



King County

1200 King County
Courthouse
516 Third Avenue
Seattle, WA 98104

Meeting Agenda

King County Transportation District

*Boardmembers: Claudia Balducci, Chair;
Steffanie Fain, Vice Chair;
Jorge Barón, Rod Dembowski, Reagan Dunn, Rhonda Lewis,
Teresa Mosqueda, Sarah Perry, Pete von Reichbauer*

1:00 PM

Friday, June 12, 2026

Hybrid Meeting

SPECIAL MEETING REVISED AGENDA

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 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 Council Chambers.
2. **By email:** You may testify by submitting a COMMENT email. If your testimony is submitted before 4:00 p.m. on the day before of the meeting, your email testimony will be distributed to the Supervisors 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.

	<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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CONNECTING TO THE WEBINAR

Webinar ID: 862 4931 8308

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

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



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

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

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

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

1. **Call to Order**
2. **Roll Call**
3. **Approval of Minutes of May 15, 2026** **pg 4**
4. **Public Comment**

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Discussion and Possible Action

- 5. TD Resolution No. TD2026-01 **pg 9**

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: Balducci

Nick Bowman and Mary Bourguignon, Council staff

- 6. TD Resolution No. TD2026-02 **pg 45**

A RESOLUTION related to the provision of services to the King County transportation district by King County; requesting the county prepare, negotiate, and execute with the district an implementation plan and interlocal agreement for transportation improvement planning and implementation, and stating the intent of the district to reimburse the county fully from available funds for the reasonable cost of services provided to the district.

Sponsors: Balducci

Nick Bowman and Mary Bourguignon, Council staff



- 7. TD Resolution No. TD2026-03 **pg 66**

A RESOLUTION requesting the King County transportation district executive committee to begin the process of seeking contracted staffing support for consideration and final approval by the board of supervisors.

Nick Bowman and Mary Bourguignon, Council staff

Executive Session: Legal risks of a proposed action as allowed by RCW 42.30.110(1)(i)

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;
Steffanie Fain, Vice Chair;
Jorge Barón, Rod Dembowski, Reagan Dunn, Rhonda Lewis,
Teresa Mosqueda, Sarah Perry, Pete von Reichbauer*

10:30 AM

Friday, May 15, 2026

Hybrid Meeting

SPECIAL MEETING DRAFT MINUTES

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CONNECTING TO THE WEBINAR

Webinar ID: 835 9291 6212

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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 10:30 a.m.

2. Roll Call

Present: 9 - Balducci, Barón, Dembowski, Dunn, Fain, Lewis, Mosqueda, Perry and von Reichbauer

3. Approval of Minutes of April 2, 2026

Supervisor Fain moved to approve the minutes of the April 2, 2026, meeting as presented. Seeing no objection, the Chair so ordered.

4. Public Comment

*The following people spoke:
Jay Arnold
Robert Feldstein
Carol LaMotte
Billy Hetherington*

*Amy Brockhaus
Elijah Berry
Derek Maiolo
Monty Anderson
Eddie Esponosa
Marianna Hyke*

Discussion and Possible Action

5. TD Resolution No. TD2026-01

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: Balducci

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

Kendall Moore, Assistant Chief Legal Counsel, briefed the District and answered questions.

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

Supervisor Fain withdrew Amendment 2.

This matter was Deferred

6. TD Resolution No. TD2026-02

A RESOLUTION related to the provision of services to the King County transportation district by King County; requesting the county prepare, negotiate, and execute with the district an implementation plan and interlocal agreement for transportation improvement planning and implementation, and stating the intent of the district to reimburse the county fully from available funds for the reasonable cost of services provided to the district.

Sponsors: Balducci

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

This matter was Deferred

Briefing

7. TD Briefing No. TD2026-B07

Options for Work Plan and Next Steps

Deferred

Executive Session: Legal risks of a proposed action as allowed by RCW 42.30.110(1)(i)

No Executive Session was held.

Adjournment

The meeting was adjourned at 12:26 p.m.

Approved this _____ day of _____

Clerk's Signature



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

TD Resolution

Proposed No. TD2026-01.1

Sponsors Balducci

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

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

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

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

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

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

24 WHEREAS, the King County transportation district may be assumed by King
25 County in accordance with chapter 36.74 RCW, and

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

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

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

40 WHEREAS, the 2023-2024 business plan developed by the King County road
41 services division indicates that the structural funding crisis, which has not been addressed
42 during the last decade, means that dedicated funding for capital projects will be exhausted

43 in 2029, significantly constraining King County's capacity to maintain, improve, and
44 replace aging and failed components of the road system, and

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

49 WHEREAS, among the priorities for the King County road services division are
50 roadway preservation projects to maintain pavement conditions, recovery from flooding
51 and severe weather such as the event that occurred during December 2025, drainage
52 preservation projects to protect road users and existing roadway structures by eliminating
53 failed or failing drainage systems, culvert replacement projects to promote fish passage
54 and complement King County's collaboration with Tribal governments' salmon recovery
55 efforts, improving county roadways sharing connection points with municipalities which
56 are integral to regional mobility, short span timber bridge replacement projects to replace
57 the forty-four aging timber bridges that are less than twenty feet long and are therefore
58 not eligible for federal funding, intersection improvement projects to improve roadway
59 safety for road users, snow and ice removal during inclement weather, and ongoing
60 maintenance of roads, bridges, drainage pipe, culverts, crosswalks, and sidewalks, and

61 WHEREAS, the transportation improvements provided and maintained by the
62 King County road services division are eligible, under chapter 36.73 RCW and Ordinance
63 17746, to be paid for with revenues imposed by the King County transportation district
64 within the boundaries of the district for transportation improvements, and

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

69 WHEREAS, King County's Metro transit department, which is the largest public
70 transportation agency in the Puget Sound region, providing public transit services
71 throughout King County, faces financial challenges due both to increasing costs and the
72 goal to expand transit service to meet the needs of King County's growing population,
73 and

74 WHEREAS, although the Metro transit department is also eligible to use revenues
75 imposed by the King County transportation district it is not the subject of this resolution
76 due to the emergent needs facing the unincorporated area road network, and

77 WHEREAS, it is the intention of the board of supervisors of the King County
78 transportation district to address transit funding needs in the future, including by
79 deliberating a proposal and drafting legislation during 2026 for consideration for future
80 transit funding;

81 BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE KING
82 COUNTY TRANSPORTATION DISTRICT:

83 SECTION 1. Imposition of sales and use tax.

84 A. The board of supervisors of the King County transportation district imposes a
85 sales and use tax of one-tenth of one percent under RCW 36.73.040(3)(a),
86 36.73.065(4)(a)(v), and 82.14.0455, to raise revenue to pay for transportation
87 improvements.

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

89 C. The sales and use tax shall be in addition to any other taxes authorized by
90 other jurisdictions and shall be collected from those persons who are taxable by the state
91 under chapters 82.08 and 82.12 RCW, as amended, upon the occurrence of any taxable
92 event within the King County transportation district's boundaries, which are the
93 geographic boundaries of King County.

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

96 1. Twelve percent; or

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

99 **SECTION 2. Distribution of revenues.**

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

104 B. The remaining revenues shall be distributed to the King County road services
105 division to implement the transportation improvements described in Section 3 of this
106 resolution.

107 **SECTION 3. Use of revenues and description of transportation**
108 **improvements.**

109 A. The sales and use tax revenues, less the administrative costs identified in
110 Section 2 of this resolution, shall be used by the district consistent with chapter 36.73

111 RCW, Ordinance 17746, and this resolution to pay for transportation improvements
112 permitted under that authority, including but not limited to, the acquisition, construction,
113 operation, improvement, provision, maintenance, and preservation of public
114 transportation facilities, services, programs, and roads.

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

119 1. Addressing maintenance, repairs, improvements, and replacements as
120 necessary to keep roads and bridges open and functional to meet increasing needs;

121 2. Preserving essential county safety and preservation programs, including
122 pedestrian and bicyclist access and safety; and

123 3. Reducing barriers to accessibility and implementing improvement projects
124 such as sidewalks, curb ramps, and street crossings in alignment with the 2021 King
125 County Road Services Division Americans with Disabilities Act Transition Plan.

126 C. Revenues distributed to the King County road services division may also be
127 used to acquire, invest in, construct, improve, provide, operate, preserve, maintain, or pay
128 for transportation improvements focused on the following road and bridge needs:

129 1. Repairing and restoring road network assets damaged by flooding, severe
130 weather, or natural disasters such as the historic flooding experienced in December 2025;

131 2. Preserving necessary levels of operations and maintenance, including health
132 and safety of employees;

- 133 3. Implementing pavement preservation projects to extend the life of existing
134 roadways and reduce long-term costs;
- 135 4. Collaborating with municipalities to address orphan roads and improve
136 county roadways within designated Potential Annexation Areas, as well as those county
137 roadways integral to regional mobility;
- 138 5. Restoring cuts made to the road services division approved in the 2026-2027
139 biennial budget;
- 140 6. Implementing intersection safety projects;
- 141 7. Developing a coordinated safety action plan using the Safe System approach
142 and implementing projects identified in the plan to reduce traffic deaths and serious
143 injuries on county roadways;
- 144 8. Implementing bridge load upgrade program projects; and
- 145 9. Providing local matching moneys to leverage grant opportunities.

146 SECTION 4. Ability to apply sales and use tax revenues to pay bonds. To
147 carry out the purposes of this resolution, the district may pledge or apply the sales and
148 use tax revenues to the payment of and interest on general obligation indebtedness issued
149 by King County within the limitations as now existing or hereafter prescribed by the laws
150 of this state.

151 SECTION 5. Accountability. At the end of the sixth year of collections, the
152 board of supervisors of the King County transportation district, or its successor entity,
153 shall review the projects and programs carried out with these sales and use tax revenues
154 for consistency with this resolution. To inform the review, the road services division
155 shall identify and evaluate projects implemented with these sales and use tax revenues

156 and electronically file a letter to provide that information by October 31 of each year, to
157 the clerk of the council, who shall retain an electronic copy and provide an electronic
158 copy to the King County transportation district, or its successor entity, all
159 councilmembers, and the council chief of staff.

160 SECTION 6. Severability. If any provision of this resolution or its application to
161 any person or circumstance is held invalid, the remainder of the resolution or the
162 application of the provision to other persons or circumstances is not affected.

163 SECTION 7. Effective date. This resolution takes effect immediately after
164 passage of this resolution, but the additional sales and use tax imposed by section 1 of

165 this resolution applies only to taxable events occurring from the earliest practicable date
166 consistent with RCW 82.14.055.

KING COUNTY TRANSPORTATION
DISTRICT
KING COUNTY, WASHINGTON

Claudia Balducci, Chair

ATTEST:

Melani Hay, Clerk of the Board

Attachments: None



King County

King County Transportation District

STAFF REPORT

Agenda Item:	5	Name:	Nick Bowman
Proposed No.:	TD2026-01	Date:	June 12, 2026

SUBJECT

Proposed Resolution TD2026-01 would impose a 10-year 0.1% sales and use tax for county roadway improvements.

SUMMARY

Washington state law allows cities and counties to create local Transportation Benefit Districts (TBDs), independent governments that fund and implement transportation improvements. State law gives TBDs access to a number of funding sources, one of which is the sales and use tax. TBDs have access to a total of 0.3% in increased sales tax, of which 0.1% can be imposed by the TBD Board and 0.2% requires a popular vote.

Proposed Resolution TD2026-01 would impose a countywide 10-year 0.1% sales and use tax for transportation improvements, with revenues distributed to the Road Services Division of the Department of Local Services (Roads). The funding measure would generate approximately \$101.9 million per year. Should the KCTD approve the legislation and notify the Washington State Department of Revenue by October 16, 2026, sales tax collections would begin on January 1, 2027.

Striking Amendment S1 would establish a 12.5% pass-through of revenues to local jurisdictions based on population, to be used on roadway infrastructure projects through a City Transportation Improvement Program (CTIP). The pass-through would have a \$10,000 minimum per city, a cap of 15% of pass-through to any individual city, and an offset for tax increment financing apportionments authorized by Ordinance 20061. The striker would also include additional language on KCTD’s intent to seek funding for transit needs in the future and would make technical corrections.

Amendment 1 to S1 would remove the 15% cap from the city pass-through.

Amendment 2 to S1 would add clarifying language regarding the Ordinance 20061 Section 1.D. buyout option and its impact on future KCTD revenue allocation to a tax increment area (TIA) city.

Amendment 3 to S1 would allow CTIP revenues to be used for any allowable purpose under RCW 36.73 and Ordinance 17746, including transit service.

BACKGROUND

Transportation Benefit Districts. Washington state law¹ 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.²

In 2014, King County created the King County Transportation District (KCTD) as a TBD for the county.³ Its boundaries are those of King County and it is governed by a Board of Supervisors made up of the nine King County Councilmembers. The KCTD currently has no revenue and no employees.

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

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

In terms of the sales tax, TBDs have access to a total of 0.3% in increased sales tax:

- 0.1% can be imposed by the TBD Board (councilmanic)⁵
- 0.2% requires approval by voters after action by the TBD Board.⁶

Roads Structural Funding Deficit. Roads manages approximately 1,500 miles of roads, 193 bridges, 49,000 traffic control signs, 79 traffic signals, 118 miles of guardrail, 58 traffic cameras, 3.5 million linear feet of drainage pipe, 4.6 million feet of drainage ditch, 28,000 culverts, 700 crosswalks, and 275 miles of sidewalk in King County's unincorporated areas.⁷

The unincorporated area roads system is primarily supported by revenue from a dedicated property tax on unincorporated properties,⁸ the state gas tax, and grant funding, with the property tax projected to contribute over 80% of Roads' revenue during

¹ RCW 36.73

² RCW 36.73.020

³ Ordinance 17746. The KCTD replaced a prior King County TBD.

⁴ RCW 36.73.015(6)

⁵ RCW 82.14.0455; 36.73.040(3)(a)

⁶ RCW 82.14.0455; 36.73.040(3)(a)

⁷ Based on available data from 2025 roads inventory.

⁸ RCW 36.82.040

the 2026-2027 biennium.⁹ Over the years, the combined impact of municipal annexations, state limitations on available revenue options, lingering effects of the 2008 recession, implementation of the Washington State Growth Management Act, voter initiatives, and aging infrastructure has resulted in a structural decline in the County's capacity to fund its road and bridge network. Due to this structural funding deficit, current estimates show that dedicated funding for capital projects will be exhausted in 2028.¹⁰

ANALYSIS

KCTD Resolution TD2026-01 would impose a 10 year 0.1% sales and use tax in King County for transportation improvements, with revenues being allocated to the county Road Services Division.

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

According to the March 2026 revenue forecast by the King County Office of Economic and Financial Analysis (OEFA), a countywide 0.1% sales tax would currently generate approximately \$101.9 million per year (averaged over time, based on 2026 \$). The Executive Budget Office has estimated that the impact to a median income household would be about \$40 per year.

Authorized use of revenues. KCTD Resolution TD2026-01 states that any revenues collected by the proposed 0.1% sales tax would first be used to pay administrative costs incurred by KCTD, including any administrative costs owed to the State Department of Revenue, not to exceed 2% of the taxes collected.¹¹

Remaining revenues would be allocated to Roads to be used for eligible transportation improvements as defined in State law,¹² and to address the following "high priority" road and bridge needs:

- Addressing maintenance, repairs, improvements, and replacements as necessary to keep roads and bridges open and functional to meet increasing needs;
- Preserving essential county safety and preservation programs, including pedestrian and bicyclist access and safety; and
- Reducing barriers to accessibility and implementing improvement projects such as sidewalks, curb ramps, and street crossings in alignment with the 2021 King County Road Services Division Americans with Disabilities Act Transition Plan.

Revenues may also be used for the following roads related needs:

⁹ Ordinance 20023

¹⁰ [King County Executive Proposed 2026-2027 Biennial Budget](#) (See Roads CIP Financial Plans Page 437 & 442)

¹¹ RCW 82.14.050

¹² RCW 36.73.015(6)

- Repairing and restoring road network assets damaged by flooding, severe weather, or natural disasters such as the historic flooding experienced in December 2025;
- Preserving necessary levels of operations and maintenance, including health and safety of employees;
- Implementing pavement preservation projects to extend the life of existing roadways and reduce long-term costs;
- Collaborating with municipalities to address orphan roads and improve county roadways within designated Potential Annexation Areas, as well as those county roadways integral to regional mobility;
- Restoring cuts made to the road services division approved in the 2026-2027 biennial budget;
- Implementing intersection safety projects;
- Developing a coordinated safety action plan using the Safe System approach and implementing projects identified in the plan to reduce traffic deaths and serious injuries on county roadways;
- Implementing bridge load upgrade program projects; and
- Providing local matching moneys to leverage grant opportunities.

Many of these road and bridge categories were identified as intended to receive additional funding by the Council during consideration of Roads levy lid lift proposals in 2020 and 2021 which ultimately did not go forward.¹³

Additionally, the Proposed Resolution allows the sales tax revenues to be pledged as part of the security for County issued bonds.

Accountability. KCTD Resolution TD2026-01 would require Roads to identify and evaluate projects implemented with the proposed 0.1% sales tax in a letter to KCTD by October 31 each year. At the end of the sixth year of collections, the KCTD Board would review the projects and programs implemented to date for consistency with the Resolution.

Fiscal impact. The Executive Budget Office (EBO) estimates that a 0.1% increase in the sales tax would have an annual impact of \$40 on the median income household. This estimate is based on a median household income of \$122,000 and a sales tax ratio of 32.9%, meaning that the median household spends a total of \$40,138 each year on goods subject to the sales tax, resulting in approximately \$3,908 in sales taxes owed. An increase of 0.1% to the sales tax would add \$40 on average to that total.¹⁴

In terms of revenues that would be collected by KCTD Resolution TD2026-01, as described above, estimates provided in March by the EBO indicate that 0.1% sales tax

¹³ PM 2020-0111 & PM

¹⁴ The EBO notes that this total will vary due to the variation among jurisdictions in sales tax rates.

imposed countywide is currently anticipated to raise approximately \$101.9 million per year in the first year of collections.¹⁵

Timeline. Proposed Resolution TD2026-01, as drafted, would take effect immediately upon passage, with the additional sales tax being imposed at the earliest practicable date consistent with State law.¹⁶ State law provides that newly authorized sales tax collections begin:

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

Given the 75-day timeline after the Department of Revenue is notified and the three dates on which the Department of Revenue begins sales tax collections, if the KCTD Board takes action on the Proposed Resolution and notifies the Department of Revenue by October 16, 2026, sales tax collections would begin on January 1, 2027.

Next steps after revenue authorization. If the KCTD were to raise revenue, the district could contract with King County to use the revenue, or the KCTD and its duties could be assumed into King County.

AMENDMENTS

Striking Amendment S1 would:

- Add language articulating the funding needs of Metro Transit and the KCTD's intent to seek funding for Transit at a future date.
- Add language stating the KCTD's intent establish a City Transportation Improvement Program to invest in city transportation systems and describing how such investments would benefit and contribute to the KCTD's transportation plan and goals.
- Establish a City Transportation Improvement Program wherein 12.5% of KCTD sales tax revenues are allocated to cities 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.
 - From this 12.5%, minus administrative costs, 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.
 - Additionally, a city which has created a tax increment area under RCW 39.114.020(1)(c)(ii) would have its CTIP allocation reduced by what the

¹⁵ As noted, this estimate is based on the March 2026 OEFA revenue forecast.

¹⁶ RCW 82.14.055

city would have received in property tax apportionments from King County under Ordinance 20061, but for this Resolution. The resulting difference would be distributed to King County Roads.

- Require the KCTD, or its successor entity, to develop administrative and reporting procedures before distributing funds to participating cities.
- Require cities to enter an interlocal agreement with the KCTD, or its successor entity, to receive CTIP revenues.
- Allow the KCTD to recapture CTIP allocations if the KCTD, in accordance with its future administrative procedures, determines that a receiving city is unable to timely encumber or expend the moneys for eligible transportation purposes. Recaptured CTIP allocations may then be redistributed to other cities with eligible project capacity or be redirected to King County Roads.
- Establish 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.
- Establish that CTIP revenues must be used for roads purposes in accordance with defined transportation plans. Metro Transit related expenditures are prohibited. Defined transportation plans include: the 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.
- Require cities to comply with reporting, accountability, and review measures to be developed by the KCTD.

Amendment 1 to S1 would remove the 15% cap from the city pass-through.

Amendment 2 to S1 would add clarifying language regarding the buyout option under Ordinance 20061, Section 1.D., providing that future CTIP allocations to the TIA city will be reduced by an amount equal to any county buyout payment, annualized over the remaining years of the sales and use tax collection period.

Amendment 3 to S1 would allow CTIP revenues to be used for any allowable purpose under RCW 36.77 and Ordinance 17746 including Metro Transit service-related expenditures. The amendment would state that transit service investments should be aligned with the adopted King County Metro Service Guidelines.

ATTACHMENTS

1. Proposed Resolution TD2026-01
2. Amendment S1
3. Flow Chart showing illustrative example of Amendment S1 implementation
4. Amendment 1 to S1
5. Amendment 2 to S1
6. Amendment 3 to S1

May 26, 2026
Fain Striker

[N. Bowman]

Sponsor: Fain

Proposed No.: TD2026-01

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

3 On page 1, beginning on line 6, strike everything through page 9, line 166, and insert:

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

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

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

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

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

22 WHEREAS, the King County transportation district may be assumed by King
23 County in accordance with chapter 36.74 RCW, and

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

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

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

38 WHEREAS, the 2023-2024 business plan developed by the King County road
39 services division indicates that the structural funding crisis, which has not been addressed
40 during the last decade, means that dedicated funding for capital projects will be exhausted

41 in 2029, significantly constraining King County's capacity to maintain, improve, and
42 replace aging and failed components of the road system, and

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

47 WHEREAS, among the priorities for the King County road services division are
48 roadway preservation projects to maintain pavement conditions, recovery from flooding
49 and severe weather such as the event that occurred during December 2025, drainage
50 preservation projects to protect road users and existing roadway structures by eliminating
51 failed or failing drainage systems, culvert replacement projects to promote fish passage
52 and complement King County's collaboration with Tribal governments' salmon recovery
53 efforts, improving county roadways sharing connection points with municipalities which
54 are integral to regional mobility, short span timber bridge replacement projects to replace
55 the forty-four aging timber bridges that are less than twenty feet long and are therefore
56 not eligible for federal funding, intersection improvement projects to improve roadway
57 safety for road users, snow and ice removal during inclement weather, and ongoing
58 maintenance of roads, bridges, drainage pipe, culverts, crosswalks, and sidewalks, and

59 WHEREAS, the transportation improvements provided and maintained by the
60 King County road services division are eligible, under chapter 36.73 RCW and Ordinance
61 17746, to be paid for with revenues imposed by the King County transportation district
62 within the boundaries of the district for transportation improvements, and

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

67 WHEREAS, cities within the King County transportation district face significant
68 and growing transportation infrastructure needs, including for the maintenance and
69 preservation of local roads, safety improvements, multimodal access, and projects that
70 support economic development and housing growth, and most cities lack sufficient
71 revenue tools to meet these needs, particularly as costs escalate and existing funding
72 sources remain constrained, and

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

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

82 WHEREAS, the transportation improvements supported by CTIP revenues are
83 intended to further the King County transportation district transportation plan, which
84 includes working with local jurisdictions to spur infrastructure investments that enhance

85 safe, equitable, and accessible opportunities for transit, pedestrians, bicyclists, carpools
86 and vanpools, and other alternatives to single-occupant vehicles, and

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

90 WHEREAS, transportation improvements supported by CTIP revenues are
91 intended to improve mobility, enhance transit access, reduce congestion, and support
92 regional transportation and environmental goals, including reductions in greenhouse gas
93 emissions, and, by doing so, further the goals of the King County transportation district
94 transportation plan, and

95 WHEREAS, King County's Metro transit department, which is the largest public
96 transportation agency in the Puget Sound region, providing public transit services
97 throughout King County, faces financial challenges due both to increasing costs and the
98 goal to expand transit service to meet the needs of King County's growing population,
99 and

100 WHEREAS, Ordinance 17746, Section 5, specifies that the King County
101 transportation district can fund, among other things: the provision of Metro transit
102 department public transportation services; service planning and public engagement for
103 the provision of Metro transit department public transportation services; the operation,
104 maintenance, and repair of Metro transit department vehicles, equipment, and facilities;
105 the acquisition and replacement of Metro transit department vehicles and equipment; and
106 the implementation of transportation demand management programs, and

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

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

113 WHEREAS, King County is continuing to grow, with a projected population of
114 approximately three million by 2050, and

115 WHEREAS, the Metro Connects long-range plan, which was adopted in 2021 by
116 Ordinance 19367, outlines a vision for responding to population growth and increased
117 transportation needs through an expanded public transit network that could serve up to
118 200 million riders each year by 2050 by providing the transit services, fleet, and
119 supporting capital infrastructure needed to accommodate regionally forecasted growth
120 throughout King County, and

121 WHEREAS, the King County Metro Service Guidelines, which were adopted in
122 2021 by Ordinance 19367, provide the criteria and methodology to develop, modify, and
123 evaluate transit services to achieve the goals set in Metro Connects, based on the
124 performance of each transit route and the needs of the communities the Metro transit
125 department serves, and

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

129 WHEREAS, because of the rising costs of providing service, as well as changes
130 made to the sales and use tax by the Washington state Legislature, the Metro transit
131 department is projecting a shortfall in its reserve levels beginning in the 2030-2031
132 biennium, and

133 WHEREAS, providing safe, clean, and reliable transit services that meet
134 community needs and operate in a fiscally responsible manner will require additional
135 resources, and

136 WHEREAS, consistent with Ordinance 17746, Section 5, King County
137 transportation district revenues may be used to fund certain public transportation and
138 mobility services provided by the Metro transit department within the boundaries of the
139 district, and

140 WHEREAS, given the need for additional revenues to fund, acquire, construct,
141 operate, improve, provide, maintain, and preserve public transportation provided by the
142 Metro transit department within the boundaries of the King County transportation district,
143 including the transportation and planning services, programs, vehicles, equipment,
144 facilities, and capital improvements identified in Ordinance 17746, Section 5, it is the
145 intention of the board of supervisors of the King County transportation district to address
146 transit funding needs in the future, including by deliberating a proposal and drafting
147 legislation during 2026 for consideration for future transit funding;

148 BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE KING
149 COUNTY TRANSPORTATION DISTRICT:

150 SECTION 1. Imposition of sales and use tax.

151 A. The board of supervisors of the King County transportation district imposes a
152 sales and use tax of one-tenth of one percent under RCW 36.73.040(3)(a),
153 36.73.065(4)(a)(v), and 82.14.0455, to raise revenue to pay for transportation
154 improvements.

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

156 C. The sales and use tax shall be in addition to any other taxes authorized by
157 other jurisdictions and shall be collected from those persons who are taxable by the state
158 under chapters 82.08 and 82.12 RCW, as amended, upon the occurrence of any taxable
159 event within the King County transportation district's boundaries, which are the
160 geographic boundaries of King County.

161 D. Sales of lodging are exempt from the sales and use tax imposed by section 1
162 of this resolution if, but for the exemption, the total sales tax rate imposed on such sales
163 of lodging would exceed the greater of:

164 1. Twelve percent; or

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

167 **SECTION 2. Distribution of revenues.**

168 A. The sales and use tax imposed in section 1 of this resolution shall first pay any
169 administrative costs incurred by the King County transportation district, not otherwise
170 accounted for in section 3 of this resolution, including for any administrative costs to the
171 state Department of Revenue not to exceed two percent of the taxes collected as required
172 by RCW 82.14.050.

173 B. Annually, after deducting for the administrative costs described in section 2.A.
174 of this resolution, twelve and a half percent of the remaining sales and use tax revenues
175 shall be allocated to the City Transportation Improvement Program ("the CTIP") for
176 distribution to receiving cities within the boundaries of the King County transportation
177 district, as set forth in section 3 of this resolution. A portion of the CTIP revenues may
178 be retained by the King County transportation district for reimbursement of its
179 administration costs for running the CTIP, including program distribution, reporting,
180 compliance, and oversight activities.

181 C. The remaining revenues shall be distributed to the King County road services
182 division to implement the transportation improvements described in section 4 of this
183 resolution.

184 **SECTION 3. Use of revenues by cities and description of authorized**
185 **transportation improvements.**

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

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

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

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

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

207 5. After applying section 3.B.1. through 4. of this resolution, the annual
208 distribution of a receiving city, which created a tax increment area under RCW
209 39.114.020(1)(c)(ii) ("TIA city"), will be reduced by an amount equal to the apportioned
210 property tax revenues the TIA city would otherwise be eligible to receive from King
211 County under Ordinance 20061, Section 1.A and 1.B, but for this resolution. The
212 resulting difference shall then be distributed to the King County department of local
213 services, road services division, for uses under section 4 of this resolution.

214 6. If the district determines, in accordance with its administrative procedures,
215 that a receiving city is unable to timely encumber or expend the city's CTIP revenues for
216 eligible transportation purposes, these revenues may:

217 a. be redistributed among other receiving cities with eligible project capacity
218 as determined by the district; or

219 b. be distributed to the King County road services division for eligible county
220 road projects.

221 C. Beginning in 2027 and each year thereafter, by March 1, each city shall
222 provide written notice to the district stating whether the city will be participating in the
223 CTIP or not. The CTIP distribution to a city that either affirmatively declines to
224 participate or fails to provide the written notice shall be distributed to the King County
225 road services division for eligible county road projects.

226 D. A city that chooses to receive CTIP revenues must expend its received CTIP
227 revenues on projects or programs contained in a transportation plan, as defined in section
228 7 of this resolution, and satisfy the requirements of Ordinance 17746, Section 5.B.5.
229 through 9. The transportation improvement projects should also:

- 230 1. Enhance access to or connectivity with King County road infrastructure;
- 231 2. Provide a regional or systemwide transportation benefit;
- 232 3. Improve access to regional transit systems and multimodal transportation
233 networks;
- 234 4. Advance adopted regional transportation priorities, mobility goals, or
235 transportation plans; and
- 236 5. Be project-ready and capable of timely implementation.

237 E. The transportation improvements to be carried out with the CTIP revenues
238 shall be needed by existing or reasonably foreseeable congestion levels; and selection of

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

241 F. Any transportation improvement to which such revenues are used shall be
242 owned by the receiving city.

243 **SECTION 4. Use of revenues by King County and description of authorized**
244 **transportation improvements.**

245 A. The sales and use tax revenues, less the administrative costs identified in
246 section 2.A. of this resolution, shall be used by the district consistent with chapter 36.73
247 RCW, Ordinance 17746, and this resolution to pay for transportation improvements
248 permitted under that authority, including but not limited to, the acquisition, construction,
249 operation, improvement, provision, maintenance, and preservation of public
250 transportation facilities, services, programs, and roads.

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

- 255 1. Addressing maintenance, repairs, improvements, and replacements as
256 necessary to keep roads and bridges open and functional to meet increasing needs;
- 257 2. Preserving essential county safety and preservation programs, including
258 pedestrian and bicyclist access and safety; and
- 259 3. Reducing barriers to accessibility and implementing improvement projects
260 such as sidewalks, curb ramps, and street crossings in alignment with the 2021 King
261 County Road Services Division Americans with Disabilities Act Transition Plan.

262 C. Revenues distributed to the King County road services division may also be
263 used to acquire, invest in, construct, improve, provide, operate, preserve, maintain, or pay
264 for transportation improvements focused on the following road and bridge needs:

265 1. Repairing and restoring road network assets damaged by flooding, severe
266 weather, or natural disasters such as the historic flooding experienced in December 2025;

267 2. Preserving necessary levels of operations and maintenance, including health
268 and safety of employees;

269 3. Implementing pavement preservation projects to extend the life of existing
270 roadways and reduce long-term costs;

271 4. Collaborating with municipalities to address orphan roads and improve
272 county roadways within designated Potential Annexation Areas, as well as those county
273 roadways integral to regional mobility;

274 5. Restoring cuts made to the road services division approved in the 2026-2027
275 biennial budget;

276 6. Implementing intersection safety projects;

277 7. Developing a coordinated safety action plan using the Safe System approach
278 and implementing projects identified in the plan to reduce traffic deaths and serious

279 injuries on county roadways;

280 8. Implementing bridge load upgrade program projects; and

281 9. Providing local matching moneys to leverage grant opportunities.

282 **SECTION 5. Ability to apply sales and use tax revenues to pay bonds.** To
283 carry out the purposes of this resolution, the district may pledge or apply the sales and
284 use tax revenues to the payment of and interest on general obligation indebtedness issued

285 by King County within the limitations as now existing or hereafter prescribed by the laws
286 of this state.

287 SECTION 6. Accountability.

288 A. At the end of the sixth year of sales and use tax collections under this
289 resolution, the board of supervisors of the King County transportation district, or its
290 successor entity, shall review the projects and programs for consistency with the
291 requirements and objectives of this resolution. To inform the review, the road services
292 division shall identify and evaluate projects implemented with the sales and use tax
293 revenues and electronically file a letter to provide that information by October 31 of each
294 year, to the clerk of the council, who shall retain an electronic copy and provide an
295 electronic copy to the King County transportation district, or its successor entity, all
296 councilmembers, and the council chief of staff.

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

301 SECTION 7. For the purposes of defining a "transportation plan" consistent with
302 36.73 RCW and for this resolution:

303 A. "The transportation plan of a city" means its transportation program adopted
304 and annually revised and extended as required by RCW 35.77.010;

305 B. "The transportation plan of the Puget Sound Regional Council" means its
306 transportation improvement program developed and updated as required by RCW
307 47.80.023; and

308 C. "The transportation plan of the King County transportation district" includes,
309 as adopted and updated, the Transportation Element of the King County Comprehensive
310 Plan, the King County Department of Transportation Strategic Plan for Road Services, as
311 approved by Motion 14190, or approved successor plan, the King County Transportation
312 Needs Report, and the King County Department of Local Services, Road Services
313 Division, Adopted Six-Year Capital Improvement Program.

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

316 SECTION 9. Severability. If any provision of this resolution or its application to
317 any person or circumstance is held invalid, the remainder of the resolution or the
318 application of the provision to other persons or circumstances is not affected.

319 SECTION 10. Effective date. This resolution takes effect immediately after
320 passage of this resolution, but the additional sales and use tax imposed by section 1 of
321 this resolution applies only to taxable events occurring from the earliest practicable date
322 consistent with RCW 82.14.055."

323 **EFFECT prepared by Nick Bowman: The amendment would:**

- 324 • *Add language articulating the funding needs of Metro Transit and the KCTD's*
325 *intent to seek funding for Transit at a future date.*
- 326 • *Add language stating the KCTD's intent to establish a City Transportation*
327 *Improvement Program to invest in city transportation systems and describing*
328 *how such investments would benefit and contribute to the KCTD's*
329 *transportation plan and goals.*

- 330 • *Establish a City Transportation Improvement Program (CTIP) wherein twelve*
331 *and a half percent of KCTD sales tax revenues are allocated to cities based on*
332 *the city's population. A portion of the total CTIP revenues will be used to cover*
333 *KCTD's administrative costs associated with distributing revenues to individual*
334 *cities.*
- 335 ○ *From this twelve and half percent, minus administrative costs, cities will*
336 *receive a minimum annual distribution of \$10,000.*
 - 337 ○ *From the remaining revenues, individual cities are limited to a*
338 *maximum of fifteen percent of the total city allotment. Excess proceeds*
339 *above the fifteen percent limit are distributed to all cities below the*
340 *fifteen percent limit based on the city's population.*
 - 341 ○ *Additionally, a city which has created a tax increment area under RCW*
342 *39.114.020(1)(c)(ii) would have its CTIP allocation reduced by what the*
343 *city would have received in property tax apportionments from King*
344 *County under Ordinance 20061. The resulting difference would be*
345 *distributed to King County Roads.*
- 346 • *Require the KCTD, or its successor entity, to develop administrative and*
347 *reporting procedures before distributing funds to participating cities.*
- 348 • *Require cities to enter an interlocal agreement with the KCTD, or its successor*
349 *entity, to receive CTIP revenues.*
- 350 • *Allow the KCTD to recapture CTIP allocations if the KCTD, in accordance with*
351 *its future administrative procedures, determines that a receiving city is unable*
352 *to timely encumber or expend the moneys for eligible transportation purposes.*

- 353 *Recaptured CTIP allocations may then be redistributed to other receiving cities*
354 *with eligible project capacity or be redirected to King County Roads.*
- 355 • *Establish that each city must provide written notice to the KCTD, or its*
356 *successor entity, by March 1st each year affirming participation in the CTIP. If*
357 *a city declines to receive CTIP revenues or fails to respond, the declining city’s*
358 *allocation will be directed to King County Roads.*
 - 359 • *Establish that CTIP revenues must be used for roads purposes in accordance*
360 *with defined transportation plans. Metro Transit related expenditures are*
361 *prohibited. Defined transportation plans include: the adopted King County*
362 *transportation plans, adopted city transportation programs as required by RCW*
363 *35.77.010, and the Puget Sound Regional Council transportation improvement*
364 *program as required by RCW 47.80.023.*
 - 365 • *Require cities to comply with reporting, accountability, and review measures to*
366 *be developed by the KCTD.*

How would striking amendment S1 to Proposed Resolution TD2026-01 be implemented? ILLUSTRATIVE ONLY

STEP 1

KCTD calculates amount to allocate to local cities through the City Transportation Improvement Program (CTIP): 12.5% of total revenues minus administrative costs

STEP 2

KCTD determines allocation each city is eligible to receive based on minimum of \$10,000 and maximum of 15%:

- A total of \$390,000 (\$10,000 to each of 39 cities) is set as a minimum allocation amount
- The remaining CTIP amount (CTIP total minus \$390,000) is allocated among all cities by population
- Any city that would be allocated more than 15% of the total has its allocation reduced to 15%
- The excess amount greater than 15% that any city would no longer receive is allocated among the remaining cities by their share of population

STEP 3

KCTD determines TIF* allocation:

- KCTD pass-through reduced by what would have been received in TIF property tax apportionments
- TIF is reduced by **prior year** KCTD distribution
- KC Roads receives in KCTD revenues what the TIF city would have received from TIF, remainder allocated to TIF city

STEP 4

Cities decide by March 1 each year whether to participate in CTIP and execute ILA with KCTD. Allocations from cities that do not choose to participate go to KC Roads

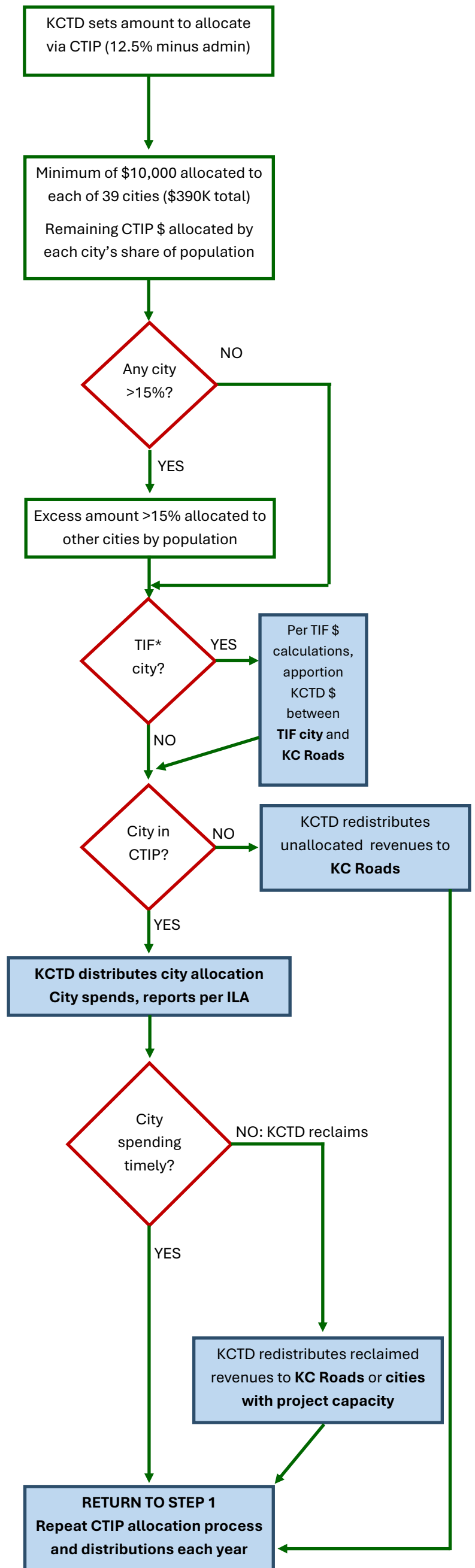
STEP 5

KCTD distributes city allocation to participating cities. Cities spend on eligible CTIP projects and report on their progress per the terms of the ILA, including their success in spending their KCTD allocation in a timely fashion

STEP 6

KCTD reclaims revenues from cities that cannot complete projects in a timely fashion and redistributes reclaimed revenues to KC Roads or cities with eligible project capacity

Return to Step 1: The allocation and distribution process repeats each year



*TIF provisions apply only to receiving city that created a tax increment area under RCW 39.114.020(1)(c)(ii)

June 4, 2026

2
To S1

TIF Clarify

[N. Bowman]

Sponsor: Balducci

Proposed No.: TD2026-01

1 **AMENDMENT TO PROPOSED STRIKING AMENDMENT S1 to TD2026-01,**
2 **VERSION 1**

3 On page 10, beginning on line 211, after "resolution." insert "If King County exercises its
4 option under Ordinance 20061, Section 1.D., then the TIA city's distributions under this
5 resolution shall be reduced by an amount equal to remittance made by the county to the
6 TIA city and annualized over the remaining years the sales and use tax is collected."

7

8 ***EFFECT prepared by Nick Bowman: Adds clarifying language regarding the buyout***
9 ***option under Ordinance 20061, Section 1.D., providing that future CTIP allocations to***
10 ***the TIA city will be reduced by an amount equal to any county buyout payment,***
11 ***annualized over the remaining years of the sales and use tax collection period.***



Signature Report

TD Resolution

Proposed No. TD2026-02.1

Sponsors Balducci

1 A RESOLUTION related to the provision of services to the
2 King County transportation district by King County;
3 requesting the county prepare, negotiate, and execute with
4 the district an implementation plan and interlocal
5 agreement for transportation improvement planning and
6 implementation, and stating the intent of the district to
7 reimburse the county fully from available funds for the
8 reasonable cost of services provided to the district.

9 BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE KING
10 COUNTY TRANSPORTATION DISTRICT:

11 SECTION 1. Findings:

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

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

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

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

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

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

28 SECTION 2. It is the intent of the district to authorize the full reimbursement of
29 King County from the funds that become available to the district for the reasonable costs
30 of services performed by the county after the adoption of this resolution related to the
31 planning and implementation of county roadway infrastructure improvements.

32 SECTION 3. A. King County is requested to prepare and submit to the district,
33 and to the King County council, by September 1, 2026, a proposed implementation plan
34 and interlocal agreement that would provide services to the district related to the planning
35 and implementation of county roadway infrastructure improvements. The requested
36 implementation plan and interlocal agreement should include:

37 1. A description of district and county obligations to effectively and efficiently
38 plan and implement county roadway infrastructure improvements;

39 2. A prioritized work plan of county roadway programs and projects, including
40 preliminary cost estimates and anticipated funding allocations, proposed for the 2026-
41 2027 biennium;

- 42 3. A framework for determining county roadway programs and projects to
43 receive district revenues in future biennia;
- 44 4. Performance metrics to track financial accountability, project delivery, and
45 transportation system outcomes;
- 46 5. Regular financial and performance reporting transmitted to, and reviewed by,
47 the King County transportation district and the King County council; and
- 48 6. Reimbursement by the district to the county for services as authorized by
49 section 2 of this resolution.

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

KING COUNTY TRANSPORTATION BOARD
KING COUNTY, WASHINGTON

Claudia Balducci, Chair

ATTEST:

Melani Hay, Clerk of the Board

Attachments: None



King County

King County Transportation District

STAFF REPORT

Agenda Item:	6	Name:	Nick Bowman, Mary Bourguignon
Proposed No.:	TD2026-02	Date:	June 12, 2026

SUBJECT

Proposed KCTD Resolution TD2026-02 would ask the King County Executive to prepare an Implementation Plan and Interlocal Agreement (ILA) for the revenues from the KCTD's 0.1% councilmanic sales tax for roads funding (TD2026-01).

SUMMARY

If the KCTD imposes funding and remains an independent entity, it would be required to establish systems to collect and account for the revenues it receives and would need to contract with King County to implement the authorized transportation improvements.

Proposed KCTD Resolution TD2026-02 would ask the Executive to prepare and submit an Implementation Plan and ILA to the Council and KCTD by September 1, 2026, to use the funds from the 0.1% councilmanic sales tax for roads (TD2026-01), specifically:

- Obligations for County roadway infrastructure improvements
- A prioritized 2026-2027 work plan of County roadway programs and projects, including preliminary cost estimates and anticipated funding allocations
- A framework for determining use of KCTD revenues in future biennia
- Performance metrics
- Regular financial and performance reporting commitments
- Reimbursement by KCTD as authorized by the implementation plan and ILA

Both the Council (by Ordinance) and the KCTD (by Resolution) would need to approve the Implementation Plan and ILA.

Striking Amendment S2 would set overarching policy guidance for development of the Implementation Plan and ILA; add more specificity in terms of programming priorities; request information about future transit funding needs; and add additional transparency elements to the required spending plan and reporting requirements. Amendment S2 would also change the transmittal date of the Implementation Plan and ILA from September 1, 2026, to October 1, 2026.

Amendment 1 to S2 would state the intent to achieve a goal that no less than 20% of labor hours on county roadway capital projects and programs exceeding a reasonable cost threshold and funded through KCTD revenues be performed by pre-apprenticeship graduates; and would include processes to achieve the goal and track progress.

BACKGROUND

If the KCTD imposes funding, there are two options for its future:

1. **Assumption.** State law¹ gives any city or county that has created a TBD the right to assume the TBD and its rights, powers, functions, and obligations.

If the County assumes the KCTD, the KCTD's funding source authority and any revenues that have been imposed would become King County's. Any programs the KCTD has authorized would become King County's responsibility to implement.

Instead of a KCTD Board of Supervisors, KCTD functions would be carried out by the King County Executive and Council as part of the normal course of conducting County business. KCTD-authorized transportation improvements would be implemented by the appropriate Executive agency within the regular course of their business.

2. **Independence.** The KCTD could instead choose to remain an independent governmental entity, separate from King County. In that case, KCTD would be required to establish systems to collect and account for any revenues it receives.

In addition, KCTD would need to contract with King County to implement any authorized transportation improvements.

ANALYSIS

Proposed KCTD Resolution TD2026-02 would ask the Executive to prepare and submit an Implementation Plan and ILA to the Council and KCTD by September 1, 2026, to use the funds from the 0.1% councilmanic sales tax for roads (TD2026-01).

The Proposed Resolution is based on the policy choice of the KCTD Board that the KCTD would remain an independent government entity at least in the near term, and, therefore, would need to contract with King County to implement the roadway improvements called for in KCTD Resolution TD2026-01.

The approach of asking the Executive to prepare and submit an Implementation Plan and ILA to both the KCTD and the Council is modeled on the approach the King County Ferry District took in 2007 when it was created.² (The Ferry District was assumed into King County in 2014.³)

Proposed Resolution TD026-02 would ask the Executive to develop and submit:

- A description of KCTD and County obligations to effectively and efficiently plan and implement County roadway infrastructure improvements

¹ RCW 36.74

² Ordinance 17770 and FD2007-05

³ Ordinances 17908 and 17935, FD14-01

- A prioritized work plan of County roadway programs and projects, including preliminary cost estimates and anticipated funding allocations, proposed for the 2026-2027 biennium
- A framework for determining County roadway programs and projects to receive KCTD revenues in future biennia
- Performance metrics to track financial accountability, project delivery, and transportation system outcomes
- Regular financial and performance reporting transmitted to, and reviewed by, the KCTD and County
- Reimbursement by KCTD to King County for services as authorized by the implementation plan and ILA

Both the Council (by Ordinance) and the KCTD (by Resolution) would need to approve the Implementation Plan and ILA, meaning that both bodies would be engaged in the deliberative process of setting priorities and a work plan for the use of the revenues.

King County would not be able to access KCTD revenues until an executed ILA is in place. KCTD would need to establish a Fund to collect the revenues. King County would also need to establish a Fund into which KCTD revenues would be transferred under the terms of the ILA (this could be a Subfund within the Roads Fund). In addition, the budget ordinance would need to formally appropriate the revenues King County would receive from the KCTD under the terms of the ILA.

If King County believes that it is necessary to undertake project work prior to the execution of the ILA (for instance, to begin work on emergency projects during 2026), the Roads Services Division could begin work and could obtain an Interfund Loan, if necessary, in anticipation of receiving KCTD revenues.

AMENDMENTS

Striking Amendment S2 would:

- Set adopted plans and programs, including but not limited to, the Transportation Needs Report, the approved Strategic Plan for Roads Services, or approved successor plan, and the annual six-year Roads capital improvement program as overarching policy guidance for the development of the Implementation Plan and Interlocal Agreement.
- Add language stating the district's intent to use district revenues to fund county roadway operations, programs, and projects including, but not limited to:
 - Maintaining current level of service;
 - 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;
 - Planning, engineering, project management and capital support;

- Road hazard and repair response;
- Traffic safety, intersection and collision reduction projects, including but not limited to;
 - 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;
 - 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; and
 - Traffic safety improvements in the unincorporated area of White center
- Bridge replacements and maintenance;
- Restoring roadway drainage systems and level of service;
- Roadway drainage systems preservation, including but not limited to;
 - Prioritizing ditching and vegetation maintenance;
- Roadway repaving;
- Roadway reconstruction;
- Facilities rehabilitation and replacement including, but not limited to, ensuring the health and safety of employees;
- 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;
 - Raising the roadway surface elevation of NE 165th Street to reduce flood frequency and duration;
 - Climate resiliency projects on Vashon Island; and
 - Prioritizing flood resiliency projects on county roadways adjacent to cities, including but not limited to;
 - 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;
 - 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.
- Requests 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.
- 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.
- Changes the transmittal date of the Implementation Plan and ILA from September 1, 2026, to October 1, 2026.

Amendment 1 to S2 would:

- State the district’s intent to achieve a goal that no less than 20% of labor hours on county roadway capital projects and programs exceeding a reasonable cost threshold and funded through KCTD revenues be performed by pre-apprentice graduates.
- Include processes to achieve a goal that no less than 20% of labor hours on county roadway capital projects and programs exceeding a reasonable cost threshold and funded through KCTD revenues be performed by pre-apprentice graduates as a required component of the requested interlocal agreement and implementation plan.
- Include a description of processes and methods to track apprenticeship and pre-apprenticeship utilization across county roadway programs and projects funded through KCTD revenues as a required component of the requested interlocal agreement and implementation plan.

ATTACHMENTS

1. Proposed Resolution TD2026-02
2. Amendment S2
3. Amendment 1 to S2

May 29, 2026
ILA & Implementation 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, authorized by chapter 36.73 RCW, and intended to further the King
10 County transportation district transportation plan, with moneys from the tax to be
11 collected beginning in 2027.

12 B. The district seeks to ensure that revenues collected through the sales and use
13 tax are used in a manner that improves safety, mobility, and the long-term condition of
14 the county roadway system and that any future revenues collected through future funding
15 measures directed to the needs of the Metro transit department are used in a manner that
16 improves the safety, mobility, and reliability of the public transportation system.

17 C. Strategic planning and transparent prioritization of county roadway
18 investments and, if applicable, investments in the public transportation system are
19 essential to ensure the effective and accountable use of public moneys.

20 D. Currently, the district has no employees and no moneys and therefore it is not
21 feasible for the district to undertake the planning and implementation of transportation
22 improvements without external assistance.

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

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

28 SECTION 2. It is the intent of the district to authorize the reimbursement of King
29 County from the moneys that become available to the district for the reasonable,
30 necessary, and directly attributable costs of services performed by the county related to
31 the planning and implementation of county roadway infrastructure improvements and, if
32 applicable, investments in the public transportation system.

33 SECTION 3. It is the intent of the district that the expenditure of sales and use
34 tax proceeds be guided by adopted plans and programs, including but not limited to, the
35 Strategic Plan for Roads Services, as approved by Motion 14190, or approved successor
36 plan, the Transportation Needs Report, as adopted by Ordinance 19881, and the annual
37 six-year capital improvement program, as required by RCW 36.81.121.

38 SECTION 4. It is the intent of the district that sales and use tax proceeds be used
39 for county roadway operations, projects, and programs, including but not limited to:

- 40 A. Maintaining current level of service;
- 41 B. Improving maintenance level of service including regular maintenance and
42 cleanup of county rights-of-way including, but not limited to, in the unincorporated areas
43 of White Center and Vashon Island;
- 44 C. Planning, engineering, project management, and capital support;
- 45 D. Road hazard and repair response
- 46 E. Traffic safety, intersection, and collision reduction projects, including, but not
47 limited to:
- 48 1. Traffic safety improvements, including installation of roundabouts at key
49 intersections, along Issaquah-Hobart Road;
- 50 2. Traffic safety improvements near the Skyway resource center and future
51 community center;
- 52 3. Traffic safety and accessibility improvements in downtown Skyway
53 including to and from the library, day care center, fire station, Skyway park, and bus
54 stops;
- 55 4. Installation of lighting to enhance visibility on high-traffic county roadways;
- 56 5. Assessment and enhancement of safety measures within school zones,
57 including, but not limited to, unincorporated roads adjacent to Camelot elementary school
58 located on S 298th street; and
- 59 6. Traffic safety improvements in the unincorporated area of White Center;
- 60 F. Bridge replacements and maintenance;
- 61 G. Restoring roadway drainage systems and level of service;

- 62 H. Roadway drainage systems preservation, including, but not limited to,
63 prioritizing ditching and vegetation maintenance;
- 64 I. Roadway repaving;
- 65 J. Roadway reconstruction;
- 66 K. Facilities rehabilitation and replacement including, but not limited to, ensuring
67 the health and safety of employees;
- 68 L. Removing barriers to access, including, but not limited to, improvements to
69 comply with the Americans with Disabilities Act, such as sidewalks, including near the
70 Skyway resource center and future community center;
- 71 M. Safeguarding roads vulnerable to climate impacts, including but not limited
72 to:
- 73 1. Raising the roadway surface elevation of NE 165th Street to reduce flood
74 frequency and duration;
- 75 2. Climate resiliency projects on Vashon Island; and
- 76 3. Prioritizing flood resiliency projects on county roadways adjacent to cities,
77 including, but not limited to:
- 78 a. West Snoqualmie Valley Road;
- 79 b. NE 124th Street;
- 80 c. Woodinville-Duvall Road; and
- 81 d. NE Tolt Hill Road;
- 82 N. Unplanned capital repairs from natural disasters or other emergencies;
- 83 O. Multimodal investments, including, but not limited to:

- 84 1. The 16th Ave S Street Alignment along E Marginal Way to Dallas Ave S
85 project;
- 86 2. Installation of a protected bicycle lane along Rainier Ave S between the city
87 of Seattle and the city of Renton; and
- 88 3. Multimodal improvements to Rainier Avenue in Skyway including sidewalks
89 and bike lanes; and
- 90 P. Implementation of the King County traffic safety action plan.

91 SECTION 5. A. King County is requested to prepare and submit to the district
92 and to the King County council, by October 1, 2026, a proposed implementation plan and
93 interlocal agreement that would provide services to the district related to the planning and
94 implementation of county roadway infrastructure improvements. The requested
95 implementation plan and interlocal agreement should include sufficient detail to allow the
96 district to evaluate the necessity, timing, and effectiveness of proposed expenditures, and
97 shall include, at a minimum:

- 98 1. A description of district and county obligations to effectively and efficiently
99 plan and implement county roadway infrastructure improvements;
- 100 2. A detailed spending plan for the county roadway programs and projects as
101 described in sections 3 and 4 of this resolution. The spending plan shall include, but not
102 be limited to:
- 103 a. estimated funding allocations by project and program category;
- 104 b. identification of whether the proposed expenditures supplement or replace
105 existing funding; and

106 c. preliminary cost estimates and anticipated funding allocations by project and
107 program category, proposed for the 2026-2027 biennium, and a projection of anticipated
108 future investments;

109 3. A framework for determining appropriations for the county roadway
110 programs and projects as described in sections 3 and 4 of this resolution in future biennia;

111 4. Performance metrics to track financial accountability, project delivery,
112 transportation system outcomes, and timelines for achieving performance targets;

113 5. Regular financial and performance reporting transmitted to, and reviewed by,
114 the King County transportation district and the King County council, including:

115 a. quarterly reports on expenditures and project status;

116 b. an annual summary evaluation report on the programs and projects
117 supported by the district's revenue;

118 c. a midterm summary evaluation report on the programs and projects
119 supported by the district's revenues through 2032; and

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

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

126 B. The requested implementation plan and interlocal agreement should also
127 include information about the funding needs of the Metro transit department, similar to
128 the information provided in response to Ordinance 20023, Section 116, Proviso P7, as

129 amended, to inform a future district imposed funding measure for the public
130 transportation system, specifically how funding would be spent to help implement the
131 Metro Connects long-range plan, guided by the King County Metro Service Guidelines,
132 as adopted by Ordinance 19367.

133 C. The district intends to consider authorizing the requested implementation plan
134 and interlocal agreement by resolution at a meeting to be held in October 2026."

135 **EFFECT prepared by Nick Bowman: The striking amendment would:**

- 136 • *Set adopted plans and programs, including but not limited to, the*
137 *Transportation Needs Report, the approved Strategic Plan for Roads Services,*
138 *or approved successor plan, and the annual six-year Roads capital improvement*
139 *program as overarching policy guidance for the development of the*
140 *Implementation Plan and Interlocal Agreement.*
- 141 • *Add language stating the district's intent to use district revenues to fund county*
142 *roadway operations, programs, and projects including, but not limited to:*
 - 143 ○ *Maintaining current level of service;*
 - 144 ○ *Improving maintenance level of service including regular maintenance*
145 *and cleanup of county rights-of-way including but not limited to the*
146 *unincorporated areas of White Center and Vashon Island;*
 - 147 ○ *Planning, engineering, project management and capital support;*
 - 148 ○ *Road hazard and repair response;*
 - 149 ○ *Traffic safety, intersection and collision reduction projects, including*
150 *but not limited to;*

- 151 ▪ *Traffic safety improvements, including installation of*
- 152 *roundabouts at key intersections, along Issaquah-Hobart Road;*
- 153 ▪ *Traffic safety improvements near the Skyway Resource Center*
- 154 *and future Community Center;*
- 155 ▪ *Traffic safety and accessibility improvements in downtown*
- 156 *Skyway including to and from the library, day care center, fire*
- 157 *station, Skyway park and bus stops;*
- 158 ▪ *Installation of lighting to enhance visibility on high-traffic*
- 159 *county roadways;*
- 160 ▪ *Assessment and enhancement of safety measures within school*
- 161 *zones, including, but not limited to, unincorporated roads*
- 162 *adjacent to Camelot elementary school located on S 298th street;*
- 163 *and*
- 164 ▪ *Traffic safety improvements in the unincorporated area of White*
- 165 *center*
- 166 ○ *Bridge replacements and maintenance;*
- 167 ○ *Restoring roadway drainage systems and level of service;*
- 168 ○ *Roadway drainage systems preservation, including but not limited to;*
- 169 ▪ *Prioritizing ditching and vegetation maintenance;*
- 170 ○ *Roadway repaving;*
- 171 ○ *Roadway reconstruction;*
- 172 ○ *Facilities rehabilitation and replacement including, but not limited to,*
- 173 *ensuring the health and safety of employees;*

- 174 ○ *Removing barriers to access, including, but not limited to, improvements*
175 *to comply with the Americans with Disabilities Act, such as sidewalks,*
176 *including near the Skyway resource center and future community*
177 *center;*
- 178 ○ *Safeguarding roads vulnerable to climate impacts, including but not*
179 *limited to;*
- 180 ▪ *Raising the roadway surface elevation of NE 165th Street to*
181 *reduce flood frequency and duration;*
- 182 ▪ *Climate resiliency projects on Vashon Island; and*
- 183 ▪ *Prioritizing flood resiliency projects on county roadways*
184 *adjacent to cities, including but not limited to;*
- 185 *a. West Snoqualmie Valley Road;*
186 *b. NE 124th Street;*
187 *c. Woodinville-Duvall Road; and*
188 *d. NE Tolt Hill Road;*
- 189 ○ *Unplanned capital repairs from natural disasters or other emergencies;*
- 190 ○ *Multi-modal investments, including but not limited to;*
- 191 ▪ *The 16th Ave S Street Alignment along E Marginal Way to*
192 *Dallas Ave S project; and*
- 193 ▪ *Installation of a protected bicycle lane along Rainier Ave S*
194 *between the City of Seattle and the City of Renton.*
- 195 ○ *Multimodal improvements to Rainier Avenue in Skyway including*
196 *sidewalks and bike lanes;*

- 197 ○ *Implementation of the King County traffic safety action plan.*
- 198 • *Request that, in addition to preparing an implementation plan for Roads*
- 199 *funding, the Executive should also prepare information about Transit funding*
- 200 *needs so that the KCTD Board has information about how revenues from a*
- 201 *future funding measure for Transit could be allocated.*
- 202 • *Add additional transparency elements to be included in the requested spending*
- 203 *plan and reporting requirements quarterly, annually, at the midway point of the*
- 204 *tax authorization, and in the penultimate year of the tax authorization.*
- 205 • *Change the transmittal date of the Implementation Plan and ILA from*
- 206 *September 1, 2026, to October 1, 2026.*

June 3, 2026

1
to S2

Pre-Apprenticeship

[N. Bowman]

Sponsor: Mosqueda, Balducci

Proposed No.: TD2026-02

1 **AMENDMENT TO STRIKING AMENDMENT S1 TO PROPOSED**

2 **RESOLUTION TD2026-02, VERSION 1**

3 On page 5, line 91, after "SECTION 5." insert "It is the intent of the district that, for
4 county roadway capital projects and programs exceeding a reasonable cost threshold and
5 funded with sales and use tax revenues, good faith efforts be made to achieve a goal of
6 having no less than twenty percent of all apprentice labor hours be performed by pre-
7 apprentice graduates from a Washington State Apprenticeship Training Council-approved
8 pre-apprenticeship program.

9 SECTION 6.

10

11 On page 5, after line 112, insert:

12 "5. Processes to achieve a goal that no less than twenty percent of apprentice
13 labor hours on county roadway capital projects and programs exceeding a reasonable cost
14 threshold and funded by sales and use tax revenues be performed by graduates from a
15 Washington State Apprenticeship and Training Council-approved pre-apprenticeship
16 program.

17 6. A description of methods and processes that will be used to track
18 apprenticeship and pre-apprenticeship utilization across county roadway capital projects
19 and programs funded by sales and use tax revenues;"

20

21 Renumber the remaining subsections consecutively and correct any internal references
22 accordingly.

23

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

- 25 • *State the district’s intent to achieve a goal that no less than twenty percent of*
26 *labor hours on county roadway capital projects and programs exceeding a*
27 *reasonable cost threshold and funded through KCTD revenues be performed by*
28 *pre-apprentice graduates.*
- 29 • *Include processes to achieve a goal that no less than twenty percent of labor*
30 *hours on county roadway capital projects and programs exceeding a reasonable*
31 *cost threshold and funded through KCTD revenues be performed by pre-*
32 *apprentice graduates as a required component of the requested interlocal*
33 *agreement and implementation plan.*
- 34 • *Include a description of processes and methods to track apprenticeship and pre-*
35 *apprenticeship utilization across county roadway programs and projects funded*
36 *through KCTD revenues as a required component of the requested interlocal*
37 *agreement and implementation plan.*

38



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

TD Resolution

Proposed No. TD2026-03.1

Sponsors

1 A RESOLUTION requesting the King County
 2 transportation district executive committee to begin the
 3 process of seeking contracted staffing support for
 4 consideration and final approval by the board of
 5 supervisors.

6 WHEREAS, the King County transportation district ("the district") has imposed a
 7 revenue source through Resolution TD2026-01 that will provide funding over a ten-year
 8 period beginning January 1, 2027, for certain transportation improvements, and

9 WHEREAS, the district must secure staffing support to assist it in undertaking the
 10 necessary administrative and oversight tasks to ensure that it is prepared to efficiently
 11 administer the revenues received through Resolution TD2026-01, and

12 WHEREAS, it will be most timely and cost-effective for the district to seek initial
 13 staffing support from a contracted provider with experience and expertise in assisting
 14 independent governmental entities in Washington state, and

15 WHEREAS, the bylaws the district adopted through Resolution TD2014-01
 16 establish a four-member executive committee that is authorized to approve contracts for
 17 goods and services up to \$100,000, review and recommend capital projects to the
 18 district's board of supervisors, develop and approve staffing and personnel policies
 19 related to the administration of the district, and oversee and administer the daily
 20 administration of the district, and

21 WHEREAS, it is in the best interests of the district that the executive committee
22 begin the process of securing contracted staffing support for ultimate review and approval
23 by the district's board of supervisors;

24 BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE KING
25 COUNTY TRANSPORTATION DISTRICT:

26 SECTION 1. The executive committee of the King County transportation district
27 is requested to begin the process of seeking contracted staffing support for the district, for
28 consideration and final approval by the district's board of supervisors, including, but not
29 limited, to:

- 30 A. Developing a list of tasks to be undertaken by a contractor;
- 31 B. Drafting a request for proposals based on the list of tasks;
- 32 C. Publishing the request for proposals and establishing a timeline and
33 procedures for the procurement process;
- 34 D. Reviewing submittals in response to the request for proposals and identifying
35 and interviewing finalists, as needed; and

- 36 E. Recommending a proposed contractor to provide contracted staffing services
37 for review and approval by district's board of supervisors by resolution.

KING COUNTY TRANSPORTATION
DISTRICT
KING COUNTY, WASHINGTON

Claudia Balducci, Chair

ATTEST:

Melani Hay, Clerk of the Board

Attachments: None



King County

King County Transportation District

STAFF REPORT

Agenda Item:	7	Name:	Mary Bourguignon
Proposed No.:	TD2026-03	Date:	June 12, 2026

SUBJECT

Proposed Resolution TD2026-03 would request the KCTD Executive Committee to begin the process of seeking contracted staffing support, for consideration and final approval by the full KCTD Board.

SUMMARY

If the KCTD imposes a new funding source, there are two options for its future:

1. **Assumption.** The KCTD can be assumed into King County. The King County Executive and Council would take on the rights and responsibilities of the KCTD.¹
2. **Independence.** The KCTD can remain an independent governmental entity, separate from King County. KCTD would contract with King County to implement the transportation programs to be funded and would carry out its administrative functions through a combination of staff, consultants, and contracts with King County.²

If KCTD chooses to remain independent, it will need staffing support to accomplish its tasks. For context, both the King County Flood Control District and the former King County Ferry District secured staffing support in their early years through management services contracts with consultants with experience and expertise in supporting independent government entities in Washington state.

Proposed Resolution TD2026-03 would request the KCTD Executive Committee to begin the process of seeking contracted staffing support, for consideration and final approval by the full KCTD Board.

The process to be undertaken by the Executive Committee would include developing a list of tasks, drafting a Request for Proposals (RFP), publishing the RFP and establishing guidelines for the procurement process, reviewing submittals, identifying a finalist, and then recommending a proposed contractor to the full KCTD Board for approval by Resolution.

¹ RCW 36.74 outlines the process by which the KCTD could be assumed into the County.

² The King County Flood Control District is an independent government that carries out its work through an Interlocal Agreement with King County to perform needed duties (see FCD2021-06).

ANALYSIS

Proposed Resolution TD2026-03 would request the KCTD Executive Committee to begin the process of seeking contracted staffing support for consideration and final approval by the full KCTD Board.

The Proposed Resolution notes that the KCTD has imposed a revenue source³ that will require the KCTD to undertake administrative and oversight tasks to ensure that it is prepared to efficiently administer the revenues. Revenue collections are expected to begin January 1, 2027, with the State Department of Revenue beginning to pass on collected revenues at the end of the second month after collections begin (near the end of the first quarter of 2027).

The Proposed Resolution notes that it will be most timely and cost-effective to seek initial staffing support from a contracted provider with experience and expertise in assisting independent governmental entities in Washington state. For context, the King County Flood Control District relied on contractors to provide management services during its early years before it hired full-time staff.⁴ The former King County Ferry District did the same.⁵

The KCTD bylaws⁶ establish a four-member executive committee that is authorized to approve contracts for goods and services up to \$100,000, review and recommend capital projects to the KCTD Board, develop and approve staffing and personnel policies related to KCTD's administration, and oversee and administer the daily administration of the KCTD.

The Proposed Resolution requests that the Executive Committee begin the process of seeking contracted staffing support for KCTD, for consideration and final approval by the full Board. Specifically, the Executive Committee would be asked to:

- A. Develop a list of tasks to be undertaken by a contractor
- B. Draft a Request for Proposals (RFP) based on the list of tasks
- C. Publish the RFP and set a timeline and mechanism for responses to be received
- D. Review submittals in response to the RFP and identify and interview finalists
- E. Recommend a proposed contractor to the full KCTD Board.

ATTACHMENTS

1. Proposed Resolution TD Resolution 2026-03

³ Resolution TD2026-01

⁴ See FCZD2008-07, FCD2009-03, FCD2009-25, FCD2010-44, FCD2011-13, and FCD2012-16.

⁵ See FD2008-06, FD2009-05, and FD2010-07

⁶ Resolution TD2014-01