



King County

1200 King County
Courthouse
516 Third Avenue
Seattle, WA 98104

Meeting Agenda

King County Transportation District

*Boardmembers: Claudia Balducci, Chair;
Vacant, Vice Chair;*

*Jorge Barón, Rod Dembowski, Reagan Dunn, Teresa Mosqueda,
Sarah Perry, De'Sean Quinn, Pete von Reichbauer, Girmay Zahilay*

9:30 AM

Monday, June 2, 2025

Hybrid Meeting

SPECIAL MEETING

Hybrid Meetings: Attend King County Transportation District meetings in person in Council Chambers (Room 1001), 516 3rd Avenue in Seattle, or through remote access. Details on how to attend and/or provide comment remotely are listed below.

HOW TO PROVIDE PUBLIC COMMENT: The District values community input and looks forward to hearing from you.

There are three ways to provide public comment:

1. In person: You may attend the meeting in person in Council Chambers.
2. By email: You may testify by submitting a COMMENT email. If your testimony is submitted before 10:00 a.m. on the day of the Council meeting, your email testimony will be distributed to the Councilmembers and appropriate staff prior to the meeting. Please submit your testimony by emailing clerk@kingcounty.gov.
3. Remote attendance on the Zoom Webinar: You may provide oral public testimony at the meeting by connecting to the meeting via phone or computer using the ZOOM application at <https://zoom.us/>, and entering the Webinar ID below.



Sign language and interpreter services can be arranged given sufficient notice (206-848-0355).
TTY Number - TTY 711.
Council Chambers is equipped with a hearing loop, which provides a wireless signal that is picked up by a hearing aid when it is set to 'T' (Telecoil) setting.



CONNECTING TO THE WEBINAR

Webinar ID: 813 4079 3369

If you do not have access to the ZOOM application, you can connect to the meeting by calling 1 253 215 8782 and using the Webinar ID. Connecting in this manner, however, may impact your ability to be unmuted to speak.

You have the right to language access services at no cost to you. To request these services, please contact our Equity and Social Justice Coordinator, Tera Chea at (206) 477 9259 or Tera.Chea2@kingcounty.gov, three (3) days prior to the meeting.

If you do not wish to be called upon for public comment during the meeting, please help us manage the callers and use one of the options below (Live Streaming or King County TV Channel 22).

HOW TO LISTEN TO THE MEETING: There are several ways to listen to the meeting if you don't wish to provide public testimony:

1. Stream online via this link: <https://kingcounty.gov/kctv>, or input the link web address into your web browser.
2. Watch King County TV on Comcast Channel 22 and 322(HD), and Astound Broadband Channels 22 and 711 (HD).
3. Listen to the meeting by telephone – See “Connecting to the Webinar” above.

To show a PDF of the written materials for an agenda item, click on the agenda item below.

1. **Call to Order**
2. **Roll Call**
3. **Approval of Minutes of March 3, 2020** **pg 4**
4. **Public Comment**



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Briefings

5. TD Briefing No. TD2025-B01 **pg 6**

Introduction to the King County Transportation District

Mary Bourguignon, Council staff

6. TD Briefing No. TD2025-B02 **pg 15**

Funding Needs for Road Services Division and King County Metro

Leon Richardson, Director, Department of Local Services

Tricia Davis, Director, Road Services Division, Department of Local Services

DeAnna Martin, Chief of Staff, Metro Transit Department

Geoff Kaiser, Director of Budget & Financial Planning, Finance & Administration Division, Metro Transit Department

Ashley Street, Transit Safety Task Force Facilitator

7. TD Resolution No. TD2025-02 **pg 63**

A RESOLUTION of the King County transportation district, fixing and imposing a one-tenth of one percent sales and use tax within the boundaries of the district to finance transportation improvements, as authorized by RCW 36.73.040, 36.73.065, and 82.14.0455.

Sponsors: Dembowski and Perry

Mary Bourguignon, Council staff

Discussion and Possible Action

8. TD Resolution No. TD2025-01 **pg 92**

A RESOLUTION of the King County transportation district, authorizing the appointment of a labor liaison to serve as a resource and assist the board of supervisors and executive committee.

Sponsors: Balducci

Mary Bourguignon, Council staff

Adjournment



Sign language and interpreter services can be arranged given sufficient notice (206-848-0355).
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King County

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Meeting Minutes

King County Transportation District

*Boardmembers: Claudia Balducci, Chair;
Dave Upthegrove, Vice Chair
Rod Dembowski, Reagan Dunn, Jeanne Kohl-Welles,
Kathy Lambert, Joe McDermott, Pete von Reichbauer, Girmay
Zahilay*

1:00 PM

Tuesday, March 3, 2020

Room 1001

DRAFT MINUTES SPECIAL MEETING

1. **Call to Order**

The meeting was called to order at 2:32 p.m.

2. **Roll Call**

Present: 9 - Balducci, Dembowski, Dunn, Kohl-Welles, Lambert, McDermott, Upthegrove, von Reichbauer and Zahilay

3. **Public Comment**

*The following people spoke:
Alex Tsimmerman
Alex Hudson
Kirk Hovenkotter
Anna Zivarts*

Discussion and Possible Action

4. **Election of board chair and vice-chair**

Boardmember McDermott made a motion to nominate Boardmember Balducci as chair of the Board. The motion carried.

Boardmember McDermott made a motion to nominate Boardmember Upthegrove as vice-chair of the Board. The motion carried.

5. Briefing: Regional Transit Funding

Mary Bourguignon, Council Staff, briefed the Council and answered questions.

John Resha, Assistant General Manager for Finance and Administration, Metro Transit Department, briefed the Council and answered questions.

Diane Carlson, Director, Capital Division, briefed the Council and answered questions.

Chris O'Claire, Director, Mobility Division, briefed the Council and answered questions.

6. Adjournment

The meeting adjourned at 3:48 p.m.

Approved this _____ day of _____

Clerk's Signature



King County

King County Transportation District

STAFF REPORT

Agenda Item:	5	Name:	Mary Bourguignon
Proposed No.:	TD2025-B01	Date:	June 2, 2025

SUBJECT

Today's briefing will provide information about Transportation Benefit Districts (TBDs), the King County Transportation District (KCTD), funding sources available to the KCTD, and eligible uses of KCTD funds.

SUMMARY

Washington state law¹ allows cities and counties to establish local Transportation Benefit Districts (TBDs), which are independent governments created to fund and implement transportation improvements. In King County, 19 cities have created TBDs.

King County also has a TBD, the King County Transportation District (KCTD), which was established in 2014. The KCTD covers all of King County and is governed by a Board of Supervisors comprised of the nine King County Councilmembers. The KCTD is an independent government, separate from King County government.

State law gives TBDs access to a number of funding sources, including sales tax, vehicle license fees, development impact fees, and local improvement districts.

Some of these funding sources, such as development impact fees and local improvement districts, can only be used for specific development projects or in specific geographic areas. But others, such as sales tax and vehicle license fees, can be used for broader transportation improvements within the TBD's boundaries, such as to construct, operate, preserve, or maintain roadways or public transit.

The funding sources available to the KCTD supplement those available to King County as a local government, including the funding sources available to the Metro Transit Department (Metro) and the Road Services Division (Roads) of the Department of Local Services, the two County agencies that implement transportation improvements.

Today's briefing will provide information about TBDs generally, the KCTD specifically, funding sources available to the KCTD, and eligible uses of KCTD revenues.

¹ RCW 36.73

BACKGROUND

Transportation Benefit Districts. Washington state law² allows for the creation of local Transportation Benefit Districts (TBDs), which are independent governments created to fund and implement transportation improvements. TBDs may be established by the legislative authority of a county or city, and they can encompass territory within a jurisdiction's boundaries, the boundaries of multiple jurisdictions, or a portion of the territory within a jurisdiction's boundaries.³

State law gives TBDs access to a range of voter-approved and councilmanic funding sources. Some of these funding sources, such as sales tax and vehicle license fees, can be used for general transportation improvements within the boundaries of the TBD. Others, such as development impact fees, tolls, or local improvement districts, can only be used for specific development projects or for defined geographic areas.⁴

State law allows TBDs access to these revenue sources for:

“acquiring, constructing, improving, providing, and funding a transportation improvement within the district that is consistent with any existing state, regional, or local transportation plans and necessitated by existing or reasonably foreseeable congestion levels.”⁵

"Transportation improvement" is defined as:

“a project contained in the transportation plan of the state, a regional transportation planning organization, city, county, or eligible jurisdiction.”

Such a project:

“may include investment in new or existing highways of statewide significance, principal arterials of regional significance, high-capacity transportation, public transportation, and other transportation projects and programs of regional or statewide significance including transportation demand management.

Projects may also include the operation, preservation, and maintenance of these facilities or programs.”⁶

Table 1 summarizes funding sources available to TBDs, with an estimate of the potential amount that could be raised by increment if imposed by the KCTD.

² RCW 36.73

³ RCW 36.73.020

⁴ Note that in addition to the King County Transportation District (King County's TBD), Metro and King County also have access to different funding sources. A list of these funding sources, as of May 2022, can be found in the Metro Connects Implementation Report (Motion 16155, [link](#)).

⁵ RCW 36.73.020

⁶ RCW 36.73.015(6)

Table 1. Transportation Benefit District (TBD) Funding Sources⁷

Funding Source	Authorizing Statute	Voter Approval Needed?	Maximum Rate	Maximum Term	KCTD Amount Raised per Increment
Councilmanic Vehicle License Fee	RCW 82.80.140; 36.73.040(3)(b); 36.73.065	No	\$50 <i>(over time, in increments of \$20, \$20, \$10)</i>	No restriction	\$15M/year per \$10 ⁸
Voted Vehicle License Fee	RCW 82.80.140; 36.73.040(3)(b); 36.73.065	Yes	\$100	No restriction	\$15M/year per \$10
Councilmanic Sales Tax	RCW 82.14.0455; 36.73.040(3)(a)	No	0.1%	10 years <i>(can be bonded, but TBD must vote to renew every 10 years)</i>	\$95M/year per 0.1% ⁹
Voted Sales Tax	RCW 82.14.0455; 36.73.040(3)(a)	Yes	0.2%	10 years <i>(plus 2nd 10 years with vote, can be longer if bonded)</i>	\$95M/year per 0.1%
Development Impact Fee	RCW 36.73.040(3)(c); 36.73.120; 39.92.040; 39.92.030	No <i>(Must be reasonably necessary as a result of the impact of development)</i>	Must be linked to development impact	One-time <i>(Can be paid over 5+ years, must be spent within 6 years)</i>	Depends on size of fee, geographic area where fee is applied
Tolls	RCW 36.73.040(3)(d)	Yes	As limited by Transportation Commission and voters	As limited by Transportation Commission and voters	Depends on size of toll, geographic area where toll is applied
Property Tax Excess Levy	RCW 36.73.060; 84.52.056; Article VII, 2(a)	Yes <i>(60% approval, plus required percentage of participation of previous election)</i>	In excess of 1% limit	1 year <i>(Up to 40 years if bonded)</i>	\$87M/year per \$0.10/\$1,000 AV ¹⁰
Local Improvement District (LID)	RCW 36.73.080	No	Up to amount of special benefit to property owners	No more than 30 years for term of bonds	Depends on size of fee, geographic area of LID

Note that some of the funding sources available to a TBD are not “stackable,” meaning that King County would not be able to leverage these funding sources within a jurisdiction that has already implemented them for its own TBD. As a result, additional legal and financial review would be required if the KCTD were to plan to implement a funding measure.

⁷ Source: Metro Connects Implementation Report ([Motion 16155](#)), updated where indicated

⁸ Vehicle license fee revenue based on 1.7 vehicles available per King County household (2019 American Community Survey Table B08201)

⁹ Updated by PSB, March 2025

¹⁰ Updated by PSB, March 2025

In addition to King County, 19 local jurisdictions in the county have established TBDs. Table 2 lists jurisdictions within King County that have established TBDs.

Table 2. King County Local Jurisdictions with TBDs, March 2025¹¹

City	Established	Sales Tax	Vehicle License Fee (VLF)
Black Diamond	2015		\$20
Burien	2009		\$20
Covington	2013	0.3%	\$20
Des Moines	2008		\$40
Duvall	2015	0.20%	
Enumclaw	2013	0.10%	\$20
Issaquah	2018	0.10%	
Kenmore	2012		\$20
Kirkland	2014		\$20
Lake Forest Park	2008	0.10%	\$50
Maple Valley	2012	0.10%	\$20
Mercer Island	2014		\$20
Normandy Park	2013		\$20
North Bend	2011	0.20%	
Redmond	2023	0.10%	
Renton	2023	0.10%	
Seattle ¹²	2010	0.15%	\$50
Shoreline	2009	0.20%	\$40
Snoqualmie	2010	0.30%	

King County Transportation District. In 2014, King County established the King County Transportation District (KCTD) as a TBD for the county.¹³ Its geographic boundaries are those of King County.¹⁴ It is governed by a Board of Supervisors made up of the members of the King County Council.¹⁵ The KCTD is a separate government from King County. If it were to raise revenues, the KCTD could contract with King

¹¹ Municipal Research and Services Center, March 2025 list of Transportation Benefit Districts ([link](#))

¹² In 2014, Seattle voters approved a \$60 VLF and 0.1% sales tax increase. In 2020, voters renewed with a 0.15% sales tax only. The Seattle City Council (which has assumed the TBD into Seattle government) incrementally imposed a \$50 VLF.

¹³ Ordinance 17746. The KCTD replaced a prior King County TBD.

¹⁴ The KCTD Board could choose to change its boundaries, if desired, with 10 days advance notice and a public hearing. Note that, per state law, King County can have only one TBD at a time (though each city within King County can have its own TBD).

¹⁵ Resolution TD2014-01

County to use the revenues. Alternatively, the KCTD could be assumed into King County.¹⁶

The KCTD Board met in 2014 and again in 2020, but has not met since:

- In February 2014, the KCTD placed a 10-year countywide transit and roads funding measure on the April ballot.¹⁷ The measure consisted of a \$60 vehicle license fee and 0.1% sales tax. It was estimated to raise \$135 million in 2015, the first full year of collections. The proposed funding measure would have distributed 60% of the revenues raised to Metro and 40% to Roads and local jurisdictions for roadway improvements, with the distribution based on population. The funding resolution was not approved by voters.

Subsequently, the City of Seattle's TBD¹⁸ placed a Seattle-specific, six-year transit funding measure on the November 2014 ballot,¹⁹ comprised of a \$60 vehicle license fee and a 0.1% sales tax. Seattle voters approved this measure. By 2020, the Seattle transit funding measure was collecting \$63.4 million annually, of which up to \$3 million a year was used to support regional transit service, up to \$2 million a year was used to support low-income access to transit, and the remainder was used to purchase additional transit service from Metro through a Community Mobility Contract²⁰ approved by the City and County. In 2019, this contract supported the purchase of approximately 350,000 service hours from Metro, nearly 10% of the total fixed-route service hours Metro was operating at the time.

- In March 2020, in advance of the December 2020 expiration of the six-year Seattle transit funding measure, the KCTD Board met to discuss the possibility of placing a countywide transit funding measure on the August ballot.²¹ The measure under discussion would have authorized submittal to voters of a 10-year 0.2% sales tax, which was estimated to collect \$160 million in 2021. Those discussions were tabled due to the onset of the Covid-19 pandemic.

Subsequently, the City of Seattle²² placed a transit funding renewal measure comprised of a 0.15% sales tax on the November 2020 ballot, which Seattle voters approved, and which expires on March 31, 2027.²³ In 2025, the Seattle transit funding measure is estimated to collect \$53.7 million. In the years since

¹⁶ As examples of these approaches, the King County Flood Control District is a separate government that carries out its work through an Interlocal Agreement with King County to perform needed duties (see FCD2021-06). The Seattle TBD, on the other hand, was created as an independent government, but was assumed into the City of Seattle in 2016 (Seattle Ordinance 125070).

¹⁷ Resolution TD2014-03 ([link](#))

¹⁸ The Seattle TBD was created in 2010 through Seattle Ordinance 123397

¹⁹ Seattle TBD Resolution 12

²⁰ Approved by King County through Ordinance 17978 and by Seattle through Ordinance 124720.

²¹ Resolution TD2020-01([link](#))

²² The City of Seattle assumed the Seattle TBD into Seattle government in 2016 through Seattle Ordinance 125070.

²³ The 2020 Seattle transit funding ballot measure was authorized by the Seattle City Council through Ordinance 126115 and imposed through Ordinance 126250. It is comprised of a 0.15% sales tax.

the measure was renewed, revenues have been used for the West Seattle Bridge, speed and reliability improvements, and youth and low-income fare programs,²⁴ as well as to purchase additional transit service from Metro through a Transit Service Funding Agreement.²⁵ In 2023, the Seattle transit funding measure funded 140,000 Metro service hours.

Separately, in both 2020²⁶ and 2021,²⁷ the Executive proposed that King County (not the KCTD) submit to the voters in unincorporated King County a proposal for a six-year property tax levy lid lift to fund County roads maintenance and preservation. The 2020 measure was estimated to collect approximately \$122 to \$166 million in additional revenue over the six-year levy period; the 2021 measure was estimated to collect approximately \$178 to \$236 million in additional revenue over the six-year levy period. Due to the economic uncertainty caused by the Covid-19 pandemic, neither measure was acted on by the King County Council.

The KCTD bylaws²⁸ set three regular meetings a year for the Board: at 1:30 pm on the third Monday of April, July, and October. As noted above, the KCTD Board has not met since March 2020.

The KCTD Board has the authority to impose or to submit to the voters the funding sources listed in Table 1. As described above, any funding measure implemented by the KCTD must be applied toward an eligible transportation improvement as described in State law.

ATTACHMENTS

1. KCTD overview presentation

²⁴ As of September 2022, youth ride free on transit (Ordinance 19474)

²⁵ Approved by King County through Ordinance 19240 and by Seattle through Ordinance 12685.

²⁶ Proposed Ordinance 2020-0110 and Proposed Motion 2020-0111

²⁷ Proposed Ordinance 2021-0206 and Proposed Motion 2021-0207

²⁸ TD2014-01 ([link](#))

TRANSPORTATION BENEFIT DISTRICTS

- Transportation Benefit Districts (TBDs) allowed by State law (RCW 36.73)
- Independent governments to fund and implement transportation improvements
- King County plus 19 cities have established TBDs
- State law authorizes a variety of councilmanic and voter-approved funding sources

KEY TBD FUNDING SOURCES

FUNDING SOURCE	VOTER APPROVAL NEEDED?	MAX RATE	MAX TERM
Councilmanic license fee	No	\$50	No restriction
Voted vehicle license fee	Yes	\$100	No restriction
Councilmanic sales tax	No	0.1%	10 years
Voted sales tax	Yes	0.2%	10 years
Property tax excess levy	Yes (60%)	In excess of 1% limit	1 year (40 if bonded)

KING COUNTY TRANSPORTATION DISTRICT

- King County Transportation District (KCTD) established in 2014 as a TBD for the County
- Boundaries are those of King County
- Governed by a Board of Supervisors made up of the King County Council
- Separate government from King County
- Met in 2014 and 2020, has not met since



King County Department of Local Services Road Services Division

June 2nd, 2025



Leon Richardson

Department of Local Services Director



Tricia Davis

Road Services Division Director



Connecting Communities to a Broader Regional Road Network

Unincorporated King County Roads

- County roads and bridges keep people, goods, and utilities moving.
- Connectivity depends on big highways and small, overlooked roads and infrastructure.
- **Unincorporated King County Network:**
 - ~1500 miles of county roads
 - 188 bridges
 - Co-located with 200+ regional utilities
 - 400+ employees
 - 6 regional maintenance facilities

If the road miles of unincorporated King County were laid end-to-end they would stretch from Mexico to the Canadian border and beyond.



Issaquah-Hobart Rd SE at SE 132 Way

**"The only County fund
in worse financial shape
than the General Fund
is the Roads Fund"**

Dwight Dively

Office of Performance Management and Budget Director



King County Road Funding Challenge

Transportation needs continue to greatly out pace available resources for a road and bridge system in decline.

Impact of the Growth Management Act

- Small tax base relative to the size and age of our unincorporated road network system.
- GMA annexations disproportionately removed the tax base relative to road assets.
- Regional population growth increases traffic volume and congestion—the crumbling road infrastructure cannot meet demand.

Washington's Tax Structure

- Washington's tax system limits County's ability to leverage revenue sources to resolve its funding crisis.
- Property tax growth is capped at 1%.
- Gas tax revenues are flat.



Crews prepare for the next phase of Redmond Ridge roundabout construction at NE Alder Crest Dr.

King County Road Funding Challenge

Transportation needs continue to greatly out pace available resources for a road and bridge system in decline.



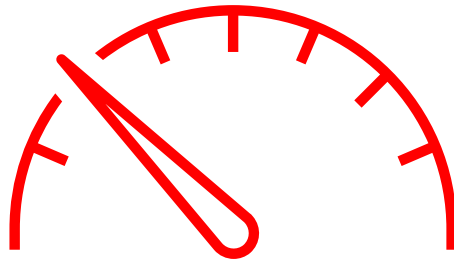
NE Tolt Hill Rd closed due to flooding

- Significantly **rising construction costs** due to supply chain issues, labor shortages, and materials costs.
- Infrastructure is well-past the end of its designed life, resulting in deteriorating asset conditions.
- Deferring maintenance leads to an **exponential increase in the cost to repair** roads in the future.
- Roads faces an **annual funding gap of more than \$200 million**.
- Nearly **\$2.5 billion in infrastructure needs** forecast for next 20 years (2024 Transportation Needs Report).
- Even with full use of the forecasted revenue generated by a 0.1% sales and use tax, the Roads Division would still face an annual funding shortfall to meet all infrastructure needs.

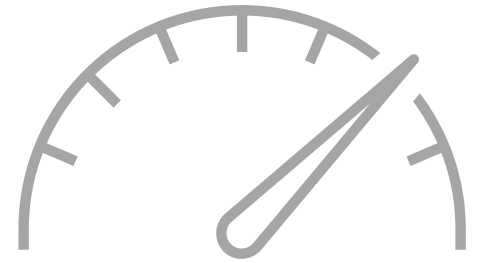
Dramatic Program Cuts Are Imminent Without a New Funding Source



**Operational
Adjustments**
(2009-present)

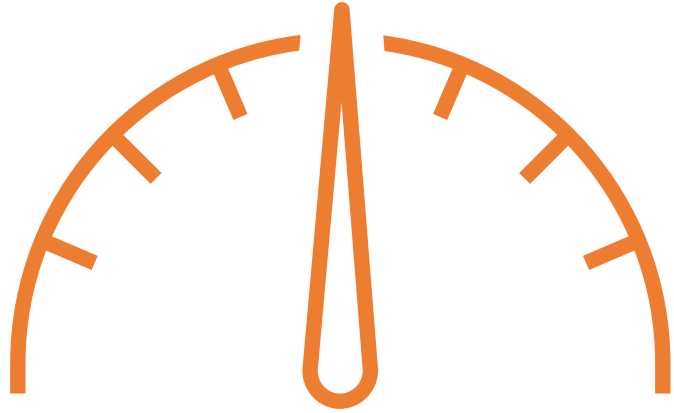


**Critical Cuts and Collapse of
Capital Program without a
New Funding Source**
(2026-2029)



**Return to Stable
Operations with a
Sales and Use Tax**
(future)



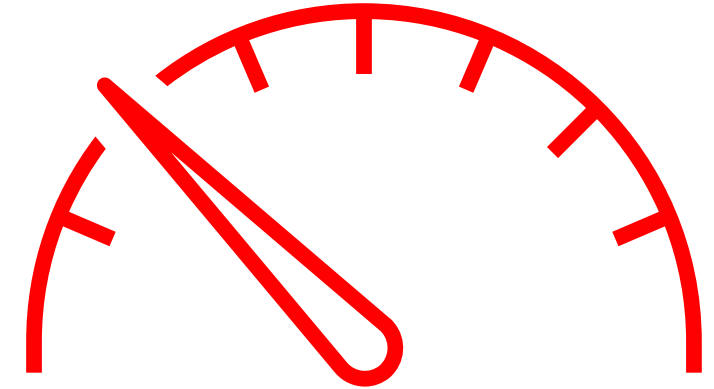


Operational Adjustments (2009-present)

- 40% reduction in staff (2008-2016)
- Reduction in services (2008-2014)
- Aggressive pursuit of grant funding
 - Grant awards 2019 through present
\$120+ million; 54 grants
 - **80% of grant** dollars are **federally funded**
- Over 70% of Roads capital funding is variable and permission based.
- Dependence on grants and local funds often carry regulatory and compliance obligations that drive up project costs and extend timelines.

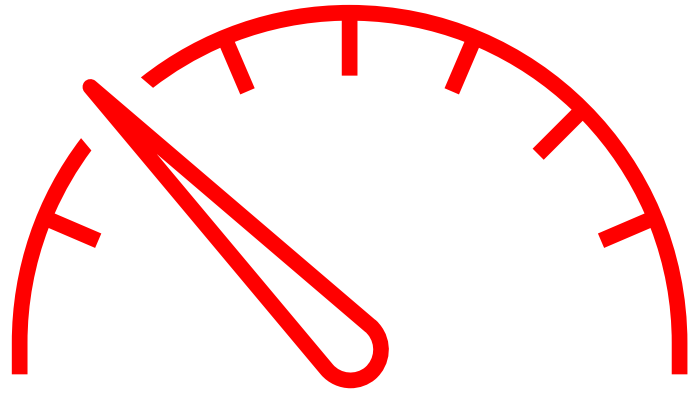
Eliminated or Reduced Programs in 2026-2027

- ✗ High Risk Paving Program: Leads to higher lifecycle costs, user delays, and load restrictions
- ✗ Chip Seal Construction Contract: Accelerates roadway decline, raises future reconstruction costs
- ✗ Bridge Rail Program: 49 bridges have outdated, non-compliant railings
- ✗ West Snoqualmie Valley/Woodinville Intersection Project: Delays safety, flood control, stormwater, and habitat benefits. Reduces competitiveness for future grant funding.
- ✗ High Collision Safety Program: Delay safety interventions at high collision locations.



**Critical Cuts and Collapse of
Capital Program without a
New Funding Source**

(2026-2029)



**Critical Cuts and Collapse of
Capital Program without a
New Funding Source
(2026-2029)**

Roads Fund Outlook

2026-2027

- Downsizing fleet, gutting training programs, and delaying equipment replacement.
- Reducing capital project and program delivery.
- Draining reserve funds.

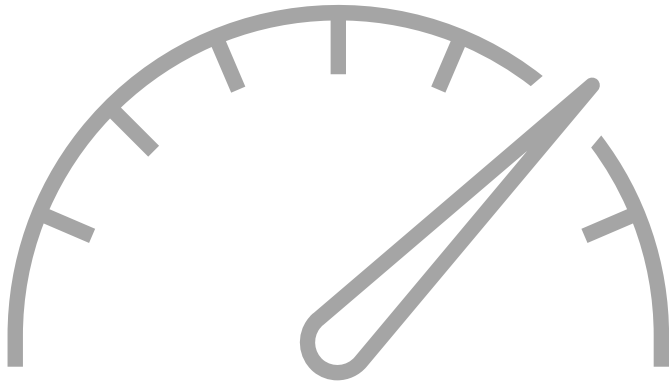
2028-2029

- Elimination of capital program.
- Further reduction in staff and maintenance services.

Systemwide Impacts

- Lost opportunities to pursue grants due to lack of local match funding.
- Increased risk exposure across the road network.

New Funding Would Help Keep Roads Open and Safe for All



Return to Stable
Operations with a
Sales and Use Tax
(future)



Safety & Intersection Improvements



Bridge Replacements



Drainage & Flood Resilience



Pavement Preservation



ADA Barrier Removal



Facility Upgrades



Prioritizing Safety and Life-Saving Intersection Improvements

Focus on enhancing intersection safety through traffic safety measures.

Proven Safety Measures

- Sightline improvements
- Traffic signals
- Re-channelization (striping)
- Roundabouts

Rising Traffic Fatalities Demand Action

- Urgent need for safety upgrades.
- Inaction costs lives and impacts families through preventable accidents.
- Targeted funding can reduce human error risks and lower serious injury and fatality rates.

Example Projects:

- NE Woodinville-Duvall Rd & West Snoqualmie Valley Rd
- Issaquah Hobart Rd SE & SE May Valley Rd
- SE Kent-Kangley Rd & Landsburg Rd SE



Roads installed 13 traffic calming “islands” on Renton Ave to calm traffic and prevent unsafe passing

Urgent Replacements for Aging Short Span Bridges

Addressing the urgent need to replace timber bridges that pose risks of structural failure and environmental impact.



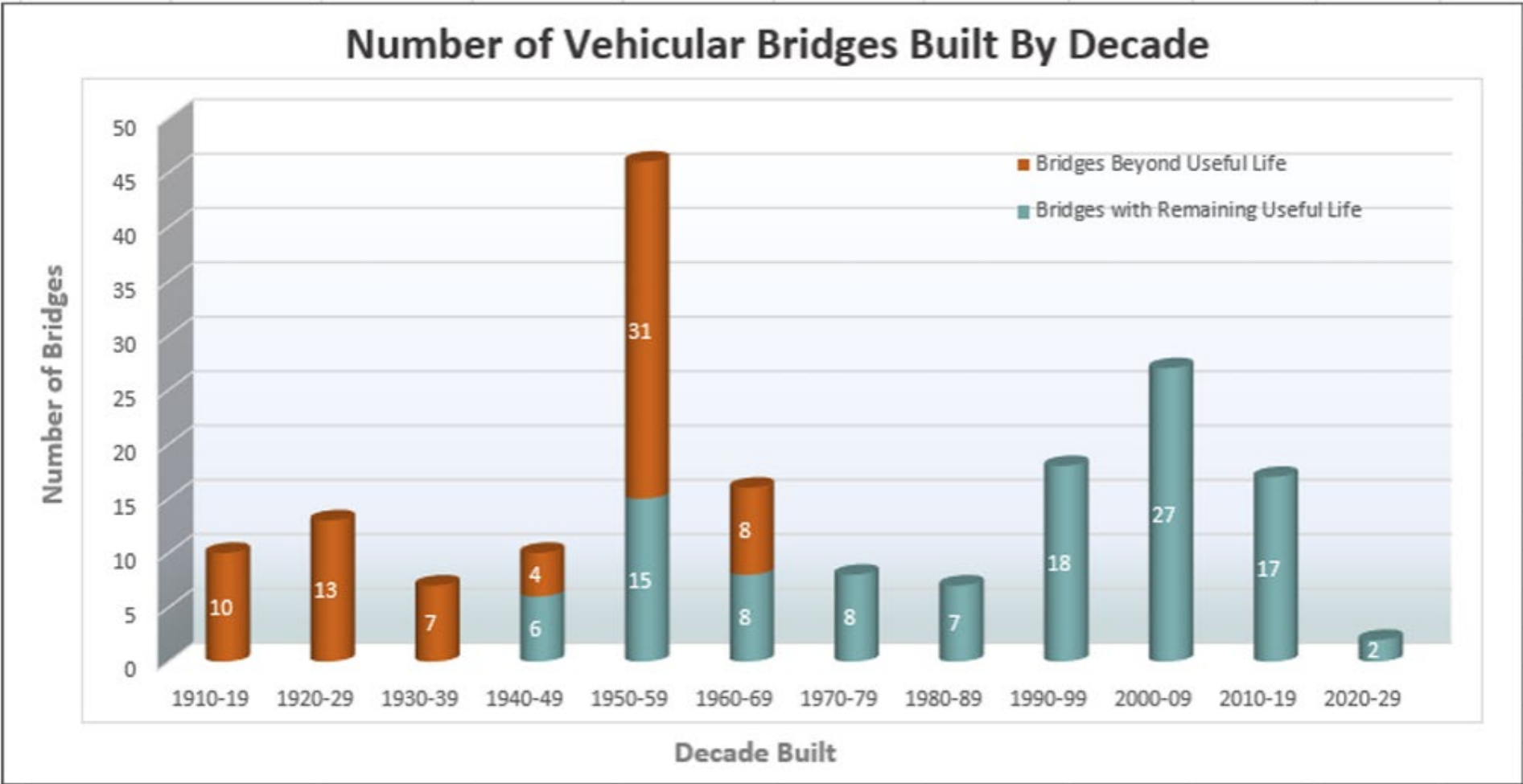
Bear Creek Bridge (9333A) wingwall planks are rotten and failing.

- Some bridges provide sole access to rural communities.
- There is no current funding source for “short span” (less than 20’ long) bridge replacements.
- Average age of timber bridges is 69 years (50-year service life).
- Reduce toxic creosote-treated timber, improving environmental health in streams and waterways.

Example Projects:

- Bear Creek Bridge (9333A)
- Green Valley Road Bridge (3020)
- West Snoqualmie River Road Bridge (916A)

We Are Driving on a System that was Built for the Last Century



Advancing Accessibility by Removing ADA Barriers

Sidewalks



335 miles

Curb Ramps



5,200+

Crosswalks



2,600+

Pushbuttons



436

Total Estimated Need: \$551 million
Annual Funding Available¹: \$150,000

1. Roads typically completes \$100,000 - \$200,000 of ADA improvements annually as incidental elements of larger capital projects and maintenance programs. These improvements may address low, medium, or high priority barriers based on the location of the larger project or program and are not included in the Annual Funding amount above.



Preserve Pavement to Safeguard Our Roads from Deterioration

Consistent funding for road overlay and chip seal programs to maintain the unincorporated road network and avoid more expensive reconstruction.

- Prevent costly reconstruction
- Keeps roads smoother and reduces wear on vehicles
- Avoids speed restrictions and road closures due to degradation
- Arterial roads in good/excellent condition:
 - 79% in 2004 → 58% today
- Local access roads in good/excellent condition:
 - 77% in 2004 → 46% today
- At the current rate of investment, it would take **400+ years to resurface the full network.**

Example Projects:

- Overlay of 12 miles/year on most critical routes and chip seal of 16 miles/year

15th Ave SW carries the RapidRide H Line through urban King County



15th Avenue SW has a pavement condition is rated as a 0/100. This transit route in urban UKC was last paved in 1996.

Safeguard Critical Infrastructure from the Growing Risk of Extreme Weather

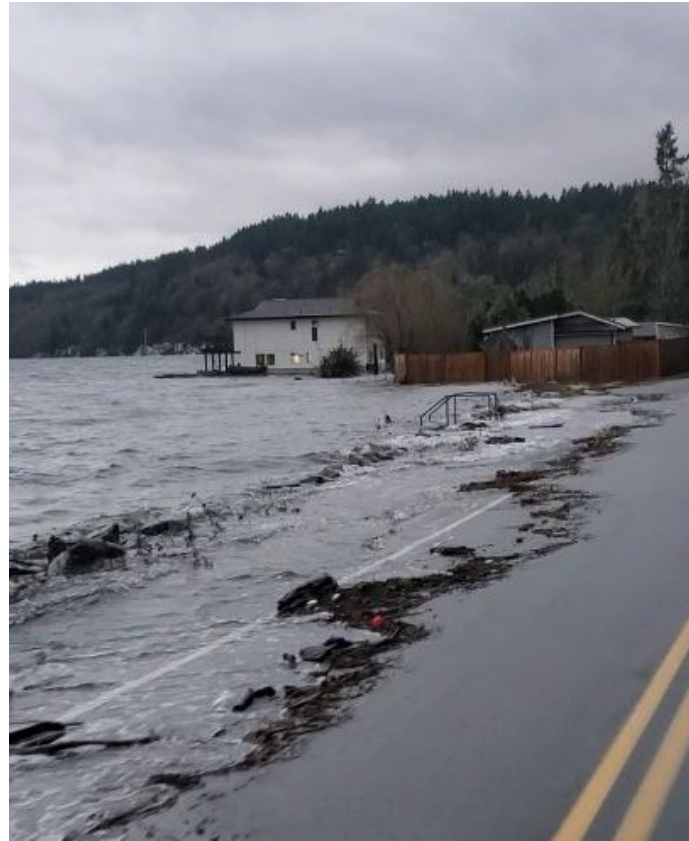
Improving road resilience to climate change impacts such as flooding, landslides, and extreme weather events.

Increased Climate Threats

- Flooding, landslides, storms, and extreme heat are damaging roads more frequently.
- Vulnerable corridors require proactive investment to maintain safety and connectivity.
- Acting now prevents costly repairs and closures and promotes reliable access for residents, commuters, and emergency services.

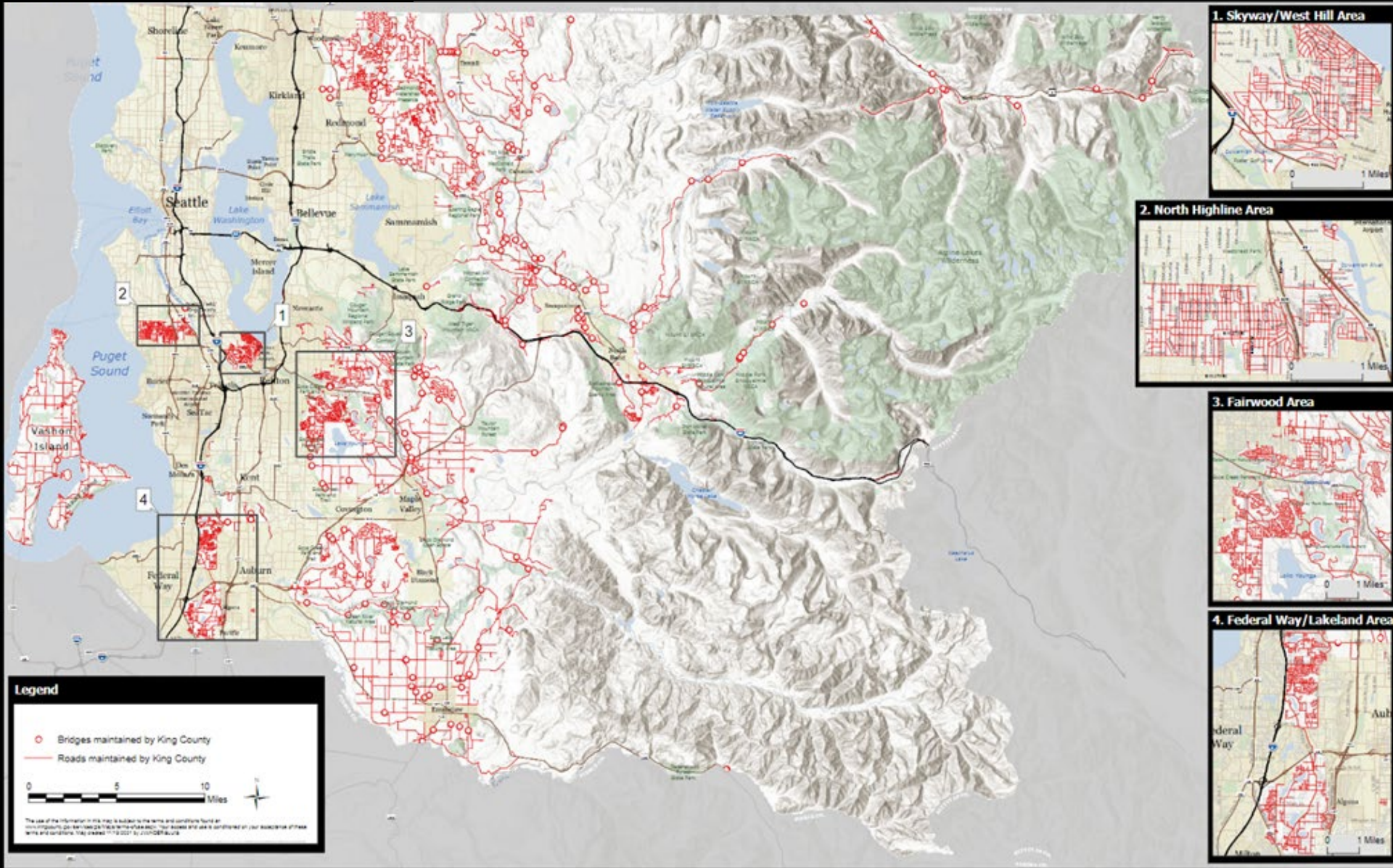
Example Projects:

- Vashon and Maury Islands connection study and construction.
- Snoqualmie Cross Valley Study and construction.



Flooding on Vashon Highway Near 115th Ave SW (left) and Portage Way SW and SW Quartermaster Drive (right)

King County Road Network



- ~1500 miles of county roads.
- Rebuilding after failure costs more than routine maintenance.
- Emergency access and public safety are increasingly at risk.
- Reliable transportation networks need unified regional support.
- Roads connect us all.



King County Metro

King County Transportation District
June 2, 2025



Overview

- Metro's vision and focus areas
- Financial picture
- Where Metro goes from here
- Closing & questions

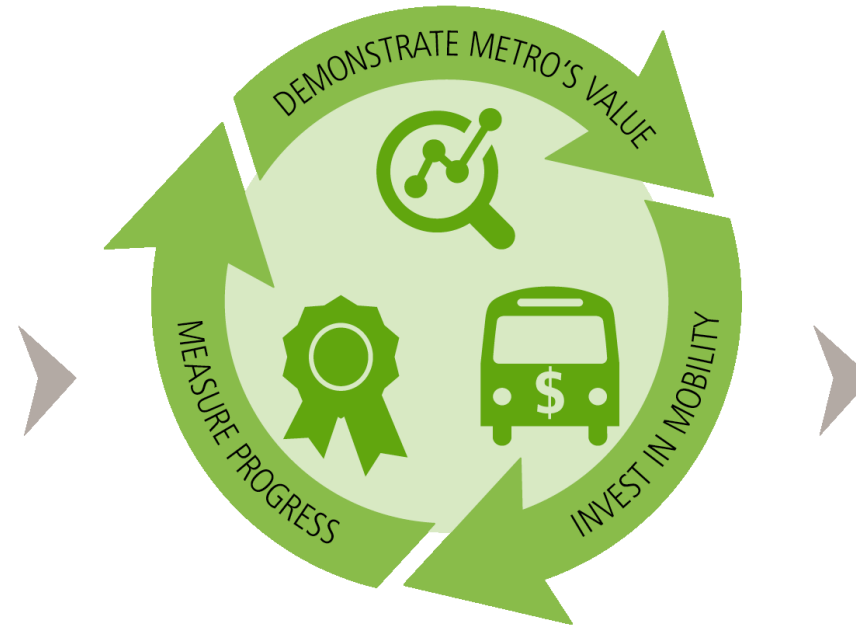


Metro's vision and focus areas

The Long Game



A mobility agency that connects people and communities



Roadmap to continuously improve, innovate, engage, and show the value of transit



Vision of the future co-created with community

Customer-driven, policy guided



- **Quality service:** reliable, frequent, and fast
- **Safety:** safe, clean stops, shelters, lighting, sidewalks, including night-time
- **Availability:** More service, more places



Current investments

Safe

- Recent increases in transit security staffing levels
- Extend the Safety, Security, and Fare Enforcement (SaFE) Reform Initiative
- Stood up Safety Emphasis Coordination program
- Participate in and fund the Regional Transit Safety Task Force

Clean

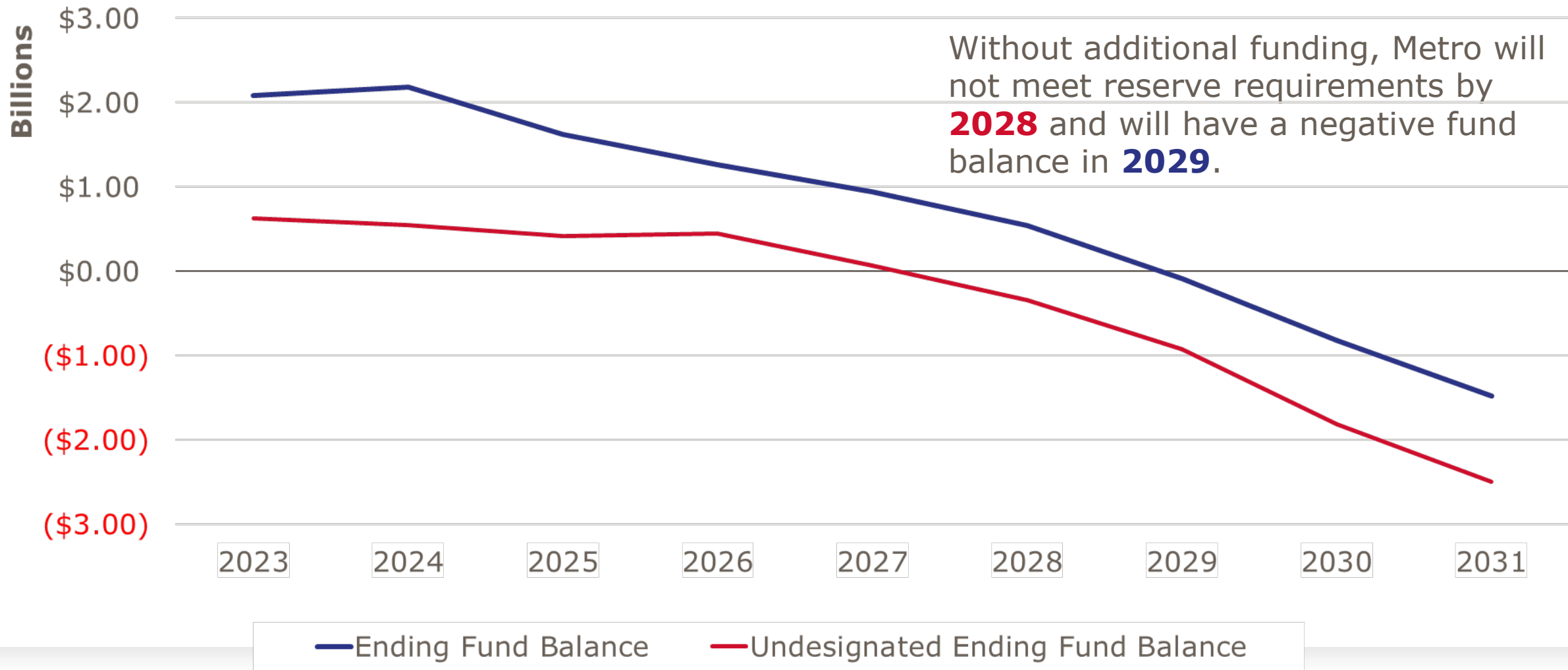
- Increased passenger facility cleaning at high-priority bus stops, providing quicker response to emergent issues
- Sustaining higher level of cleaning on coaches
- Advancing commitment to zero emissions: will operate service out of Metro's first fully electric base, Tukwila Base, starting in spring 2026

Reliable

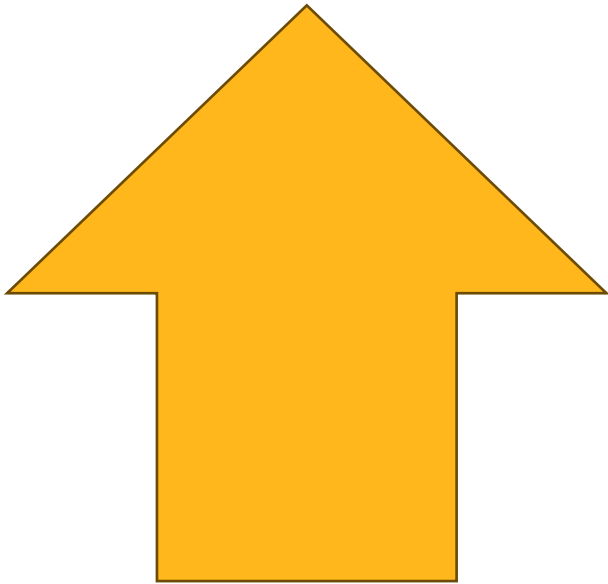
- Increased staffing to continue restoring suspended service and expanding Link light rail
- Improving recruitment, training, and retention to build and strengthen workforce capacity
- Designing and building RapidRide I, J, K, and R Lines

Financial picture: resource challenges ahead

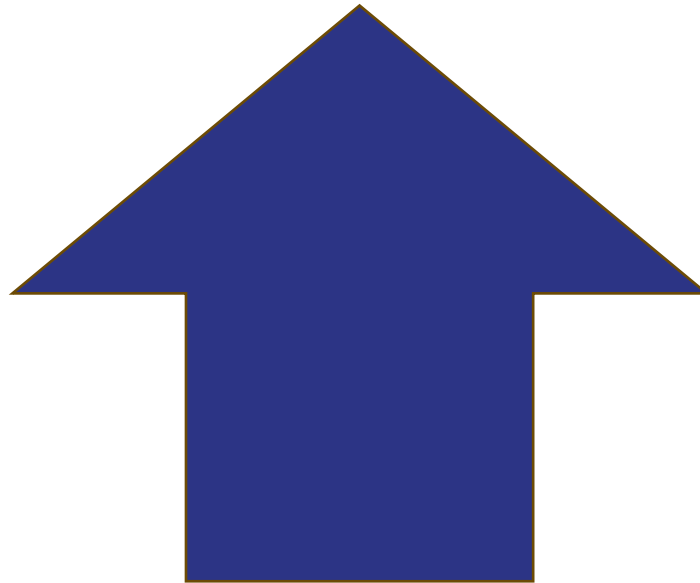
Metro's fund balance, 2023-2031



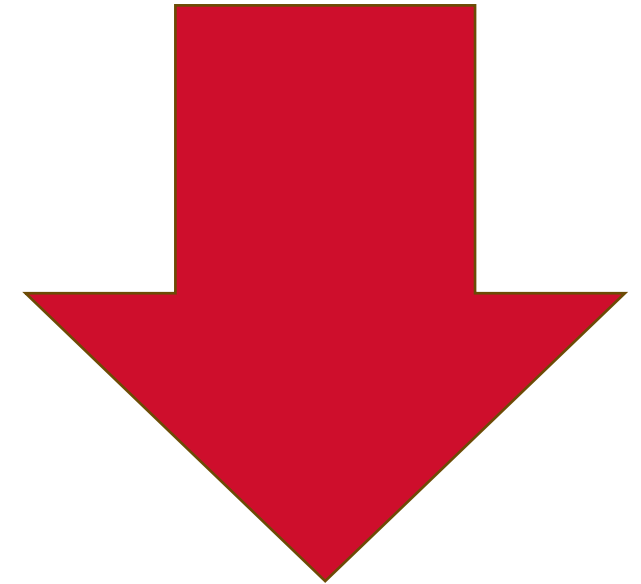
Growing costs, weak revenue projections drive the reserve shortfall



Rising personnel costs



Continued inflation and high costs for equipment, services, and supplies



Flat projections for sales tax and farebox recovery, uncertain federal funding

Where Metro goes from here: sustain and grow

Metro's commitments*

- **Grow service**
 - Continue service recovery and growth
 - Build RapidRide I, J, K and R lines
- **Redesign service**
 - Adjust service levels, schedules and routing to meet customer needs
 - Engage with communities
- **Invest in safety**
 - Continue current investments
 - Focus on priorities identified by the Regional Safety Task Force
- **Fully convert to zero-emissions**
- **Stabilize and grow our workforce**

*All commitments require additional funding



Factors that influence Metro's commitments

- Projects implemented in multiple phases to best match current workforce capacity and other network changes
- Workforce capacity
 - Bus operators
 - First-line supervisors
- Other network changes
 - Link light rail openings
 - ST Express and WS Ferries changes
 - City of Seattle partnership
- Federal funding
- Partnerships



With additional revenues, Metro can...

Delay our revenue shortfall

- Deplete reserves in 2030s, instead of 2028-2029 biennium
- Funding cliff - where we will have spent down our reserves - could be pushed out with additional KCTD revenue

Stabilize and grow

- Deliver our commitments
- Make strides towards Metro Connects and Interim Network
- Grow Metro's fleet and operations capacity
- Improve the busiest routes
- Integrate rail lines into transit system

Invest in what matters most

- Build trust with customers and employees
- Focus on areas of greatest need
- Encourage ridership & connect with people
- Additional safety and security improvements

Closing and questions



King County | ***Regional Transit Safety Task Force***

King County Transportation District Meeting

June 2, 2025

King County Transportation District

June 2, 2025



LEONE
SOLUTIONS
GROUP

Contents

Introduction

Overview of the King County Regional Transit Safety Task Force formation and objectives

Progress to Date

Timeline of Task Force activities from March – June 2025

Recommendation Themes

Briefing on the challenges & proposed solutions that have surfaced through the Task Force process

Next Steps

Planned Task Force activities through 2025 and beyond



Task Force Objectives

Following the tragic death of Metro Operator Shawn Yim, transit workers, agency leaders, and elected officials recognized the need for a coordinated, region-wide approach to safety. ATU Local 587 called for immediate action, and the King County Council passed a motion in March 2025 to formally create this Task Force and lead the work ahead with intention and care.



**Improve Safety for
Transit Operators,
Staff & Riders**



**Strengthen Regional
Coordination & Unite
Stakeholders for a
Stronger Response**



**Enforce Passenger
Conduct and
Accountability &
Restore Rider
Confidence**



**Fast-Track & Invest
in Measurable
Solutions**

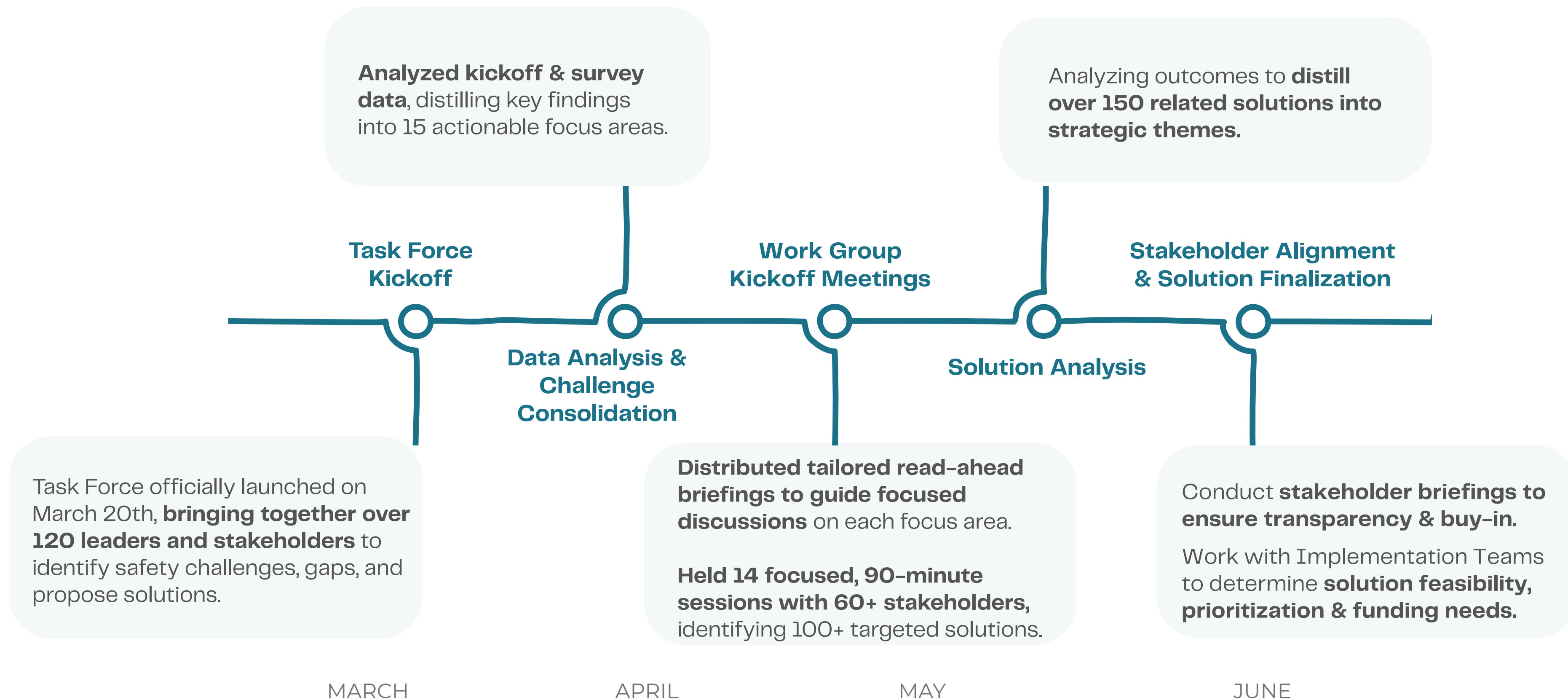
Regional Task Force Participants

These agencies and organizations provide a sample of the regional stakeholders who have contributed insights and expertise to the Task Force process since its inception.





Progress to Date



Recommended Solutions Themes

The King County Regional Transit Safety Task Force was established to deliver coordinated, data-informed, and community-rooted solutions to the region's most pressing transit safety challenges. Drawing from the expertise of operators, transit agencies, care providers, riders, community partners, and law enforcement, this set of recommendations consolidates over 160 proposed solutions into a structured framework for action.

**Regional
Coordination &
Incident
Response**

**Staffing
Expansion &
Field Capacity**

**Workforce
Training &
Support**

**Public
Messaging &
Campaigns**

**Care-Based
Safety
Response**

**Transit
Employee &
Rider
Reporting**

**Built
Environment &
Safety Design**

**Youth
Engagement &
Safety**

Regional Coordination & Incident Response

King County's transit system is governed by a web of overlapping jurisdictions, which leads to delays and confusion during emergencies and inconsistent safety responses. Operators frequently encounter different expectations across routes, contributing to frustration and risk. Without formal agreements and unified tools, even well-intentioned safety efforts fall short of delivering consistent protection for riders and staff.

EXAMPLES OF RECOMMENDED SOLUTIONS



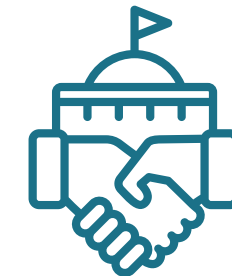
Regionwide Response Protocols & MOUs

Agencies operate with different procedures and response standards, creating friction during incidents that cross jurisdictional lines. Establishing formal MOUs and shared response protocols ensures faster, more predictable intervention across cities, counties, and transit systems.



Systemwide Code of Conduct

There is no regionwide Code of Conduct, and frontline staff report unclear enforcement guidance. A shared standard with aligned training and signage would clarify expectations and support more consistent, confident enforcement across the system.



Policy & Legislative Alignment

Current laws exclude key safety needs, from permitting Narcan and defining assault on workers to firearm bans that don't apply on transit vehicles. Regionwide action must close these gaps, support care-based approaches, and ensure consistent standards across agencies.

Care-Based Safety Response

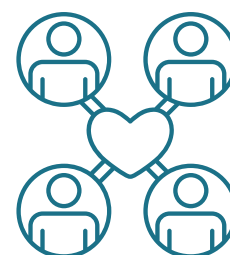
Transit staff and riders consistently face behavioral health crises, substance use, and housing instability on the system, yet few care-based options exist to prevent escalation to law enforcement. Outreach teams are limited in number, often unavailable after hours, and rarely integrated into response plans. Operators are left to handle complex situations without support. King County needs an expanded, coordinated care infrastructure that reduces reliance on enforcement while connecting riders to appropriate services.

EXAMPLES OF RECOMMENDED SOLUTIONS



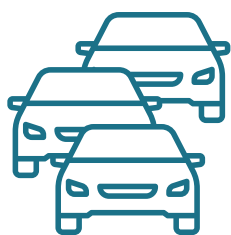
24/7 Outreach Team Deployment

After-hours incidents often leave operators unsupported, forcing them to manage behavioral health crises alone. Deploying outreach teams around the clock would provide timely, care-based alternatives and reduce reliance on enforcement.



Crisis Care Access

Outreach teams lack alternatives to jail or hospitals during behavioral health crises. A regional drop-off center would support safe, non-enforcement transfers and connect riders to care, recovery, and housing services.



Outreach Vehicle Access & Field Support Cars

Outreach teams lack access to dedicated vehicles, limiting their ability to respond quickly or reach high-need transit sites. Providing mobile field unit with necessary vehicles would expand care coverage, reduce delays, and improve safety for riders and frontline staff.

Staffing Expansion & Field Capacity

Transit operators and riders routinely experience gaps in field support, especially during evenings, on low ridership routes, or at high activity sites. Solutions must reflect the distinct roles played by different staffing types: law enforcement, care teams, and unarmed safety staff. Strategic staffing expansion requires tailoring investments to each of these roles to ensure safety presence, reduce operator burden, and build rider trust.

EXAMPLES OF RECOMMENDED SOLUTIONS



Law Enforcement & Transit Security Presence

Transit-specific law enforcement coverage is limited, reducing deterrence and slowing emergency response. Expanding dedicated officers, particularly in key corridors, would support operators and complement care-based strategies.



Outreach & Care-Based Teams

Behavioral health, substance use, and housing needs are common but underserved across the system. Increasing outreach and case management staffing, particularly for high-need routes and programs like LEAD, would enhance support and reduce enforcement reliance.



Ambassadors & Non Enforcement Safety Staff

Transit lacks enough unarmed staff to de-escalate situations and assist riders. Scaling trained ambassadors would provide a visible, supportive presence across vehicles and stations, improving public safety and the perception of safety for both riders and operators.

Transit Employee & Rider Reporting

Operators across King County agencies described unclear criteria for what should be reported, limited guidance on how to file reports, and little follow-up after submission. This lack of response discouraged future use. Riders reported inconsistent signage and QR codes, limited language access, and uncertainty about where their reports go or whether they result in action. Stakeholders proposed establishing separate systems for employees and riders that are multilingual, accessible, and equipped with follow-up protocols and protections for those who report.

EXAMPLES OF RECOMMENDED SOLUTIONS



Operator-Initiated Reporting Protocols & Tools

Operators use different tools and lack clear guidance on what to report. Stakeholders proposed a regionwide system with shared categories, clear criteria, and confirmation receipts to improve accuracy and consistency across agencies.



Rider-Initiated Reporting Tools

Riders noted inconsistent signage, QR codes, and access to real-time reporting. Stakeholders proposed a regionwide tool, including a mobile app and hotline options, to report concerns quickly in multiple languages and formats.



Incident Follow Up Protocols

Operators said reports are submitted but not consistently acknowledged. A shared system that tracks submissions and provides status updates was proposed to improve accountability and encourage continued use.

Workforce Training & Support

Transit workers receive baseline training, but operators consistently report gaps in preparedness for real-world incidents. Existing programs are often classroom-based and not tailored to the daily challenges operators face, including behavioral health crises, youth interactions, and conflict de-escalation. While some mentorship, training, and job aid tools exist within agencies, stakeholders identified major inconsistencies in access, content, and visibility across the region.

EXAMPLES OF RECOMMENDED SOLUTIONS



Comprehensive & Ongoing Training

Operators said training lacks relevance to real-world needs. Stakeholders proposed instruction tailored to roles and covering ADA compliance, youth engagement, trauma-informed response, de-escalation, substance use, crisis recognition, and gender-based safety.



Tools & Quick Reference Aids

Operators said they lack real-time guidance while on duty. Laminated cards, mobile job aids, and clear reference tools would help guide on-the-spot decision-making and responses.



Peer Mentorship & Advancement Pathways

Some operators already coach peers, but efforts are informal or pilots and not widely implemented. Stakeholders proposed expanding formal mentorship programs and incentives for peer coaches to improve support, retention, and consistency regionwide.

Built Environment & Safety Design

Transit environments vary widely in safety, design, and usability. Poor lighting, obscured sightlines, limited accessibility, and emergency infrastructure create unsafe conditions and unequal experiences. Stakeholders emphasized the need for consistent, accessible, and safe transit environments regionwide.

EXAMPLES OF RECOMMENDED SOLUTIONS



Lighting, Visibility & Sightlines

Many stops and vehicles are poorly lit or obstructed, increasing risk and reducing perceived safety. Upgrading lighting and removing obstructions would improve visibility and prevent harm, especially during early morning and late evening hours.



Emergency Alert Infrastructure

Operators said many vehicles and stations lack functioning panic buttons or silent alarms. Installing standard emergency alert systems would allow staff to discreetly signal threats, speed up emergency response, and improve systemwide safety.



Operator Protective Partitions

Operators reported safety risks due to direct passenger exposure. Stakeholders proposed installing protective partitions on all buses and retrofitting older vehicles to reduce assault risk, improve operator safety, and standardize protections systemwide.

Youth Engagement & Safety

Youth-related violence and intimidation were cited as major concerns at specific transit locations and stakeholders noted that current responses are inconsistent and overly reliant on law enforcement, with few youth-centered prevention strategies in place. Frontline staff lack dedicated tools or plans to manage youth conflict, and temporary surge deployments have not led to sustained improvements. Members emphasized the need for visible, youth-appropriate safety strategies and called for authentic youth engagement in shaping solutions.

EXAMPLES OF RECOMMENDED SOLUTIONS



Youth Transit Access

To minimize fare-related confrontations and reduce negative interactions with youth, stakeholders proposed expanding fare-free programs that integrate ORCA cards with student ID cards.



Youth Ambassador Engagement

Youth often board transit without guidance on expectations or safety. Stakeholders proposed peer-led ambassador programs and youth orientation efforts to promote awareness, build safety culture, and reduce conflict.



Youth-Specific Outreach & Programming

Outreach to youth on transit is limited and not coordinated across agencies. Expanding culturally relevant engagement through mentorship, pop-ups, and partnerships with schools or youth orgs would build connection and deter enforcement-heavy interventions.

Public Messaging & Campaigns

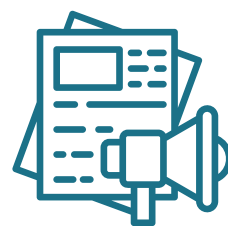
Public-facing safety communication is often disjointed, inconsistent. Riders receive unclear messaging on how to access help, what behavior is expected, and what safety initiatives are underway. Stakeholders emphasized the need for unified campaigns that speak to diverse communities, improve reporting awareness, and rebuild trust across the region.

EXAMPLES OF RECOMMENDED SOLUTIONS



Rider Conduct Campaigns

Riders said safety messaging varies widely and lacks clarity on expected behavior. A unified regional campaign—across signage, announcements, and digital platforms—would reinforce conduct expectations and increase shared accountability.



Reporting Education

Many riders are unaware of how to report safety concerns. Campaigns with clear visuals, QR codes, multilingual content, and guidance on when and how to report would increase transparency and trust in the system.



Community Partnership & Amplification Channels

Community groups expressed willingness to support messaging but said they lacked tools and coordination. Equipping partners with campaign materials, translation tools, and shared distribution plans would extend reach and ensure cultural relevance.



“ We must restore order, safety, and accountability for one’s actions on public transit. All politicians, police forces, and transit leaders in King County are responsible for and must work more closely together to improve public and transit safety. ”

*Greg Woodfill, President,
ATU Local 587*



“ We recognize the need for this task force because our agency alone cannot make our communities safer. We look forward to collaborating with cities and other partners to take meaningful actions to improve safety and security for everyone in the region. ”

*Michelle Alison, General Manager,
King County Metro*



“ It is a reminder to take a holistic approach to public safety. This forum is an opportunity to make solutions that are not just effective but wise and compassionate. ”

*Dow Constantine, CEO
Sound Transit*



Task Force Next Steps

Solution Finalization

Conduct stakeholder meetings in June and July to determine solution feasibility, prioritization, funding needs and implementation strategies.

Stakeholder Alignment & Public Commitment

Host July 9 Public Commitment Event at Machinists Union Hall.

Solution Plan Implementation & Monitoring

Publish Regional Transit Safety Plan, implement & monitor solutions, key milestones and performance indicators.

Briefing to King County Council

Address requirements of the Task Force Motion via King County Council briefing by September 30, 2025.



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

TD Resolution

Proposed No. TD2025-02.1

Sponsors Dembowski and Perry

1 A RESOLUTION of the King County transportation
2 district, fixing and imposing a one-tenth of one percent
3 sales and use tax within the boundaries of the district to
4 finance transportation improvements, as authorized by
5 RCW 36.73.040, 36.73.065, and 82.14.0455.

6 WHEREAS, chapter 36.73 RCW authorizes counties to establish transportation
7 benefit districts for the purpose of acquiring, constructing, improving, providing, and
8 funding transportation improvements, as defined in RCW 36.73.015, within the district,
9 and

10 WHEREAS, Ordinance 17746 established the King County transportation district
11 with the authority to fund, acquire, construct, operate, improve, provide, maintain, and
12 preserve certain transportation improvements, defined in the ordinance to include
13 specified categories of projects or programs contained in the transportation plan of the
14 Puget Sound Regional Council, King County, or a city within King County, and

15 WHEREAS, the King County council is the governing board of the transportation
16 district, acting in an ex officio and independent capacity, with the authority to exercise
17 the statutory power in chapter 36.73 RCW, and

18 WHEREAS, the geographical boundaries of the King County transportation
19 district are coterminous with the boundaries of King County, and

20 WHEREAS, RCW 36.73.065 authorizes the district to fix and impose up to a one-
21 tenths of one percent sales and use tax for up to ten years within the district in accordance
22 with RCW 82.14.0455 upon a majority vote of the governing body of the district for the
23 purpose of financing transportation improvements of the district, and

24 WHEREAS, the King County road services division of the department of local
25 services manages approximately one thousand five hundred miles of roads, one hundred
26 eighty-eight bridges, more than three million linear feet of drainage pipe, more than
27 twenty-eight thousand culverts, more than seven hundred crosswalks, and two hundred
28 seventy-five miles of sidewalk in the county's unincorporated areas outside of cities, and

29 WHEREAS, roads in unincorporated King County support more than one million
30 trips every day, including people traveling to work, school, and recreation, businesses,
31 farmers delivering goods and services, and emergency responders reaching people who
32 need assistance, and

33 WHEREAS, the 2014 Strategic Plan for Road Services indicated that a structural
34 funding crisis caused by a combination of municipal annexations, state limitations on
35 available revenue options, and aging infrastructure, meant that the King County road
36 services division was able to collect less than half the revenue it needed each year to
37 maintain the existing road system in unincorporated King County, and

38 WHEREAS, the 2023-2024 business plan developed by the King County road
39 services division indicates that the structural funding crisis, which has not been addressed
40 during the last decade, means that dedicated funding for capital projects will be exhausted
41 in 2029, significantly constraining King County's capacity to maintain, improve, and
42 replace aging and failed components of the road system, and

43 WHEREAS, aging infrastructure and inadequately maintained facilities have
44 resulted in a road network that is in decline and at risk of failure, and without sufficient
45 funding King County will be unable to maintain the existing road system, respond to
46 emergency situations, and provide for safe and efficient travel for road users, and

47 WHEREAS, among the priorities for the King County road services division are
48 roadway preservation projects to maintain pavement conditions, drainage preservation
49 projects to protect road users and existing roadway structures by eliminating failed or
50 failing drainage systems, culvert replacement projects to promote fish passage and
51 complement King County's collaboration with Tribal governments' salmon recovery
52 efforts, short span timber bridge replacement projects to replace the forty-four aging
53 timber bridges that are less than twenty feet long and are therefore not eligible for federal
54 funding, intersection improvement projects to improve roadway safety for road users,
55 snow and ice removal during inclement weather, and ongoing maintenance of roads,
56 bridges, drainage pipe, culverts, crosswalks, and sidewalks, and

57 WHEREAS, the transportation improvements provided and maintained by the
58 King County road services division are eligible, under chapter 36.73 RCW and Ordinance
59 17746, to be paid for with revenues imposed by the King County transportation district
60 within the boundaries of the district for transportation improvements, and

61 WHEREAS, given the need for additional revenues to acquire, construct, operate,
62 improve, provide, maintain, and preserve the road network in unincorporated King
63 County, it is appropriate for and in the best interests of the district to authorize funding
64 for transportation improvements to support the unincorporated area road network, and

65 WHEREAS, King County's Metro transit department is the largest public
66 transportation agency in the Puget Sound region, providing mobility opportunities each
67 day throughout King County through a combination of fixed-route, contracted, shared,
68 and flexible transit services, and

69 WHEREAS, in 2025, the Metro transit department will serve more than eighty-
70 seven million riders, with nearly three hundred thousand boardings each weekday, and

71 WHEREAS, the financial, operational, and public health impacts of the pandemic
72 required the Metro transit department to reduce transit service levels beginning in March
73 2020, and

74 WHEREAS, due to a combination of changing ridership patterns and ongoing
75 efforts to rebuild operational capacity, the Metro transit department currently provides
76 approximately eighty-nine percent of prepandemic transit service levels for
77 approximately sixty-nine percent of prepandemic ridership, and

78 WHEREAS, to continue to provide transportation operations in a safe, reliable,
79 and convenient manner by efficient use of a qualified and responsible workforce, and to
80 respond to local and national workforce trends and wages, as well as the ongoing
81 shortage of qualified employees, Ordinance 19668 approved a collective bargaining
82 agreement between King County and the Amalgamated Transit Union, Local 587, which
83 will provide for wages, hours, and working conditions through October 31, 2025, for
84 approximately three thousand seven hundred operations, vehicle maintenance, transit
85 facilities, and customer service employees, and

86 WHEREAS, it is crucial to maintain ongoing partnerships with the labor unions
87 that represent transit and roads employees in constructing and operating safe roads and
88 transit services, and

89 WHEREAS, to promote safe roads and safe transit, the safety and security of road
90 users, transit riders, and employees is crucial and might require additional investments in
91 capital improvements, including road user, transit rider, and employee safety
92 enhancements, security personnel, and equipment, and

93 WHEREAS, the Metro Connects long-range plan, which was adopted in 2021 by
94 Ordinance 19367, outlines a vision for responding to population growth and increased
95 transportation needs through an expanded public transit network that could serve up to
96 200 million riders each year by 2050 by providing the transit services, fleet, and
97 supporting capital infrastructure needed to accommodate regionally forecasted growth
98 throughout King County, and

99 WHEREAS, the King County Metro Service Guidelines, which were also adopted
100 in 2021 by Ordinance 19367, provide the criteria and methodology to develop, modify,
101 and evaluate transit services to achieve the goals set in Metro Connects, based on the
102 performance of each transit route and the needs of the communities served by the Metro
103 transit department's mobility services, and

104 WHEREAS, ensuring the safety and security of the transit network and restoring
105 and rebuilding the transit network following the service reductions necessitated by the
106 pandemic, and implementing the Metro Connects long-range plan will require additional
107 resources, and

108 WHEREAS, the Metro transit department's long-term financial plan is currently
109 unable to support the various policy commitments made without new revenue, and

110 WHEREAS, the public transportation and mobility services provided by the
111 Metro transit department are eligible, under chapter 36.73 RCW and Ordinance 17746, to
112 be paid for with revenues imposed by the King County transportation district within the
113 boundaries of the district for transportation improvements, and

114 WHEREAS, given the need for additional revenues to acquire, construct, operate,
115 improve, provide, maintain, and preserve public transportation improvements, including
116 mobility services, transit fleet, and associated programming and capital investments, it is
117 appropriate for and in the best interests of the district to authorize funding for
118 transportation improvements, including public transportation and mobility services
119 countywide;

120 BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE KING
121 COUNTY TRANSPORTATION DISTRICT:

122 **SECTION 1. Imposition of sales and use tax.**

123 A. The board of supervisors of the King County transportation district imposes a
124 sales and use tax of one-tenth of one percent under RCW 36.73.040(3)(a),
125 36.73.065(4)(a)(v), and 82.14.0455, to raise revenue to pay for transportation
126 improvements.

127 B. The sales and use tax shall be imposed for ten years.

128 C. The sales and use tax shall be in addition to any other taxes authorized by
129 other jurisdictions and shall be collected from those persons who are taxable by the state
130 under chapters 82.08 and 82.12 RCW, as amended, upon the occurrence of any taxable

event within the King County transportation district's boundaries, which are the geographic boundaries of King County.

D. The sales and use tax shall not apply to sales of lodging to the extent that the total sales tax rate imposed on such sales of lodging would exceed the greater of:

1. Twelve percent; or

2. The total sales tax rate that would have applied to the sale of lodging if the sale were made on December 1, 2000, to the extent required by RCW 82.14.410.

SECTION 2. Distribution of revenues.

A. The sales and use tax imposed in section 1 of this resolution shall first pay any administrative costs incurred by the King County transportation district, including for any administrative costs to the state Department of Revenue not to exceed two percent of the taxes collected as required by RCW 82.14.050.

B. The King County transportation district intends to contract with King County to expend the remaining revenues.

C. Of all remaining revenues, fifty percent shall be distributed to the King County road services division and fifty percent shall be distributed to the Metro transit department.

SECTION 3. Use of revenues and description of transportation improvements.

A. The sales and use tax revenues, less the administrative costs identified in Section 2 of this resolution, shall be used by the district consistent with chapter 36.73 RCW, Ordinance 17746, and this resolution to pay for transportation improvements permitted under that authority, including but not limited to, the acquisition, construction,

operation, improvement, provision, maintenance, and preservation of public transportation facilities, services, programs, and roads.

B. Revenues distributed to the King County road services division shall be used to acquire, invest in, construct, improve, provide, operate, preserve, maintain, or pay for transportation improvements focused on the following high priority road and bridge needs:

1. Preserving essential county safety and preservation programs, including pedestrian and bicyclist access and safety;
2. Preserving necessary levels of operations and maintenance, including health and safety of employees;
3. Addressing emerging maintenance, repairs, and improvements as necessary to keep roads and bridges open and functional to meet increasing needs;
4. Implementing pavement preservation projects to extend the life of existing roadways and reduce long-term costs;
5. Implementing intersection safety projects;
6. Conducting bridge replacement;
7. Implementing bridge load upgrade program projects; and
- 8.. Providing local matching moneys to leverage grant opportunities.

C. Revenues distributed to the Metro transit department shall be used to acquire, invest in, construct, improve, provide, operate, preserve, maintain, or pay for Metro transit department public transportation improvements, including mobility services, transit fleet, transit safety and security, and associated capital investments, consistent with the policies, criteria, and methodology in the King County Metro Strategic Plan for

Public Transportation 2021-2031, the King County Metro Service Guidelines, and the Metro Connects long-range plan, as adopted by Ordinance 19367, or future council-adopted policies by ordinance, with a priority on systemwide safety and security enhancements, including:

1. Transit operator safety, with an initial focus on the installation of operator safety shields in new and existing fleet; and
2. Transit rider safety, including, but not limited to, safety and cleanliness at bus stops and transit centers and on coaches.

SECTION 4. Ability to bond against sales and use tax revenues. To carry out the purposes of this resolution and consistent with RCW 36.73.070 and RCW 82.14.0455 as now existing, as hereafter amended or as superseded, King County may issue general obligation bonds within the limitations as now existing or hereafter prescribed by the laws of this state. The county may pledge the sales and use tax revenues to the payment of bonds as part of the security for the bonds.

SECTION 5. Accountability. At the end of the sixth year of collections, the board of supervisors of the King County transportation district shall review the projects and programs carried out with these sales and use tax revenues for consistency with this resolution. To inform the review, the road services division and the Metro transit department shall identify and evaluate projects implemented with these sales and use tax revenues and provide that information in a letter to the King County transportation district by October 31 of each year.

198 **SECTION 6. Severability.** If any provision of this resolution or its application to
199 any person or circumstance is held invalid, the remainder of the resolution or the
200 application of the provision to other persons or circumstances is not affected.

201 **SECTION 7. Effective date.** This resolution takes effect immediately after
202 passage of this resolution, but the additional sales and use tax imposed by section 1 of
203 this resolution applies only to taxable events occurring from the earliest practicable date
204 consistent with RCW 82.14.055.

KING COUNTY TRANSPORTATION
DISTRICT
KING COUNTY, WASHINGTON

Claudia Balducci, Chair

ATTEST:

Melani Hay, Clerk of the District

Attachments: None



King County

King County Transportation District

STAFF REPORT

Agenda Item:	7	Name:	Mary Bourguignon
Proposed No.:	TD2025-02	Date:	June 2, 2025

SUBJECT

Proposed Resolution TD2025-02 would impose a countywide 10-year 0.1% sales tax for transportation improvements, with revenues distributed equally to Roads and Metro.

SUMMARY

Washington state law¹ allows cities and counties to create local Transportation Benefit Districts (TBDs), independent governments that fund and implement transportation improvements. Nineteen cities in King County have established local TBDs. King County also has a TBD, the King County Transportation District (KCTD). The KCTD encompasses the geographic boundaries of King County and is governed by a Board of Supervisors comprised of the nine King County Councilmembers.

State law gives TBDs access to a number of funding sources, one of which is the sales tax. TBDs have access to a total of 0.3% in increased sales tax, of which 0.1% can be imposed by the TBD Board and 0.2% requires a popular vote after approval by the TBD.

Proposed Resolution TD2025-02 would impose a countywide 10-year 0.1% sales and use tax for transportation improvements, with revenues distributed equally between the Road Services Division (Roads) and the Metro Transit Department (Metro).

The revenues allocated to Roads would be focused on safety, preservation, and maintenance projects, including those needed to keep roads and bridges open. The revenues allocated to Metro would be focused on safety and security enhancements for bus operators and riders, as well as on implementing the transit service outlined in the adopted Service Guidelines and the Metro Connects long-range plan.

According to March 2025 estimates by the Office of Performance, Strategy, and Budget, a countywide 0.1% sales tax would currently generate approximately \$95 million per year. The estimated impact to a median income household would be \$40 per year.

In terms of timing, if the KCTD approves the Resolution and notifies the Washington State Department of Revenue by October 18, collections would begin January 1, 2026.

¹ RCW 36.73

BACKGROUND

Transportation Benefit Districts. Washington state law² allows for the creation of local Transportation Benefit Districts (TBDs), which are independent governments created to fund and implement transportation improvements. TBDs may be established by the legislative authority of a county or city, and they can encompass territory within a jurisdiction's boundaries, the boundaries of multiple jurisdictions, or a portion of the territory within a jurisdiction's boundaries.³

In addition to King County, 19 local jurisdictions in the county have established TBDs: Black Diamond, Burien, Covington, Des Moines, Duvall, Enumclaw, Issaquah, Kenmore, Kirkland, Lake Forest Park, Maple Valley, Mercer Island, Normandy Park, North Bend, Redmond, Renton, Seattle, Shoreline, and Snoqualmie.

TBD funding sources. State law gives TBDs access to a range of voter-approved and councilmanic funding sources, which can be used for "transportation improvements," defined as projects "contained in the transportation plan of the state, a regional transportation planning organization, city, county, or eligible jurisdiction." Eligible transportation improvements may include investments in new projects or the operation, preservation, and maintenance of existing transportation improvements.⁴

A list of funding sources available to TBDs can be found as Attachment 2 to this staff report.⁵

Some of these funding sources, such as development impact fees, tolls, or local improvement districts, can only be used for specific development projects or for defined geographic areas. Others, such as sales tax and vehicle license fees, can be used for general transportation improvements within the boundaries of the TBD.

In terms of the sales tax, TBDs have access to a total of 0.3% in increased sales tax, of which 0.1% can be imposed by the TBD Board (councilmanic)⁶ and 0.2% requires approval by voters after action by the TBD Board.⁷

Of the 19 cities within King County that have established TBDs, 12 have imposed some level of TBD sales tax, either councilmanic, voter-approved, or both: Covington, Duvall, Enumclaw, Issaquah, Lake Forest Park, Maple Valley, North Bend, Redmond, Renton, Seattle, Shoreline, and Snoqualmie.

Table 1 lists the jurisdictions that have established TBDs, as well as the funding sources these TBDs have imposed, including both sales tax and vehicle license fees.

² RCW 36.73

³ RCW 36.73.020

⁴ RCW 36.73.015(6)

⁵ Note that in addition to the King County Transportation District (King County's TBD), Metro and King County also have access to different funding sources. A list of these funding sources, as of May 2022, can be found in the Metro Connects Implementation Report (Motion 16155, [link](#)).

⁶ RCW 82.14.0455; 36.73.040(3)(a)

⁷ RCW 82.14.0455; 36.73.040(3)(a)

Table 1. King County Local Jurisdictions with TBDs, March 2025⁸

City	Established	Sales Tax	Vehicle License Fee (VLF)
Black Diamond	2015		\$20
Burien	2009		\$20
Covington	2013	0.3%	\$20
Des Moines	2008		\$40
Duvall	2015	0.20%	
Enumclaw	2013	0.10%	\$20
Issaquah	2018	0.10%	
Kenmore	2012		\$20
Kirkland	2014		\$20
Lake Forest Park	2008	0.10%	\$50
Maple Valley	2012	0.10%	\$20
Mercer Island	2014		\$20
Normandy Park	2013		\$20
North Bend	2011	0.20%	
Redmond	2023	0.10%	
Renton	2023	0.10%	
Seattle ⁹	2010	0.15%	\$50
Shoreline	2009	0.20%	\$40
Snoqualmie	2010	0.30%	

King County Transportation District. In 2014, King County created the King County Transportation District (KCTD) as a TBD for the county.¹⁰ The KCTD's geographic boundaries are those of King County.¹¹ It is governed by a Board of Supervisors made up of the members of the King County Council.¹² The KCTD is a separate government from King County. If it were to raise revenue, the KCTD could contract with King County to use the revenue, or the KCTD and its duties could be assumed into King County.¹³

⁸ Municipal Research and Services Center, March 2025 list of Transportation Benefit Districts ([link](#))

⁹ In 2014, Seattle voters approved a \$60 VLF and 0.1% sales tax increase. In 2020, voters renewed with a 0.15% sales tax only. The Seattle City Council (which has assumed the TBD into Seattle government) incrementally imposed a \$50 VLF.

¹⁰ Ordinance 17746. The KCTD replaced a prior King County TBD.

¹¹ The KCTD Board could choose to change its boundaries, if desired, with 10 days advance notice and a public hearing. Note that, per state law, King County can have only one TBD at a time (though each city within King County can have its own TBD).

¹² Resolution TD2014-01

¹³ As examples of these approaches, the King County Flood Control District is a separate government that carries out its work through an Interlocal Agreement with King County to perform needed duties (see

Past KCTD and King County action on transportation funding. The KCTD Board met in 2014 to place a roads and transit funding measure on the ballot, which was not successful; and met again in 2020 to consider placing a transit funding measure on the ballot, but did not act due to the onset of the Covid-19 pandemic. In addition, the Executive proposed potential County (not KCTD) funding measures for County roads in 2020 and 2021, but the Council did not act on those measures due to the pandemic.

- In February 2014, the KCTD placed a 10-year countywide transit and roads funding measure on the April ballot.¹⁴ The measure consisted of a \$60 vehicle license fee and 0.1% sales tax. It was estimated to raise \$135 million in 2015, the first full year of collections. The proposed funding measure would have distributed 60% of the revenues raised to Metro and 40% to Roads and local jurisdictions for roadway improvements, with the distribution based on population. The funding resolution was not approved by voters.

Subsequently, the City of Seattle's TBD¹⁵ placed a Seattle-specific, six-year transit funding measure on the November 2014 ballot,¹⁶ comprised of a \$60 vehicle license fee and a 0.1% sales tax. Seattle voters approved this measure. By 2020, the Seattle transit funding measure was collecting \$63.4 million annually, of which up to \$3 million a year was used to support regional transit service, up to \$2 million a year was used to support low-income access to transit, and the remainder was used to purchase additional transit service from Metro through a Community Mobility Contract¹⁷ approved by the City and County. In 2019, this contract supported the purchase of approximately 350,000 service hours from Metro, nearly 10% of the total fixed-route service hours Metro was operating at the time.

- In March 2020, in advance of the December 2020 expiration of the Seattle transit funding measure, the KCTD Board met to discuss the possibility of placing a countywide transit funding measure on the August ballot.¹⁸ The measure under discussion would have authorized submittal to voters of a 10-year 0.2% sales tax, which was estimated to collect \$160 million in 2021. Those discussions were tabled due to the onset of the Covid-19 pandemic.

Subsequently, the City of Seattle¹⁹ placed a transit funding renewal measure comprised of a 0.15% sales tax on the November 2020 ballot, which Seattle voters approved, and which expires on March 31, 2027.²⁰ In 2025, the Seattle

FCD2021-06). The Seattle TBD, on the other hand, was created as an independent government, but was assumed into the City of Seattle in 2016 (Seattle Ordinance 125070).

¹⁴ Resolution TD2014-03 ([link](#))

¹⁵ The Seattle TBD was created in 2010 through Seattle Ordinance 123397

¹⁶ Seattle TBD Resolution 12

¹⁷ Approved by King County through Ordinance 17978 and by Seattle through Ordinance 124720.

¹⁸ Resolution TD2020-01([link](#))

¹⁹ The City of Seattle assumed the Seattle TBD into Seattle government in 2016 through Seattle Ordinance 125070.

²⁰ The 2020 Seattle transit funding ballot measure was authorized by the Seattle City Council through Ordinance 126115 and imposed through Ordinance 126250. It is comprised of a 0.15% sales tax.

transit funding measure is estimated to collect \$53.7 million. In the years since the measure was renewed, revenues have been used for the West Seattle Bridge, speed and reliability improvements, and youth and low-income fare programs,²¹ as well as to purchase additional transit service from Metro through a Transit Service Funding Agreement.²² In 2023, the Seattle transit funding measure funded 140,000 Metro service hours.

Separately, in both 2020²³ and 2021,²⁴ the Executive proposed that King County (not the KCTD) submit to the voters in unincorporated King County a proposal for a six-year property tax levy lid lift to fund County roads maintenance and preservation. The 2020 measure was estimated to collect approximately \$122 to \$166 million in additional revenue over the six-year levy period; the 2021 measure was estimated to collect approximately \$178 to \$236 million in additional revenue over the six-year levy period. Due to the economic uncertainty caused by the Covid-19 pandemic, neither measure was acted on by the King County Council.

Identified funding needs for Roads and Metro. Both the Road Services Division (Roads) of the Department of Local Services and the Metro Transit Department (Metro) have identified the need for additional funding.

- **Roads** manages approximately 1,500 miles of roads, 188 bridges, 49,000 traffic control signs, 79 traffic signals, 118 miles of guardrail, 58 traffic cameras, 3.5 million linear feet of drainage pipe, 4.6 million feet of drainage ditch, 28,000 culverts, 700 crosswalks, and 275 miles of sidewalk in King County's unincorporated areas.²⁵

The unincorporated area roads system is supported by revenue from a dedicated property tax on unincorporated properties,²⁶ the state gas tax, and grant funding, with the property tax contributing nearly 80% of Roads' revenue during the 2023-2024 biennium.²⁷ Over the years, the combined impact of municipal annexations, state limitations on available revenue options, lingering effects of the 2008 recession, implementation of the Washington State Growth Management Act, voter initiatives, and aging infrastructure has resulted in a structural decline in the County's capacity to fund its road and bridge network.

In January 2016, the Bridges and Roads Task Force identified an annual funding gap of \$250 to \$400 million based on average estimated revenues to Roads of just over \$100 million annually, or less than half the estimated \$220 million needed annually to moderate the decline of the system and minimize risk. Roads'

²¹ As of September 2022, youth ride free on transit (Ordinance 19474)

²² Approved by King County through Ordinance 19240 and by Seattle through Ordinance 12685.

²³ Proposed Ordinance 2020-0110 and Proposed Motion 2020-0111

²⁴ Proposed Ordinance 2021-0206 and Proposed Motion 2021-0207

²⁵ Based on available data from 2024 roads inventory.

²⁶ RCW 36.82.040

²⁷ Ordinance 19546

2023-2024 Business Plan²⁸ indicates that this structural funding crisis means that dedicated funding for capital projects will be exhausted in 2029.

- **Metro** is the largest provider of public transit in the region, operating fixed-route bus and water taxi service, as well as accessible, flexible, and shared services. Metro also operates Link light rail and Sound Transit Express bus service under contract to Sound Transit; and the Seattle Streetcar under contract to the City of Seattle. Metro currently operates approximately 3.9 million transit service hours a year with approximately 87 million boardings anticipated this year, an average of 300,000 boardings each weekday.

Metro's adopted 2025 budget is \$2.1 billion, combined operating and capital.²⁹ Its services are supported by a dedicated 0.9% sales tax; federal and state grants; contracts for service; fares; and a dedicated property tax for water taxi service.

Metro's adopted policies, the Strategic Plan for Public Transportation, King County Metro Service Guidelines, and Metro Connects long-range plan, were updated by the Council in 2021.³⁰ The Service Guidelines set criteria to develop, modify, and evaluate transit service, including identifying where additional transit service is needed. Metro Connects identifies the service and capital investments needed to implement future transit networks in the late 2030s and in 2050. Metro Connects as adopted is not fully funded, with an identified funding gap, as of 2021, of \$724 million each year in unfunded service costs and \$18 billion total in unfunded capital costs by 2050.

In recent years, Metro has also focused on adding safety and security enhancements to protect bus operators and riders. The Task Force on Transit Safety and Security, which is currently meeting and has been requested to present its findings to the Council by September 30, 2025,³¹ may identify additional funding recommendations for safety and security enhancements.

ANALYSIS

Proposed Resolution TD2025-02 would impose a 10 year 0.1% sales and use tax in King County for transportation improvements, with half the revenues being allocated to the Roads and half to Metro. The 0.1% sales tax would be imposed countywide and would be in addition to the TBD sales taxes currently imposed by local jurisdictions, as listed in Table 1, above.³²

²⁸ King County Road Services Division, 2023-2024 Business Plan ([link](#))

²⁹ Ordinance 19861

³⁰ Ordinance 19367

³¹ Motion 16783

³² Note that ESHB 2015 would allow King County (not the KCTD) to impose a 0.1% sales tax for criminal justice funding. Allowable uses for that sales tax would be for activities that substantially assist the criminal justice system, including domestic violence services, public defenders, diversion programs, reentry work for inmates, local government programs to reduce the number of people interacting with the criminal justice system, community placements for juvenile offenders, and community outreach and assistance programs including mental health crisis response.

The 0.1% sales tax that would be imposed is the amount authorized under State law to be imposed by the TBD Board as a councilmanic tax, without a vote of the people.

Estimates provided by the King County Office of Performance, Strategy, and Budget (PSB) in March 2025 indicate that 0.1% sales tax imposed countywide would collect approximately \$95 million per year in its first year of collections.

Authorized use of revenues. Proposed Resolution TD2025-02 states that any revenues collected by the proposed 0.1% sales tax would first be used to pay administrative costs incurred by KCTD, including any administrative costs owed to the State Department of Revenue, not to exceed 2% of the taxes collected.³³

Remaining revenues would be dedicated to transportation improvements as defined in State law,³⁴ with half the revenues to be allocated to Roads and half to Metro. The Proposed Resolution states that KCTD intends to contract with King County to expend these remaining revenues.

- **Roads revenues.** Proposed Resolution TD2025-02 states that the revenues allocated to Roads would be used for eligible transportation improvements as defined in State law, with focus areas to address the following “high priority” road and bridge needs:
 - Preserving essential safety and preservation programs, including pedestrian and bicyclist access and safety
 - Preserving necessary levels of operations and maintenance, including health and safety of employees
 - Addressing emerging maintenance, repair, and improvement needs to keep roads and bridges open and functional to meet increasing needs
 - Implementing pavement preservation projects to extend the life of existing roadways and reduce long-term costs
 - Implementing intersection safety projects
 - Conducting bridge replacement projects;
 - Conducting bridge load upgrade program projects
 - Providing local matching moneys to leverage grant opportunities

These seven “high priority” road and bridge categories mirror those the Council identified during consideration of the 2020 and 2021 Roads levy lid lift proposals and to which the Council intended to distribute the incremental increase in roads levy revenues within the Roads capital and operating programs.³⁵

- **Metro revenues.** Proposed Resolution TD2025-02 states that the revenues allocated to Metro would be used for eligible transportation improvements as defined in State law, consistent with Metro’s adopted policy documents, the Strategic Plan for Public Transportation, King County Metro Service Guidelines,

³³ RCW 82.14.050

³⁴ RCW 36.73.015(6)

³⁵ Proposed Motions 2020-0111, 2021-0207

and Metro Connects long-range plan.³⁶ As described above, the Service Guidelines provide criteria to identify where additional transit service is needed; Metro Connects identifies transit service and capital investments needed for future transit networks through 2050.

The Proposed Resolution also identifies a focus for investment on safety and security enhancements for operators and riders, including operator safety shields, as well as safety and cleanliness enhancements at bus stops, transit centers, and on coaches.³⁷

Proposed Resolution TD2025-02 allows the County to issue general obligation bonds, with the sales tax revenues authorized by the Resolution to be pledged as part of the security for the bonds.

Accountability. Proposed Resolution TD2025-02 requires Metro and Roads to identify and evaluate projects implemented with the proposed 0.1% sales tax in a letter to KCTD by October 31 each year. At the end of the sixth year of collections, the KCTD Board would review the projects and programs implemented to date for consistency with the Resolution.

Fiscal impact. Retail sales taxes currently average 9.7% in King County. Attachment 3 to this staff report lists the total sales taxes currently collected by each jurisdiction within King County, as tabulated by the Washington Department of Revenue for collections between April 1 and June 30, 2025. Attachment 3 also delineates the components that make up King County's sales tax rate.

PSB estimates that an increase in the sales tax by 0.1% would have an annual impact of \$40 on the median income household. This estimate is based on a median household income of \$122,000 and a sales tax ratio of 32.9%, meaning that the median household spends a total of \$40,138 each year on goods subject to the sales tax, resulting in approximately \$3,908 in sales taxes owed. An increase of 0.1% to the sales tax would add \$40 on average to that total.³⁸

In terms of revenues that would be collected by Proposed Resolution TD2025-02, as described above, estimates provided in March by PSB indicate that 0.1% sales tax imposed countywide is currently anticipated to raise approximately \$95 million per year in the first year of collections.³⁹

If distributed as directed in the Proposed Resolution, the proposed 0.1% sales tax would add 0.05% to the 0.9% dedicated sales tax Metro currently collects as a public transit agency. For 2025, this existing 0.9% sales tax is estimated to make up 55.8% of Metro's

³⁶ Ordinance 19367

³⁷ The Task Force on Transit Safety and Security (Motion 16783), which is currently meeting and has been requested to present its findings to the Council by September 30, 2025, may develop recommendations that identify potential investments on transit safety and security enhancements.

³⁸ PSB notes that this total will vary due to the variation among jurisdictions in sales tax rates.

³⁹ Beginning October 1, 2025, the Washington State sales tax will apply to technology and digital services, including advertising, software, and information technology support (WSSB 5814). This could lead to increases in sales tax collections.

operating revenues. As Metro has described in past communications, its increasing reliance on sales tax over the last two decades, after the removal of the Motor Vehicle Excise Tax (MVET) as a funding source for transit agencies, has made it more subject to economic conditions, as sales tax collections vary with economic conditions.⁴⁰

Timeline. Proposed Resolution TD2025-02, as drafted, would take effect immediately upon passage, with the additional sales tax being imposed at the earliest practicable date consistent with State law.⁴¹ State law provides that newly authorized sales tax collections begin:

- a. No sooner than 75 days after the Department of Revenue receives notice of the change, and
- b. Only on the first day of January, April, or July.

For the sales tax to be authorized by Proposed Resolution TD2025-02, given the 75-day timeline after the Department of Revenue is notified and the three dates on which the Department of Revenue begins sales tax collections, if the KCTD Board takes action on the proposed Resolution and notifies the Department of Revenue by October 18, 2025, sales tax collections would begin on January 1, 2026.

ATTACHMENTS

1. Proposed Resolution TD2025-02
2. List of Transportation Benefit District Funding Sources
3. Local Sales and Use Taxes, Department of Revenue, April 1-June 30, 2025
4. Summary Presentation for Proposed Resolution TD2025-02

⁴⁰ As Metro noted in 2014, during its recovery from the 2008 recession, before 2000, Metro relied on the state's motor vehicle excise tax (MVET) for approximately 1/3 of its revenue. After the passage of Initiative 695 and the Legislative's elimination of the MVET for transit agencies, King County voters approved a total of 0.9% sales tax for Metro (increasing from the previous 0.6% to 0.8% and then to 0.9%). Source: Metro Transit's Finances: An Overview, February 2014 ([link](#))

⁴¹ RCW 82.14.055

Transportation Benefit District (TBD) Funding Sources¹

Funding Source	Authorizing Statute	Voter Approval Needed?	Maximum Rate	Maximum Term	KCTD Amount Raised per Increment
Councilmanic Vehicle License Fee	RCW 82.80.140; 36.73.040(3)(b); 36.73.065	No	\$50 <i>(over time, in increments of \$20, \$20, \$10)</i>	No restriction	\$15M/year per \$10 ²
Voted Vehicle License Fee	RCW 82.80.140; 36.73.040(3)(b); 36.73.065	Yes	\$100	No restriction	\$15M/year per \$10
Councilmanic Sales Tax	RCW 82.14.0455; 36.73.040(3)(a)	No	0.1%	10 years <i>(can be bonded, but TBD must vote to renew every 10 years)</i>	\$95M/year per 0.1% ³
Voted Sales Tax	RCW 82.14.0455; 36.73.040(3)(a)	Yes	0.2%	10 years <i>(plus 2nd 10 years with vote, can be longer if bonded)</i>	\$95M/year per 0.1%
Development Impact Fee	RCW 36.73.040(3)(c); 36.73.120; 39.92.040; 39.92.030	No <i>(Must be reasonably necessary as a result of the impact of development)</i>	Must be linked to development impact	One-time <i>(Can be paid over 5+ years, must be spent within 6 years)</i>	Depends on size of fee, geographic area where fee is applied
Tolls	RCW 36.73.040(3)(d)	Yes	As limited by Transportation Commission and voters	As limited by Transportation Commission and voters	Depends on size of toll, geographic area where toll is applied
Property Tax Excess Levy	RCW 36.73.060; 84.52.056; Article VII, 2(a)	Yes <i>(60% approval, plus required percentage of participation of previous election)</i>	In excess of 1% limit	1 year <i>(Up to 40 years if bonded)</i>	\$87M/year per \$0.10/\$1,000 AV ⁴
Local Improvement District (LID)	RCW 36.73.080	No	Up to amount of special benefit to property owners	No more than 30 years for term of bonds	Depends on size of fee, geographic area of LID

Note that some of the funding sources available to a TBD are not “stackable,” meaning that King County would not be able to leverage these funding sources within a jurisdiction that has already implemented them for its own TBD. As a result, additional legal and financial review would be required if the KCTD were to plan to implement a funding measure.

¹ Source: Metro Connects Implementation Report ([Motion 16155](#)), updated where indicated

² Vehicle license fee revenue based on 1.7 vehicles available per King County household (2019 American Community Survey Table B08201)

³ Updated by PSB, March 2025

⁴ Updated by PSB, March 2025

Local Sales and Use Tax Rates in King County, April 1-June 30, 2025¹

Jurisdiction	Local Rate	State Rate	Total Sales Tax
Unincorp. Areas	0.037	0.065	0.102
Unincorp. Non-RTA ²	0.023	0.065	0.088
Algona	0.037	0.065	0.102
Auburn/King	0.038	0.065	0.103
Auburn/King Non-RTA	0.024	0.065	0.089
Beaux Arts Village	0.037	0.065	0.102
Bellevue	0.037	0.065	0.102
Bellevue Non-RTA	0.023	0.065	0.088
Black Diamond	0.023	0.065	0.088
Bothell/King	0.037	0.065	0.102
Burien	0.037	0.065	0.102
Carnation	0.023	0.065	0.088
Clyde Hill	0.037	0.065	0.102
Covington	0.026	0.065	0.091
Des Moines	0.037	0.065	0.102
Duvall	0.025	0.065	0.090
Enumclaw	0.024	0.065	0.089
Federal Way	0.037	0.065	0.102
Puyallup Tribe - Federal Way	0.037	0.065	0.102
Hunts Point	0.037	0.065	0.102
Issaquah	0.038	0.065	0.103
Issaquah Non-RTA	0.024	0.065	0.089
Kenmore	0.037	0.065	0.102
Kent	0.037	0.065	0.102
Kent Non-RTA	0.023	0.065	0.088
Kirkland	0.038	0.065	0.103
Lake Forest Park	0.038	0.065	0.103
Maple Valley	0.024	0.065	0.089
Medina	0.037	0.065	0.102
Mercer Island	0.037	0.065	0.102
Milton/King	0.037	0.065	0.102
Newcastle	0.037	0.065	0.102
Newcastle Non-RTA	0.023	0.065	0.088
Normandy Park	0.037	0.065	0.102
North Bend	0.026	0.065	0.091
Pacific/King	0.038	0.065	0.103

¹ Source: Washington State Department of Revenue, Q2 2025 ([link](#))

² “Non-RTA” refers to geographic areas located outside the boundaries established for Sound Transit, aka Central Puget Sound Regional Transit Authority (RCW 81.112)

Jurisdiction	Local Rate	State Rate	Total Sales Tax
Redmond	0.038	0.065	0.103
Redmond Non-RTA	0.024	0.065	0.089
Renton	0.038	0.065	0.103
Renton Non-RTA	0.024	0.065	0.089
Sammamish	0.037	0.065	0.102
Sammamish Non-RTA	0.023	0.065	0.088
SeaTac	0.037	0.065	0.102
Seattle	0.0385	0.065	0.1035
Shoreline	0.039	0.065	0.104
Skykomish	0.023	0.065	0.088
Snoqualmie	0.027	0.065	0.092
Tukwila	0.037	0.065	0.102
Woodinville	0.037	0.065	0.102
Woodinville Non-RTA	0.023	0.065	0.088
Yarrow Point	0.038	0.065	0.103

Sales Taxes in King County, April 14, 2025³

Government	Title of Tax	Tax Rate	Notes
State of Washington	General	6.5%	Rate unchanged in over 40 years
King County/Cities	General	1.00%	Within cities, the city gets 0.85% and King County gets 0.15%. The County gets the full amount in unincorporated areas.
King County	Criminal Justice	0.10%	Split with cities by formula. In 2025, King County is projected to receive ~20%.
	Mental Illness and Drug Dependency (MIDD)	0.10%	
	Health Through Housing	0.10%	Except in cities that “opted out” and imposed the same tax.
	Doors Open (Cultural Access)	0.10%	
	Metro	0.9%	
Sound Transit	Sound Transit	1.40%	Only in Sound Transit (RTA) service areas

³ Source: King County Office of Performance, Strategy, and Budget, April 14, 2025

TRANSPORTATION BENEFIT DISTRICTS

- Transportation Benefit Districts (TBDs) allowed by State law (RCW 36.73)
- Independent governments to fund and implement transportation improvements
- King County plus 19 cities have established TBDs (King County's is **King County Transportation District**)
- State law authorizes a variety of councilmanic and voter-approved funding sources

KEY TBD FUNDING SOURCES

FUNDING SOURCE	VOTER APPROVAL NEEDED?	MAX RATE	MAX TERM
Councilmanic license fee	No	\$50	No restriction
Voted vehicle license fee	Yes	\$100	No restriction
Councilmanic sales tax	No	0.1%	10 years
Voted sales tax	Yes	0.2%	10 years
Property tax excess levy	Yes (60%)	In excess of 1% limit	1 year (40 if bonded)

PROPOSED RESOLUTION TD2025-02

- 10-year 0.1% sales tax for transportation improvements
- Councilmanic sales tax
- Would be imposed countywide, in addition to local jurisdictions' TBD sales taxes
- Revenues divided equally between Roads and Metro
- Would collect ~\$95M per year
- Cost to median household ~\$40 per year

AUTHORIZED USES FOR ROADS

Eligible “transportation improvements” per State law, with focus on:

- Safety and preservation programs
- Necessary levels of operations and maintenance to keep roads and bridges open and functional
- Pavement preservation, intersection safety, bridge replacement, bridge load upgrade projects
- Local matching moneys to leverage grant opportunities

AUTHORIZED USES FOR METRO

Eligible “transportation improvements” per State law, with focus on:

- Implementing adopted Service Guidelines (identifies where additional transit service is needed)
- Implementing adopted Metro Connects long-range plan (future transit networks through 2050)
- Safety and security enhancements to keep operators and riders safe

FISCAL IMPACT

- Would raise ~\$95M per year
- Current average sales tax rate in King County is 9.7%
- Would add ~\$40 per year for median household
- Would add to Metro's existing 0.9% sales tax

TIMELINE

- WA Dept of Revenue (DOR) adjusts sales taxes in January, April, July
- DOR requires 75-day notice to adjust sales tax
- Next 75-day deadline is October 18, 2025
- If KCTD Board acts and notifies DOR by October 18, collections would begin January 1, 2026



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

TD Resolution

Proposed No. TD2025-01.1

Sponsors Balducci

1 A RESOLUTION of the King County transportation
2 district, authorizing the appointment of a labor liaison to
3 serve as a resource and assist the board of supervisors and
4 executive committee.

5 WHEREAS, chapter 36.73 RCW authorizes counties to establish transportation
6 benefit districts for the purpose of acquiring, constructing, improving, providing, and
7 funding transportation improvements, as defined in RCW 36.73.015, within the district,
8 and

9 WHEREAS, Ordinance 17746 established the King County transportation district
10 with the authority to fund, acquire, construct, operate, improve, provide, maintain and
11 preserve certain transportation improvements, defined in the ordinance to include
12 specified categories of projects or programs contained in the transportation plan of the
13 Puget Sound Regional Council, King County, or a city within King County, and

14 WHEREAS, the King County council is the governing board of the transportation
15 district, acting in an ex officio and independent capacity, with the authority to exercise
16 the statutory power in chapter 36.73 RCW, and

17 WHEREAS, the geographical boundaries of the King County transportation
18 district are coterminous with the boundaries of King County, and

19 WHEREAS, transportation improvements funded by the King County
20 transportation district will rely on labor organizations to construct, operate, improve,
21 provide, maintain, or preserve those improvements, and

22 WHEREAS, through Motion M2019-79, the board of the Central Puget Sound
23 Regional Transit Authority ("Sound Transit") authorized the appointment of a labor
24 liaison to advise the Sound Transit board, in recognition of the labor force required to
25 construct, operate, and maintain Sound Transit's services, and

26 WHEREAS, the King County transportation district's rules and operating
27 procedures, as adopted in Resolution TD2014-01, state that the board of supervisors of
28 the King County transportation district shall determine and provide for staff and other
29 resources required to assist the board of supervisors and the executive committee in
30 performing their duties, and

31 WHEREAS, it would be consistent with the King County transportation district's
32 rules and operating procedures and appropriate in performing their duties for the King
33 County transportation district board of supervisors and executive committee to seek input
34 from a liaison from the labor community, as a resource;

35 BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE KING
36 COUNTY TRANSPORTATION DISTRICT:

37 SECTION 1. The board of supervisors is authorized to appoint a labor liaison to
38 serve as a resource to assist the board and the executive committee, as requested, on
39 issues that could affect the labor forces required to construct, operate, improve, provide,
40 maintain, or preserve transportation improvements funded through the King County
41 transportation district.

42 SECTION 2. The appointment of the labor liaison shall be effectuated through
43 the following process:

44 A. The Martin Luther King, Jr. County Labor Council ("MLK Labor"), shall be
45 asked to recommend a labor liaison to the executive committee of the King County
46 transportation district within sixty days after the passage of this resolution, or as soon
47 thereafter as practicable. The recommended liaison must:

- 48 1. Reside within the boundaries of the King County transportation district; and
49 2. Have knowledge and experience in working with labor unions that represent
50 employees constructing, operating, improving, providing, maintaining, or preserving
51 transportation improvements;

52 B. The executive committee of the King County transportation district shall
53 consider the recommendation from MLK Labor to serve as a labor liaison; and

54 C. The board of supervisors shall consider the recommendation of the executive
55 committee at its next regular meeting, or at a special meeting, if desired. Confirmation or
56 rejection shall be by board resolution.

57 SECTION 3. The duties of the labor liaison shall be to serve as a resource to
58 assist the board or the executive committee, as requested, on issues that could affect the
59 labor forces required to construct, operate, improve, provide, maintain, or preserve
60 transportation improvements funded through the King County transportation district. The
61 labor liaison shall serve for a four-year term and the board of supervisors may use the

- 62 process established in this resolution to fill a vacancy for the remainder of a liaison's
63 unexpired term.

KING COUNTY TRANSPORTATION
DISTRICT
KING COUNTY, WASHINGTON

Claudia Balducci, Chair

ATTEST:

Melani Hay, Clerk of the District

Attachments: None



King County

King County Transportation District

STAFF REPORT

Agenda Item:	8	Name:	Mary Bourguignon
Proposed No.:	TD2025-01	Date:	June 2, 2025

SUBJECT

KCTD Resolution TD2025-01 would authorize the appointment of a labor liaison to serve as a resource to the KCTD Board of Supervisors and Executive Committee.

SUMMARY

Washington state law¹ allows cities and counties to create local Transportation Benefit Districts (TBDs), which are independent governments created to fund and implement transportation improvements. King County has a TBD, the King County Transportation District (KCTD),² which encompasses the geographic boundaries of King County.

The KCTD bylaws³ set its governing body as a Board of Supervisors, which is made up of the nine King County Councilmembers. The bylaws also identify a KCTD Executive Committee as four members of the Board who are elected by the members of the Board, with one position designated as the “unincorporated area” position to be filled by a Board member whose Council district includes areas of unincorporated King County.

Proposed Resolution TD2025-01 would authorize the appointment of a labor liaison to serve as a resource and assist the KCTD Board of Supervisors and Executive Committee, as requested, on issues that could affect the labor forces required to construct, operate, improve, provide, maintain, or preserve transportation improvements funded through the KCTD.

The MLK Labor Council would be asked to recommend a labor liaison who resides within the KCTD’s boundaries and has knowledge and experience working with labor unions involved in transportation improvements. That recommendation would be considered by the KCTD Executive Committee and confirmed by the KCTD Board of Supervisors.

The labor liaison would serve for a four-year term, with the KCTD Board using the recommendation and confirmation process to fill vacancies.

¹ RCW 36.73

² Ordinance 17746. The KCTD replaced a prior King County TBD.

³ TD2014-01

BACKGROUND

Transportation Benefit Districts. Washington state law⁴ allows for the creation of local Transportation Benefit Districts (TBDs), which are independent governments created to fund and implement transportation improvements. TBDs may be established by the legislative authority of a county or city, and they can encompass territory within a jurisdiction's boundaries, the boundaries of multiple jurisdictions, or a portion of the territory within a jurisdiction's boundaries.⁵

State law gives TBDs access to a range of voter-approved and councilmanic funding sources. Some of these funding sources, such as sales tax and vehicle license fees, can be used for general transportation improvements within the boundaries of the TBD. Others, such as development impact fees, tolls, or local improvement districts, can only be used for specific development projects or for defined geographic areas.⁶

King County Transportation District. In 2014, King County created the King County Transportation District (KCTD) as a TBD for the county.⁷ The KCTD's geographic boundaries are those of King County.⁸

The KCTD bylaws⁹ set its governing body as a Board of Supervisors, which is made up of the nine King County Councilmembers. The bylaws also identify a KCTD Executive Committee as four members of the Board who are elected by the members of the Board, with one position designated as the "unincorporated area" position to be filled by a Board member whose Council district includes areas of unincorporated King County.

The KCTD is a separate government from King County. If it were to raise funds, the KCTD could contract with King County to use the funds. Alternatively, the KCTD and its duties could be assumed into King County.¹⁰

Sound Transit labor liaison. In 2019, the Sound Transit Board authorized¹¹ the appointment of a labor liaison to advise the Board. The Sound Transit motion authorizing that appointment states that, to implement Sound Transit's voter-approved capital projects, the Board approved a Project Labor Agreement and employs staff to address labor issues arising under the Project Labor Agreement, and that to operate its services, the Board had approved agreements with Community Transit, King County

⁴ RCW 36.73

⁵ RCW 36.73.020

⁶ Note that in addition to the King County Transportation District (King County's TBD), Metro and King County also have access to different funding sources. A list of these funding sources, as of May 2022, can be found in the Metro Connects Implementation Report (Motion 16155, [link](#)).

⁷ Ordinance 17746. The KCTD replaced a prior King County TBD.

⁸ The KCTD Board could choose to change its boundaries, if desired, with 10 days advance notice and a public hearing. Note that, per state law, King County can have only one TBD at a time (though each city within King County can have its own TBD).

⁹ TD2014-01

¹⁰ As examples of these approaches, the King County Flood Control District is a separate government that carries out its work through an Interlocal Agreement with King County to perform needed duties (see FCD2021-06). The King County Ferry District (Ordinance 15739), on the other hand, was created as an independent government, but was assumed into King County in 2014 (Ordinance 17935).

¹¹ Sound Transit Motion No. M2019-79

(Metro), and Pierce Transit to provide the labor force required to operate and maintain ST Express and Link light rail.

The motion goes on to state that, as Sound Transit implements both ST2 and ST3, and, in the process, expands light-rail operations from 20 miles to 116 miles, the Board's deliberations regarding proposed actions that could affect the labor forces constructing or operating the agency's transit system would benefit by receiving regular input from a liaison from the labor community with experience building and operating the agency's transit facilities and services. Specifically, the labor liaison would participate in committee meeting discussions regarding any proposed Board action that could affect the labor forces required to build and operate Sound Transit services.

The motion requires that the labor liaison, who would serve a four-year term, must reside within the Sound Transit district and should have knowledge and experience working with labor unions that represent employees operating or constructing Sound Transit facilities. The labor liaison would be required to disclose any relationship or transaction that would constitute a conflict of interest under Sound Transit's code of ethics.¹²

The motion outlined a process to appoint a labor liaison:

- The Washington State Labor Council, AFL-CIO would recommend a candidate to the Sound Transit Executive Committee,
- The Executive Committee would make a recommendation to the Sound Transit Board, and
- The Sound Transit Board would confirm the appointment.

In December 2019, the Sound Transit Board voted¹³ to appoint Mark Riker, who was at that time the Executive Secretary of the Washington Building Trades Council, as the labor liaison for the period of January 1, 2020, to December 31, 2023. In December 2023, the Board voted to reappoint Mr. Riker for a second four-year term for the period of January 1, 2024, to December 31, 2027. In November 2024, following Mr. Riker's retirement, the Sound Transit Board voted¹⁴ to appoint Lisa Bogardus, the Assistant Executive Secretary of the Seattle Building and Construction Trades Council, as the labor liaison for the remainder of Mr. Riker's term.

ANALYSIS

Proposed Resolution TD2025-01 would authorize the appointment of a labor liaison to serve as a resource and assist the KCTD Board of Supervisors and Executive Committee, as requested, on issues that could affect the labor forces required to construct, operate, improve, provide, maintain, or preserve transportation improvements funded through the KCTD.

¹² Sound Transit Resolution No. 81-2

¹³ Sound Transit Motion M2019-120

¹⁴ Sound Transit Motion M2024-76

The MLK Labor Council would be asked to recommend a labor liaison who resides within the KCTD's boundaries and has knowledge and experience working with labor unions involved in transportation improvements. That recommendation would be considered by the KCTD Executive Committee and confirmed by the KCTD Board of Supervisors.

The labor liaison would serve for a four-year term, with the KCTD Board using the recommendation and confirmation process to fill vacancies.

Proposed Resolution TD2025-01 notes that the KCTD rules and operating procedures¹⁵ state that the KCTD Board of Supervisors shall determine and provide for staff and other resources required to assist the Board and Executive Committee in performing their duties, and that it would be consistent with the KCTD's rules and operating procedures and appropriate in performing their duties for the Board and Executive Committee to seek input from a liaison from the labor community, as a resource.

The role of and procedure for appointing the labor liaison would be modeled on that of Sound Transit. The appointment process would begin upon passage of the Resolution.

At the time of this writing, the KCTD has not authorized any funding to pursue transportation improvements that would lead to issues that could affect the labor forces. As noted above, if the KCTD imposes a councilmanic funding measure or the voters approve a voter-approved funding measure, the KCTD would have funding to implement transportation improvements. At that point, the KCTD would potentially either contract with King County to implement the projects to be funded (similar to the Flood Control District¹⁶) or the KCTD and its duties could be assumed into King County (similar to the former King County Ferry District, which is now the Marine Division of the Metro Transit Department¹⁷).

ATTACHMENTS

1. Proposed Resolution TD2025-01

¹⁵ TD2014-01

¹⁶ FCD2021-06 approved an interlocal agreement with King County regarding flood protection projects and services.

¹⁷ Ordinance 17935 assumed the Ferry District into King County.