve the stated goals of the Sound Transit 2 Plan, as the Board in its discretion shall determine to be appropriate or necessary in accordance with law and Board plans and policies.

Section 3. Voter approval of this Resolution No. R2007-15 and the Sound Transit 2 Plan shall authorize taxes to fund the planning, design, construction, and ongoing costs to operate and maintain the projects and transportation services that are part of the Sound Transit 2 Plan and the *Sound Move* plan making up the voter-approved regional transportation system. Additional voter approval shall be required to use the taxes authorized herein for the construction of any future program of capital phase improvements not authorized in the Sound Transit 2 Plan or *Sound Move*.

Section 4. For the sole purpose of providing funds for the planning, development, operation, and maintenance of a high-capacity transportation system as provided in Chapters 81.104 and 81.112 RCW, and in Resolution No. R2007-05, adopted May 24, 2007, and incorporated herein by reference, Sound Transit shall (1) use the existing four-tenths of one percent sales and use tax, and the existing three-tenths of one percent motor-vehicle excise tax (which motor-vehicle excise tax shall not be imposed after 2028) approved by the voters as local-option taxes in 1996 if the existing taxes are approved for said purposes by the voters within the Authority's boundaries, and (2) in addition to said existing local-option taxes, Sound Transit shall levy or impose, and collect an additional sales and use tax of up to five-tenths of one percent as provided in RCW 81.104.170 if such additional local-option taxes are approved by the voters within the Authority's boundaries pursuant to RCW 81.112.030, and Substitute House Bill 1396.

Section 5. The local-option taxes approved by the voters shall be levied or imposed at such rates and collected as of such dates as may be determined by the Board pursuant to law. The Board intends for the levy, imposition, and collection of the sales and use tax to begin on January 1, 2008.

Section 6. The existing four-tenths of one percent sales and use tax, and the existing three-tenths of one percent motor-vehicle excise tax approved by the voters as local-option taxes in 1996 shall continue to be levied or imposed for the purposes set forth in Resolution 75 and as provided in *Sane Transit v. Sound Transit*, 151 Wn.2d 60, 85 P.3d 346 (2004) notwithstanding the outcome of the election provided for herein.

Section 7. To ensure that implementation of the Sound Transit 2 Plan occurs within the framework and intent of the financial policies adopted by Resolution No. R2007-05, Sound Transit's financial statements will be subjected to a financial audit each year by an independent auditing firm, and Sound Transit shall appoint and maintain an advisory citizen oversight committee for the construction period. The oversight committee will be charged with an annual review of Sound Transit's performance and financial plan, for reporting and providing recommendations to the Board.

Section 8. The Board finds and declares that this Resolution No. R2007-15 is the proposition to be submitted to the voters as part of a single ballot question with the related RTID proposition as part of a comprehensive transportation package to be voted upon at the general election to be held within the Authority's district and the RTID's district on November 6, 2007. The Board requests the Pierce County Auditor, the King County Manager of Records and Elections and the Snohomish County Auditor to assume jurisdiction of and to call and conduct such election and to submit this Resolution No. R2007-15 as the Sound Transit proposition to the voters, and to use regular polling place or other authorized voting ballot procedures as provided in Chapters 81.104, 81.112, and 36.120 RCW, Substitute House Bill 1396, and other applicable law.

RCW 81.104.140(9) requires that a local voters' pamphlet

be produced as provided in Chapter 29A.32 RCW. Accordingly, the Board directs the chief executive officer to request the county elections officials to print a complete and accurate copy of this resolution in the voters' pamphlet, and to coordinate on production and distribution of the local voters' pamphlet, pursuant to such arrangements as the county elections officials deem appropriate and necessary.

Section 9. The chief executive officer is authorized and directed to certify to the Pierce County Auditor, the King County Manager of Records and Elections and the Snohomish County Auditor, within the time required by law, a copy of this Resolution No. R2007-15 as the proposition to be submitted and voted upon at said election.

Section 10. The chief executive officer is further authorized and directed to certify to the Pierce County Auditor, the King County Manager of Records and Elections and the Snohomish County Auditor, within the time required by law, a copy of the ballot title for Resolution No. R2007-15. The ballot title shall be in substantially the following form:

**SOUND TRANSIT (A REGIONAL TRANSIT AUTHORITY) AND RTID (A REGIONAL TRANSPORTATION INVESTMENT DISTRICT) PROPOSITION #1 REGIONAL ROADS AND TRANSIT SYSTEM**

To reduce transportation congestion, increase road and transit capacity, promote safety, facilitate mobility, provide for an integrated regional transportation system, and improve the health, welfare, and safety of the citizens of Washington, shall Sound Transit (a regional transit authority) implement a regional rail and transit system linking Lynnwood, Shoreline, Northgate, Seattle, Bellevue, Redmond, SeaTac airport, Kent, Federal Way and Tacoma as described in the Sound Transit 2 plan, financed by the existing taxes approved by the voters in 1996 and an additional sales and use tax of up to five-tenths of one percent imposed by Sound Transit, all as provided in Resolution No. R2007-15 and shall a regional transportation investment district (RTID) be formed and authorized to implement and invest in improving the regional transportation system by replacing vulnerable bridges, improving safety, and increasing capacity on state and local roads to further link major education, employment, and retail centers as described in Moving Forward Together: A Blueprint for Progress - King Pierce Snohomish Counties, financed by a sales and use tax of up to one-tenth of one percent and a local motor vehicle excise tax of up to eight-tenths of one percent imposed by the RTID, all as provided in Resolution No. PC-2007-02; and further provided that the Sound Transit taxes shall be imposed only within the boundaries of Sound Transit, and the RTID taxes shall be imposed only within the boundaries of the RTID?

YES. . . . .  
NO . . . . .

Section 11. As required by RCW 81.112.030, the proposition shall not be considered approved unless both a majority of the persons voting on the proposition residing within the Regional Transportation Investment District vote in favor of the proposition and a majority of

the persons voting on the proposition residing within the Sound Transit district vote in favor of the proposition.

Section 12. The Board finds and declares that the boundaries provided in Exhibit A to this Resolution No. R2007-15 are hereby fixed as the final election boundaries for the Authority's election to be held on November 6, 2007. The Board directs and authorizes the chief executive officer to deliver, within the time required by law, said final election boundaries to the Pierce County Auditor, the King County Manager of Records and Elections and the Snohomish County Auditor.

Section 13. The Board hereby authorizes the chief executive officer to take any other and further actions deemed necessary to implement the policies and determinations of the Board pursuant to this Resolution No. R2007-15.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority by not less than a two-thirds affirmative vote of the entire membership of the Board at a regular meeting thereof held on July 12, 2007.

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**Regional Transportation Investment District  
Planning Committee  
Resolution No. PC-2007-02**

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A Resolution of the Regional Transportation Investment District Planning Committee recommending the creation of a Regional Transportation Investment District; recommending a regional transportation investment plan that includes transportation projects to improve mobility for the King, Pierce and Snohomish County region; recommending sources of revenue and a financing plan to fund the recommended transportation projects; and forwarding its recommendations to the King, Pierce and Snohomish County legislative authorities for approval for submittal to the voters in accordance with RCW 36.120.070.

WHEREAS, the Regional Transportation Investment District Planning Committee ("Planning Committee") is an advisory committee established and authorized under RCW 36.120.040 to develop and make recommendations to the legislative authorities of King, Pierce and Snohomish Counties on a proposed regional transportation investment plan including proposed revenue sources (the "Recommended Plan"), and on the creation of a new agency, the Regional Transportation Investment District ("RTID"), to implement the Recommended Plan if submitted to and approved by the voters in accordance with RCW 36.120.040 and RCW 36.120.070, as such statute was amended in the 2007 legislative session (the "Voted Plan"); and

WHEREAS, in identifying potential transportation projects, the Planning Committee through its Executive Board considered the requirements included in the definition of "transportation project" under RCW 36.120.020(8), applied the factors set forth in RCW 36.120.040(1), coordinated its activities pursuant to RCW 36.120.040(2), considered performance criteria set forth in RCW 36.120.060 as well as the "RTID Guiding Principles", and, in iden-

tifying potential transportation projects that improve city streets, county roads or highways, considered the specific requirement under RCW 36.120.020(8)(c); and

WHEREAS, the Planning Committee, through its Executive Board, conducted public meetings to encourage active public participation in the development of the Recommended Plan, undertaking extensive public and agency outreach efforts during August, September, and October 2006 to prepare a draft Recommended Plan, including a public hearing on October 13, 2006, a public comment period lasting until October 27, 2006, presentations to organizations and groups, articles in newsletters, joint Roads & Transit open houses with Sound Transit, newspaper advertising, and an updated website; and

WHEREAS, the Planning Committee, through its Executive Board, consulted with local jurisdictions and Sound Transit in developing proposed RTID boundaries in the three-county area; and

WHEREAS, staff reported to the Executive Board of the Planning Committee (the "Executive Board") at the December 7, 2006 joint meeting with the Sound Transit Executive Committee the results of the public involvement process, including an overview of comments received through public outreach; and

WHEREAS, the draft Recommended Plan was updated to reflect this public and agency input and was distributed for further public outreach and review in conjunction with Sound Transit's ST2 Draft Package; and

WHEREAS, the Planning Committee, through its Executive Board, conducted additional public meetings to review the Recommended Plan, and continued its extensive public and agency outreach efforts through May 2007, including additional presentations to organizations and groups, articles in newsletters, joint Roads & Transit open houses with Sound Transit, newspaper advertising, and website informational postings; and

WHEREAS, the Planning Committee considered potential local, state and federal revenue sources in developing the Recommended Plan, which leverages the proposed financial contribution by RTID (assuming the agency is formed) so that the federal, state, local and other revenue sources continue to fund major congestion relief and transportation capacity improvement projects in each county in the proposed RTID; and

WHEREAS, the Planning Committee, with assistance from the Washington State Department of Transportation, worked to develop cost forecasts for proposed transportation projects, integrating its project costing methodology with revenue forecasts in developing the Recommended Plan; and

WHEREAS, as required by RCW 36.120.040(5), the Recommended Plan includes cost estimates for each transportation project, including reasonable contingency costs, and provides estimated project costs in constant dollars as well as year of expenditure dollars, ranges of project costs reflecting levels of project design, identification of mitigation costs, ranges of revenue forecasts, and cash flow and bond analysis; and

WHEREAS, as required by RCW 36.120.040(5), the Recommended Plan also provides that funds will be

maximized to implement projects in the Voted Plan, including paying environmental and mitigation costs, and that administrative costs will be minimized; and

WHEREAS, as required by RCW 36.120.045, the Recommended Plan includes a funding proposal for the I-520 bridge replacement and HOV project that assures full project funding for seismic safety and corridor connectivity on I-520 between I-5 and I-405; and

WHEREAS, the Metropolitan Transportation Plan, also referred to as Destination 2030, adopted by the Puget Sound Regional Council ("PSRC") on April 5, 2007 includes all of the projects in the Recommended Plan; and

WHEREAS, the plan-level environmental documents prepared and issued by the PSRC under the State Environmental Policy Act ("SEPA") for the Metropolitan Transportation Plan, including but not limited to the final environmental impact statement on Destination 2030 dated May 10, 2001 and EIS Addendum on Destination 2030 dated March 5, 2007 (the "EIS/Addendum"), encompass the range of proposed plan-level actions, alternatives, and impacts for the Recommended Plan; and

WHEREAS, in addition, Sound Transit prepared and issued SEPA plan-level environmental documents on the Regional Transit Long Range Plan, also referred to as Sound Transit 2 (ST2), including but not limited to a supplemental environmental impact statement dated June 2005 ("SEIS"), that encompass the range of proposed plan-level actions, alternatives to and impacts of the transit component of the Recommended Plan; and

WHEREAS, the Planning Committee and its Executive Board, although solely an advisory committee established for the purpose of recommending whether a regional transportation agency should be established and a plan approved, considered the PSRC EIS/Addendum on the Metropolitan Transportation Plan and the Sound Transit SEIS on the Regional Transit Long Range Plan prior to its determination to forward the Recommended Plan to the King, Pierce and Snohomish County legislative authorities and voters; and

WHEREAS, the financial estimates in the Recommended Plan include investments for environmental protection and mitigation as provided by RCW 36.120.040; and

WHEREAS, the King, Pierce and Snohomish County Councils will, to the extent required and practicable within the statutory deadline in RCW 36.120.070, proceed with appropriate plan-level SEPA review in response to the advisory recommendations from the RTID Planning Committee; and WHEREAS, as provided in the Recommended Plan, the projects in any plan approved by the voters shall undergo project-level environmental review by the appropriate agency; and

WHEREAS, upon formation of RTID, RTID will adopt SEPA procedures as required for municipal corporations under RCW 43.21C.110 and WAC 197-11-902, to ensure that any required environmental review under SEPA is conducted for modifications to the Plan approved by the County legislative authorities and voters; and

WHEREAS, the Recommended Plan also includes sources of revenue authorized by RCW 36.120.050 and

a financing plan to fund the transportation projects included in the Recommended Plan, consistent with the equity principles set forth in RCW 36.120.040(4); and

WHEREAS, the Recommended Plan and Sound Transit's ST2 Package together identify transportation improvements consisting of road and transit projects that naturally and necessarily relate to a single regional transportation system, as part of a comprehensive approach to transportation investments to help reduce transportation congestion, increase road and transit capacity, promote safety, facilitate mobility of freight and people and improve the health, safety, and welfare of the citizens of Washington State; and

WHEREAS, the Executive Board has formulated the Recommended Plan and, by motion, has recommended the Recommended Plan, including recommended revenue sources and proposed RTID boundaries, for approval by the Planning Committee all pursuant to RCW 36.120.030(4); and

WHEREAS, pursuant to RCW 36.120.070, the Planning Committee has drafted the ballot proposition on behalf of the county legislative authorities, and such ballot proposition is substantially in the form set forth in 2007 c 509 s 4; and

WHEREAS, it is in the best interests of the region that the Recommended Plan, including the proposed revenue sources and RTID boundaries recommended therein, be forwarded to the King, Pierce and Snohomish County legislative authorities under RCW 36.120.040(7) and RCW 36.120.070 for submittal to the voters for approval of the Recommended Plan, including approval of the revenue sources necessary to finance the Recommended Plan, and approval of the formation of RTID, to be integrated with Sound Transit's ST2 plan and submitted to the voters as part of the Roads & Transit joint ballot proposal for the November 2007 election in the form set forth herein;

NOW, THEREFORE, BE IT RESOLVED by the Planning Committee as follows:

Section 1. The Planning Committee hereby adopts the recitals set forth above as findings.

Section 2. The Planning Committee in its advisory capacity under RCW 36.120.030 adopts and recommends to the King, Pierce, and Snohomish County legislative authorities:

A. that a regional transportation agency, the Regional Transportation Investment District, be formed with the boundaries described in the Recommended Plan attached as Appendix A;

B. that the Recommended Plan substantially as attached in Appendix A be approved for submittal to the voters; and

C. that, upon formation, RTID promptly establish operating and accountability procedures for implementation of the Plan including but not limited to accountability for implementation of environmental mitigation investments, procedures to implement the State Environmental Policy Act, and procedures to implement the Public Record Act and the Open Public Meetings Act.

Section 3. (a) *Changes to Transportation Projects or Revenue Sources.* RCW 36.120.140 provides for modifications to the Voted Plan to change transportation projects or revenue sources. The RTID board is expressly authorized to

change transportation projects or revenue sources if two or more participating counties adopt a resolution to modify the plan and voters approve the redefined plan. The RTID board is also expressly authorized to modify the Voted Plan to change transportation projects within a participating county with board and county voter approval, while maintaining the equity of the plan and not increasing the total level of plan expenditure for the affected county. If a transportation project cost exceeds its original cost estimate by more than twenty percent as identified in the Voted Plan, the RTID board may submit to voters a ballot measure that redefines the scope of the transportation project, its schedule, or its costs, or, alternatively, the counties may elect to have RTID continue the transportation project without submitting an additional ballot proposal to the voters, all as set forth in RCW 36.120.140(3).

(b) *Changes to Facilities, Funds and Sequence of Construction.* Construction costs, new technologies, availability of alternative facilities, availability of alternative funds, environmental conditions, legal requirements, and other foreseeable or unforeseeable but changed conditions may require modification or replacement of facilities necessary to accomplish the transportation projects identified in the Voted Plan. For planning purposes, the Recommended Plan includes illustrative facilities to be completed as part of a transportation project. As modeling, planning, engineering, environmental review, permitting, bidding and other steps to identifying, designing, financing and constructing a facility are undertaken, the description of the facilities identified in the Voted Plan may be modified or replaced with other facilities to accomplish or improve the same transportation project as set forth below. If the RTID Board shall determine that it is necessary to modify or replace all or a portion of any facility that is part of a transportation project included in the Voted Plan, RTID shall not be required to complete such facility or part thereof, and may apply revenues to other facilities that are part of the same transportation project, to other transportation projects or to retire debt, as the Board may determine consistent with the purposes of the Plan and state law.

The RTID board shall determine whether to modify or complete a facility and the application of available funds as between transportation projects and as between the various facilities necessary to accomplish the transportation projects in the Voted Plan, subject to the equity principles and other requirements of state law. The sequence of constructing transportation projects and facilities may be modified over time by the RTID Board as necessary in the judgment of the RTID Board best to accomplish the Voted Plan. As provided in RCW 36.120.040(4), the RTID board shall retain flexibility to manage distribution of revenues, debt and project schedules so that RTID may effectively implement the Plan.

In the event that RTID revenues, bond proceeds and any other legally available RTID funds for a transportation project are insufficient to accomplish all of the facilities that are part of a transportation project included in the Plan, the RTID board shall use the available revenues, bond proceeds or other funds for paying the cost of those facilities deemed

in the judgment of the Board most necessary and in the best interest of RTID in achieving the purposes of the Voted Plan.

Section 4. The Planning Committee recommends imposition of the revenue sources identified in the Recommended Plan, including a regional sales and use tax, as specified in RCW 82.14.430, of 0.1% of the selling price, in the case of a sales tax, or value of the article used, in the case of a use tax, upon the occurrence of any taxable event in the RTID area, and a 0.8% local motor vehicle excise tax under RCW 81.100.060. These taxes shall be authorized to be imposed upon an affirmative vote of the majority of the voters within the boundaries of RTID voting on the ballot proposition as set forth in RCW 36.120.070 and forwarded to the legislative authorities of King, Pierce and Snohomish County pursuant to Section 2. Once imposed, these taxes shall expire upon payment in full of all costs of the Voted Plan including debt service. Tax revenues may be used only to implement the Voted Plan and changes thereto as set forth in section 3 above.

Section 5. The Recommended Plan shall be promptly transmitted to the legislative authorities of King, Pierce and Snohomish Counties as a recommendation for approval for submittal to the voters pursuant to RCW 36.120.040(7). This recommendation includes approval of the revenue sources necessary to finance the Recommended Plan, and approval of the formation of RTID. The Project Manager of the Planning Committee is hereby authorized to approve modifications to the format and wording of the Recommended Plan that do not change the substance of the Recommended Plan. Such modifications may include, by way of illustration, filling in blanks, correcting cross-references, and clarifying or curing any formal defect, omission, inconsistency or ambiguity. Such modifications may be included in the Recommended Plan transmitted to the legislative authorities as required by this Section, or the Project Manager may shortly thereafter replace the version initially transmitted with a final form, if necessary, including all modifications permitted under this Section.

The Planning Committee therefore recommends that the legislative authorities of King, Pierce and Snohomish Counties initiate the election process under RCW 36.120.070 upon receipt of the transmitted Recommended Plan, by indicating their participation in RTID and approving for submittal the Recommended Plan to the voters within the proposed RTID boundaries with Sound Transit's ST2 plan as part of the Road & Transit joint ballot proposal for the November 2007 election.

Section 6. Pursuant to RCW 36.120.070, the Planning Committee requests that the legislative authorities of King, Pierce and Snohomish Counties indicate their participation and submit to the voters of the proposed RTID a ballot proposition that approves formation of the RTID, approves the Recommended Plan and approves the revenue sources necessary to finance the plan, as part of a single ballot proposition that includes, in conjunction with RCW 81.112.030(10), a plan to support Sound Transit's system and financing plan, or additional implementation phases of the system and financing plan, developed under chapter 81.112 RCW. The

ballot proposition shall be in the following form drafted by the Planning Committee in accordance with RCW 36.120.070: **SOUND TRANSIT (A REGIONAL TRANSIT AUTHORITY) AND RTID (A REGIONAL TRANSPORTATION INVESTMENT DISTRICT) PROPOSITION #1 REGIONAL ROADS AND TRANSIT SYSTEM** To reduce transportation congestion, increase road and transit capacity, promote safety, facilitate mobility, provide for an integrated regional transportation system, and improve the health, welfare, and safety of the citizens of Washington, shall Sound Transit (a regional transit authority) implement a regional rail and transit system linking Lynnwood, Shoreline, Northgate, Seattle, Bellevue, Redmond, SeaTac airport, Kent, Federal Way and Tacoma as described in the Sound Transit 2 plan, financed by the existing taxes approved by the voters in 1996 and an additional sales and use tax of up to five-tenths of one percent imposed by Sound Transit, all as provided in Resolution No. R2007-15; and shall a regional transportation investment district (RTID) be formed and authorized to implement and invest in improving the regional transportation system by replacing vulnerable bridges, improving safety, and increasing capacity on state and local roads to further link major education, employment, and retail centers as described in Moving Forward Together: A Blueprint for Progress – King Pierce Snohomish Counties, financed by a sales and use tax of up to one-tenth of one percent and a local motor vehicle excise tax of up to eight-tenths of one percent imposed by RTID, all as provided in Resolution No. PC-2007-02; further provided that the Sound Transit taxes shall be imposed only within the boundaries of Sound Transit, and the RTID taxes shall be imposed only within the boundaries of the RTID?

YES. . . . .  
NO . . . . .

Section 7. Pursuant to RCW 36.120.040(7), notice that the Recommended Plan has been forwarded to the legislative authorities of King, Pierce and Snohomish Counties to initiate the election process shall be provided at the same time to each city and town within the recommended RTID boundaries, the governor, the chairs of the transportation committees of the legislature, the secretary of transportation, and each legislator whose legislative district is partially or wholly within the recommended boundaries of RTID.

Section 8. If a section, subsection, paragraph, sentence, clause, or phrase of this resolution is declared unconstitutional or invalid for any reason by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this resolution. ADOPTED by the advisory Regional Transportation Investment District Planning Committee at a special meeting thereof held on June 8, 2007.

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**Pierce County  
Ordinance No. 2007-49s**

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**An Ordinance of the Pierce County Council Providing for**

**Pierce County's Participation in a Regional Transportation Investment District and Providing for the Submission to the Qualified Electors, at a Special Election to be held in Conjunction with the General Election on November 6, 2007, of a Proposition to Authorize Creation of the Regional Transportation Investment District and to Approve a Regional Transportation Investment Plan, Including Sources of Revenue and a Financing Plan.**

**Whereas**, on June 11, 2002, the County Council, by motion (the "Convening Motion"), authorized the Chair of the Council to jointly convene the Regional Transportation Investment District ("RTID") Planning Committee (the "RTID Planning Committee") with the chairs of the King and Snohomish County councils, pursuant to RCW 36.120.030(1), thereby electing to participate in the RTID Planning Committee; and

**Whereas**, the RTID Planning Committee through its Executive Board conducted public meetings and extensive public and agency outreach efforts to assure active public participation in the identification of the boundaries of a proposed RTID and in the development of a recommended regional transportation investment plan (the "Recommended Plan"), as detailed in Resolution No. PC-2007-02 of the RTID Planning Committee (the "Planning Committee Resolution"); and

**Whereas**, in identifying potential transportation projects, the Planning Committee through its Executive Board considered the requirements included in the definition of "transportation project" under RCW 36.120.020(8), applied the factors set forth in RCW 36.120.040(1), coordinated its activities pursuant to RCW 36.120.040(2), considered performance criteria set forth in RCW 36.120.060 as well as the "RTID Guiding Principles", and, in identifying potential transportation projects that improve city streets, county roads or highways, considered the specific requirements of RCW 36.120.020(8)(c); and

**Whereas**, the Planning Committee through its Executive Board conducted public meetings to encourage active public participation in the development of the Recommended Plan, undertaking extensive public and agency outreach efforts during August, September and October 2006, to prepare a draft Recommended Plan, including a public hearing on October 13, 2006, a public comment period lasting until October 27, 2006, presentations to organizations and groups, articles in newsletters, joint Roads & Transit open houses with the Regional Transit Authority ("Sound Transit"), newspaper advertising and an updated website; and

**Whereas**, the Planning Committee through its Executive Board consulted with local jurisdictions and Sound Transit in developing proposed RTID boundaries in the three county area; and

**Whereas**, at the December 7, 2006, joint meeting with the Sound Transit Executive Committee, staff reported to the Executive Board of the Planning Committee (the "Executive Board") the results of the public involvement process, including an overview of comments received through public outreach; and

**Whereas**, the draft Recommended Plan was updated to reflect this public and agency input and was distributed for further public outreach and review in conjunction with Sound Transit's ST2 Draft Package; and

**Whereas**, the Planning Committee through its Executive Board conducted additional public meetings to review the updated Recommended Plan, and continued its extensive public and agency outreach efforts, including additional presentations to organizations and groups, articles in newsletters, joint Roads & Transit open houses with Sound Transit, newspaper advertising and website informational postings; and

**Whereas**, the Planning Committee considered potential local, state and federal revenue sources in developing the Recommended Plan, which leverages the proposed financial contribution by RTID, assuming the agency is formed, so that the local, state and federal and other revenue sources continue to fund major congestion relief and transportation capacity improvement projects in each county in the proposed RTID; and

**Whereas**, the Planning Committee, with assistance from the Washington State Department of Transportation, worked to develop cost forecasts for proposed transportation projects, integrating its project costing methodology with revenue forecasts in developing the Recommended Plan; and

**Whereas**, as required by RCW 36.120.040(5), the Recommended Plan includes cost estimates for each transportation project, including reasonable contingency costs, and provides estimated project costs in constant dollars as well as year of expenditure dollars, ranges of project costs reflecting levels of project design, identification of mitigation costs, ranges of revenue forecasts and cash flow and bond analysis; and

**Whereas**, as required by RCW 36.120.040(5), the Recommended Plan also provides that funds will be maximized to implement projects in the Recommended Plan, including paying environmental and mitigation costs, and that administrative costs will be minimized; and

**Whereas**, as required by RCW 36.120.045, the Recommended Plan includes a funding proposal for the SR 520 bridge replacement and an HOV project that assures full project funding for seismic safety and corridor connectivity on SR 520 between I-5 and I-405; and

**Whereas**, on June 11, 2007, the County legislative authority received from the RTID Planning Committee, the Recommended Plan attached as Appendix A to this Ordinance; and

**Whereas**, RCW 36.120.070 permits the County legislative authority, within ninety days of receipt of a proposed "regional transportation investment plan" under RCW 36.120.040, to agree to participate and submit to the voters of a proposed RTID a single ballot proposition that approves formation of the RTID and approves the regional transportation investment plan including the revenue sources necessary to finance the plan; and

**Whereas**, the Metropolitan Transportation Plan, also referred to as Destination 2030, adopted by the Puget Sound Regional Council ("PSRC") on April 5, 2007, includes all of the projects in the Recommended Plan; and the plan-level environmental documents prepared and issued by the

PSRC under the State Environmental Policy Act ("SEPA") for the Metropolitan Transportation Plan, including but not limited to the final environmental impact statement ("EIS") on Destination 2030 dated May 10, 2001, and the EIS Addendum on Destination 2030 dated March 5, 2007, encompass the range of proposed plan-level actions, alternatives and impacts for the Recommended Plan; and

**Whereas**, the County's SEPA responsible official issued a Notice and Statement of Adoption on June 11, 2007, adopting the PSRC EIS documents on the Metropolitan Transportation Plan; and the County has committed, as stated in the Planning Committee Resolution, the Recommended Plan, and the County's Notice and Statement of Adoption, that subsequent appropriate project-level environmental review under SEPA will be conducted by the appropriate agencies for the projects in the plan; and

**Whereas**, the County's comprehensive plan contemplates the projects in the Recommended Plan; and

**Whereas**, RCW 36.120.070 provides that the question of whether or not RTID shall be created and whether or not the Recommended Plan shall be approved may be submitted by participating counties to the qualified electors of the proposed RTID for their ratification or rejection; and

**Whereas**, RCW 36.120.070 requires participating counties to submit the proposition as a single ballot proposition including Sound Transit's plan to support its system and financing plan (or additional implementation phases thereof) developed under Chapter 81.112 RCW to the voters at the November 2007 general election; and

**Whereas**, as authorized by RCW 36.120.070 the Planning Committee has drafted the ballot proposition on behalf of the county legislative authorities, and the ballot proposition is set forth in the Planning Committee Resolution in substantially in the form set forth in 2007 c 509 s 4; and

**Whereas**, it is in the best interests of the residents of the County that the County shall participate and submit the Recommended Plan, including the proposed revenue sources and RTID boundaries recommended in the Recommended Plan, to the voters at the November 2007 election; **Now Therefore**,

**BE IT ORDAINED by the Council of Pierce County:**

**Section 1. Findings.** The recitals set forth above are hereby incorporated into this Section 1 as findings of the County legislative authority. In addition, the County hereby finds that the Recommended Plan is a "regional transportation investment plan" as that term is defined in RCW 36.120.020(7) and that the Recommended Plan meets the requirements for a regional transportation plan set forth in Chapter 36.120 RCW. The County hereby finds that the boundaries for the proposed RTID identified in the Recommended Plan include at least all of the contiguous areas within Sound Transit's regional transit authority serving the county, meeting the requirements set forth in RCW 36.120.030(1). The County hereby further finds that the proposition authorized to be submitted to the voters and described in this ordinance has for its object the furtherance and accomplishment of a system of regional transportation

that constitutes a single purpose. The Recommended Plan and Sound Transit's ST2 Package together identify transportation improvements consisting of road and transit projects that form integral parts of, and are naturally and necessarily related to, a single regional transportation system, as part of a comprehensive approach to transportation investments to help reduce transportation congestion, increase road and transit capacity, promote safety, facilitate mobility of freight and people and improve the health, safety, and welfare.

**Section 2. Election to Participate; Approval of Recommended Plan and Boundaries for Submittal to Voters; Future Modifications.** The County shall participate in RTID and approves the RTID boundaries and Recommended Plan for submittal to the voters of the proposed RTID a single ballot proposition that approves formation of the RTID, approves the Recommended Plan, and approves the revenue sources necessary to finance the plan. Upon approval of the Recommended Plan by the voters (as approved, the "Plan"), the Plan may be modified from time to time only as permitted by state law and the Planning Committee Resolution.

**Section 3. Call for Special Election.** In accordance with RCW 29A.04.321, a special election to be held in conjunction with the general election is called for November 6, 2007, to consider a proposition approving the creation of the RTID and approving the Recommended Plan and the revenue sources set forth in the Recommended Plan. The Pierce County Auditor, as ex officio supervisor of elections, shall cause notice to be given of this Ordinance in accordance with the state constitution and general law and to submit to the qualified electors of the proposed RTID within the County, at the said special county election, the proposition hereinafter set forth. The Clerk of the Council shall certify that proposition to the Pierce County Auditor, in the following form, as drafted by the Planning Committee pursuant to RCW 36.120.070:

**SOUND TRANSIT (A REGIONAL TRANSIT AUTHORITY) AND RTID (A REGIONAL TRANSPORTATION INVESTMENT DISTRICT) PROPOSITION #1 REGIONAL ROADS AND TRANSIT SYSTEM**

To reduce transportation congestion, increase road and transit capacity, promote safety, facilitate mobility, provide for an integrated regional transportation system, and improve the health, welfare, and safety of the citizens of Washington, shall Sound Transit (a regional transit authority) implement a regional rail and transit system linking Lynnwood, Shoreline, Northgate, Seattle, Bellevue, Redmond, SeaTac airport, Kent, Federal Way and Tacoma as described in the Sound Transit 2 plan, financed by the existing taxes approved by the voters in 1996 and an additional sales and use tax of up to five-tenths of one percent imposed by Sound Transit, all as provided in Resolution No. 2007-49s: and shall a regional transportation investment district (RTID) be formed and authorized to implement and invest in improving the regional transportation system by replacing vulnerable bridges, improving safety, and increasing capacity on state and local roads to further link major education, employment, and retail centers as described in Moving Forward Together: A Blueprint for Progress – King, Pierce,

Snohomish Counties, financed by a sales and use tax of up to one-tenth of one percent and a local motor vehicle excise tax of up to eight-tenths of one percent imposed by RTID, all as provided in Resolution No. PC-2007-02; further provided that the Sound Transit taxes shall be imposed only within the boundaries of Sound Transit, and the RTID taxes shall be imposed only within the boundaries of the RTID?

YES. . . . .

NO . . . . .

**Section 4. Voter Approval.** As required by RCW 36.120.070, the electorate that will consider the proposition shall be the voters voting within the boundaries of the proposed RTID. A simple majority of the total persons voting on the ballot proposition is required for approval. The proposition shall not be considered approved unless both a majority of the persons voting on the proposition residing in the proposed RTID vote in favor of the proposition and a majority of the persons voting on the proposition residing within the Sound Transit regional transit authority vote in favor of the proposition.

**Section 5. Severability.** If any provision of this Ordinance shall for any reason be held to be invalid, such invalidity shall not affect or invalidate any other provision of this ordinance, but this ordinance shall be construed and enforced as if such invalid provision had not been contained herein; provided, that any provision which shall for any reason be held to be invalid shall be deemed to be in effect to the extent permitted by law.

**Section 6. Ratification.** The Convening Motion, the County's participation in the RTID Planning Committee, and the certification of the proposition by the Clerk of the County Council in accordance with law before the election on November 6, 2007, and any other act consistent with the authority and before the effective date of this ordinance are hereby ratified and confirmed.