

KC Transportation District
Additional Meeting Materials
May 15, 2026

KCTD Proposed Resolution TD2026-01 Amendment Tracker

Updated May 14, 2026

At the special KCTD meeting on April 2, 2025, Proposed Resolution TD2026-01 was moved. Amendment 1 was moved but not approved. Amendment 2 was moved; two verbal amendments to Amendment 2 (to change the amount of the pass-through to cities) were offered but not approved. Amendment 2 as originally offered remains on the floor. The other amendments in this tracker have been developed since the April 2 meeting.

#	STATUS	1 st Page & Line #	Sponsor	Amendment Description
1	Amdt 1 was offered on 4/2/26 Amdt 1 was not approved	--	--	--
2	Amdt 2 was offered on 4/2/26 Verbal amendments to change the pass-through to 20% and 12.5% were moved but not approved Amdt 2 remains on the floor	Pg. 5 Line 103	Fain	<p>Local Jurisdiction Pass-Through (25% based on taxable retail sales) Would establish a 25% pass through to cities based on the city's proportionate share of total taxable retail sales</p>
2A		Pg. 4 Line 68	Fain	<p>Local Jurisdiction Pass-Through (CTIP program, 12.5% by pop, Min & Max) THIS AMENDMENT COMPETES WITH AMENDMENT 2B</p> <ul style="list-style-type: none"> • Adds language stating the KCTD's intent establish a City Transportation Improvement Program (CTIP) to invest city transportation systems and describing how such investments would benefit and contribute to the KCTD's transportation plan and goals. • Establishes a CTIP wherein 12.5% of KCTD sales tax revenues are allocated to cities based on the city's population. From this 12.5%, cities will receive a minimum annual distribution of \$10,000. From the remaining revenues, individual cities are limited to a maximum of 15% of the total city allotment, minus the minimum allocation. Excess proceeds above the 15% limit are distributed to all cities below the 15% limit based on the city's population. A portion of the total CTIP revenues will be used to cover KCTD's administrative costs associated with distributing revenues to individual cities. • Requires the KCTD, or its successor entity, to develop administrative and reporting procedures before distributing funds to participating cities. • Requires cities to enter an interlocal agreement with the KCTD, or its successor entity, to receive CTIP revenues. • Establishes reporting and accountability requirements for receiving cities.

#	STATUS	1 st Page & Line #	Sponsor	Amendment Description
1 to 2A			Barón	<ul style="list-style-type: none"> Includes provisions to reallocate recaptured or unused CTIP allocations which may then be redistributed to other cities, remain within the CTIP reserves for future distribution or be redirected to King County Roads. Establishes that each city must provide written notice to the KCTD, or its successor entity, by March 1st each year affirming participation in the CTIP. If a city declines to receive CTIP revenues or fails to respond, the declining city’s allocation will be directed to King County Roads. Establishes that revenues allocated to cities must be used in accordance with transportation plans and for defined transportation purposes while transit related expenditures are prohibited. Transportation plans include: adopted King County transportation plans, adopted city transportation programs as required by RCW 35.77.010, and the Puget Sound Regional Council transportation improvement program as required by RCW 47.80.023. <p>Local Jurisdiction Pass-Through (Amends 2A to remove 15% maximum) THIS IS AN AMENDMENT TO AMENDMENT 2A Removes the provision in Amendment 2A that limits individual cities to no more than 15% of the total city allotment and eliminates the requirement to redistribute any excess proceeds above that limit to cities receiving less than 15%.</p>
2B		Pg. 4 Line 68	Balducci	<p>Local Jurisdiction Pass-Through (12.5% by population, \$10K Minimum) THIS AMENDMENT COMPETES WITH AMENDMENT 2A</p> <ul style="list-style-type: none"> Adds language stating the KCTD’s intent to invest in city transportation systems and describing how such a pass-through would benefit and contribute to the KCTD’s transportation plan and goals. Establishes a 12.5% pass-through of KCTD sales tax revenues to cities based on the city’s population. Cities who have established a Tax Increment Area under RCW 39.114.020(1)(c)(ii) will have its share of KCTD revenues reduced by the same amount of property tax money it will receive from King County. A portion of the total revenues allocated to cities will be used to cover KCTD’s administrative costs associated with distributing revenues to individual cities. Requires the KCTD, or its successor entity, to develop administrative and reporting procedures before distributing funds to receiving cities. Requires cities to enter an interlocal agreement with the KCTD, or its successor entity, to receive revenues. Establishes that each city must provide written notice to the KCTD, or its successor entity, by March 1st each year affirming the city wishes to receive

#	STATUS	1 st Page & Line #	Sponsor	Amendment Description
				<p>revenues. If a city declines to receive revenues or fails to respond, the declining city’s allocation will be directed to King County Roads.</p> <ul style="list-style-type: none"> Establishes that revenues allocated to cities must be used in accordance with Ordinance 17746 and defined transportation plans which include: adopted King County transportation plans, adopted city transportation programs as required by RCW 35.77.010, and the Puget Sound Regional Council transportation improvement program as required by RCW 47.80.023.
3		Pg 4 Line 74	Mosqueda	<p>Transit Intent Whereas Clauses Would add language to the Whereas clauses of the Roads funding Resolution articulating the funding needs of Metro Transit and the intent of the KCTD to seek funding for Transit at a future date</p>
4		Pg 5 Line 94	Balducci	<p>Lodging Tax Technical Would make technical changes to the sales of lodging exemption language as recommended by legal counsel</p>

High-Level Comparison of Pass-Through Amendments for Proposed Resolution TD2026-01

May 15, 2026

Issue	Amendment 2A	Amendment 1 to 2A	Amendment 2B
Amount of pass-through	12.5%		12.5%
Basis for pass-through	City population		City population
Minimum to any city	\$10,000		No minimum to city
Maximum to any city	Cap set so that no city may receive more than 15% of pass-through total	Would remove the 15% maximum language in Amendment 2A; resulting in no set cap on how much a city could receive	No maximum to city; resulting in no set cap on how much a city could receive
How are funds distributed	<ul style="list-style-type: none"> • KCTD to develop a City Transportation Improvement Program (CTIP) to distribute tax revenues to participating cities to use for projects/programs that are in a transportation plan and meet the road requirements of Ord. 17746 that created KCTD • Annually, cities must indicate if they wish to participate in the CTIP • Requires ILA • Revenues from declining cities are distributed to King County Roads 		<ul style="list-style-type: none"> • Direct pass-through to participating cities to use for projects/programs that are in a transportation plan and meet the road or transit requirements of Ord. 17746 that created KCTD • Annually, cities must indicate if they wish to receive KCTD revenues. • Requires ILA • Revenues from declining cities are distributed to King County Roads
How are admin costs managed	KCTD costs to develop and manage the CTIP are deducted from the total pass-through amount		KCTD admin costs to manage city distribution are deducted from the total pass-through amount
Other issues	<ul style="list-style-type: none"> • CTIP is limited to roads projects, not for transit 		<ul style="list-style-type: none"> • No limitation on cities to use only for roads • King County property tax contributions to Bellevue's TIF will be deducted from KCTD pass-through

March 31, 2026
Pass Through

[N. Bowman]

Sponsor: Fain

Proposed No.: TD2026-01

1 **AMENDMENT TO PROPOSED RESOLUTION TD2026-01, VERSION 1**

2 On page 5, after line 103, insert:

3 "B. Twenty-five percent of any sales and use tax proceeds shall be distributed to
4 cities within King County based on the city's proportionate share of total taxable retail
5 sales, as reported by the Washington state Department of Revenue for the most recent
6 reporting period available."

7

8 On page 6, after line 114, insert:

9 "B. Revenues distributed to cities may be used for transportation improvements as
10 authorized under chapter 36.73 RCW.

11

12 On page 7, on line 153, after "carried out" insert "by King County and the cities within
13 King County"

14

15 Renumber the remaining subsections consecutively and correct any internal references
16 accordingly.

17 **EFFECT prepared by *Nick Bowman: Establishes a twenty-five percent pass through***

18 ***to cities based on the city's proportionate share of total taxable retail sales.***

May 13, 2026
12.5% CTIP with Limit

[N. Bowman]

Sponsor: Fain

Proposed No.: TD2026-01

1 **AMENDMENT TO PROPOSED RESOLUTION TD2026-01, VERSION 1**

2 On page 4, after line 68, insert:

3 "WHEREAS, cities within the King County transportation district face significant
4 and growing transportation infrastructure needs, including for the maintenance and
5 preservation of local roads, safety improvements, multimodal access, and projects that
6 support economic development and housing growth, and most cities lack sufficient
7 revenue tools to meet these needs, particularly as costs escalate and existing funding
8 sources remain constrained, and

9 WHEREAS, investments in city transportation systems are essential to
10 maintaining a safe, reliable, and connected regional transportation network, as city streets
11 and facilities serve as critical links for residents, workers, goods movement, and access to
12 transit services, and

13 WHEREAS, the King County transportation district intends to establish a City
14 Transportation Improvement Program to distribute revenues from the one-tenth of one
15 percent sales and use tax authorized by this resolution to cities within the King County
16 transportation district ("CTIP revenues") for transportation improvements authorized by
17 chapter 36.73 RCW, consistent with the requirements described in this resolution, and

18 WHEREAS, the transportation improvements supported by CTIP revenues are
19 intended to further the King County transportation district transportation plan, which
20 includes working with local jurisdictions to spur infrastructure investments that enhance
21 safe, equitable, and accessible opportunities for transit, pedestrians, bicyclists, carpools
22 and vanpools, and other alternatives to single-occupant vehicles, and

23 WHEREAS, transportation improvements supported by CTIP revenues are
24 intended to contribute to the King County transportation district transportation plan,
25 including better integration with city, county, and regional transportation systems, and

26 WHEREAS, transportation improvements supported by CTIP revenues are
27 intended to improve mobility, enhance transit access, reduce congestion, and support
28 regional transportation and environmental goals, including reductions in greenhouse gas
29 emissions and by doing so, further the goals of the King County transportation district
30 transportation plan, and"

31

32 On page 5, beginning on line 101, after "district" strike everything through line 106 and
33 insert "not otherwise accounted for in section 3 of this resolution, including for any
34 administrative costs to the state Department of Revenue not to exceed two percent of the
35 taxes collected as required by RCW 82.14.050.

36 B. Annually, after deducting for the administrative costs described in section 2.A.
37 of this resolution, twelve and a half percent of the remaining sales and use tax revenues
38 shall be allocated to the City Transportation Improvement Program ("CTIP") for
39 distribution for distribution to receiving cities within the boundaries of the King County
40 transportation district, as set forth in section 3 of this resolution. A portion of the CTIP

41 revenues may be retained by the King County transportation district for reimbursement of
42 its administration costs for running the CTIP, including program distribution, reporting,
43 compliance, and oversight activities.

44 C. The remaining revenues shall be distributed to the King County road services
45 division to implement the transportation improvements described in section 4 of this
46 resolution."

47

48 On page 5, on line 107, after "SECTION 3." strike "**Use of revenues and description of**
49 **transportation improvements.**" and insert: "**Use of revenues by cities and description**
50 **of authorized transportation improvements.**

51 A. Before distributing revenues from the one-tenth of one percent sales and use
52 tax authorized by this resolution to cities within the King County transportation district
53 ("CTIP revenues"), the King County transportation district, or its successor entity, shall
54 develop the administrative and reporting procedures that the cities desiring to receive a
55 distribution must follow ("the receiving cities"), including a standardized interlocal
56 agreement that each receiving city must execute, without modification except as
57 authorized by the district, before receiving any CTIP revenues.

58 B.1. Each receiving city shall receive a minimum annual allocation of ten
59 thousand dollars from the CTIP revenues authorized under section 2.B. of this resolution.

60 2. After deducting administrative expenses under section 2.B. of this resolution
61 and minimum allocations required under subsection B.1. of this section, the remaining
62 CTIP revenues shall be distributed in proportion to each receiving city's population
63 relative to the total population of all receiving cities, subject to this section.

64 3. A receiving city shall not receive more than fifteen percent of the annual
65 CTIP revenues described under section 2.B. of this resolution.

66 4. If, by applying the proportional methodology in subsection B.2. of this
67 section, a receiving city's distribution would exceed the limitation established in
68 subsection B.3. of this section, then that excess amount of the city's distribution shall
69 remain within the CTIP and be redistributed to the remaining eligible receiving cities by
70 applying the proportional distribution methodology in subsection B.2. of this section and
71 the overall annual limit of CTIP revenues set forth in subsection B.3. of this section.

72 5. Any CTIP revenues remaining undistributed after application of the
73 redistribution methodology in this subsection may be retained, redistributed, or redirected
74 by the district consistent with subsection B.6. of this section.

75 6. If CTIP revenues remain undistributed or uncommitted following the
76 allocation and redistribution processes established in this section, or if the district
77 determines, in accordance with its administrative procedures, that a receiving city is
78 unable to timely encumber or expend the city's CTIP revenues for eligible transportation
79 purposes, these remaining revenues may:

80 a. be redistributed among other receiving cities with eligible project capacity in
81 accordance with subsection B.4. of this section; or

82 b. be redirected to the King County road services division for eligible county
83 road projects.

84 D. Starting in 2027 and each year thereafter, by March 1, each city shall provide
85 written notice to the district stating whether the city will be participating in the CTIP or
86 not. The CTIP distribution to a city that either affirmatively declines to participate or

87 fails to provide the written notice shall be redirected to the King County road services
88 division for eligible county road projects.

89 E.1. A city that chooses to receive CTIP revenues must expend its received CTIP
90 revenues on projects or programs contained in a transportation plan, as defined in section
91 7 of this resolution, and satisfy the requirements of Ordinance 17746, Section 5.B.5.
92 through 9. The transportation improvement projects should also:

- 93 a. enhance access to or connectivity with King County road infrastructure;
- 94 b. provide a regional or systemwide transportation benefit;
- 95 c. improve access to regional transit systems and multimodal transportation
96 networks; or
- 97 d. advance adopted regional transportation priorities, mobility goals, or
98 transportation plans; and
- 99 e. be project-ready and capable of timely implementation.

100 F. The transportation improvements to be carried out with the CTIP revenues
101 shall be needed by existing or reasonably foreseeable congestion levels; and selection of
102 the transportation improvements by a receiving city shall, to the extent practicable,
103 consider the criteria in RCW 36.73.020 in selecting its projects.

104 G. Any transportation improvement to which such revenues are used shall be
105 owned by the receiving city.

106 **SECTION 4. Use of revenues by King County and description of authorized**
107 **transportation improvements."**

108

109 On page 5, at the beginning of line 110, strike "Section 2" and insert "section
110 2.A."

111

112 On page 8, on line 151, after "**Accountability.**" strike everything through line 159 and
113 insert:

114 "A. At the end of the sixth year of sales and use tax collections under this
115 resolution, the board of supervisors of the King County transportation district, or its
116 successor entity, shall review the projects and programs for consistency with the
117 requirements and objectives of this resolution. To inform the review, the road services
118 division shall identify and evaluate projects implemented with the sales and use tax
119 revenues and electronically file a letter to provide that information by October 31 of each
120 year, to the clerk of the council, who shall retain an electronic copy and provide an
121 electronic copy to the King County transportation district, or its successor entity, all
122 councilmembers, and the council chief of staff.

123 B. Beginning one year after a city receives CTIP revenues, and annually
124 thereafter, each receiving city shall comply with any accountability, reporting, and review
125 requirements established in the district's administrative procedures and by interlocal
126 agreement.

127 SECTION 7. For the purposes of defining a "transportation plan" consistent with
128 36.73 RCW and for this resolution:

129 A. "The transportation plan of the King County transportation district" includes,
130 as adopted and updated, the Transportation Element of the King County Comprehensive
131 Plan, the King County Department of Transportation Strategic Plan for Road Services,

132 the King County Transportation Needs Report, and the King County Department of Local
133 Services, Road Services Division, Adopted Six-Year Capital Improvement Program;

134 B. "The transportation plan of a city" means its transportation program adopted
135 and annually revised and extended as required by RCW 35.77.010; and

136 C. "The transportation plan of the Puget Sound Regional Council" means its
137 transportation improvement program developed and updated as required by RCW
138 47.80.023.

139 SECTION 8. For the purposes of this resolution, "city" means a city or
140 incorporated town within the boundaries of the King County transportation district."

141

142 Renumber the remaining sections and subsections consecutively and correct any internal
143 references accordingly.

144 **EFFECT prepared by Nick Bowman: The amendment:**

- 145 • *Adds language stating the KCTD's intent establish a City Transportation*
146 *Improvement Program to invest city transportation systems and describing how*
147 *such investments would benefit and contribute to the KCTD's transportation*
148 *plan and goals.*
- 149 • *Establishes a City Transportation Improvement Program wherein twelve and a*
150 *half percent of KCTD sales tax revenues are allocated to cities based on the*
151 *city's population. From this twelve and half percent, cities will receive a*
152 *minimum annual distribution of \$10,000. From the remaining revenues,*
153 *individual cities are limited to a maximum of fifteen percent of the total city*
154 *allotment, minus the minimum allocation. Excess proceeds above the fifteen*

155 *percent limit are distributed to all cities below the fifteen percent limit based on*
156 *the city's population. A portion of the total CTIP revenues will be used to cover*
157 *KCTD's administrative costs associated with distributing revenues to individual*
158 *cities.*

- 159 • *Requires the KCTD, or its successor entity, to develop administrative and*
160 *reporting procedures before distributing funds to participating cities.*
- 161 • *Requires cities to enter an interlocal agreement with the KCTD, or its successor*
162 *entity, to receive CTIP revenues.*
- 163 • *Establishes reporting and accountability requirements for receiving cities.*
- 164 • *Includes provisions to reallocate recaptured or unused CTIP allocations which*
165 *may then be redistributed to other cities, remain within the CTIP reserves for*
166 *future distribution or be redirected to King County Roads.*
- 167 • *Establishes that each city must provide written notice to the KCTD, or its*
168 *successor entity, by March 1st each year affirming participation in the CTIP. If*
169 *a city declines to receive CTIP revenues or fails to respond, the declining city's*
170 *allocation will be directed to King County Roads.*
- 171 • *Establishes that revenues allocated to cities must be used in accordance with*
172 *transportation plans and for defined transportation purposes while transit*
173 *related expenditures are prohibited. Transportation plans include: adopted King*
174 *County transportation plans, adopted city transportation programs as required*
175 *by RCW 35.77.010, and the Puget Sound Regional Council transportation*
176 *improvement program as required by RCW 47.80.023.*

177

May 13, 2026

Remove 15% Cap

1
to 2A

[N. Bowman]

Sponsor: Barón

Proposed No.: TD2026-01

1 **AMENDMENT TO AMENDMENT 2A TO PROPOSED RESOLUTION TD2026-**
2 **01, VERSION 1**

3 On page 4, strike lines 64 through 71.

4 Renumber the remaining subsections consecutively and correct any internal references
5 accordingly

6 **EFFECT prepared by *Nick Bowman: Removes the amendment provision that limits***
7 ***individual cities to no more than fifteen percent of the total city allotment and***
8 ***eliminates the requirement to redistribute any excess proceeds above that limit to cities***
9 ***receiving less than fifteen percent.***

May 13, 2026
12.5% Pass-Through (Pop)
TIF Restriction

[N. Bowman]

Sponsor: Balducci

Proposed No.: TD2026-01

1 **AMENDMENT TO PROPOSED RESOLUTION TD2026-01, VERSION 1**

2 On page 4, after line 68, insert:

3 "WHEREAS, the King County transportation district intends to distribute
4 revenues from the one-tenth of one percent sales and use tax authorized by this resolution
5 to cities within the King County transportation district for transportation improvements
6 authorized by chapter 36.73 RCW, consistent with the requirements described in this
7 resolution, and

8 WHEREAS, such city transportation improvements receiving sales and use tax
9 revenue support are intended to contribute to furthering the King County transportation
10 district transportation plan, which includes working with local jurisdictions to spur
11 infrastructure investments that enhance safe, equitable, and accessible opportunities for
12 transit, pedestrians, bicyclists, carpools and vanpools, and other alternatives to single-
13 occupant vehicles, and

14 WHEREAS city transportation improvements receiving sales and use tax revenue
15 support are intended to contribute to furthering the King County transportation district
16 transportation plan, including better integration with the county road system, as well as
17 with the broader regional road system, and"

18

19 On page 4, after line 76 insert:

20 "WHEREAS, nevertheless, city transportation improvements receiving sales and
21 use tax revenue support will be intended to benefit public transit in the district either by
22 improving those roads and facilities used by public transit to convey riders to, from, and
23 between unincorporated areas of the county or the reduced congestion made possible by
24 the transportation improvements and thereby contributing to less production of
25 greenhouse gas emissions, and by doing so, further the goals of King County the goals of
26 the transportation district transportation plan, and"

27

28 On page 5, beginning on line 101, after "district" strike everything through line 106 and
29 insert "not otherwise accounted for in section 3 of this resolution, including for any
30 administrative costs to the state Department of Revenue not to exceed two percent of the
31 taxes collected as required by RCW 82.14.050.

32 B. Annually, after deducting for the administrative costs described in subsection
33 A. of this section, twelve and a half percent of the remaining sales and use tax revenues
34 shall be allocated for distribution to receiving cities within the boundaries of the King
35 County transportation district.

36 C. The remaining revenues shall be distributed to the King County road services
37 division to implement the transportation improvements described in section 4 of this
38 resolution."

39

40 On page 5, on line 107, after "SECTION 3." strike "**Use of revenues and description of**
41 **transportation improvements.**" and insert: "**Use of revenues by cities and description**
42 **of authorized transportation improvements.**

43 A. A portion of the allocation, authorized by section 2.B. of this resolution, may
44 be retained by the King County transportation district for reimbursement of its
45 administration costs, including managing the revenue distribution to cities, reporting,
46 compliance, and oversight activities.

47 B. Before distributing revenues from the one-tenth of one percent sales and use
48 tax authorized by this resolution to cities within the King County transportation district,
49 or its successor entity, shall develop the administrative and reporting procedures that the
50 cities desiring to receive a distribution must follow ("the receiving cities") including a
51 standardized interlocal agreement that each receiving city must execute, without
52 modification except as authorized by the district, before receiving such revenues.

53 C.1. After deducting administrative expenses under subsection A of this section,
54 the remaining revenues shall be distributed in proportion to each receiving city's
55 population relative to the total population of all receiving cities, subject to the provisions
56 of this section.

57 2. A receiving city, which created a tax increment area under RCW
58 39.114.020(1)(c)(ii), will have its allocated distribution under this resolution reduced by
59 an amount equal to the apportioned property tax revenues it receives from King County.
60 Any reduction to that city's allocated distribution under this resolution for each calendar
61 year cannot be less than zero.

62 3. Any revenues remaining undistributed after application of the redistribution
63 methodology in this subsection may be retained, redistributed, or redirected by the district
64 consistent with subsection C.4. of this section.

65 4. If revenues remain undistributed or uncommitted following the allocation and
66 redistribution processes established in this section these remaining revenues may:

67 a. be redistributed among other receiving cities with eligible project capacity in
68 accordance with subsection C.1. of this section; or

69 b. be redirected to the King County road services division for eligible county
70 road projects.

71 D. Starting in 2027 and each year thereafter, by March 1, each city shall provide
72 written notice to the district stating whether the city will be participating in the
73 distribution of revenues as authorized under section 2.B. of this resolution or not. The
74 revenue distribution to a city that either affirmatively declines to participate or fails to
75 provide the written notice shall be redirected to the King County road services division
76 for eligible county road projects.

77 E. A city that chooses to receive the revenues authorized under section 2.B of this
78 resolution must expend their received revenues on projects or programs contained in a
79 transportation plan as defined in section 7 of this resolution and satisfy the requirements
80 of Ordinance 17746, Section 5.B.

81 F. Consistent with RCW 36.73.020, the transportation improvements carried out
82 with the revenues authorized under section 2.B. of this resolution shall be needed by
83 existing or reasonably foreseeable congestion levels; and selection of the transportation

84 improvements by a receiving city shall, to the extent practicable, consider the criteria in
85 RCW 36.73.020 in selecting its projects.

86 G. Any transportation improvement to which the revenues authorized under
87 section 2.B. of this resolution are used shall be owned by the receiving city.

88 **SECTION 4. Use of revenues by King County and description of authorized**
89 **transportation improvements."**

90

91 On page 5, at the beginning of line 110, strike "Section 2" and insert "section 2.A."

92

93 On page 8, beginning on line 151, after "**Accountability.**" insert:

94 "A."

95

96 On page 8, on line 160, insert:

97 "B. At the end of the sixth year of collections, and annually thereafter, the board
98 of supervisors for the King County transportation district, or its successor entity, shall
99 review receiving city, as defined in section 3 of this resolution, use of revenues
100 authorized under section 2.B. of this resolution for consistency with this resolution and
101 any applicable administrative requirements established by the district. To inform the
102 review, each receiving city shall electronically submit an annual report identifying
103 projects and programs funded with such revenues during the prior reporting period, by
104 October 31 of each year, to the clerk of the council, who shall retain an electronic copy
105 and provide an electronic copy to the King County transportation district or its successor
106 entity, all King County councilmembers, and the council chief of staff. The district may

107 use the review in determining continued eligibility, compliance, future participation
108 requirements, or recapture of funds under this resolution.

109 SECTION 7. For the purposes of defining a "transportation plan" consistent with
110 36.73 RCW and for this resolution:

111 A. "The transportation plan of the King County transportation district" includes,
112 as adopted and updated, the Transportation Element of the King County Comprehensive
113 Plan, the King County Department of Transportation Strategic Plan for Road Services,
114 the King County Transportation Needs Report, and the King County Department of Local
115 Services, Road Services Division, Adopted Six-Year Capital Improvement Program.

116 B. "The transportation plan of a city" means its transportation program adopted
117 and annually revised and extended as required by RCW 35.77.010; and.

118 C. "The transportation plan of the Puget Sound Regional Council" means its
119 transportation improvement program developed and updated as required by RCW
120 47.80.023.

121 SECTION 8. For the purposes of this resolution, "city" means a city or
122 incorporated town within the boundaries of the King County transportation district."

123

124 Renumber the remaining sections and subsections consecutively and correct any internal
125 references accordingly.

126 **EFFECT prepared by Nick Bowman: The amendment:**

- 127 • *Adds language stating the KCTD's intent to invest city transportation systems*
128 *and describing how such a pass-through would benefit and contribute to the*
129 *KCTD's transportation plan and goals.*

- 130 • *Establishes a twelve and a half percent pass-through of KCTD sales tax*
131 *revenues to cities based on the city's population. Cities who have established a*
132 *Tax Increment Area under RCW 39.114.020(1)(c)(ii) will have its share of*
133 *KCTD revenues reduced by the same amount of property tax money it will*
134 *receive from King County. A portion of the total revenues allocated to cities will*
135 *be used to cover KCTD's administrative costs associated with distributing*
136 *revenues to individual cities.*
- 137 • *Requires the KCTD, or its successor entity, to develop administrative and*
138 *reporting procedures before distributing funds to receiving cities.*
- 139 • *Requires cities to enter an interlocal agreement with the KCTD, or its successor*
140 *entity, to receive revenues.*
- 141 • *Establishes that each city must provide written notice to the KCTD, or its*
142 *successor entity, by March 1st each year affirming the city wishes to receive*
143 *revenues. If a city declines to receive revenues or fails to respond, the declining*
144 *city's allocation will be directed to King County Roads.*
- 145 • *Establishes that revenues allocated to cities must be used in accordance with*
146 *Ordinance 17746 and defined transportation plans which include: adopted King*
147 *County transportation plans, adopted city transportation programs as required*
148 *by RCW 35.77.010, and the Puget Sound Regional Council transportation*
149 *improvement program as required by RCW 47.80.023.*

150

May 13, 2026
Intent to fund transit in future

[M. Bourguignon]

Sponsor: Mosqueda

Proposed No.: TD2026-01

1 **AMENDMENT TO PROPOSED RESOLUTION TD2026-01, VERSION 1**

2 On page 4, strike lines 74 through 80, and insert:

3 "WHEREAS, Section 5 of Ordinance 17746 specifies that the King County
4 transportation district can fund, among other things, the provision of Metro transit
5 department public transportation services; service planning and public engagement for
6 the provision of Metro transit department public transportation services; the operation,
7 maintenance, and repair of Metro transit department vehicles, equipment, and facilities;
8 the acquisition and replacement of Metro transit department vehicles and equipment; and
9 the implementation of transportation demand management programs, and

10 WHEREAS, in 2025, the Metro transit department served nearly ninety million
11 riders through nearly eleven thousand five hundred bus trips each weekday, and

12 WHEREAS, the Metro transit department works to provide safe, clean, and
13 reliable transit services that meet community needs and operate in a fiscally responsible
14 manner, including responding to the changing ridership and workforce patterns of the
15 post-pandemic years, and

16 WHEREAS, King County is continuing to grow, with a projected population of
17 approximately three million people by 2050, and

18 WHEREAS, the Metro Connects long-range plan, which was adopted in 2021 by
19 Ordinance 19367, outlines a vision for responding to population growth and increased
20 transportation needs through an expanded public transit network that could serve up to
21 200 million riders each year by 2050 by providing the transit services, fleet, and
22 supporting capital infrastructure needed to accommodate regionally forecasted growth
23 throughout King County, and

24 WHEREAS, the King County Metro Service Guidelines, which were adopted in
25 2021 by Ordinance 19367, provide the criteria and methodology to develop, modify, and
26 evaluate transit services to achieve the goals set in Metro Connects, based on the
27 performance of each transit route and the needs of the communities the Metro transit
28 department serves, and

29 WHEREAS, the Metro Connects long-range plan, as adopted, is not fully funded,
30 with additional funding needed to provide expanded transit services and the capital
31 investments, such as fleet and street improvements, needed to support that service, and

32 WHEREAS, because of the rising costs of providing service, as well as changes
33 made to the sales and use tax by the Washington State legislature, the Metro transit
34 department is projecting a shortfall in its reserve levels beginning in the 2030-2031
35 biennium, and

36 WHEREAS, providing safe, clean, and reliable transit services that meet
37 community needs and operate in a fiscally responsible manner will require additional
38 resources, and

39 WHEREAS, consistent with Section 5 of Ordinance 17746 King County
40 transportation district revenues may be used to fund certain public transportation and

41 mobility services provided by the Metro transit department within the boundaries of the
42 district, and

43 WHEREAS, given the need for additional revenues to fund, acquire, construct,
44 operate, improve, provide, maintain, and preserve public transportation provided by the
45 Metro transit department within the boundaries of the King County transportation district,
46 including the transportation and planning services, programs, vehicles, equipment,
47 facilities, and capital improvements identified in Section 5 of Ordinance 17746, it is the
48 intention of the board of supervisors of the King County transportation district to address
49 transit funding needs in the future, including by deliberating a proposal and drafting
50 legislation during 2026 for consideration for future transit funding;"

51

52 **EFFECT prepared by Mary Bourguignon: *The amendment would add language to***
53 ***the Roads funding Resolution articulating the funding needs of Metro Transit and the***
54 ***intent of the KCTD to seek funding for Transit at a future date.***

May 14, 2026
Lodging Sales Technical

[N. Bowman]

Sponsor: Balducci

Proposed No.: TD2026-01

1 **AMENDMENT TO PROPOSED RESOLUTION TD2026-01, VERSION 1**

2 On page 5, strike lines 94 through 98, and insert:

3 "D. Sales of lodging are exempt from the sales and use tax imposed by section 1
4 of this resoluiton if, but for the exemption, the total sales tax rate imposed on such sales
5 of lodging would exceed the greater of:

6 1. Twelve percent; or

7 2. The total sales tax rate that would have applied to the sale of lodging if the
8 sale were made on December 1, 2000."

9 **EFFECT prepared by *Nick Bowman: Makes technical changes to the sales of lodging***
10 ***exemption language as recommended by legal counsel.***

KCTD Proposed Resolution 2026-02 Amendment Tracker

Updated May 14, 2026

#	STATUS	1 st Page & Line #	Sponsor	Amendment Description
S1		--	Balducci	<p>STRIKING AMENDMENT</p> <p>Amendment S1 adds language stating the district’s intent to use district revenues to fund county roadway operations, programs, and projects including, but not limited to:</p> <ul style="list-style-type: none"> • Maintaining current level of service; • Road hazard and repair response; • Improving maintenance level of service including regular maintenance and cleanup of county rights-of-way ; • Planning, engineering, project management and capital support; • Traffic safety, intersection and crash reduction projects, including but not limited to; <ul style="list-style-type: none"> ○ Traffic safety improvements, including installation of roundabouts at key intersections, along Issaquah-Hobart Road; ○ Traffic safety improvements near the Skyway Resource Center and future Community Center; ○ Traffic safety and accessibility improvements in downtown Skyway including to and from the library, day care center, fire station, Skyway park and bus stops; ○ Installation of lighting to enhance visibility on high-traffic county roadways; and ○ Assessment and enhancement of safety measures within school zones, including, but not limited to, unincorporated roads adjacent to Camelot elementary school located on S 298th street; • Bridge replacements and maintenance; • Restoring roadway drainage systems and level of service; • Roadway drainage systems preservation, including but not limited to; <ul style="list-style-type: none"> ○ Prioritizing ditching and vegetation maintenance; • Roadway repaving; • Roadway reconstruction; • Facilities rehabilitation and replacement;

#	STATUS	1 st Page & Line #	Sponsor	Amendment Description
0.5 to S1		Pg 1 Line 11	Mosqueda	<ul style="list-style-type: none"> • Removing barriers to access, including, but not limited to, improvements to comply with the Americans with Disabilities Act, such as sidewalks, including near the Skyway resource center and future community center; • Safeguarding roads vulnerable to climate impacts, including but not limited to; <ul style="list-style-type: none"> ○ Raising the roadway surface elevation of NE 165th Street to reduce flood frequency and duration; ○ Prioritizing flood resiliency projects on county roadways adjacent to cities, including but not limited to; <ul style="list-style-type: none"> a. West Snoqualmie Valley Road; b. NE 124th Street; c. Woodinville-Duvall Road; and d. NE Tolt Hill Road; • Unplanned capital repairs from natural disasters or other emergencies; • Multi-modal investments, including but not limited to; <ul style="list-style-type: none"> ○ The 16th Ave S Street Alignment along E Marginal Way to Dallas Ave S project; and ○ Installation of a protected bicycle lane along Rainier Ave S between the City of Seattle and the City of Renton. ○ Multimodal improvements to Rainier Avenue in Skyway including sidewalks and bike lanes; • Implementation of the King County traffic safety action plan. <p>The striking amendment also adds additional transparency elements to be included in the requested spending plan and reporting requirements quarterly, annually, at the midway point of the tax authorization, and in the penultimate year of the tax authorization.</p> <p>Transit Funding Needs</p> <p>The amendment would ask that, in addition to preparing an implementation plan for Roads funding, the Executive should also prepare information about Transit funding needs so that the KCTD Board has information about how revenues from a future funding measure for Transit could be allocated. The amendment notes that the King County Council has separately requested Metro to prepare this information in response to a proviso in the 2026-2027 budget ordinance.</p>

#	STATUS	1 st Page & Line #	Sponsor	Amendment Description
1 to S1	Amendment 1 to S1 has been withdrawn and replaced with Amendment 1A to S1	--	--	--
1A to S1		Pg. 2 Line 26	Mosqueda	<p>Policy Guidance and Pre-Apprenticeship</p> <ul style="list-style-type: none"> Set the adopted Transportation Needs Report, the adopted Strategic Plan for Roads Services, and the annual six-year Roads capital improvement program as overarching policy guidance for the development of the Implementation Plan and Interlocal Agreement. State the KCTD’s intent to ensure no less than 20% of labor hours on county roadway capital projects and programs funded through KCTD revenues be performed by pre-apprenticeship graduates. Include process to ensure no less than 20% of labor hours on county roadway capital projects and programs funded through KCTD revenues be performed by pre-apprenticeship graduates as a required component of the requested interlocal agreement and implementation plan. Add the following projects to be included in the list of categories guiding the spending plan: Improving maintenance level of service including regular maintenance and cleanup of county rights-of-way, including but not limited to the unincorporated areas of White Center and Vashon Island; traffic safety improvements in the unincorporated area of White center, and climate resiliency projects on Vashon Island.
2 to S1	Amendment 2 to S1 has been withdrawn and replaced with Amendment 2A to S1	--	--	--
2A to S1			Perry	<p>Worker Safety</p> <p>Adds language to the facilities rehabilitation and replacement category to direct funding toward ensuring the health and safety of Roads employees.</p>

March 31, 2026
Spending Plan

[N. Bowman]

Sponsor: Balducci

Proposed No.: TD2026-02

1 **STRIKING AMENDMENT TO PROPOSED RESOLUTION TD2026-02,**
2 **VERSION 1**

3 On page 1, beginning on line 9, strike everything through page 4, line 51, and insert:

4 "BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE KING
5 COUNTY TRANSPORTATION DISTRICT:

6 **SECTION 1. Findings:**

7 A. The King County transportation district has approved a resolution imposing a
8 one-tenth of one percent sales and use tax to raise revenue to pay for transportation
9 improvements, with funds from the tax to be collected beginning in 2026.

10 B. The district seeks to ensure that revenues collected through the sales and use
11 tax are used in a manner that improves safety, mobility, and the long-term condition of
12 the county roadway system.

13 C. Strategic planning and transparent prioritization of county roadway
14 investments are essential to ensure the effective and accountable use of public funds.

15 D. Currently, the district has no employees and no funds and therefore it is not
16 feasible for the district to undertake the planning and implementation of transportation
17 improvements without external assistance.

18 E. King County has the authority, experience, and expertise to acquire, construct,
19 operate, improve, provide, maintain, and preserve public transportation facilities,
20 services, programs, and roads.

21 F. The district can achieve cost savings and efficiency benefits that are in the
22 public's interest by having King County provide such services to the district.

23 SECTION 2. It is the intent of the district to authorize the reimbursement of King
24 County from the funds that become available to the district for the reasonable, necessary,
25 and directly attributable costs of services performed by the county related to the planning
26 and implementation of county roadway infrastructure improvements.

27 SECTION 3. It is the intent of the district that sales and use tax proceeds be used
28 for county roadway operations, projects, and programs, including but not limited to:

29 A. Maintaining current level of service;

30 B. Road hazard and repair response;

31 C. Improving maintenance level of service including regular maintenance and
32 cleanup of county rights-of-way;

33 D. Planning, engineering, project management, and capital support;

34 E. Traffic safety, intersection, and crash reduction projects, including, but not
35 limited to:

36 1. Traffic safety improvements, including installation of roundabouts at key
37 intersections, along Issaquah-Hobart Road;

38 2. Traffic safety improvements near the Skyway resource center and future
39 community center;

- 40 3. Traffic safety and accessibility improvements in downtown Skyway
41 including to and from the library, day care center, fire station, Skyway park, and bus
42 stops;
- 43 4. Installation of lighting to enhance visibility on high-traffic county roadways;
44 and
- 45 5. Assessment and enhancement of safety measures within school zones,
46 including, but not limited to, unincorporated roads adjacent to Camelot elementary school
47 located on S 298th street;
- 48 F. Bridge replacements and maintenance;
- 49 G. Restoring roadway drainage systems and level of service;
- 50 H. Roadway drainage systems preservation, including, but not limited to,
51 prioritizing ditching and vegetation maintenance;
- 52 I. Roadway repaving;
- 53 J. Roadway reconstruction;
- 54 K. Facilities rehabilitation and replacement;
- 55 L. Removing barriers to access, including, but not limited to, improvements to
56 comply with the Americans with Disabilities Act, such as sidewalks, including near the
57 Skyway resource center and future community center;
- 58 M. Safeguarding roads vulnerable to climate impacts, including but not limited
59 to:
- 60 1. Raising the roadway surface elevation of NE 165th Street to reduce flood
61 frequency and duration; and

- 62 2. Prioritizing flood resiliency projects on county roadways adjacent to cities,
63 including, but not limited to:
- 64 a. West Snoqualmie Valley Road;
 - 65 b. NE 124th Street;
 - 66 c. Woodinville-Duvall Road; and
 - 67 d. NE Tolt Hill Road;
- 68 N. Unplanned capital repairs from natural disasters or other emergencies;
- 69 O. Multimodal investments, including, but not limited to:
- 70 1. The 16th Ave S Street Alignment along E Marginal Way to Dallas Ave S
71 project;
 - 72 2. Installation of a protected bicycle lane along Rainier Ave S between the city
73 of Seattle and the city of Renton; and
 - 74 3. Multimodal improvements to Rainier Avenue in Skyway including sidewalks
75 and bike lanes; and
- 76 P. Implementation of the King County traffic safety action plan.
- 77 SECTION 4. A. King County is requested to prepare and submit to the district
78 and to the King County council, by September 1, 2026, a proposed implementation plan
79 and interlocal agreement that would provide services to the district related to the planning
80 and implementation of county roadway infrastructure improvements. The requested
81 implementation plan and interlocal agreement should include sufficient detail to allow the
82 district to evaluate the necessity, timing, and effectiveness of proposed expenditures, and
83 shall include, at a minimum:

- 84 1. A description of district and county obligations to effectively and efficiently
85 plan and implement county roadway infrastructure improvements;
- 86 2. A detailed spending plan for the county roadway programs and projects
87 described in section 3 of this resolution. The spending plan shall include, but not be
88 limited to:
- 89 a. estimated funding allocations by project and program category;
- 90 b. identification of whether the proposed expenditures supplement or replace
91 existing funding; and
- 92 c. preliminary cost estimates and anticipated funding allocations by project and
93 program category, proposed for the 2026-2027 biennium, and a projection of anticipated
94 future investments;
- 95 3. A framework for determining appropriations for the county roadway
96 programs and projects described in section 3 of this resolution in future biennia;
- 97 4. Performance metrics to track financial accountability, project delivery,
98 transportation system outcomes, and timelines for achieving performance targets;
- 99 5. Regular financial and performance reporting transmitted to, and reviewed by,
100 the King County transportation district and the King County council, including:
- 101 a. quarterly reports on expenditures and project status;
- 102 b. an annual summary evaluation report on the programs and projects
103 supported by the district's revenue;
- 104 c. a midterm summary evaluation report on the programs and projects
105 supported by the district's revenues through 2032; and

106 d. final summary evaluation report on the programs and projects supported by
107 the district's revenues to be delivered in the penultimate year of the sales and use tax
108 authorization period to be used by the district in their evaluation of a potential
109 reauthorization of the sales and use tax; and

110 6. Reimbursement by the district to the county for services as authorized by
111 section 2 of this resolution and consistent with this section.

112 B. The board intends to consider authorizing the requested implementation plan
113 and interlocal agreement at a meeting to be held in September 2026."

114 **EFFECT prepared by Nick Bowman: Adds language stating the district's intent to use**
115 ***district revenues to fund county roadway operations, programs, and projects including,***
116 ***but not limited to:***

- 117 • *Maintaining current level of service;*
- 118 • *Road hazard and repair response;*
- 119 • *Improving maintenance level of service including regular maintenance*
120 *and cleanup of county rights-of-way ;*
- 121 • *Planning, engineering, project management and capital support;*
- 122 • *Traffic safety, intersection and crash reduction projects, including but not*
123 *limited to;*
 - 124 ○ *Traffic safety improvements, including installation of roundabouts at*
125 *key intersections, along Issaquah-Hobart Road;*
 - 126 ○ *Traffic safety improvements near the Skyway Resource Center and*
127 *future Community Center;*
 - 128 ○ *Traffic safety and accessibility improvements in downtown Skyway*
129 *including to and from the library, day care center, fire station, Skyway*
130 *park and bus stops;*
 - 131 ○ *Installation of lighting to enhance visibility on high-traffic county*
132 *roadways; and*
 - 133 ○ *Assessment and enhancement of safety measures within school zones,*
134 *including, but not limited to, unincorporated roads adjacent to Camelot*
135 *elementary school located on S 298th street;*
- 136 • *Bridge replacements and maintenance;*
- 137 • *Restoring roadway drainage systems and level of service;*
- 138 • *Roadway drainage systems preservation, including but not limited to;*
 - 139 ○ *Prioritizing ditching and vegetation maintenance;*
- 140 • *Roadway repaving;*

- 141 • *Roadway reconstruction;*
- 142 • *Facilities rehabilitation and replacement;*
- 143 • *Removing barriers to access, including, but not limited to, improvements to*
- 144 *comply with the Americans with Disabilities Act, such as sidewalks,*
- 145 *including near the Skyway resource center and future community center;*
- 146 • *Safeguarding roads vulnerable to climate impacts, including but not*
- 147 *limited to;*
 - 148 ○ *Raising the roadway surface elevation of NE 165th Street to reduce*
 - 149 *flood frequency and duration;*
 - 150 ○ *Prioritizing flood resiliency projects on county roadways adjacent to*
 - 151 *cities, including but not limited to;*
 - 152 a. *West Snoqualmie Valley Road;*
 - 153 b. *NE 124th Street;*
 - 154 c. *Woodinville-Duvall Road; and*
 - 155 d. *NE Tolt Hill Road;*
- 156 • *Unplanned capital repairs from natural disasters or other emergencies;*
- 157 • *Multi-modal investments, including but not limited to;*
 - 158 ○ *The 16th Ave S Street Alignment along E Marginal Way to Dallas Ave S*
 - 159 *project; and*
 - 160 ○ *Installation of a protected bicycle lane along Rainier Ave S between the*
 - 161 *City of Seattle and the City of Renton.*
 - 162 ○ *Multimodal improvements to Rainier Avenue in Skyway including*
 - 163 *sidewalks and bike lanes;*
- 164 • *Implementation of the King County traffic safety action plan.*
- 165

166 *The striking amendment also adds additional transparency elements to be included in*

167 *the requested spending plan and reporting requirements quarterly, annually, at the*

168 *midway point of the tax authorization, and in the penultimate year of the tax*

169 *authorization.*

19 Metro Connects long-range plan, guided by the King County Metro Service Guidelines,
20 as adopted by Ordinance 19367.

21 C."

22

23 **EFFECT prepared by *Mary Bourguignon*: The amendment would ask that, in**
24 **addition to preparing an implementation plan for Roads funding, the Executive**
25 **should also prepare information about Transit funding needs so that the KCTD**
26 **Board has information about how revenues from a future funding measure for**
27 **Transit could be allocated. The amendment notes that the King County Council has**
28 **separately requested Metro to prepare this information in response to a proviso in**
29 **the 2026-2027 budget ordinance.**

19 On page 3, on line 46. after "street;" insert "and
20 6. Traffic safety improvements in the unincorporated area of White Center;"
21
22 On page 3, on line 60, after "duration;" strike "and"
23
24 On page 4, on line 66, after "Road;" insert "and
25 3. Climate resiliency projects on Vashon Island;"
26
27 On page 4, at the beginning of line 76, strike "SECTION 4." and insert "SECTION 6."
28
29 On page 5, line 86, after "described in" strike "section 3" and insert "sections 3 and 4"
30
31 On page 5, line 95, after "described in" strike "section 3" and insert "sections 3 and 4"
32
33 On page 5, line 97, after "targets;" insert
34 5. Processes to ensure that no less than twenty percent of apprentice labor hours
35 on county roadway capital projects and programs funded by sales and use tax revenues
36 are performed by graduates from a Washington State Apprenticeship and Training
37 Council-approved pre-apprenticeship program.
38
39
40 Renumber the remaining subsections consecutively and correct any internal references
41 accordingly.

42

43 **EFFECT prepared by Nick Bowman: The proposed amendment would:**

44 • *Set the adopted Transportation Needs Report, the adopted Strategic Plan for*
45 *Roads Services, and the annual six-year Roads capital improvement program as*
46 *overarching policy guidance for the development of the Implementation Plan*
47 *and Interlocal Agreement.*

48 • *State the district’s intent to ensure no less than twenty percent of labor hours on*
49 *county roadway capital projects and programs funded through KCTD revenues*
50 *be performed by pre-apprenticeship graduates.*

51 • *Include process to ensure no less than twenty percent of labor hours on county*
52 *roadway capital projects and programs funded through KCTD revenues be*
53 *performed by pre-apprenticeship graduates as a required component of the*
54 *requested interlocal agreement and implementation plan.*

55 • *Add the following projects to be included in the list of categories guiding the*
56 *spending plan: Improving maintenance level of service including regular*
57 *maintenance and cleanup of county rights-of-way, including but not limited to*
58 *the unincorporated areas of White Center and Vashon Island; traffic safety*
59 *improvements in the unincorporated area of White center, and climate*
60 *resiliency projects on Vashon Island.*

61

April 1, 2026

Worker Safety



[N. Bowman]

Sponsor: Perry

Proposed No.: TD2026-02

1 **AMENDMENT TO STRIKING AMENDMENT 1 TO PROPOSED RESOLUTION**

2 **TD2026-02, VERSION 1**

3 On page 3, on line 53, after "replacement" insert: "including, but not limited to, ensuring
4 the health and safety of employees"

5

6 **EFFECT prepared by *Nick Bowman: Adds language to the facilities rehabilitation***
7 ***and replacement category to direct funding toward ensuring the health and safety of***
8 ***Roads employees.***