



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, Steffanie Fain,
Rhonda Lewis, Teresa Mosqueda, Sarah Perry, Pete von Reichbauer*

5:30 PM

Wednesday, February 25, 2026

Hybrid Meeting

**SPECIAL MEETING
Issaquah City Council Chambers
135 E Sunset Way Issaquah, WA 98027**

Hybrid Meetings: Attend the King County Transportation District meeting in person in Issaquah City Council Chambers, 130 E Sunset Way Issaquah, WA 98027 or through remote access. Details on how to attend and/or provide comment remotely are listed below.

	<p>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.</p>	
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HOW TO PROVIDE PUBLIC TESTIMONY: The District values community input and looks forward to hearing from you. You are not required to sign up in advance.

There are three ways to provide public testimony:

1. **In person:** You may attend the meeting in person in Issaquah City 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 meeting, your email testimony will be distributed to the boardmembers and appropriate staff prior to the meeting. Please submit your testimony by emailing clerk@kingcounty.gov.
3. **Join by Computer**

- Webex Webinar at:

<https://issaquah.webex.com/issaquah/j.php?MTID=ma3fa3afa78dfd9b768ed1d048f01752e>

- If needed, meeting password is 98027

Join by Phone

- Call 1-206-207-1700, enter meeting number (access code) 2493 720 1628#

	<p>Sign language and interpreter services can be arranged given sufficient notice (206-848-0355). TTY Number - TTY 711.</p> <p>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.</p>	
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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 June 2, 2025** **pg 5**

Briefings

4. TD Briefing No. TD2026-B01 **pg 10**
Introduction to the King County Transportation District
Mary Bourguignon, Council staff

5. TD Briefing No. TD2026-B02 **pg 16**
Funding Needs for Roads Services Division
Nick Bowman, Council staff
Leon Richardson, Director, Department of Local Services
Tricia Davis, Director, Road Services Division, Department of Local Services

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- 6. TD Briefing No. TD2026-B03 **pg 35**

Funding Needs for King County Metro

Mary Bourguignon, Council staff
DeAnna Martin, Chief of Staff, Metro Transit Department

7. Public Comment

- 8. TD Briefing No. TD2026-B04 **pg 49**

Potential funding options and deadlines - direction requested

Mary Bourguignon, Council staff
Nick Bowman, Council staff

Adjournment

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King County

1200 King County
Courthouse
516 Third Avenue
Seattle, WA 98104

Meeting Minutes

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 DRAFT

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.**

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.

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- 3. Listen to the meeting by telephone – See “Connecting to the Webinar” above.**

1. **Call to Order**

The meeting was called to order at 9:33 a.m.

2. **Roll Call**

Present: 8 - Balducci, Barón, Dembowski, Dunn, Mosqueda, Perry, Quinn and Zahilay

Excused: 1 - von Reichbauer

3. **Approval of Minutes of March 3, 2020**

Boardmember Perry moved to approve the minutes of the March 3, 2020, meeting as presented. Seeing no objection, the Chair so ordered.

4. **Public Comment**

The following people spoke:

Alex Tsimerman

Billy Hetherington

Greg Woodfill

Marianna Hyke

Kirk Hovenkatter

Katie Garrow MLK

Andrea Ornelas

Briefings

5. TD Briefing No. TD2025-B01

Introduction to the King County Transportation District

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

This matter was Presented

6. TD Briefing No. TD2025-B02

Funding Needs for Road Services Division and King County Metro

Leon Richardson, Director, Department of Local Services; and Tricia Davis, Director, Road Services Division, Department of Local Services; briefed the District and answered questions.

DeAnna Martin, Chief of Staff, Metro Transit Department; and Geoff Kaiser, Director of Budget & Financial Planning, Finance & Administration Division, Metro Transit Department; briefed the District and answered questions.

Ashley Street, Transit Safety Task Force Facilitator, briefed the Board and answered questions.

This matter was Presented

7. TD Resolution No. TD2025-02

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, briefed the District and answered questions.

Nick Bowman, Council Staff, briefed the District and answered questions.

This matter was Deferred

Discussion and Possible Action

8. TD Resolution No. TD2025-01

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

This matter was Deferred

Adjournment

The meeting was adjourned at 11:53 a.m.

Approved this _____ day of _____.

Clerk's Signature



**King County
King County Transportation District**

STAFF REPORT

Agenda Item:	4	Name:	Mary Bourguignon
Proposed No.:	TD2026-B01	Date:	February 25, 2026

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, 22 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 voter-approved and councilmanic⁴ 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.⁵

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.”⁶

"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.”⁷

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 “Councilmanic” means that the Board of the TBD (or the City or County Council if the TBD has been assumed into the local government) can impose the funding source without a vote of the people.

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 36.73.020

⁷ RCW 36.73.015(6)

Table 1. Transportation Benefit District (TBD) Funding Sources⁸

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	\$15.5M/year per \$10 ⁹
Voted Vehicle License Fee	RCW 82.80.140; 36.73.040(3)(b); 36.73.065	Yes	\$100	No restriction	\$15.5M/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>	\$101.4M/year per 0.1% ¹⁰
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>	\$101.4M/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>	\$87.9M/year per \$0.10/\$1,000 AV ¹¹
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 the councilmanic vehicle license fee (VLF) is not “stackable” meaning that King County would be limited in its ability to impose this funding source within a jurisdiction that has already imposed some or all of the councilmanic VLF for its own TBD. In addition, State law includes revenue-sharing requirements for revenues from councilmanic VLFs imposed by county TBDs.

⁸ Source: Metro Connects Implementation Report ([Motion 16155](#)), updated where indicated

⁹ Updated by King County Budget Office, February 2026, based on 907,000 households and 1.55 million vehicles countywide per 2024 American Community Survey data

¹⁰ Based on December 2025 King County OEFA revenue forecast ([link](#))

¹¹ Based on December 2025 King County OEFA revenue forecast ([link](#))

In addition to King County, 22 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, October 2025¹²

City	Established	TBD Assumed into City Government?	Sales Tax	Vehicle License Fee (VLF)
Auburn	2011	✓	0.10%	
Black Diamond	2015	✓		\$20
Bothell	2015			
Burien	2009	✓		\$20
Covington	2013	✓	0.30%	\$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%	
Pacific	2016	✓	0.10%	
Redmond	2023	✓	0.10%	
Renton	2023	✓	0.10%	
Seattle ¹³	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.¹⁴ Its geographic boundaries are those of King County.¹⁵ It is governed by a Board of Supervisors made

¹² Municipal Research and Services Center, March 2025 list of Transportation Benefit Districts ([link](#))

¹³ In 2014, Seattle voters approved a \$60 voted VLF and 0.1% voted sales tax increase. In 2020, voters renewed with a 0.15% voted sales tax only. Seattle has also imposed a \$50 councilmanic VLF.

¹⁴ Ordinance 17746. The KCTD replaced a prior King County TBD.

¹⁵ 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).

up of the members of the King County Council.¹⁶ The KCTD is a separate government that is independent from King County. If the KCTD were to raise revenues, it could contract with King County to spend the revenues. Alternatively, the KCTD could be assumed into King County.¹⁷

The KCTD Board met in 2014, 2020, and 2025:

- **In February 2014, the KCTD placed a 10-year countywide transit and roads funding measure on the April ballot.**¹⁸ 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.

Later that year, Seattle's TBD¹⁹ placed a six-year Seattle transit funding measure comprised of a \$60 vehicle license fee and a 0.1% sales tax on the ballot.²⁰ Seattle voters approved this measure. Seattle used revenues from the transit funding measure to purchase additional transit service from Metro through a Community Mobility Contract.²¹ 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, the KCTD met to discuss placing a countywide transit funding measure on the ballot.**²² The measure would have authorized submittal to voters of a 10-year 0.2% sales tax, which was estimated to collect \$160 million in 2021. Discussions were tabled due to the onset of the pandemic.

Subsequently, the City of Seattle²³ 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, 2027.²⁴ In 2026, the Seattle transit funding measure is estimated to collect more than \$50 million. Revenues have been used for a variety of projects, including to purchase additional transit service through a Transit Service Funding Agreement.²⁵ In 2026, the Seattle transit funding measure will fund approximately 160,000 Metro service hours.

¹⁶ Resolution TD2014-01

¹⁷ 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, on the other hand, was created as an independent government, but was assumed into King County in 2014 (Ordinances 17908, 17935, Motion FD14-01).

¹⁸ Resolution TD2014-03 ([link](#))

¹⁹ The Seattle TBD was created in 2010 through Seattle Ordinance 123397

²⁰ Seattle TBD Resolution 12

²¹ Approved by King County through Ordinance 17978 and by Seattle through Ordinance 124720.

²² Resolution TD2020-01([link](#))

²³ The City of Seattle assumed the Seattle TBD into Seattle government in 2016 through Seattle Ordinance 125070

²⁴ 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.

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

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. The Council did not act on either measure due to the economic uncertainty caused by the pandemic.

- **In 2025, the KCTD met to discuss imposing a 0.1% councilmanic sales tax to fund roads and transit.**²⁸ The KCTD Board met in June 2025 to discuss a proposal to impose a 10-year councilmanic sales tax to be split equally between County roads projects and transit service. The KCTD did not take action on this measure during 2025; the measure remains before the Board.

The KCTD bylaws²⁹ set three regular meetings a year for the Board: at 1:30 pm on the third Monday of April, July, and October. Special meetings can also be held.

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.

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

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

²⁸ TD2025-02 ([link](#))

²⁹ TD2014-01 ([link](#))



**King County
King County Transportation District**

STAFF REPORT

Agenda Item:	5	Name:	Nick Bowman
Proposed No.:	TD2026-B02	Date:	February 25, 2026

SUBJECT

A briefing regarding the funding needs of the King County Road Services Division.

SUMMARY

The Road Services Division of the Department of Local Services (Roads) manages the unincorporated area roadway network that supports more than one million trips per day while providing pathways for essential public utilities. The system consists of about 1,500 miles of County roads, 193 bridges, numerous sidewalks and pathways, traffic signs and signals, drainage pipes, culverts, and other critical transportation infrastructure. The Strategic Plan for Road Services, adopted by the Council in 2014, defines the vision and mission for the division.¹

Roads is supported by revenue from three primary sources: a dedicated property tax on unincorporated properties,² the state gas tax, and grant funding, with the property tax contributing over 80% of Roads-specific revenues. Over the years, the combined impact of state limitations on available revenue options, implementation of the Growth Management Act, and rising construction costs has resulted in annual funding gap of over \$200 million.

The financial situation for Road’s capital program is particularly dire. The adopted capital budget for the 2026-2027 biennium is approximately \$55 million. This includes:

- \$23.6 million in grants (55%)
- \$24.3 million in SWM and REET funds (43%)
- \$7.2 million in Operating Fund Transfers, Land Sales, and Fund Balance (2%)

Under current estimates, capital revenues will be exhausted by 2028; at which time Roads may be forced to eliminate the capital program altogether.

Over 2020 and 2021, the Council considered voter propositions authorizing a six-year permanent levy lid lift to support the County’s road network.³ The 2021 proposal was estimated to generate approximately \$178 to \$236 million in additional annual revenue

¹ Motion 14190

² RCW 36.82.040

³ Proposed Ordinances 2020-0110 & 2021-0206

over the six-year levy period. However, as the result of the COVID-19 pandemic and its uncertain impact on the economy, neither proposal moved forward.

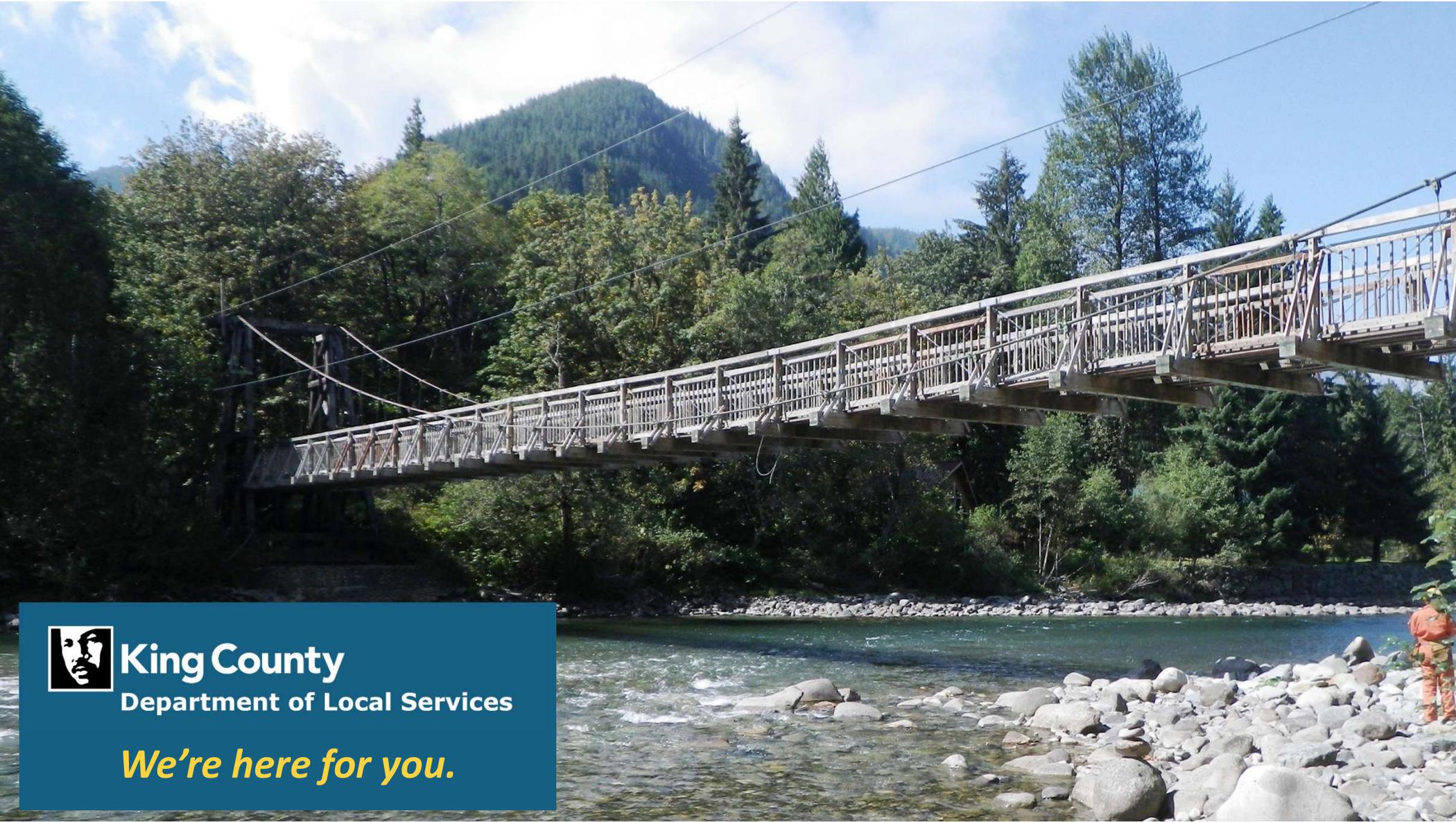
With no new revenue available, Roads continues to make reductions in staffing, capital projects, and program delivery.

INVITED

- Leon Richardson, Director, Department of Local Services
- Tricia Davis, Director, Road Services Division, Department of Local Services

ATTACHMENTS

1. Roads Services Division presentation



King County
Department of Local Services

We're here for you.

Connecting Communities to a Broader Regional Road Network

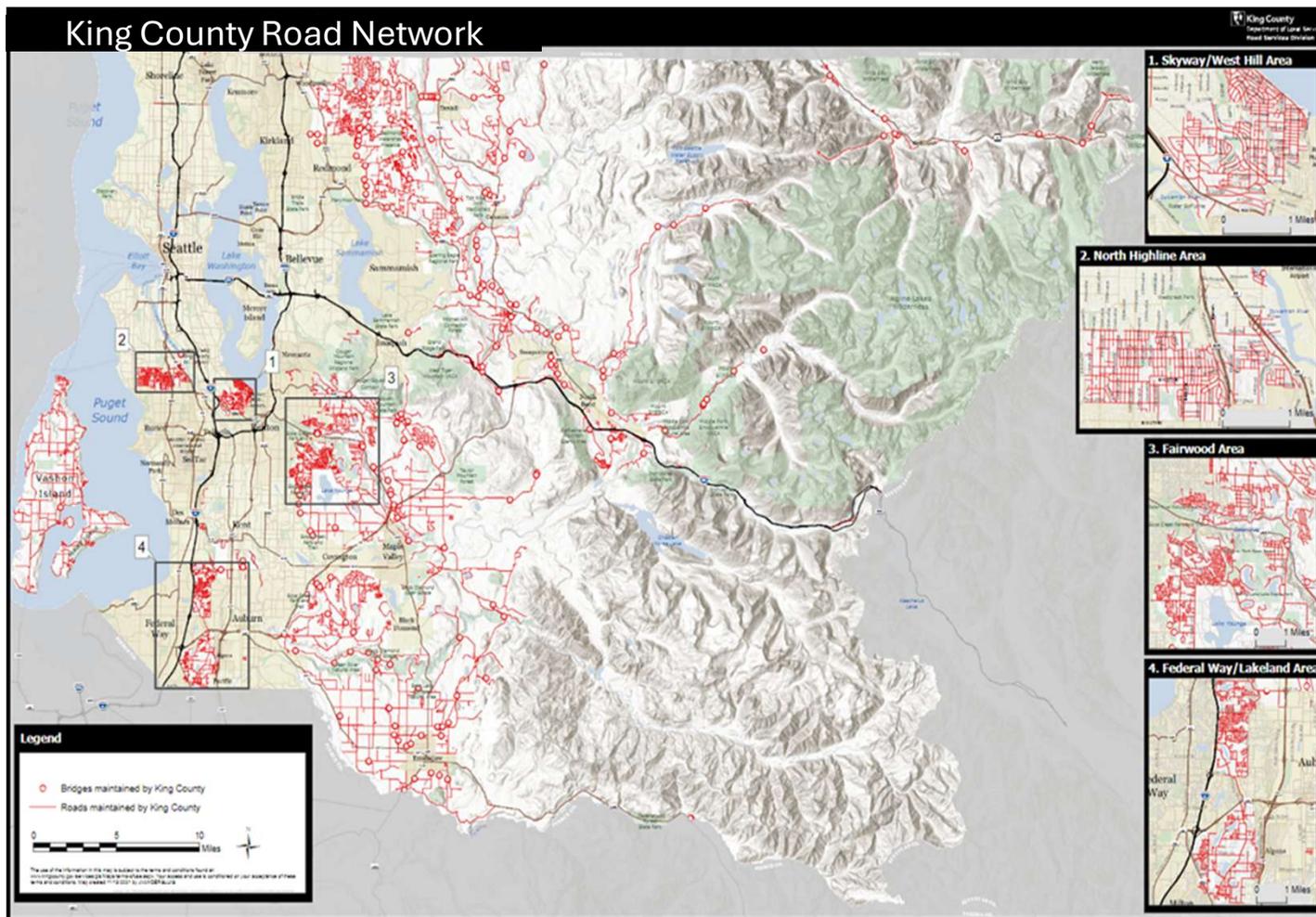
Unincorporated King County Roads

- 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
 - 193 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



- ~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 Road Funding Challenge

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



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

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.

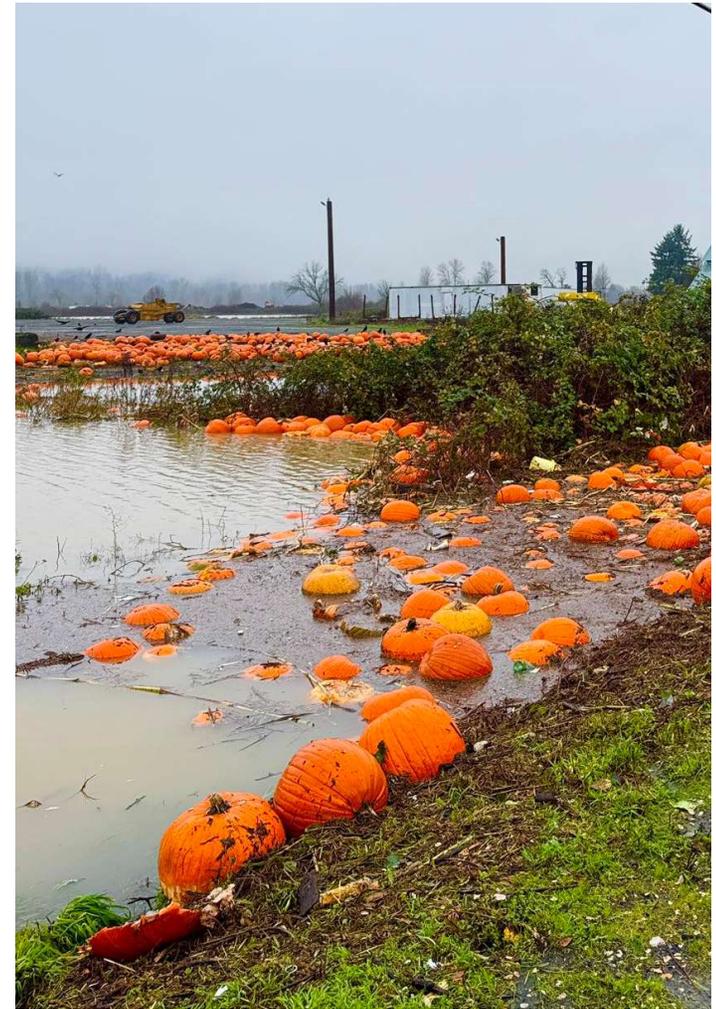
Washington's Tax Structure

- 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.



A faster route is available. Would you like to save 7 minutes via an Unincorporated King County Road?

- The network serves **1 million vehicle** trips a day.
- Half of the trips on the high-volume roads come from **cities and other counties.**
- Reliable transportation networks need unified regional support.



Flooding at Carpinito Brothers Farm in Kent close to SR 167, December 2025.

King County Road Funding Challenge

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



NE 80th Ave 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.

The 2026–2027 Budget Required Deep Program Reductions and Eliminations

- Downsizing fleet, gutting training programs, and delaying equipment replacement, and draining reserve funds.
- Reducing capital project and program delivery. Eliminated or reduced programs:
 - ✗ 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.

December 2025 \$10+ million for 20+ storm recovery capital projects; damage assessments are ongoing and expected to increase.

7

No New Major Road and Bridge Projects after 2028-2029 Without New Funding

- Fewer first responder crews: slower, less reliable response to storms, flooding, landslides, and safety hazards.
- Bridge repairs and replacements delayed or canceled: more closures, weight limits, and detours. Disrupted emergency response, school routes, and local businesses.
- No new intersection or traffic safety projects: higher risk of crashes and injuries for drivers, pedestrians, cyclists, and other roadway users.
- Missed grant funding: no local match means we forfeit state and federal dollars.



NE Tolt Hill Rd closed due to flooding

Chronic Underfunding Erodes Operational Readiness and Increases Emergency Response Risks



King County Road Services Special Operations crews filled and loaded Hescos and Super Sacks with sand to combat flooding in Pacific, Wash.

- 2025 storm event **severed access, isolated residents, and drove emergency repairs**, straining an already overextended Roads Fund.
- **\$10+ million** for **20+ storm recovery capital projects**; damage assessments are ongoing and expected to increase.
- **Quick Response funding totals \$6 million**, leaving at least **\$4 million** in known storm recovery needs unfunded.
- FEMA reimbursement is **uncertain**.
- Roads maintenance **crews are essential** during storms and floods. Staffing cuts over the past two decades force heavy reliance on overtime and risks worker fatigue during emergency response.
- Without additional funding, the County remains **vulnerable to future storm, snow, or seismic events**.

SE Middle Fork Road



Landslide threatens sole access and recreational corridor. Roadway has dropped ~1 foot. Permanent repair cost still under assessment. The road is currently restricted to one lane only.

Baring Bridge (NE Index Creek Rd)



Severely load limited; sole access for ~170 properties. Temporary bridge estimated at \$5M.

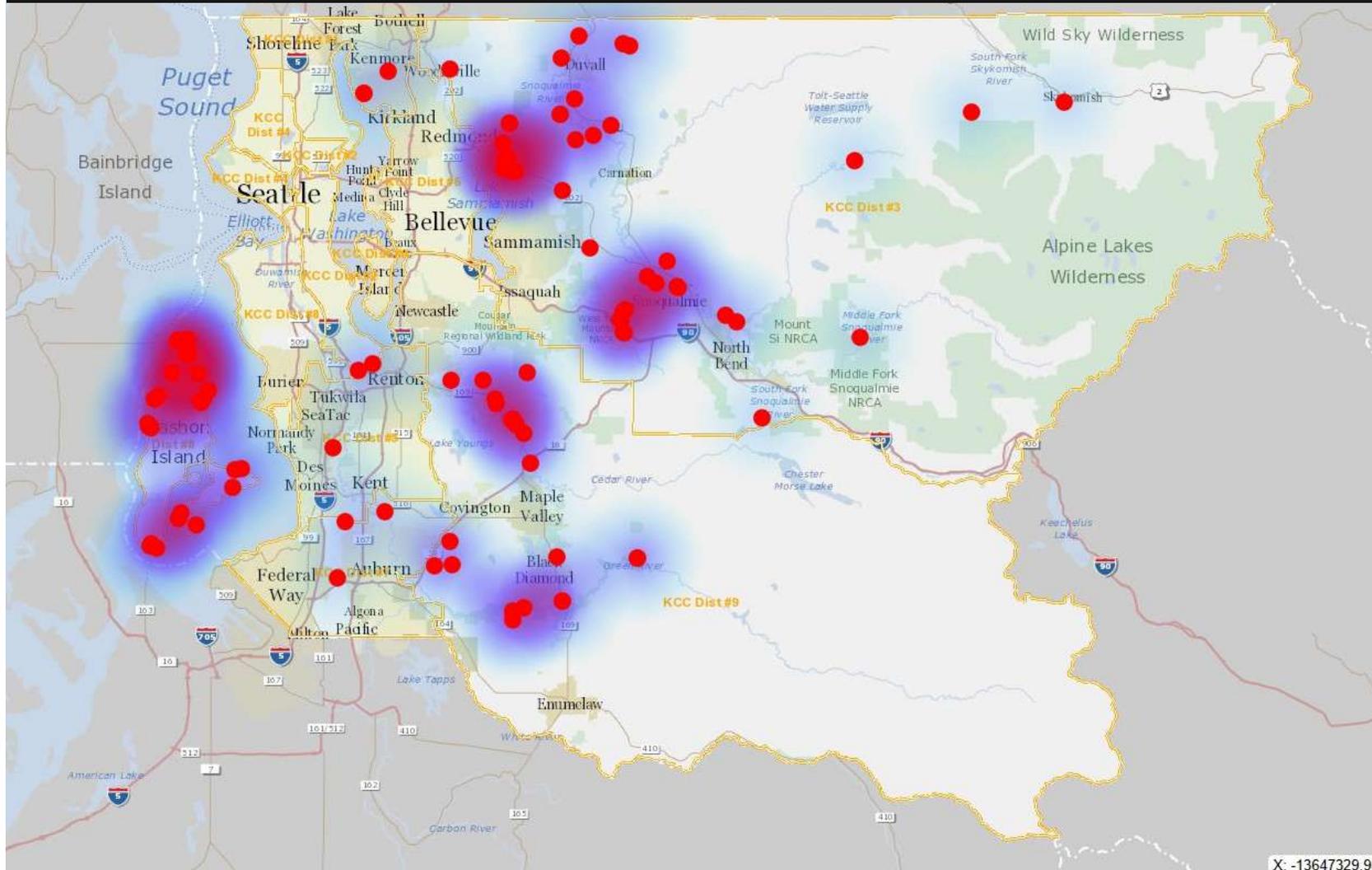
SE Edgewick Road



Road failure cut off access to 15 properties. Full reconstruction and drainage replacement estimated at ~\$1M.

Map of King County Road Services Division Landslide Project Sites

Map Updated February 2026



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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

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

Urgent Replacements for Aging Short Span Bridges

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



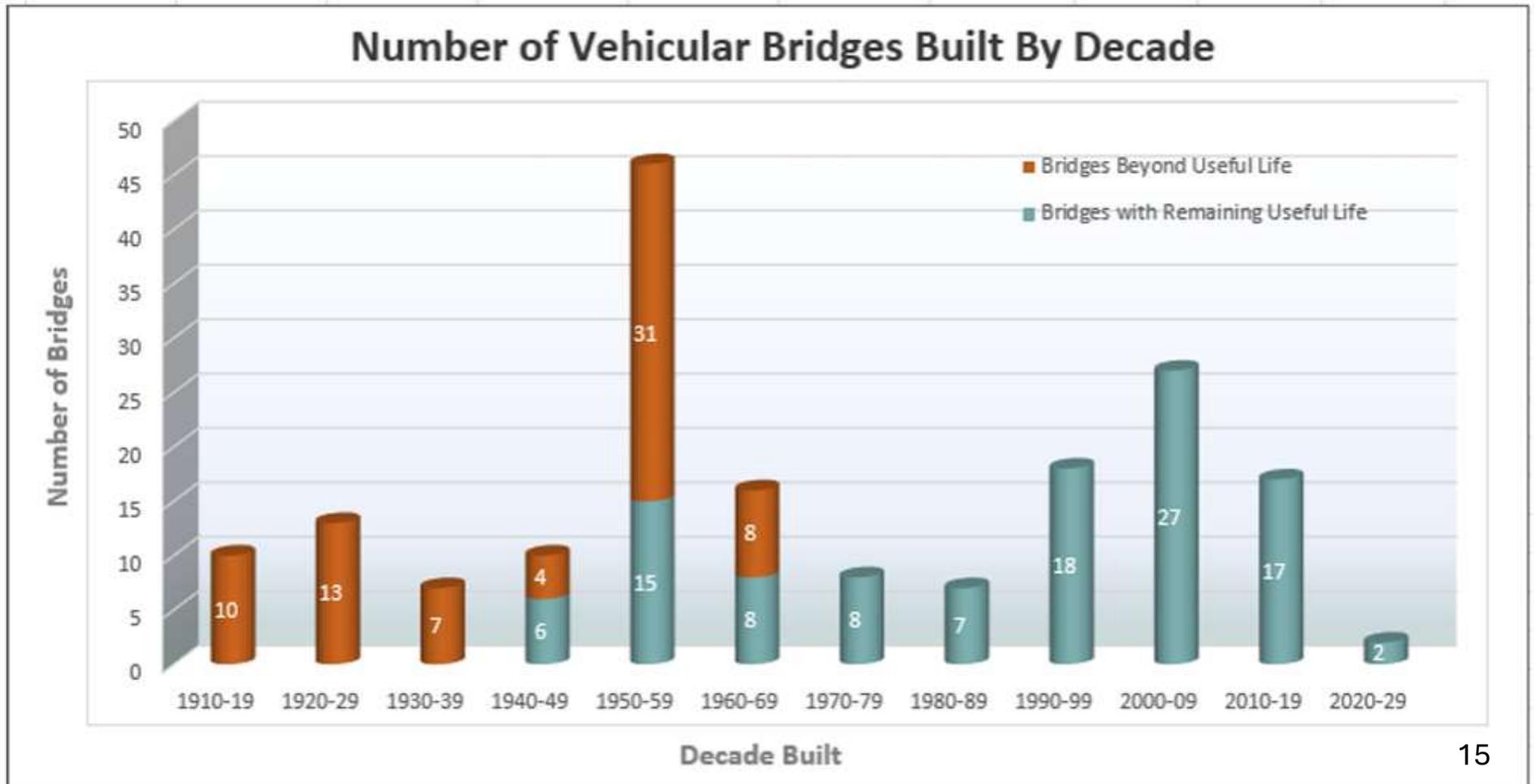
Bear Creek Bridge (9333A) wingwall planks are rotten and failing.

- 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.

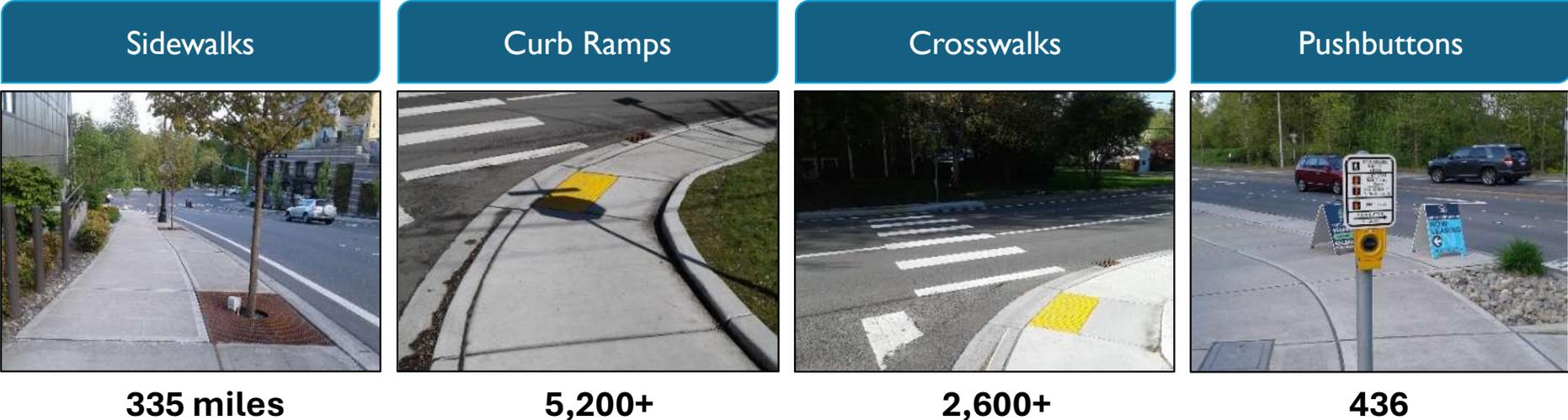
Example Projects:

- 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



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.

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
King County Transportation District**

STAFF REPORT

Agenda Item:	6	Name:	Mary Bourguignon
Proposed No.:	TD2026-B03	Date:	February 25, 2026

SUBJECT

Today’s briefing will provide information about transit funding needs.

SUMMARY

King County’s Metro Transit Department (Metro) is the largest provider of public transit services in the Puget Sound region. Metro operates fixed-route, flexible, and paratransit services, and provides service under contract to Sound Transit and the City of Seattle. Metro provides nearly 4 million annual transit service hours through 11,500 bus trips each weekday. Metro served 89.9 million riders in 2025, 7% more than in 2024.

Metro’s proposed 2026-2027 combined operating and capital budget is \$3.1 billion. Metro’s largest operating revenue sources for 2026-2027 are:

- 0.9% sales tax, estimated to provide 59% of operating revenues, or \$1.8 billion
- Payments from Sound Transit and Seattle: 24%, or \$742 million
- Fares: 7%, or \$214 million
- Operating grants: 5.1%, or \$156 million

In 2021, King County adopted the Metro Connects¹ long-range plan as the County’s vision for transit service. Metro Connects plans to increase annual transit service hours to 5.5 million by the late 2030s and 7.25 million by 2050, with the goal of annual ridership increasing to 150 million by the late 2030s and 200 million by 2050. Metro Connects was adopted as an unconstrained plan. Analysis conducted at the time estimated a funding gap of \$7.1 billion for capital investments and \$423 million a year for added transit service by the late 2030s.²

Due to an ongoing imbalance between revenues and expenditures, and despite making reductions, Metro estimates it will face a \$1 million reserve shortfall by 2030-2031 and a \$755 million reserve shortfall by 2032-2033. Metro indicates that this shortfall could require transit service cuts beginning in 2030.

Metro is currently planning for next steps, including how to fund the expansion of transit service to meet community needs as envisioned in Metro Connects.

¹ Ordinance 19367

² Motion 16155

INVITED

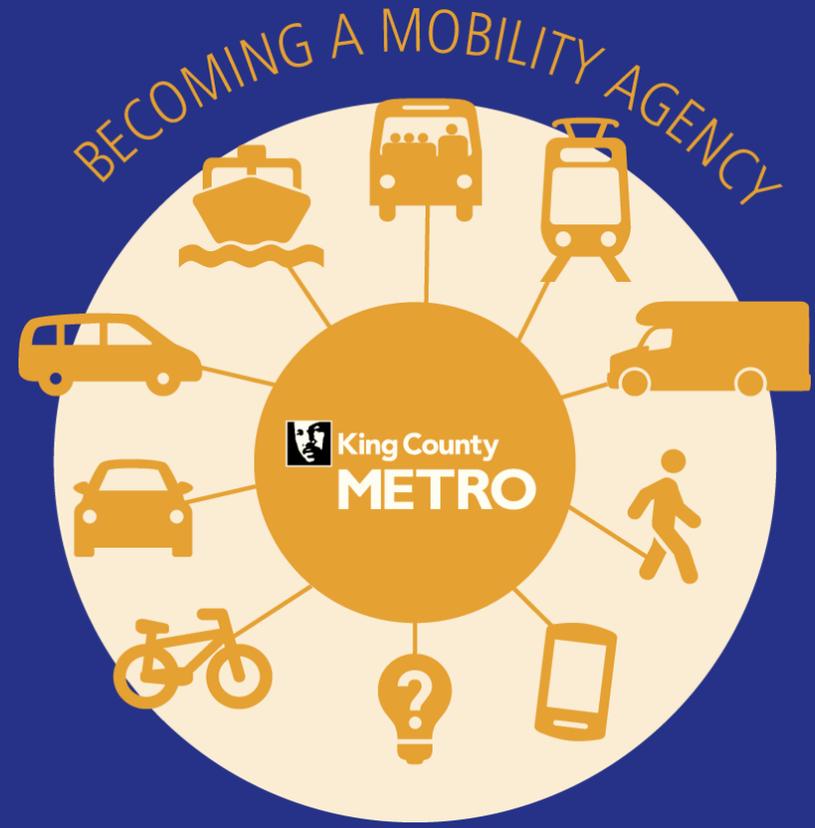
- DeAnna Martin, Metro Transit Department

ATTACHMENTS

1. Metro presentation

King County Metro

King County Transportation District
February 25, 2026



Who We Are

King County Metro is the Puget Sound region's largest public transportation agency. Metro provides bus, on-demand, paratransit, vanpool, and water taxi services, and operates Seattle Streetcar, Sound Transit Link light rail, and Sound Transit Express bus service.

MISSION

Provide the best possible public transportation services and improve regional mobility and quality of life in King County.



Metro is the 8th largest public transit agency in the country



5,900+

Metro workforce

\$3.97B

2026–2027 Metro
operating budget



148

fixed bus routes



1,360+

Metro and Sound Transit buses



7 bases

277K

rides every weekday
(all modes except
light rail and express bus)



1M+

Access and non-dedicated
accessible annual service boardings
(for riders with disabilities who cannot
use regular fixed-route service)

PUBLIC TRANSIT KEEPS

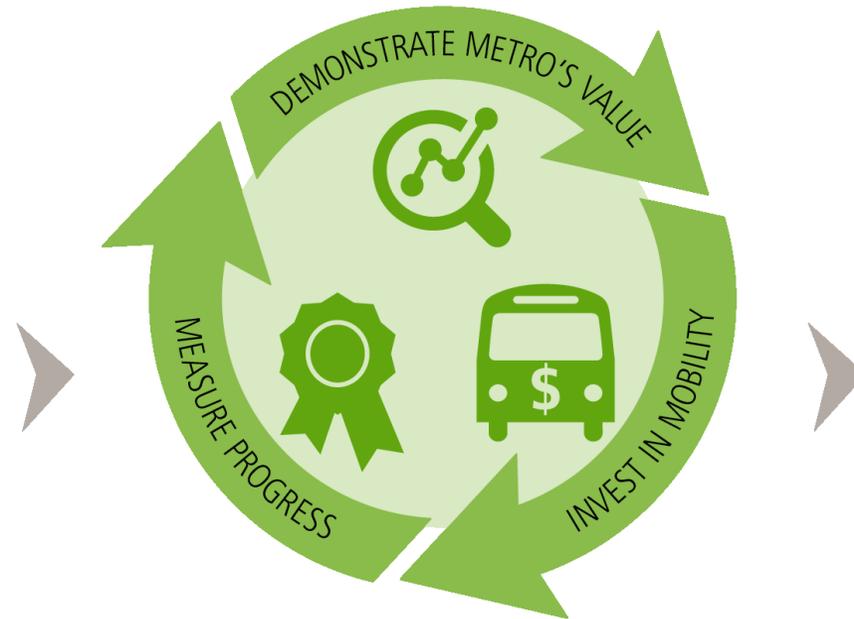
108K

cars off the road each weekday

The Long Game



A mobility agency that connects people and communities

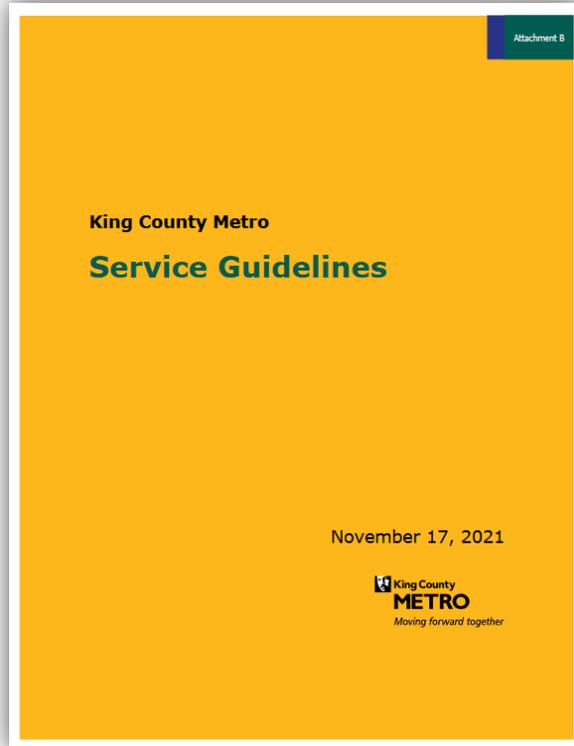


Roadmap to continuously improve, innovate, engage, and show the value of transit



Vision of the future co-created with community

Metro's Primary Policies



Guides evaluation, modification, & growth of service by establishing criteria to analyze & plan service changes to meet shifting needs & deliver efficient, high-quality service to the King County Transportation District



Articulates Metro's mission, 10 goals, objectives, & strategies to achieve them, with performance measures.

February 25, 2026



Metro's long-range unconstrained service & capital vision to deliver 70% more service by 2050.

Metro 2025 Highlights

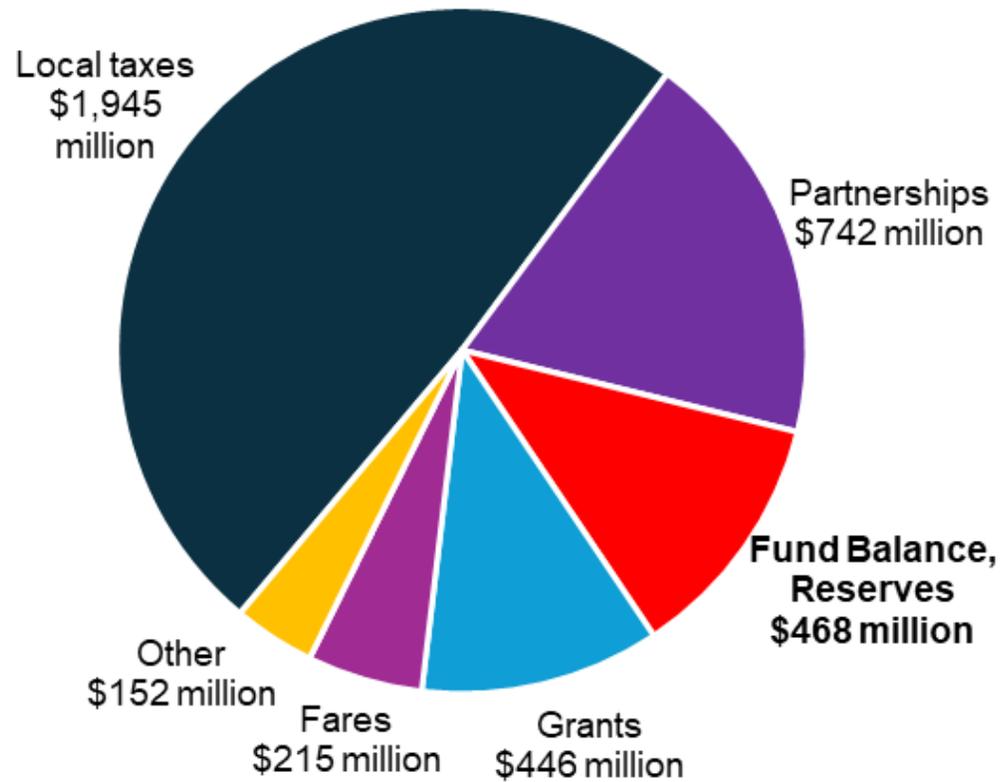
- Service and Ridership Grew
 - 2nd highest ridership growth in the nation
 - 7.8% increase in service hours and 5th service change Metro has added service
- RapidRide Expansion
 - Received \$80 million from the FTA for the RapidRide I Line
 - Continued planning and engagement for the RapidRide K Line
 - Planning for the RapidRide R line continued
- Resumed Fare inspection and enforcement
- Made progress on transit safety
 - Installing operator partitions
 - Drug incidents and safety incidents are down
 - Partnered on the Regional Transit Safety Task Force
- Restructured service around the light rail stations
 - East Link Connections
 - South Link Connections
- Progress towards greenhouse gas reduction
- Began planning for FIFA Men's World Cup



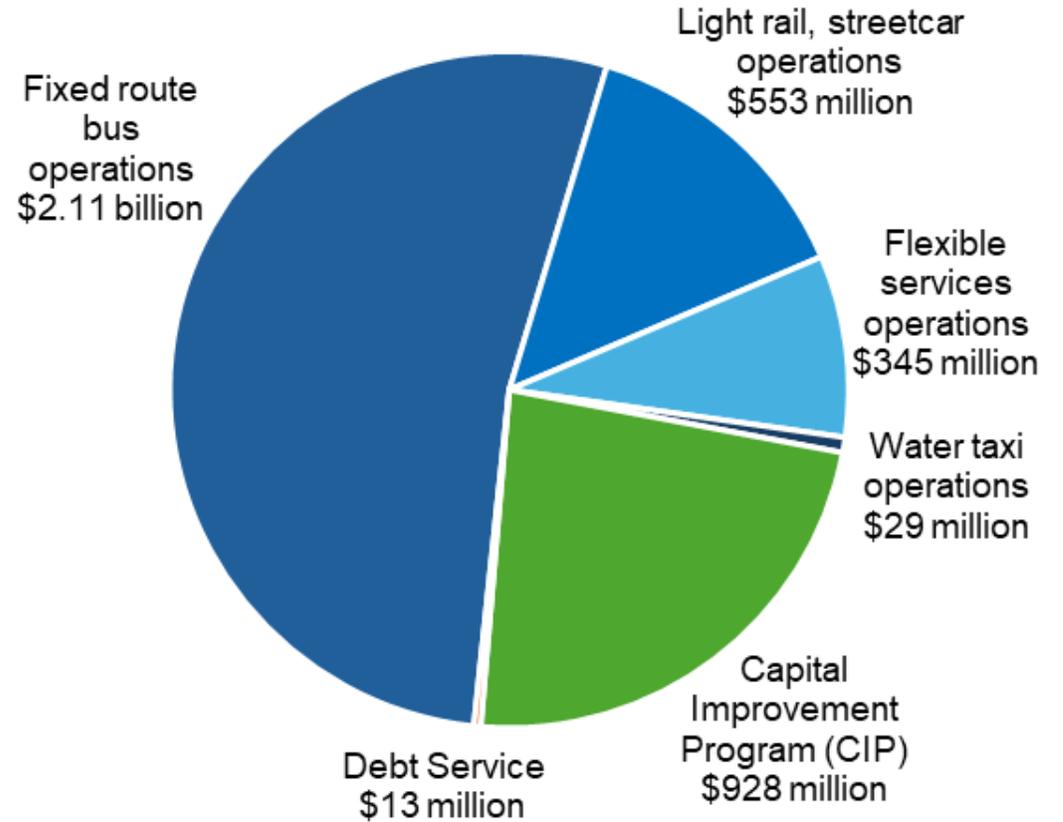
Financial picture: resource challenges ahead

Metro Transit Financials, 2026-2027

Funding Sources, Total = \$3.97 billion

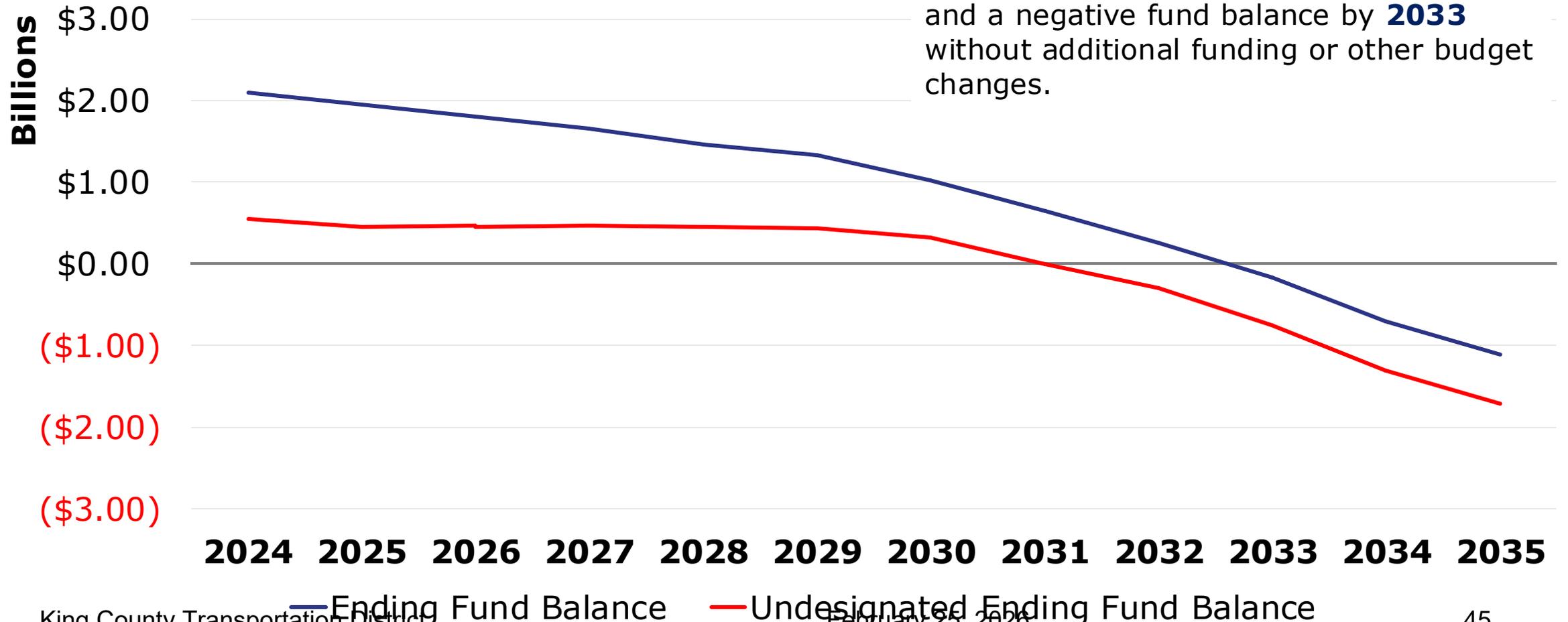


Use of Funds, Total = \$3.97 billion



Metro is in good shape now, but faces financial challenges

The 2026-2027 budget projects Metro not meeting its reserve requirements by **2031** and a negative fund balance by **2033** without additional funding or other budget changes.



Given the financial challenges, Metro is choosing to:

- Prioritize delivering safe, clean, and reliable service to our customers
- Identify cost saving measures while continuing to focus on service quality
- Focus on delivering a capital program that prioritizes taking care of what we have through our state of good repair program while adjusting investments in key areas:
 - Reduce future fleet size to better align with operating more all-day service
 - Cancel construction of a new bus base while still meeting the needs of projected service growth
 - Adjusting our approach to transition to zero-emissions service as technology matures and funding becomes available
 - Adjust RapidRide capital program to prioritize service frequency with a lower capital cost
- As a result, Metro's projected shortfall by 2035 was reduced from over \$3B to \$1.75B.

Without new funding, difficult choices lie ahead

Without additional funding, Metro will have to make additional cost reductions.

- Delaying planned service growth and potential future service reductions
- Propose further reduction or slow down to capital program:
 - Planned Rapid Ride
 - Delaying electrification of the next bus base
- However, these changes only postpone the eventual need for future funding
- Additional revenue is critical in delivering Metro Connects' 2050 network of 7+ million service hours
 - In order to reach this target, Metro will have to add ~3 million new service hours beyond our anticipated 4.1 million that will be on the road by the end of 2027.

Closing and questions



**King County
King County Transportation District**

STAFF REPORT

Agenda Item:	8	Name:	Mary Bourguignon
Proposed No.:	TD2026-B04	Date:	February 25, 2026

SUBJECT

Today’s briefing will provide information about funding options for the King County Transportation District (KCTD), as well as timelines for action.

SUMMARY

KCTD funding sources. As King County’s Transportation Benefit District (TBD), the KCTD is authorized to use several funding sources for transportation improvements. The two main sources are the sales tax and the vehicle license fee, as Table 1 shows.

Table 1. KCTD Primary Funding Sources

Funding Source	Maximum Rate	Maximum Term	Amount Raised per Increment¹
Vehicle License Fee: Councilmanic²	\$50	No restriction	\$15.5M/yr per \$10
Vehicle License Fee: Voter-approved	\$100	No restriction	\$15.5M/yr per \$10
Sales Tax: Councilmanic	0.1%	10 years	\$101.4M/yr per 0.1%
Sales Tax: Voter-approved	0.2%	10 years	\$101.4M/yr per 0.1%

KCTD funding options. The KCTD is authorized to fund transportation improvements to meet the needs of roads and transit. Funding options could include these or others:

- **0.1% councilmanic sales tax for roads + transit.** TD2025-02, which the KCTD discussed in June 2025, would impose a 0.1% sales tax increase for 10 years to be split equally between roads and transit funding needs.
- **0.2% voter-approved sales tax for transit.** TD2020-01, which KCTD discussed in early 2020, would have sought voter approval for a 0.2% sales tax increase for 10 years to address transit funding needs.
- **0.1% councilmanic sales tax for roads.** In 2020 and 2021, the King County Council (not KCTD) considered property tax measures³ to fund the County’s

¹ Updated by King County Budget Office, February 2026

² The councilmanic vehicle license fee (VLF) must be imposed gradually over time. It is not “stackable” meaning that King County would be limited in its ability to impose this funding source in jurisdictions that have the councilmanic VLF. State law includes revenue-sharing requirements for county TBDs.

unincorporated road system. If desired, KCTD could apply its funding authority to address road funding needs.

2026 ballot timelines. If KCTD wishes to place a funding measure on the ballot to be considered by voters, it would need to meet the deadlines set by King County Elections. Because KCTD is an independent government, it would not need time for Council or Executive review; the KCTD Board’s action would be final. However, following KCTD action, there would need to be time to prepare a final copy of a proposed ballot measure Resolution, including engrossing any amendments and securing the signature of the KCTD Chair, before sending the Resolution to King County Elections. The final dates for King County Elections to receive ballot materials for 2026 are shown in Table 2:

Table 2. King County Elections Deadlines

Final Date for King County Elections to receive signed KCTD Resolution	Election Date
May 1, 2026	August 4, 2026
August 4, 2026	November 3, 2026

2026 implementation timelines. State law⁴ requires that a new sales tax can take effect: (a) no sooner than 75 days after the Washington State Department of Revenue (DOR) receives notice of the change; and (b) only on the first day of January, April, or July. If the KCTD were to impose a sales tax, the final dates for DOR to receive information from the KCTD are shown in Table 3:

Table 3. Department of Revenue Deadlines

Final Date for DOR to receive information from KCTD	Sales Tax Collections Begin
April 17, 2026	July 1, 2026
October 16, 2026	January 1, 2027
January 16, 2027	April 1, 2027

³ Proposed Ordinance 2020-0110, Proposed Motion 2020-0111, Proposed Ordinance 2021-0206, Proposed Motion 2021-0207

⁴ RCW 82.14.055