



King County

516 Third Avenue, Council
Chambers, 10th Floor,
Seattle, WA 98104

Meeting Agenda

Transportation, Economy, and Environment Committee

Councilmembers:

*Steffanie Fain, Chair;
Pete von Reichbauer, Vice Chair;
Claudia Balducci, Reagan Dunn*

*Lead Staff: Jake Tracy (206-263-0875)
Committee Clerk: Angelica Calderon (206 477-7470)*

9:30 AM

Tuesday, September 15, 2026

Hybrid Meeting

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

Pursuant to K.C.C. 1.24.035 A. and F., this meeting is also noticed as a meeting of the Metropolitan King County Council, whose agenda is limited to the committee business. In this meeting only the rules and procedures applicable to committees apply and not those applicable to full council meetings.

HOW TO PROVIDE PUBLIC COMMENT: The Transportation, Economy and Environment Committee values community input and looks forward to hearing from you on agenda items.

There are three ways to provide public comment:

1. In person: You may attend the meeting and provide comment in the Council Chambers.
2. By email: You may comment in writing on current agenda items by submitting your email comments to committees@kingcounty.gov. If your email is received by 8:00 a.m. on the day of the meeting, your email comments will be distributed to the committee members and appropriate staff prior to the meeting.
3. Remote attendance at the meeting by phone or computer (see "Connecting to the Webinar" below).

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

Webinar ID: 828 3304 6944

By computer using the Zoom application at <https://zoom.us/join> and the webinar ID above.

Via phone by calling 1 253 215 8782 and using the webinar ID above.

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1. **Call to Order**

2. **Roll Call**

3. **Approval of Minutes**

p. 6

Minutes of August 18, 2026 meeting

4. **Public Comment**

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



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Consent

5. [Proposed Motion No. 2026-0200](#) **p. 12**

A MOTION confirming the executive's appointment of Ahmad Al Ghifari, who resides in council district five, to the King County transit advisory commission.

Sponsors: Fain

Mary Bourguignon, Council staff

6. [Proposed Motion No. 2026-0201](#) **p. 20**

A MOTION confirming the executive's appointment of Thomas Valdriz, who resides in council district two, to the King County transit advisory commission.

Sponsors: Lewis

Mary Bourguignon, Council staff

7. [Proposed Motion No. 2026-0215](#) **p. 28**

A MOTION confirming the executive's appointment of Andrew Constantini, who resides in council district eight, to the King County priority hire advisory committee, representing contractors.

Sponsors: Mosqueda

Leah Krekel-Zoppi, Council staff

8. [Proposed Motion No. 2026-0216](#) **p. 28**

A MOTION confirming the executive's appointment of Halene Sigmund, who resides in council district five, to the King County priority hire advisory committee, representing apprentice training providers.

Sponsors: Fain

Leah Krekel-Zoppi, Council staff

9. [Proposed Motion No. 2026-0220](#) **p. 28**

A MOTION confirming the executive's appointment of Kathleen Dunham, who resides in council district nine, to the King County priority hire advisory committee, representing women-owned businesses.

Sponsors: Dunn

Leah Krekel-Zoppi, Council staff



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10. [Proposed Motion No. 2026-0221](#) **p. 28**

A MOTION confirming the executive's appointment of Jimmy Matta, who resides in council district eight, to the King County priority hire advisory committee, representing minority-owned businesses.

Sponsors: Mosqueda

Leah Krekel-Zoppi, Council staff

11. [Proposed Motion No. 2026-0176](#) **p. 48**

A MOTION acknowledging receipt of the facility closure notification plan as required by the 2026-2027 Biennial Budget Ordinance, Ordinance 20023, Section 110, Proviso P1.

Sponsors: Fain

Miranda Leskinen, Council staff

12. [Proposed Ordinance No. 2026-0214](#) **p. 67**

AN ORDINANCE adding K.C.C. Title 7 parks and recreation citations to the list of waived fees for appeals of agency decisions to the hearing examiner's office; and amending Ordinance 18230, Section 77, as amended, and K.C.C. 4A.780.010.

Sponsors: Perry

Sherrie Hsu, Council staff

13. [Proposed Motion No. 2026-0222](#) **p. 75**

A MOTION related to public transportation, approving the King County Metro Public Transportation Agency Safety Plan 2027, in accordance with the Federal Transit Administration's Public Transportation Agency Safety Plan regulations and the Bipartisan Infrastructure Law.

Sponsors: Fain

Mary Bourguignon, Council staff

Briefing

14. [Briefing No. 2026-B0106](#) **p. 180**

CFT Committee Recommendations

Jake Tracy, Council staff

Catherine Gockel, Conservation Futures Advisory Committee, chair

Jean White, Conservation Futures Advisory Committee, vice-chair



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Discussion and Possible Action

15. [Proposed Ordinance No. 2026-0198](#) **p. 294**

AN ORDINANCE relating to the process of selection for advisory committee members and grant projects funded by Ordinance 19922 and relating to a budget proviso and requesting a report recommending an approach to grants advisory committee processes in the 2026-2027 Biennial Budget Ordinance, Ordinance 20023, Section 94, Proviso P4.

Sponsors: Fain

Sherrie Hsu, Council staff

16. [Proposed Ordinance No. 2026-0238](#) **p. 352**

AN ORDINANCE approving the grant funding allocation for the projects funded through the WaterWorks grant program, for the 2025-26-27 cycle, in accordance with the 2026-2027 Biennial Budget Ordinance, Ordinance 20023, Section 115, as amended, and the 2025 Budget Ordinance, Ordinance 19861, Section 114, as amended, and Ordinance 18031, Section 1, as amended.

Sponsors: Fain

Jenny Giambattista, Council staff

Briefing

17. [Briefing No. 2026-B0107](#) **p. 366**

RapidRide R Line Introduction

Mary Bourguignon, Council staff

Other Business

Adjournment



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King County

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Meeting Minutes Transportation, Economy, and Environment Committee

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1. Call to Order

Vice-Chair von Reichbauer called the meeting to order at 9:34 a.m.

2. Roll Call

Present: 4 - Balducci, Dunn, Fain and von Reichbauer

Also attending were CM Mosqueda and CM Barón.

3. Approval of Minutes

Councilmember Dunn moved approval of the June 16, 2026, meeting minutes. There being no objections, the minutes were approved.

4. Public Comment

The following people were present to offer public comments:

1. Alex Tzimerman, 2. Jay Blazey 3. Janet Thoman

Consent

5. Proposed Motion No. 2026-0141

A MOTION confirming the executive's appointment of Kevin Kelly, who resides in council district three, to the King County solid waste advisory committee, as a representative from the waste management industry.

Sponsors: Perry

A motion was made by Councilmember Dunn that this Motion be Recommended Do Pass Consent. The motion carried by the following vote:

Yes: 4 - Balducci, Dunn, Fain and von Reichbauer

6. Proposed Motion No. 2026-0143

A MOTION confirming the executive's appointment of Jamie Fleming, who resides in council district five, to the King County solid waste advisory committee, as a representative from a bargaining unit representing the greatest number of solid waste division employees.

Sponsors: Fain

A motion was made by Councilmember Dunn that this Motion be Recommended Do Pass Consent. The motion carried by the following vote:

Yes: 4 - Balducci, Dunn, Fain and von Reichbauer

7. Proposed Motion No. 2026-0181

A MOTION confirming the executive's appointment of Alice Klein, who resides in council district two, to the King County Access paratransit advisory committee.

Sponsors: Lewis

A motion was made by Councilmember Dunn that this Motion be Recommended Do Pass Consent. The motion carried by the following vote:

Yes: 4 - Balducci, Dunn, Fain and von Reichbauer

8. Proposed Motion No. 2026-0182

A MOTION confirming the executive's appointment of Priscilla Wong, who resides in council district six, to the King County Access paratransit advisory committee.

Sponsors: Balducci

A motion was made by Councilmember Dunn that this Motion be Recommended Do Pass Consent. The motion carried by the following vote:

Yes: 4 - Balducci, Dunn, Fain and von Reichbauer

9. Proposed Ordinance No. 2026-0134

AN ORDINANCE authorizing the King County executive to enter into a license agreement with the Washington state Department of Transportation, Ferries Division, as owner of the Vashon Island Ferry Terminal located at 10800 North Vashon Highway, Vashon, Washington, in council district eight.

Sponsors: Mosqueda

A motion was made by Councilmember Dunn that this Ordinance be Recommended Do Pass Consent. The motion carried by the following vote:

Yes: 4 - Balducci, Dunn, Fain and von Reichbauer

Briefing

10. Briefing No. 2026-B0097

Parks Levy Grant Program Recommendations

This matter was Presented

Sherrie Hsu, Council staff, briefed the Committee and answered questions from the members. Warren Jimenez, Parks Division Director, Department of Natural Resources and Parks, answered questions from the members.

Discussion and Possible Action

11. Proposed Ordinance No. 2026-0203

AN ORDINANCE relating to the source separation, collection, and management of organics for certain businesses located in unincorporated King County; amending Ordinance 8101, Section 4, as amended, and K.C.C. 10.04.020, adding a new chapter to K.C.C. Title 10, prescribing penalties, and establishing an effective date.

Sponsors: Mosqueda, Fain, von Reichbauer and Dembowski

A motion was made by Councilmember von Reichbauer that this Ordinance be Recommended Do Pass Substitute. The motion carried by the following vote:

Yes: 4 - Balducci, Dunn, Fain and von Reichbauer

Jake Tracy, Council staff, briefed the Committee on the legislation and answered questions from the members. Kendall Moore, Assistant Chief Legal, Counsel, King County Council, answered questions from the members.

Councilmember von Reichbauer moved technical amendment 0.5 to amend the legislation to replace the reference to the Pollution Control Hearings Board with the King County Hearing Examiner and amendment A1. The amendments were adopted.

12. Proposed Motion No. 2026-0098

A MOTION acknowledging the receipt of the East Link Connections transit gap service analysis report in compliance with the 2026-2027 Biennial Budget Ordinance, Ordinance 20023, Section 116, Proviso P14.

Sponsors: Balducci

A motion was made by Councilmember von Reichbauer that this Motion be Recommended Do Pass Consent. The motion carried by the following vote:

Yes: 4 - Balducci, Dunn, Fain and von Reichbauer

Mary Bourguignon, Council staff, briefed the Committee on the legislation and answered questions from the members.

13. Proposed Motion No. 2026-0202

A MOTION relating to public transportation; acknowledging receipt of the Cashless Fare Engagement Report submitted in response to the 2026-2027 Biennial Budget Ordinance, Ordinance 20023, Section 116, Proviso P10.

Sponsors: Fain

A motion was made by Councilmember von Reichbauer that this Motion be Recommended Do Pass Consent. The motion carried by the following vote:

Yes: 4 - Balducci, Dunn, Fain and von Reichbauer

Mary Bourguignon, Council staff, briefed the Committee on the legislation and answered questions from the members. Rachel Wilch, Strategic Planning Manager, Fares Program, Metro Transit Department, answered questions from the members.

Other Business

There was no further business to come before the committee.

Adjournment

The meeting was adjourned at 11:10 a.m.

Approved this _____ day of _____

Clerk's Signature



Metropolitan King County Council Staff Report

Committee:	Transportation, Economy, and Environment Committee		
Agenda Item:	5	Analyst(s):	Mary Bourguignon
Proposed No.:	2026-0200	Meeting Date:	September 15, 2026

OVERVIEW

TOPIC: Proposed Motion 2026-0200 would confirm the appointment of Ahmad Al Ghifari, who resides in District 5, to the Transit Advisory Commission (TAC) for a two-year term to expire on August 31, 2028.

BACKGROUND

PURPOSE. The TAC is established in the King County Code (K.C.C. 2.124.010) to advise Metro, the Executive, the Council, local jurisdictions, and subarea transportation forums on transit issues and policy including matters of concern to seniors and persons with disabilities, and the development of long-range planning efforts. Members also serve as a resource for transit promotion.

MEMBERSHIP. The TAC is to have up to 18 members appointed by the Executive and confirmed by the Council to two-year terms. Membership is to consist of:

- Nine members who are transit riders, recruited by Metro to reflect the diversity and geographic distribution of County residents.
- Nine members who are persons with disabilities or seniors or associated with an agency that works with disabled or senior persons, recruited by Metro to reflect the diversity of the communities they represent and types of disabilities, as well as consideration of the geographic distribution of County residents.

APPOINTEE INFORMATION

Mr. Al Ghifari is a resident of Kent and a current member of the Metro Mobility Board. He notes that he is a frequent rider of Sounder trains and Metro buses (A and F Lines, Routes 31, 43, 160, 165, and 181), relying on transit for school, work, and as a means to stay connected to life. He notes that the voices of young people like himself are rarely represented in decision-making spaces, even though they make up a significant portion of transit users, and that he would like to advocate for youth and young adults as a TAC

member. He notes that he is particularly interested in how transit funding decisions are made and that he would like to understand how Metro collaborates with other agencies and local jurisdictions.

As noted, Mr. Al Ghifari's appointment would be for a two-year term to expire on August 31, 2028.

ANALYSIS

Staff have not identified any issues with the proposed appointment. It appears to be consistent with the requirements of K.C.C. 2.124.010.

ATTACHMENTS

1. Proposed Motion 2026-0200
2. Transmittal Letter
3. TAC Board Profile



KING COUNTY

Signature Report

ATTACHMENT 1

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Motion

Proposed No. 2026-0200.1

Sponsors Fain

- 1 A MOTION confirming the executive's appointment of
- 2 Ahmad Al Ghifari, who resides in council district five, to
- 3 the King County transit advisory commission.
- 4 BE IT MOVED by the Council of King County:
- 5 The county executive's appointment of Ahmad Al Ghifari, who resides in council
- 6 district five, to the King County transit advisory commission, for a two-year term

7 to expire on August 31, 2028, is hereby confirmed.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Sarah Perry, Chair

ATTEST:

Melani Pedroza, Clerk of the Council

APPROVED this ____ day of _____, ____.

Girmay Zahilay, County Executive

Attachments: None



Executive Girmay Zahilay

Chinook Building, CNK-EX-0800
401 Fifth Avenue, Suite 800
Seattle, WA 98104-2391

July 13, 2026

The Honorable Sarah Perry
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Perry:

This letter transmits a proposed Motion that would, if approved, confirm the appointment of Ahmad Al Ghifari, who resides in Council District five, to the King County Transit Advisory Commission, for a two-year term expiring August 31, 2028.

Mr. Al Ghifari's application, financial disclosure, board profile, and appointment letter are enclosed to serve as supporting and background information to assist the Council in considering confirmation.

Thank you for your consideration of the proposed legislation. If your staff have any questions about this appointment, please contact Rosa Mai, Community Service, Boards & Commissions Specialist, at (206) 369-9279.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Zahilay".

Girmay Zahilay
King County Executive

The Honorable Sarah Perry

July 13, 2026

Page 2

Enclosures:

cc: King County Councilmembers

ATTN: Stephanie Cirkovich, Chief of Staff, King County Council

Melani Hay, Clerk of the Council

Karan Gill, Deputy Executive, Office of the Executive

Jasmin Weaver, Chief of Staff, Office of the Executive

Hyeok Kim, Chief Operating Officer, Office of the Executive

Sierra Howlett Browne, Director of Government Relations, Office of the Executive

Garrett Holbrook, Council Relations Manager, Office of the Executive

Rosa Mai, Community Service, Boards & Commissions Specialist, Office of the Executive

Margarita Aguado, Staff Liaison to the Transit Advisory Commission

Ahmad Al Ghifari

KING COUNTY [INSERT BOARD NAME]**DATE:** APRIL 22, 2026**TOTAL NUMBER OF MEMBERS:** 8**LENGTH OF TERM:** 2 Years

** King County seeks to create an inclusive and accessible process for individuals who wish to serve on a King County board or commission. We strive to ensure that King County boards and commissions are representative of the communities we serve.*

BOARD MEMBERS APPOINTED

Pos.	Name	KCC District	Background / Representing	Initial Appointment	Term Expires	Number of Appointed Terms
1	VACANT					
2	VACANT					
3	Rebecca Policar	2	Geographic Distribution. Representing the geographic distribution of county residents. Represents riders unable to drive and solely rely on public transit.			
4	Juan (John) Rodríguez	2	Geographic Distribution. Representing the geographic distribution of county residents. An LGBTQ+ Afrolatinx activist/advocate, transit rider.	9/8/23		1 Partial/ 1 Full
5	Thomas Valdriz	2	Geographic Distribution. Representing the geographic distribution of county residents. Background in transit planning.			
6	Jonathan Chen	4	Geographic Distribution. Representing the geographic distribution of county residents. Background working with seniors with limited English proficiency and limited mobility through the community-based organization: InterIm CDA. Transit rider, a part of the Transit Riders Union.	9/8/23		1 Partial/ 1 Full
7	VACANT					
8	Prem Subedi	5	ADA. Representing young transit riders with disabilities. Background using both public and ACCESS transit user. College student.	9/8/23		1 Partial/ 1 Full
9	Ahmad Al Ghifari	5	Geographic Distribution. Representing the geographic distribution of county residents. Former South Link Mobility Board			

			member. Background supporting community engagement. Transit rider			
10	VACANT					
11	Devin Branson	8	Geographic Distribution. Representing the geographic distribution of county residents. Background in public transit access implementation. Former Metro's Vashon Alternative Transportation Committee member.	9/8/23		1 Partial/ 1 Full
12	Tina Tufts	9	ADA. Representing those who work with disabled and elderly communities through her role as Director of Property Management Operations at Sabey Corporation.	9/8/23		1 Partial/ 1 Full
13	VACANT					
14	VACANT					
15	VACANT					
16	VACANT					
17	VACANT					
18	VACANT					



Metropolitan King County Council Staff Report

Committee:	Transportation, Economy, and Environment Committee		
Agenda Item:	6	Analyst(s):	Mary Bourguignon
Proposed No.:	2026-0201	Meeting Date:	September 15, 2026

OVERVIEW

TOPIC: Proposed Motion 2026-0201 would confirm the appointment of Thomas Valdriz, who resides in District 2, to the Transit Advisory Commission (TAC) for a partial two-year term to expire on August 31, 2027.

BACKGROUND

PURPOSE. The TAC is established in the King County Code (K.C.C. 2.124.010) to advise Metro, the Executive, the Council, local jurisdictions, and subarea transportation forums on transit issues and policy including matters of concern to seniors and persons with disabilities, and the development of long-range planning efforts. Members also serve as a resource for transit promotion.

MEMBERSHIP. The TAC is to have up to 18 members appointed by the Executive and confirmed by the Council to two-year terms. Membership is to consist of:

- Nine members who are transit riders, recruited by Metro to reflect the diversity and geographic distribution of County residents.
- Nine members who are persons with disabilities or seniors or associated with an agency that works with disabled or senior persons, recruited by Metro to reflect the diversity of the communities they represent and types of disabilities, as well as consideration of the geographic distribution of County residents.

APPOINTEE INFORMATION

Mr. Valdriz is a resident of Seattle and Transportation Planner for the City of Issaquah. He notes that he both plans transit systems and relies on them and that he sees the TAC as a vital venue for shaping meaningful public transit improvements across the county. He also participates in the Eastside Easy Rider Collaborative, which is a coalition focused on improving mobility for underserved communities in East King County, and notes that he learned about the TAC through his work with the Collaborative. He is particularly interested

in how Metro balances capital and operational budgeting to support service, infrastructure, and rider experience; the intersection of safety, security, and community engagement; fare policy, including the tradeoffs between fare enforcement and fare-free models; and the efforts Metro took to prepare for the 2026 World Cup events.

As noted, Mr. Valdriz's appointment would be for a partial two-year term to expire on August 31, 2027.

ANALYSIS

Staff have not identified any issues with the proposed appointment. It appears to be consistent with the requirements of K.C.C. 2.124.010.

ATTACHMENTS

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2. Transmittal Letter
3. TAC Board Profile



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Motion

Proposed No. 2026-0201.1

Sponsors Lewis

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KING COUNTY, WASHINGTON

Sarah Perry, Chair

ATTEST:

Melani Pedroza, Clerk of the Council

APPROVED this ____ day of _____, ____.

Girmay Zahilay, County Executive

Attachments: None



Executive Girmay Zahilay

Chinook Building, CNK-EX-0800
401 Fifth Avenue, Suite 800
Seattle, WA 98104-2391

July 13, 2026

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Chair, King County Council
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Dear Councilmember Perry:

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Mr. Valdriz's application, financial disclosure, board profile, and appointment letter are enclosed to serve as supporting and background information to assist the Council in considering confirmation.

Thank you for your consideration of the proposed legislation. If your staff have any questions about this appointment, please contact Rosa Mai, Community Service, Boards & Commissions Specialist, at (206) 369-9279.

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Thomas Valdriz

KING COUNTY [INSERT BOARD NAME]

DATE: APRIL 22, 2026

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10	VACANT					
11	Devin Branson	8	Geographic Distribution. Representing the geographic distribution of county residents. Background in public transit access implementation. Former Metro's Vashon Alternative Transportation Committee member.	9/8/23		1 Partial/ 1 Full
12	Tina Tufts	9	ADA. Representing those who work with disabled and elderly communities through her role as Director of Property Management Operations at Sabey Corporation.	9/8/23		1 Partial/ 1 Full
13	VACANT					
14	VACANT					
15	VACANT					
16	VACANT					
17	VACANT					
18	VACANT					



Metropolitan King County Council Staff Report

Committee:	Transportation, Economy, and Environment		
Agenda Item:	7 - 10	Analyst:	Leah Krekel-Zoppi
Proposed No.:	2026-0215 2026-0216 2026-0220 2026-0221	Meeting Date:	September 15, 2026

OVERVIEW

TOPIC: Proposed Motions 2026-0215, 2026-0216, 2026-0220, and 2026-0221 would confirm the Executive’s appointments to the Priority Hire Advisory Committee.

BACKGROUND

Purpose. In 2018, the County established the Priority Hire Program to prioritize recruitment, apprenticeship, and employment opportunities on County public works construction projects of \$5 million or more.¹ Eligible program participants include those who reside in “economically distressed areas” in King County. “Economically distressed areas” means the top 30% of all zip codes in the county in terms of the concentration of individuals who meet at least two of the following three criteria:

1. Have income at or below 200% of the federal poverty level;
2. Are unemployed; or
3. Are at least 25 years old without a college degree.

Zip codes in Pierce and Snohomish counties that have County wastewater construction projects may also be included for eligibility.²

The program is operated by the Finance and Business Operations Division (FBOD) within the Department of Executive Services (DES) and utilizes the Master Community Workforce Agreement, a pre-hire collective bargaining agreement signed by the County and labor organizations, to establish terms to support the program’s goals. These goals include

¹ Ordinance 18672

² K.C.C. 12.18A.010.G.

percentage targets of priority hire workers for each construction project, apprenticeship goals, and diversity goals.³

The Priority Hire Advisory Committee (PHAC) was established⁴ to advise on the program's performance in serving economically disadvantaged communities; the program's impacts on minority- and women-owned business enterprises and small contractors and suppliers; and recommendations on program adjustments. The PHAC was also required to provide input on the development of the Master Community Workforce Agreement.

Membership. The PHAC is to consist of eight to 12 members,⁵ with a good faith effort made to include representatives with experience in the construction industry from contractors; the Associated General Contractors of Washington; labor union representatives; small contractor and supplier businesses; pre-apprentice and apprentice training providers; and local community or business organizations.

APPOINTEE INFORMATION

Proposed Motion 2026-0215 would confirm the Executive's appointment of Andrew Constantini, who resides in Council District 8, to the PHAC, representing contractors, for a term to expire on September 30, 2027.

Mr. Constantini is a project manager with a contracting firm. His application states that, "as a resident of Seattle, a construction project management professional, and as someone who identifies as a Latino man, I feel I have a strong connection to the scope of the Priority Hire Advisory Committee."

Proposed Motion 2026-0216 would confirm the Executive's appointment of Halene Sigmund, who resides in Council District 5, to the PHAC, representing apprentice training providers, for a term to expire on September 30, 2027.

Ms. Sigmund is the President of Construction Industry Training Council of Washington. Her application states, "I have been involved with apprenticeship since 1993 and sat on numerous committees and focus groups over the years to help foster a skilled workforce for the construction industry in the state of Washington."

Proposed Motion 2026-0220 would confirm the Executive's appointment of Kathleen Dunham, who resides in Council District 9, to the PHAC, representing women-owned businesses, for a term to expire on September 30, 2027.

³ Master Community Workforce Agreement Between King County and Seattle/King County Building and Construction Trades Council and Northwest National Construction Alliance II, signed 10/5/20. [\[LINK\]](#)

⁴ K.C.C. 12.18A.040.B

⁵ K.C.C. 12.18A.040.A

Ms. Dunham is the President and owner of West Coast Flooring in Auburn. In her application, Ms. Dunham states, “Over the last 13 years at my company I have put together a team of competent, diverse people. I have experimented in different ways over the years trying to hire people from our community. I feel like I understand what holds people back from employment and where to look for people to step into roles they do not realize they are a good fit for.”

Proposed Motion 2026-0221 would confirm the Executive’s appointment of Jimmy Matta, who resides in Council District 8, to the PHAC, representing minority-owned businesses, for a term to expire on September 30, 2028.

Mr. Matta, who identifies as Hispanic, is President and owner of Ahora Construction and a former City of Burien Councilmember. In his application, he states, “with 23 years of leadership in labor, local government, and minority business development, I’ve worked directly with the workers, communities, and small contractors Priority Hire is designed to support.”

ANALYSIS

Staff has not identified any issues with the proposed appointments. They appear to be consistent with the requirements of the King County code.

ATTACHMENTS

1. Proposed Motion 2026-0215
2. Transmittal Letter 2026-0215
3. Proposed Motion 2026-0216
4. Transmittal Letter 2026-0216
5. Proposed Motion 2026-0220
6. Transmittal Letter 2026-0220
7. Proposed Motion 2026-0221
8. Transmittal Letter 2026-0221
9. PHAC Board Profile



KING COUNTY

Signature Report

ATTACHMENT 1

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Motion

Proposed No. 2026-0215.1

Sponsors Mosqueda

- 1 A MOTION confirming the executive's appointment of
- 2 Andrew Constantini, who resides in council district eight,
- 3 to the King County priority hire advisory committee,
- 4 representing contractors.
- 5 BE IT MOVED by the Council of King County:
- 6 The county executive's appointment of Andrew Constantini, who resides in
- 7 council district eight, to the priority hire advisory committee, representing contractors, for

- 8 the remainder of a three-year term to expire on September 30, 2027, is hereby confirmed.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Sarah Perry, Chair

ATTEST:

Melani Pedroza, Clerk of the Council

APPROVED this ____ day of _____, ____.

Girmay Zahilay, County Executive

Attachments: None

**Executive Girmay Zahilay**

Chinook Building, CNK-EX-0800
 401 Fifth Avenue, Suite 800
 Seattle, WA 98104-2391

August 12, 2026

The Honorable Sarah Perry
 Chair, King County Council
 Room 1200
 COURTHOUSE

Dear Councilmember Perry:

This letter transmits a proposed Motion that would, if approved, confirm the appointment of Andrew Constantini, who resides in Council District eight, to the King County Priority Hire Advisory Committee, representing contractors, for the remainder of a three-year term expiring September 30, 2027.

Andrew's application, financial disclosure, board profile, and appointment letter are enclosed to serve as supporting and background information to assist the Council in considering confirmation.

Thank you for your consideration of the proposed legislation. If your staff have any questions about this appointment, please contact Rosa Mai, Community Service, Boards & Commissions Specialist, at 206-369-9279.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Zahilay".

Girmay Zahilay
 King County Executive

The Honorable Sarah Perry

July 13, 2026

Page 2

Enclosures:

cc: King County Councilmembers

ATTN: Stephanie Cirkovich, Chief of Staff, King County Council

Melani Hay, Clerk of the Council

Karan Gill, Deputy Executive, Office of the Executive

Jasmin Weaver, Chief of Staff, Office of the Executive

Hyeok Kim, Chief Operating Officer, Office of the Executive

Sierra Howlett Browne, Director of Government Relations, Office of the Executive

Garrett Holbrook, Council Relations Manager, Office of the Executive

Rosa Mai, Community Service, Boards & Commissions Specialist, Office of the Executive

Jessica Summerton-Moore, Staff Liaison to the Priority Hire Advisory Committee

Andrew Constantini



KING COUNTY

Signature Report

ATTACHMENT 3

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Motion

Proposed No. 2026-0216.1

Sponsors Fain

- 1 A MOTION confirming the executive's appointment of
- 2 Halene Sigmund, who resides in council district five, to the
- 3 King County priority hire advisory committee, representing
- 4 apprentice training providers.
- 5 BE IT MOVED by the Council of King County:
- 6 The county executive's appointment of Halene Sigmund, who resides in council
- 7 district five, to the King County priority hire advisory committee, representing apprentice

- 8 training providers, for the remainder of a three-year term to expire on September 30,
9 2027, is hereby confirmed.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Sarah Perry, Chair

ATTEST:

Melani Pedroza, Clerk of the Council

APPROVED this ____ day of _____, ____.

Girmay Zahilay, County Executive

Attachments: None


King County | Office of the Executive

Executive Girmay Zahilay

Chinook Building, CNK-EX-0800
401 Fifth Avenue, Suite 800
Seattle, WA 98104-2391

August 12, 2026

The Honorable Sarah Perry
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Perry:

This letter transmits a proposed Motion that would, if approved, confirm the appointment of Halene Sigmund, who resides in Council District five, to the King County Priority Hire Advisory Committee, representing apprentice training providers, for the remainder of a three-year term expiring September 30, 2027.

Andrew's application, financial disclosure, board profile, and appointment letter are enclosed to serve as supporting and background information to assist the Council in considering confirmation.

Thank you for your consideration of the proposed legislation. If your staff have any questions about this appointment, please contact Rosa Mai, Community Service, Boards & Commissions Specialist, at 206- 369-9279.

Sincerely,

Girmay Zahilay
King County Executive

The Honorable Sarah Perry

July 13, 2026

Page 2

Enclosures:

cc: King County Councilmembers

ATTN: Stephanie Cirkovich, Chief of Staff, King County Council

Melani Hay, Clerk of the Council

Karan Gill, Deputy Executive, Office of the Executive

Jasmin Weaver, Chief of Staff, Office of the Executive

Hyeok Kim, Chief Operating Officer, Office of the Executive

Sierra Howlett-Brown, Director of Government Relations, Office of the Executive

Garrett Holbrook, Council Relations Manager, Office of the Executive

Rosa Mai, Community Service, Boards & Commissions Specialist, Office of the Executive

Jessica Summerton-Moore, Staff Liaison to the Priority Hire Advisory Committee

Halene Sigmund



KING COUNTY

Signature Report

ATTACHMENT 5

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Motion

Proposed No. 2026-0220.1

Sponsors Dunn

- 1 A MOTION confirming the executive's appointment of
- 2 Kathleen Dunham, who resides in council district nine, to
- 3 the King County priority hire advisory committee,
- 4 representing women-owned businesses.
- 5 BE IT MOVED by the Council of King County:
- 6 The county executive's appointment Kathleen Dunham, who resides in council
- 7 district nine, to the King County priority hire advisory committee, representing

- 8 women-owned businesses, for the remainder of a three-year term to expire on September
9 30, 2027, is hereby confirmed.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Sarah Perry, Chair

ATTEST:

Melani Pedroza, Clerk of the Council

APPROVED this ____ day of _____, ____.

Girmay Zahilay, County Executive

Attachments: None

**Executive Girmay Zahilay**

Chinook Building, CNK-EX-0800
 401 Fifth Avenue, Suite 800
 Seattle, WA 98104-2391

August 12, 2026

The Honorable Sarah Perry
 Chair, King County Council
 Room 1200
 C O U R T H O U S E

Dear Councilmember Perry:

This letter transmits a proposed Motion that would, if approved, confirm the appointment of Kathleen Dunham, who resides in Council District nine, to the King County Priority Hire Advisory Committee, representing women-owned businesses, for the remainder of a three-year term to expire on September 30, 2027.

Andrew's application, financial disclosure, board profile, and appointment letter are enclosed to serve as supporting and background information to assist the Council in considering confirmation.

Thank you for your consideration of the proposed legislation. If your staff have any questions about this appointment, please contact Rosa Mai, Community Service, Boards & Commissions Specialist, at 206-369-9279.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Zahilay".

Girmay Zahilay
 King County Executive

The Honorable Sarah Perry

July 13, 2026

Page 2

Enclosures:

cc: King County Councilmembers

ATTN: Stephanie Cirkovich, Chief of Staff, King County Council

Melani Hay, Clerk of the Council

Karan Gill, Deputy Executive, Office of the Executive

Jasmin Weaver, Chief of Staff, Office of the Executive

Hyeok Kim, Chief Operating Officer, Office of the Executive

Sierra Howlett Browne, Director of Government Relations, Office of the Executive

Garrett Holbrook, Council Relations Manager, Office of the Executive

Rosa Mai, Community Service, Boards & Commissions Specialist, Office of the Executive

Jessica Summerton-Moore, Staff Liaison to the Priority Hire Advisory Committee

Kathleen Dunham



KING COUNTY

Signature Report

ATTACHMENT 7

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Motion

Proposed No. 2026-0221.1

Sponsors Mosqueda

1 A MOTION confirming the executive's appointment of
2 Jimmy Matta, who resides in council district eight, to the
3 King County priority hire advisory committee, representing
4 minority-owned businesses.

5 BE IT MOVED by the Council of King County:

6 The county executive's appointment of Jimmy Matta, who resides in council
7 district eight, to the King County priority hire advisory committee, representing

- 8 minority-owned businesses, for the remainder of a three-year term to expire on
9 September 30, 2028, is hereby confirmed.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Sarah Perry, Chair

ATTEST:

Melani Pedroza, Clerk of the Council

APPROVED this ____ day of _____, ____.

Girmay Zahilay, County Executive

Attachments: None



Executive Girmay Zahilay

Chinook Building, CNK-EX-0800
401 Fifth Avenue, Suite 800
Seattle, WA 98104-2391

August 12, 2026

The Honorable Sarah Perry
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Perry:

This letter transmits a proposed Motion that would, if approved, confirm the appointment of Jimmy Matta, who resides in Council District eight, to the King County Priority Hire Advisory Committee, representing minority-owned businesses, for the remainder of a three-year term to expire on September 30, 2028.

Andrew's application, financial disclosure, board profile, and appointment letter are enclosed to serve as supporting and background information to assist the Council in considering confirmation.

Thank you for your consideration of the proposed legislation. If your staff have any questions about this appointment, please contact Rosa Mai, Community Service, Boards & Commissions Specialist, at 206-369-9279.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Zahilay".

Girmay Zahilay
King County Executive

The Honorable Sarah Perry

August 12, 2026

Page 2

Enclosures:

cc: King County Councilmembers

ATTN: Stephanie Cirkovich, Chief of Staff, King County Council

Melani Hay, Clerk of the Council

Karan Gill, Deputy Executive, Office of the Executive

Jasmin Weaver, Chief of Staff, Office of the Executive

Hyeok Kim, Chief Operating Officer, Office of the Executive

Sierra Howlett Browne, Director of Government Relations, Office of the Executive

Garrett Holbrook, Council Relations Manager, Office of the Executive

Rosa Mai, Community Service, Boards & Commissions Specialist, Office of the Executive

Jessica Summerton-Moore, Staff Liaison to the Priority Hire Advisory Committee

Jimmy Matta

PRIORITY HIRE ADVISORY COMMITTEE**DATE:** March 2026**TOTAL NUMBER OF MEMBERS:** 12**LENGTH OF TERM:** 3 Years

** King County seeks to create an inclusive and accessible process for individuals who wish to serve on a King County board or commission. We strive to ensure that King County boards and commissions are representative of the communities we serve.*

BOARD MEMBERS APPOINTED

Pos.	Name	KCC District	Representing	Date Appointed	Term Expires	Number of Appointed Terms
1	Thom Butler	6	Minority-Owned Businesses	To Be Appointed	2029	
2	Monty Anderson	9	Labor	8/31/18	9/30/26	3 Full
3	Young-Sang Song	9	Construction Consultant	05/2022	9/30/25	1 Full
4	Dave Johson	3	Contractor – Hoffman Construction	04/2023	9/30/24	1 partial
5	Sonja Forster	4	AGC of Washington	8/31/18	9/30/26	3 Full
6	Drew Gibson	9	Contractor – Andersen Structures	12/1/23	9/30/25	1 partial
7	Andrew Constantini	8	Contractor – OAC Services Consertus	To Be Appointed	2029	
8	Karen Dove	7	Pre-Apprenticeship	8/31/18	9/30/26	3 Full
9	Kathleen Dunham	9	Women-Owned Businesses	To Be Appointed	2029	
10	Robin Strom	5	Contractor – Mortenson Construction	12/1/23	9/30/24	1 partial
11	Jimmy Matta	8	Minority-Owned Businesses	To Be Appointed	2029	
12	Halene Sigmund	5	Apprentice Training Providers	To Be Appointed	2029	



Metropolitan King County Council Staff Report

Committee:	Transportation, Economy, and Environment		
Agenda Item:	11	Analyst(s):	Miranda Leskinen
Proposed No.:	2026-0176	Meeting Date:	September 15, 2026

OVERVIEW

TOPIC: A motion acknowledging receipt of a Solid Waste Division facility closure notification plan, which was requested by the Council via a proviso in the King County adopted biennial budget (Ordinance 20023, Section 110, Proviso P1).

LEGISLATION SUMMARY

The adopted King County biennial budget includes a proviso on the solid waste appropriation unit that withholds \$200,000 pending transmittal by the Executive of a Solid Waste Division facility closure notification plan and Council passage of a motion acknowledging receipt of the plan. Council passage of Proposed Motion 2026-0176 would fulfill the proviso requirements and release the provisoed moneys to be expended or encumbered by the Solid Waste Division.

KEY ISSUES FROM THE ANALYSIS

Staff have not identified any issues as the transmitted plan appears to meet the proviso requirements. The transmitted plan, in accordance with proviso direction, includes information on current and planned procedures, practices and timelines (including planned timeline improvements) for notifying haulers, the public, and the Council when a facility will be closed, as well as any barriers to implementation of planned actions. This information is summarized in Tables 1 and 2 of the staff report.

BACKGROUND & TIMING CONSIDERATIONS

[↑ BACK TO TOP](#)

Solid Waste Division - facilities. The King County Solid Waste Division ("the Division"), as identified on its website, provides garbage transfer, disposal, and recycling services for approximately 1.9 million people in unincorporated King and 37 contract cities. The Division operates eight transfer stations, two rural drop boxes, and the Cedar Hills Regional Landfill. These facilities serve customers living or doing business within King County's unincorporated areas and contract cities. Commercial haulers bring accepted materials to

transfer stations, from which the waste is then hauled to the Cedar Hills Regional Landfill. Additionally, the public may visit transfer stations or a rural drop box for waste disposal.

Facility closure notification plan – budget proviso. The adopted biennial budget for King County includes a proviso on the solid waste appropriation unit that withholds \$200,000 pending transmittal by the Executive of a Solid Waste Division facility closure notification plan and Council passage of a motion acknowledging receipt of the plan (Ordinance 20023, Section 110, Proviso P1). Copied below is the proviso language.

“Of this appropriation, \$200,000 shall not be expended or encumbered until the executive transmits a facility closure notification plan and a motion that should acknowledge receipt of the plan, and a motion acknowledging receipt of the plan is passed by the council. The motion should reference the subject matter, the proviso's ordinance, ordinance section, and proviso number in both the title and body of the motion.

The facility closure notification plan shall include, but not be limited to:

A. Current procedures, practices, and timelines for notifying haulers, the general public, and the council when a solid waste division facility will be closed;

B. Planned procedure, practice, and timeline improvements for notifying haulers, the general public, and the council when a solid waste division facility will be closed; and

C. Any barriers to implementing the planned procedure, practice, and timeline improvements required in subsection B. of this proviso.

The executive should electronically file the facility closure notification plan and a motion required by this proviso by June 30, 2026, with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers, the council chief of staff, and the lead staff for the transportation, economy, and environment committee or its successor."

Council passage of Proposed Motion 2026-0176 would fulfill the proviso requirements and release the provisoed moneys to be expended or encumbered by the Division.

ANALYSIS

[↑ BACK TO TOP](#)

Proposed Motion 2026-0176, in accordance with proviso direction, includes information on current and planned procedures, practices and timelines (including planned timeline improvements) for notifying haulers, the public, and the Council when a facility will be closed, as well as any barriers to implementation of planned actions.

Staff have not identified any issues as the transmitted plan appears to meet the proviso requirements.

Types of facility closure. Facility closures (transfer stations, drop boxes, or the landfill) are categorized in the report as either planned or unanticipated. Examples of circumstances for a planned closure include scheduled maintenance, construction, or delayed opening hours for periodic all-staff meetings. Examples of circumstances for an unanticipated closure include weather, fires from battery-related incidents, or equipment failures. The transmitted plan notes that planned closures for facility repairs or maintenance are generally medium term (days to weeks), while the duration of unplanned closures is dependent on the nature of the event and time required to safely restore operations – though are generally shorter in duration (hours to days) than planned closures.

Notification procedures, practices, and timelines. While there are differences in the notification processes for planned and unplanned facility closures, the Division gathers the following information to include in closure notifications:

- Impacted facility/ies
- Impacted parties (public and/or commercial haulers)
- Alternative facilities
- Closure cause
- Anticipated closure duration or timeline for the next update

As indicated in the transmitted materials, SWD has made numerous improvements in its notification processes, such as:

- Establishing notification timelines
- Including standardized information in each notification
- Tailoring notification processes to align with each party's interests and communications preferences

With these recent enhancements, the Division states that it has few planned improvements and minimal barriers to implementing them.

Tables 1 and 2, excerpted from the transmitted plan, summarize the Division's process and timeline for notifying the public, commercial haulers, contract cities, and the Council about both planned and unplanned facility closures. The tables identify planned notification improvements and barriers to implementation, if any.

Table 1. Planned Closure Notification Plan

Partner	Notification procedures, practices, and timelines	Planned notification improvements	Barriers to implementing planned improvements
Public	Depending on the scope and duration of the closure, SWD employs some or all of the following tactics to notify the public of closures affecting public access to a transfer station or drop box: • Updates to the SWD customer call center; • Website updates; • E-news updates to facility email lists; • Signage at the impacted facility; • Paper handouts for customers visiting the impacted facility; • Facebook and Instagram posts; • News release or media notifications. Notification timing: • Initial notices a minimum of one week ahead; • Ongoing notices, as necessary; • Final notice confirming the facility has resumed normal operations. •	SWD is continuing to strengthen the reach of its notifications by increasing coordination with partners to re-share (amplify) messaging, SWD intends to improve this practice by growing its network, particularly by building relationships with city partner communications staff to support message sharing.	Working with partners to amplify notifications is an effective tactic to increase the reach of messaging. However, for closures with a short duration, message amplification can cause confusion for customers if information is or will quickly become outdated.
Commercial Haulers	SWD notifies commercial haulers via email when there is a closure of the landfill or a transfer station to commercial haulers. The hauling partner email list includes General Managers, Operations Managers, Municipal Managers, Contract Managers, and Dispatch. Notification timing: • First notice sent via email a minimum of two weeks prior to closure; • Reminder notice sent via email two days prior to closure; • Final notice via email confirming the facility has resumed normal operations.	Review communication effectiveness during Monthly Hauler Forum with commercial haulers and use feedback and lessons learned to improve notification timing and message clarity.	N/A
Cities	For closures impacting the public, SWD provides email notification to cities in which potentially impacted residents or businesses are located. This notice occurs a minimum of one week ahead and includes links to public notifications, such as social media posts or e-newsletters.	Review communication effectiveness with the Metropolitan Solid Waste Advisory Committee and use feedback and	N/A

	SWD includes city partner contacts on all notification emails to commercial haulers.	lessons learned to improve notification timing and message clarity.	
Council	For closures impacting the public, SWD coordinates with DNRP to provide email notifications to Council offices representing potentially impacted constituents or service areas. This notice occurs a minimum of one week ahead and includes links to public notifications, such as social media posts or e-newsletters. SWD also coordinates with DNRP to provide email notifications to Council offices about closures to commercial haulers that are longer than one day in duration. This notice occurs a minimum of one week ahead.	None	N/A

Table 2. Unplanned Closure Notification Plan

Partner	Notification procedures, practices, and timelines	Planned notification improvements	Barriers to implementing planned improvements
Public	Except for real-time call center updates, SWD does not typically provide public notification for closures less than one day in duration, as information becomes quickly outdated and can cause significant confusion for customers. For closures anticipated to last up to a business day or longer, SWD will use some or all methods noted above to notify the public about the closure and when normal facility operations will resume.	SWD is continuing to strengthen the reach of its notifications by increasing coordination with partners to re-share (amplify) messaging. SWD intends to improve this practice by growing its network, particularly by building relationships with city partner communications staff to support message sharing.	Working with partners to amplify notifications is an effective tactic to increase the reach of messaging. However, for closures with a short duration, message amplification can cause confusion for customers if information is or will quickly become outdated.
Commercial Haulers	For any closure of the landfill or a transfer station to commercial haulers, SWD provides email notification to the hauling partner email	Review communication effectiveness during	For unanticipated closures, information about

	list. Notification timing: • First notice via email within 30 minutes following a closure, including estimated timeline for resolution or a timeline for next update if resolution timing is uncertain; • Ongoing notices and updates via email, as necessary; • Final notice via email confirming the facility has resumed normal operations.	Monthly Hauler Forum with commercial haulers and use feedback and lessons learned to improve notification timing and message clarity.	the anticipated duration of the closure is often not available when SWD shares the first closure notice.
Cities	For public closures longer than one day in duration, SWD sends an email notification to cities in which potentially impacted residents or businesses are located. The notice may include links to public notifications, such as social media posts or e-newsletters. SWD also sends a notification via email when normal operations resume. SWD includes city partner contacts on all notification emails to commercial haulers.	Review communication effectiveness with the Metropolitan Solid Waste Advisory Committee and use feedback and lessons learned to improve notification timing and message clarity.	N/A
Council	SWD coordinates with DNRP to provide Council offices representing potentially impacted constituents or service areas notification of closures that are longer than one day in duration. The emailed notice may include links to public notifications, such as social media posts or e-newsletters. SWD also coordinates with DNRP to notify these same Council offices when normal operations resume. SWD coordinates with DNRP to notify Council offices via email about closures to commercial haulers that are longer than one day in duration. SWD also coordinates with DNRP to notify Council offices when normal operations resume.	None	N/A

ATTACHMENTS

1. Proposed Motion 2026-0176 (and its attachment)
2. Transmittal Letter



KING COUNTY

Signature Report

ATTACHMENT 1

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Motion

Proposed No. 2026-0176.1

Sponsors Fain

1 A MOTION acknowledging receipt of the facility closure
2 notification plan as required by the 2026-2027 Biennial
3 Budget Ordinance, Ordinance 20023, Section 110, Proviso
4 P1.

5 WHEREAS, in the 2026-2027 Biennial Budget Ordinance, Ordinance 20023,
6 Section 110, Proviso P1, the King County council adopted and the executive approved a
7 proviso encumbering \$200,000 from the solid waste operating fund and requiring a
8 facility closure notification plan and a motion acknowledging receipt of the facility
9 closure notification plan, and

10 WHEREAS, the executive has transmitted to the council the requested plan
11 entitled Facility Closure Notification Plan along with a motion acknowledging the receipt
12 thereof;

13 NOW, THEREFORE, BE IT MOVED by the Council of King County:

14 The King County council hereby acknowledges receipt of the Facility Closure

- 15 Notification Plan, Attachment A to this motion, as required by Ordinance 20023, Section
16 110, Proviso P1.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Sarah Perry, Chair

ATTEST:

Melani Pedroza, Clerk of the Council

APPROVED this ____ day of _____, ____.

Girmay Zahilay, County Executive

Attachments: A. Facility Closure Notification Plan

Solid Waste Division Facility Closure Notification Plan

June 2026



King County

Proviso Text

P1 PROVIDED THAT: Of this appropriation, \$200,000 shall not be expended or encumbered until the executive transmits a facility closure notification plan and a motion that should acknowledge receipt of the plan, and a motion acknowledging receipt of the plan is passed by the council. The motion should reference the subject matter, the proviso's ordinance, ordinance section, and proviso number in both the title and body of the motion. The facility closure notification plan shall include, but not be limited to: A. Current procedures, practices, and timelines for notifying haulers, the general public, and the council when a solid waste division facility will be closed; B. Planned procedure, practice, and timeline improvements for notifying haulers, the general public, and the council when a solid waste division facility will be closed; and C. Any barriers to implementing the planned procedure, practice, and timeline improvements required in subsection B. of this proviso

Summary

This report presents a facility closure notification plan for the Department of Natural Resources and Parks (DNRP) Solid Waste Division (SWD) as called for by Ordinance 20023, Section 110, Proviso P1. SWD operates eight transfer stations, two rural drop boxes, and the Cedar Hills Regional Landfill, serving customers across unincorporated King County and 37 partner cities. These facilities are covered in this plan.

Facility closures are categorized as either planned—such as scheduled maintenance, construction, and periodic all-staff meetings—or unanticipated, often caused by weather, fires from battery-related incidents, or equipment failures.

Before issuing any facility closure notification, SWD gathers essential information, including who is affected, alternative disposal locations, cause of closure, and expected duration or timing of the next update. Notification practices are tailored for each audience based on communication preferences and operational needs. For the public and commercial haulers, SWD prioritizes timely, practical information; for cities and the King County Council, SWD emphasizes shareable information and notice for significant operational impacts.

Over the past year, SWD has made numerous improvements in its notification processes, such as:

- Establishing notification timelines;
- Including standardized information in each notification;
- Tailoring notification processes to align with each party's interests and communication preferences.

With these recent enhancements, SWD has few planned improvements and minimal barriers to implementing them.

Types of Facility Closure

SWD operates eight transfer stations, two rural drop boxes, and the Cedar Hills Regional Landfill. These facilities serve customers living or doing business within King County's unincorporated areas and 37 cities that are signatories to a solid waste interlocal agreement. The public may visit transfer stations or a rural drop box for waste disposal. Commercial haulers bring accepted materials to transfer stations, from which the waste is hauled to the Cedar Hills Regional Landfill (the landfill). The landfill is not open to the public.

Solid Waste closures of transfer stations, drop boxes, or the landfill are either planned or unanticipated. Planned facility closures include, but are not limited to, scheduled repairs, maintenance, or delayed opening hours to accommodate the twice-annual all-operations staff meeting. Planned closures for facility repairs or maintenance are generally medium-term (days to weeks).

SWD must also occasionally close transfer stations to protect customer or staff safety. These unanticipated closures occur more frequently than planned closures. They often result from factors outside the division's control, such as inclement weather, fires caused by batteries or other flammable items, or equipment failure. The duration of unplanned closures is dependent on the nature of the event and the time required to safely restore operations. Generally, unplanned closures tend to be shorter in duration than planned closures, lasting anywhere from a few hours to a few days.

Current Notification Procedures, Practices and Timelines

Prior to issuing notifications, SWD works internally to gather the following information that is then included in its notifications:

- What facility or facilities are impacted;
- Who is impacted (the public, commercial haulers, or both);
- Alternative facilities for customers;
- The cause of closure;
- Anticipated duration of the closure or a timeline for the next update.

Then, SWD implements a unique notification process for the public, commercial haulers, city partners, and Council. SWD tailors communications to respond to the individual interests of each audience, as each group has different communication needs and responds best to different communication mediums.

Commercial haulers and the city partners receive the same operational notifications regarding service disruptions and station closures. These notifications are intended to provide timely information on service availability, operational impacts, and available

alternatives so King County partners can make informed decisions and communicate within their organization and communities as needed.

In general, King County notifies hauling partners and the cities within approximately 30 minutes of an unplanned station closure. The duration of the disruption is often unknown with unplanned closures, as staff are actively assessing the issue and determining the appropriate cause of the action.

As additional information becomes available, updates are provided until returning back to normal operations. This approach allows the County to communicate operational impacts quickly while avoiding speculation about closure duration or service restoration timelines. Because many unplanned disruptions are resolved within a short period of time, early notification focuses on the immediate operational impact rather than estimated closure length.

Planned Closures

Depending on the scope and duration of the closure, SWD employs some or all of the following tactics to notify the public of closures affecting public access to a transfer station or drop box:

SWD notifies commercial haulers via email when there is a closure of the landfill or a transfer station to commercial haulers. The hauling partner list includes General Managers, Operations Managers, Municipal Managers, Contract Managers and Dispatch.

The division follows a set timing protocol for planned closures as follows:

Two weeks prior to closure a first notice is sent via email. A reminder notice is sent via email two days prior to closure with final notice distributed to confirm when the facility has resumed normal operations.

SWD also provides email notification to cities in which potentially impacted residents or businesses are located. This notice occurs a minimum of one week ahead and includes links to public notifications, such as social media posts or e-newsletters.

SWD includes city partner contacts on all notification emails to commercial haulers.

For planned closures impacting the public, SWD coordinates with DNRP to provide email notifications to Council offices representing potentially impacted constituents or service areas. This notice occurs a minimum of one week ahead and includes links to public notifications, such as social media posts or e-newsletters.

SWD also coordinates with DNRP to provide email notifications to Council offices about closures to commercial haulers that are longer than one day in duration. This notice occurs a minimum of one week ahead.

Unplanned Closures

A slightly different notification process is established for unplanned closures.

Except for real-time call center updates, SWD does not typically provide public notification for closures less than one day in duration, as information becomes quickly outdated and can cause significant confusion for customers.

For closures anticipated to last up to a business day or longer, SWD will use some or all methods noted in the procedure for planned closures to notify the public about the closure and when normal facility operations will resume.

For any unplanned closure of the landfill or a transfer station to commercial haulers, SWD provides email notification to the hauling partner email list.

First notice via email within 30 minutes following a closure, including estimated timeline for resolution or a timeline for next update if resolution timing is uncertain, with ongoing notices and updates via email, as necessary and final notice via email confirming the facility has resumed normal operations.

For city partners, public closures longer than one day in duration, SWD sends an email notification to cities in which potentially impacted residents or businesses are located. The notice may include links to public notifications, such as social media posts or e-newsletters. SWD also sends a notification via email when normal operations resume.

SWD coordinates with DNRP to provide Council offices representing potentially impacted constituents or service areas notification of closures that are longer than one day in duration. The emailed notice may include links to public notifications, such as social media posts or e-newsletters. SWD also coordinates with DNRP to notify these same Council offices when normal operations resume.

SWD coordinates with DNRP to notify Council offices via email about closures to commercial haulers that are longer than one day in duration. SWD also coordinates with DNRP to notify Council offices when normal operations resume.

SWD includes city partner contacts on all notification emails to commercial haulers.

The following tables summarize SWD's process and timeline for notifying the public, commercial haulers, city partners, and Council about both planned and unplanned facility closures. The tables also identify planned notification improvements, along with barriers to implementing improvements.

Planned Closures Notification Plan

Partner	Notification procedures, practices, and timelines	Planned notification improvements	Barriers to implementing planned improvements
Public	Depending on the scope and duration of the closure, SWD employs some or all of the following tactics to notify the public of closures affecting public access to a transfer station or drop box: • Updates to the SWD customer call center; • Website updates; • E-news updates to facility email lists; • Signage at the impacted facility; • Paper handouts for customers visiting the impacted facility; • Facebook and Instagram posts; • News release or media notifications. Notification timing: • Initial notices a minimum of one week ahead; • Ongoing notices, as necessary; • Final notice confirming the facility has resumed normal operations.	SWD is continuing to strengthen the reach of its notifications by increasing coordination with partners to re-share (amplify) messaging, SWD intends to improve this practice by growing its network, particularly by building relationships with city partner communications staff to support message sharing.	Working with partners to amplify notifications is an effective tactic to increase the reach of messaging. However, for closures with a short duration, message amplification can cause confusion for customers if information is or will quickly become outdated.
Commercial Haulers	SWD notifies commercial haulers via email when there is a closure of the landfill or a transfer station to commercial haulers. The hauling partner email list includes General Managers, Operations Managers, Municipal Managers, Contract Managers, and Dispatch. Notification timing:	Review communication effectiveness during Monthly Hauler Forum with commercial haulers and use feedback and lessons learned to improve notification timing and message clarity.	N/A

Partner	Notification procedures, practices, and timelines	Planned notification improvements	Barriers to implementing planned improvements
	• First notice sent via email a minimum of two weeks prior to closure; • Reminder notice sent via email two days prior to closure; • Final notice via email confirming the facility has resumed normal operations.		
Cities	For closures impacting the public, SWD provides email notification to cities in which potentially impacted residents or businesses are located. This notice occurs a minimum of one week ahead and includes links to public notifications, such as social media posts or e-newsletters. SWD includes city partner contacts on all notification emails to commercial haulers.	Review communication effectiveness with the Metropolitan Solid Waste Advisory Committee and use feedback and lessons learned to improve notification timing and message clarity.	N/A
Council	For closures impacting the public, SWD coordinates with DNRP to provide email notifications to Council offices representing potentially impacted constituents or service areas. This notice occurs a minimum of one week ahead and includes links to public notifications, such as social media posts or e-newsletters. SWD also coordinates with DNRP to provide email notifications to Council offices about closures to commercial haulers that are longer than one day in duration. This notice occurs a minimum of one week ahead.	None	N/A

Unanticipated Closures Notification Plan

Partner	Notification procedures, practices, and timelines	Planned notification improvements	Barriers to implementing planned improvements
Public	Except for real-time call center updates, SWD does not typically provide public notification for closures less than one day in duration, as information becomes quickly outdated and can cause significant confusion for customers. For closures anticipated to last up to a business day or longer, SWD will use some or all methods noted above to notify the public about the closure and when normal facility operations will resume.	SWD is continuing to strengthen the reach of its notifications by increasing coordination with partners to re-share (amplify) messaging. SWD intends to improve this practice by growing its network, particularly by building relationships with city partner communications staff to support message sharing.	Working with partners to amplify notifications is an effective tactic to increase the reach of messaging. However, for closures with a short duration, message amplification can cause confusion for customers if information is or will quickly become outdated.
Commercial Haulers	For any closure of the landfill or a transfer station to commercial haulers, SWD provides email notification to the hauling partner email list. Notification timing: • First notice via email within 30 minutes following a closure, including estimated timeline for resolution or a timeline for next update if resolution timing is uncertain; • Ongoing notices and updates via email, as necessary; • Final notice via email confirming the facility has resumed normal operations.	Review communication effectiveness during Monthly Hauler Forum with commercial haulers and use feedback and lessons learned to improve notification timing and message clarity.	For unanticipated closures, information about the anticipated duration of the closure is often not available when SWD shares the first closure notice.
Cities	For public closures longer than one day in duration, SWD sends an email notification to cities in which potentially impacted residents or businesses are located. The notice	Review communication effectiveness with the Metropolitan Solid Waste	N/A

Partner	Notification procedures, practices, and timelines	Planned notification improvements	Barriers to implementing planned improvements
	may include links to public notifications, such as social media posts or e-newsletters. SWD also sends a notification via email when normal operations resume. SWD includes city partner contacts on all notification emails to commercial haulers.	Advisory Committee and use feedback and lessons learned to improve notification timing and message clarity.	
Council	SWD coordinates with DNRP to provide Council offices representing potentially impacted constituents or service areas notification of closures that are longer than one day in duration. The emailed notice may include links to public notifications, such as social media posts or e-newsletters. SWD also coordinates with DNRP to notify these same Council offices when normal operations resume. SWD coordinates with DNRP to notify Council offices via email about closures to commercial haulers that are longer than one day in duration. SWD also coordinates with DNRP to notify Council offices when normal operations resume.	None	N/A


King County | Office of the Executive
Executive Girmay Zahilay

Chinook Building, CNK-EX-0800
401 Fifth Avenue, Suite 800
Seattle, WA 98104-2391

June 30, 2026

The Honorable Sarah Perry
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Perry:

This letter transmits a facility closure notification plan for the Solid Waste Division (SWD) in response to Ordinance 20023, Section 110, Proviso P1, as well as a proposed Motion that would, if enacted, acknowledge receipt of the plan. The enclosed plan identifies procedures, practices, and timelines for notifying the public, commercial haulers, city partners and the Council when a SWD facility will be closed. The plan also includes planned improvements for notification and any barriers to implementing improvements.

SWD operates eight transfer stations, two rural drop boxes, and the Cedar Hills Regional Landfill. These facilities serve customers living or doing business within King County's unincorporated areas and 37 cities that are signatories to a solid waste interlocal agreement. The public may visit transfer stations or a rural drop box for waste disposal. Commercial haulers bring accepted materials to transfer stations, from which the waste is then hauled to the Cedar Hills Regional Landfill.

SWD has established notification protocols for both planned and unanticipated closures of a solid waste facility that impact the public, commercial haulers, or both. Before issuing any facility closure notification, SWD gathers essential information, including who is affected, alternative disposal locations, cause of closure, and expected duration or timing of the next update. Notification practices are tailored for each audience based on communication preferences and operational needs. Over the past year, SWD has made numerous improvements to its notifications processes. As a result, SWD has few planned improvements and few barriers to implementing improvements.

Thank you for your consideration of this notification plan. Communication with the public, commercial haulers, city partners, and Council is an important part of SWD's service delivery and a focus of continuous improvement.

The Honorable Sarah Perry

June 30, 2026

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If your staff have questions, please contact Rebecca Singer, Division Director of the Solid Waste Division, Department of Natural Resources and Parks, at 206-263-2244.

Sincerely,



for

Girmay Zahilay

King County Executive

Enclosure

cc: King County Councilmembers

ATTN: Stephanie Cirkovich, Chief of Staff, King County Council

Melani Hay, Clerk of the Council

Karan Gill, Deputy Executive, Office of the Executive

Jasmin Weaver, Chief of Staff, Office of the Executive

Hyeok Kim, Chief Operating Officer, Office of the Executive

Sierra Howlett Browne, Director of Government Relations, Office of the Executive

Garrett Holbrook, Council Relations Manager, Office of the Executive

Mo McBroom, Acting Director, Department of Natural Resources and Parks (DNRP)

Rebecca Singer, Division Director, Solid Waste Division, DNRP



Metropolitan King County Council Staff Report

Committee:	Transportation, Economy, and Environment Committee		
Agenda Item:	12	Analyst(s):	Sherrie Hsu
Proposed No.:	2026-0214	Meeting Date:	September 15, 2026

OVERVIEW

TOPIC: An ordinance adding K.C.C. Title 7 citations to the list of waived fees for the Hearing Examiner process.

LEGISLATION SUMMARY

Proposed Ordinance 2026-0214 would amend King County Code (K.C.C.) 4A.780.010 to add Title 7 citations to the list of waived fees for the Hearing Examiner process. This code update would waive the \$250 fee for those wishing to appeal K.C.C. Title 7 citations related to parks and trails rules.

KEY ISSUES FROM THE ANALYSIS

No issues have been identified.

BACKGROUND & TIMING CONSIDERATIONS

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In 2024, the Council passed Ordinance 19771, which updated King County Code (K.C.C.) Title 7 relating to parks and recreation rules and regulations. This ordinance established that appeals of civil infractions would be reviewed by the Hearing Examiner in accordance with K.C.C. 20.22.080.

Under K.C.C. 4A.780.010, the fee for filing an appeal with the Hearing Examiner under K.C.C. 20.22.080 is \$250.

The Department of Natural Resources (DNRP) worked with the King County Sheriff's Office (KCSO), the Prosecuting Attorney's Office (PAO), and the Hearing Examiner to develop and implement a park rules safety and education campaign for the enforcement of parks and trail rules in Title 7. This education campaign has included public outreach, social media, onsite signage, and media engagement to inform the public about park safety.

According to the transmittal letter, in developing the park safety educational campaign, DNRP, KCSO, the PAO, and the Hearing Examiner all concluded that it was appropriate to

add K.C.C. Title 7 appeals to the list of appeals that are not charged a fee by the Hearing Examiner.

ANALYSIS

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Staff have not identified any issues. Proposed Ordinance 2026-0214 would amend King County Code (K.C.C.) 4A.780.010 to add Title 7 citations to the list of waived fees for the Hearing Examiner process. This change waive the \$250 fee for those wishing to appeal K.C.C. Title 7 citations related to parks and trails rules.

The rationale for this change, according to the Executive’s transmittal letter, is that the \$250 fee “may impact the due process rights of certain appellants by limiting their access to an appeal due to the notably higher cost of appeals than the penalty for many civil infractions.”

According to the fiscal note, there would be no fiscal impact to this code change, as neither the Parks and Recreation Division nor the Hearing Examiner have collected these fees in the past, and adding Title 7 citations to the list of waived fees would not impact either agency.

The section of county code containing fee waivers for the Hearing Examiner (K.C.C. 4A.780.010) includes fee waivers for enforcements of penalty actions under K.C.C. Title 6 (Business Licenses and Regulations), K.C.C. Title 11 (Animal Control), K.C.C. 23 (Code Compliance), a transit rider suspension under K.C.C. 28.96.130, and appeals to the Council under K.C.C. 20.22.230.D.

ATTACHMENTS

1. Proposed Ordinance 2026-0214
2. Transmittal Letter
3. Fiscal Note



KING COUNTY

Signature Report

Ordinance

ATTACHMENT 1

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Proposed No. 2026-0214.1

Sponsors Perry

1 AN ORDINANCE adding K.C.C. Title 7 parks and
2 recreation citations to the list of waived fees for appeals of
3 agency decisions to the hearing examiner's office; and
4 amending Ordinance 18230, Section 77, as amended, and
5 K.C.C. 4A.780.010.

6 STATEMENT OF FACTS:

- 7 1. K.C.C. 4A.780.010 requires the collection of fees by the hearing
8 examiner for appeals of agency decisions and identifies several exceptions
9 to the appeal fee.
- 10 2. In 2024, K.C.C. Title 7 was amended to establish that appeals of civil
11 infractions are to be reviewed by the hearing examiner.
- 12 3. The parks and recreation division has established a park rules safety
13 and education campaign for enforcement of parks and trail rules in K.C.C.
14 Title 7.
- 15 4. The parks and recreation division and the hearing examiner have
16 determined that the mandatory two-hundred-fifty-dollar appeal fee
17 established in K.C.C. 4A.780.010 may impact the due process rights of
18 certain appellants by limiting their access to an appeal due to the notably
19 higher cost of appeals than the penalty for many civil infractions.

20 5. The parks and recreation division and the hearing examiner wish to
21 have K.C.C. Title 7 added to the list of appeals that have their hearing
22 examiner appeal fees waived.

23 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

24 SECTION 1. Ordinance 18230, Section 77, as amended, and K.C.C. 4A.780.010
25 are hereby amended to read as follows:

26 A. Except as otherwise provided in subsection B. of this section, the fee for filing
27 an appeal to the office of the hearing examiner under K.C.C. 20.22.080 is two hundred
28 fifty dollars.

29 B.1. The fee for filing an appeal to the office of the hearing examiner under
30 K.C.C. 20.22.080, of a permit fee estimate and billing under K.C.C. 27.02.040.D., is fifty
31 dollars.

32 2. There is no fee for filing an appeal to the office of the hearing examiner of an
33 enforcement or penalty action under K.C.C. Title 6, K.C.C. Title 7, K.C.C. Title 11, or

- 34 K.C.C. Title 23, a transit rider suspension under K.C.C. 28.96.130 or an appeal to the
35 council under K.C.C. 20.22.230.D.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

ATTEST:

APPROVED this ____ day of _____, ____.

Attachments: None


King County | Office of the Executive
Executive Girmay Zahilay

Chinook Building, CNK-EX-0800
401 Fifth Avenue, Suite 800
Seattle, WA 98104-2391

August 11, 2026

The Honorable Sarah Perry
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Perry:

This letter transmits a proposed Ordinance to amend King County Code (K.C.C.) Title 4, 4A.780.010.B.2. by adding Title 7 citations to the list of waived fees for the Hearing Examiner process. This update would waive the \$250 fee for those wishing to appeal K.C.C. Title 7 citations. This fee may impact the due process rights of certain appellants by limiting their access to an appeal due to the notably higher cost of appeals than the penalty for many civil infractions.

In 2024, when Title 7 changes were made, it established that appeals of civil infractions are to be reviewed by the Hearing Examiner. In developing a program to implement enforcement of park rules the Parks and Recreation Division of the Department of Natural Resources and Parks, the King County Sheriff's Office (KCSO), the Prosecuting Attorney's Office (PAO), and the Hearing Examiner all concluded that it was appropriate to add K.C.C. Title 7 appeals to the list of appeals that are not charged a fee by the Office of the Hearing Examiner.

The Parks and Recreation Division has heard from hundreds of constituents and partner jurisdictions about safety concerns associated with speeding and motorized vehicles on our trails and other non-compliance of park rules. The park rules safety campaign and enforcement actions are focused on keeping our parks safe and accessible to all. Public outreach, social media, onsite signage, and media engagement have been used to inform the public about safety in the parks. The Parks and Recreation Division, PAO, KCSO, and Hearing Examiner worked together on program implementation and agree that this code change is necessary.

The Honorable Sarah Perry

August 11, 2026

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Thank you for your consideration of this proposed ordinance. The code change will help keep our parks safe and accessible for all and ensure that appellants continue to have equitable access to their due process rights.

If your staff have questions, please contact Warren Jimenez, Parks and Recreation Division Director, Department of Natural Resources and Parks, at 206-477-4525.

Sincerely,



for

Girmay Zahilay

King County Executive

Enclosure

cc: King County Councilmembers

ATTN: Stephanie Cirkovich, Chief of Staff, King County Council

Melani Hay, Clerk of the Council

Karan Gill, Deputy Executive, Office of the Executive

Jasmin Weaver, Chief of Staff, Office of the Executive

Hyeok Kim, Chief Operating Officer, Office of the Executive

Sierra Howlett Browne, Director of Government Relations, Office of the Executive

Garrett Holbrook, Council Relations Manager, Office of the Executive

Mo McBroom, Interim Director, Department of Natural Resources and Parks (DNRP)

Warren Jimenez, Parks and Recreation Division Director, DNRP

Devon Shannon, Hearing Examiner, Office of the Hearing Examiner

Kimberly Fredrick, Chief Deputy, Prosecuting Attorney's Office

Captain Heather Volpe, King County Sheriff's Office

2026-2027 FISCAL NOTE

Ordinance/Motion: Ordinance
 Title: Hearing Examiner Fees
 Affected Agency and/or Agencies: Parks and Recreation Division, Hearing Examiner
 Note Prepared By: Sujata Goel
 Date Prepared: 7/27/2026
 Note Reviewed By: Yanming Yao
 Date Reviewed: 7/27/2026

Description of request:

The Parks and Recreation Division and the Hearing Examiner's Office wish to add Title 7 citations to the list of waived fees for appeals of agency decisions.

Revenue to:

Agency	Fund Code	Revenue Source	2026-2027	2028-2029	2030-2031
Department of Natural Resources and Parks (DNRP), Parks Division			0	0	0
Hearing Examiner's Office			0	0	0
TOTAL			0	0	0

Expenditures from:

Agency	Fund Code	Department	2026-2027	2028-2029	2030-2031
Department of Natural Resources and Parks (DNRP), Parks Division			0	0	0
Hearing Examiner's Office			0	0	0
TOTAL			0	0	0

Expenditures by Categories

	2026-2027	2028-2029	2030-2031
NA			
TOTAL	0	0	0

Does this legislation require a budget supplemental? Yes/ No

Notes and Assumptions:

1. Neither the Parks and Recreation Division or the Hearing Examiner's Office have collected these fees in the past. Adding Title 7 to the list
2. Assume the increase in the hearing workload will be absorbed by the existing workforce. No additional staff resources are needed.



Metropolitan King County Council Staff Report

Committee:	Transportation, Economy, and Environment Committee		
Agenda Item:	13	Analyst(s):	Mary Bourguignon
Proposed No.:	2026-0222	Meeting Date:	September 15, 2026

OVERVIEW

TOPIC: Proposed Motion 2026-0222 would approve King County Metro's 2027 Public Transportation Agency Safety Plan for submittal to the Federal Transit Administration (FTA).

LEGISLATION SUMMARY

The FTA requires all public transit agencies that receive federal funds to prepare and regularly update a **Public Transportation Agency Safety Plan (PTASP)**. Each time a PTASP is updated, it must be approved by the transit agency's Board of Directors, which, in Metro's case, is the King County Council.

Metro's most recent PTASP was approved by the Council earlier this year. Metro's 2027 PTASP updates safety performance targets using revised three-year rolling average data, clarifies Safety Management System implementation strategy, clarifies accountabilities and responsibilities, incorporates a recordkeeping section, incorporates workflows to illustrate hazard assessment planning, adds an Annual Safety Performance Assessment Process section, and updates safety promotion and training expectations.

Passage of Proposed Motion 2026-0222 would provide the required Board of Directors approval of Metro's 2027 PTASPs prior to submittal to the FTA for review.

KEY ISSUES FROM THE ANALYSIS

No issues have been identified. Metro's 2027 PTASP appears to comply with the FTA's PTASP requirements. As required, it includes information on Metro's:

- Annual safety performance targets
- Safety Risk Reduction Program
- Safety Management System
- Coordination with metropolitan and statewide planning processes
- Safety Committee (called the BIL Committee), which represents employees in identifying safety risks and recommending mitigations
- Safety Assurance and Safety Promotion efforts

FTA PTASP requirement. In July 2018, the FTA published a rule¹ requiring public transit agencies that receive federal funds to prepare and submit a Public Transportation Agency Safety Plan (PTASP); to implement and operate a Safety Management System (SMS);² and to maintain safety management documentation.

PTASPs do not set policy; rather, they are compliance documents that provide information in response to a checklist of required elements for the transit services covered by the PTASP. Agencies must develop their PTASPs in consultation with their employees, and in collaboration with partner agencies and oversight organizations.³

Before a transit agency's PTASP is submitted to the FTA for review, it must be signed by the Accountable Executive (in Metro's case, the General Manager)⁴ and reviewed and approved by the Board of Directors (in Metro's case, the King County Council).⁵

PTASP updates. Following the publication of the FTA rule in 2018, Metro completed its first PTASP in 2020. That first PTASP was approved by the Council by motion⁶ and then submitted to the FTA for review.

The FTA requires each transit agency to review its PTASP at least once a year and to update it if necessary, based on the FTA's requirements. Metro prepared and the Council approved updates to Metro's PTASP in 2023, 2024, 2025, and 2026.⁷ Proposed Motion 2026-0222 would provide the Council's approval of Metro's 2027 PTASP (due to the FTA by December 31, 2026).

Transit services included in the PTASP. The FTA's rule determines which of Metro's services must be covered in the PTASP. For some services, safety reporting is required through different mechanisms or by different agencies, meaning those services are not covered in the PTASP. However, Metro staff state that Metro's Safety Management System (SMS) is applied throughout the agency, and that SMS resources, such as performance data, risk management, training, and promotion, are used for all services.

¹ Public Transportation Agency Safety Plan, 49 CFR Part 673, Federal Register, Volume 83, No. 139, Thursday, July 19, 2018, Rules and Regulations, pp. 34418-34468

² SMS includes safety policy, safety assurance, safety risk management, and safety promotion ([link](#))

³ Metro's partner agencies include Sound Transit and the Seattle Department of Transportation. The oversight organization is the Washington State Department of Transportation. Metro also collaborates on safety issues with the region's Metropolitan Planning Organization, the Puget Sound Regional Council.

⁴ KCC 2.16.038.D.

⁵ King County Charter Article 2

⁶ Motion 15688

⁷ Motions 16329, 16618, 16963

- **Included in Metro’s PTASP:**

- **Fixed-route bus service.** Metro’s fixed-route bus service, which is operated directly by Metro, is included in Metro’s PTASP.
- **Access paratransit service.** Although Access paratransit is operated for Metro by a private contractor, Metro is considered the “owner agency” and therefore Access paratransit is included in the PTASPs.
- **Other contracted services.** Metro provides other services that are operated by contractors, such as Dial-a-Ride Transit (DART) and Metro Flex. Because Metro is the owner agency of these services, they are included in Metro’s PTASP.

- **Not included in Metro’s PTASP:**

- **Water taxi service.** Metro’s water taxi service is regulated by the US Coast Guard, not the FTA, and is therefore not included in the PTASP.
- **Sound Transit contracted services.** Metro operates ST express bus and Link light rail services under contract to Sound Transit. Per the FTA, all services are to be included within their owner agency’s PTASP, so these services are covered in Sound Transit’s PTASP.
- **City of Seattle contracted services.** Metro operates the Seattle streetcar under contract to the City of Seattle. This service is included in the Seattle Department of Transportation’s PTASP.
- **Volunteer driver services.** FTA’s requirements do not cover services driven by volunteers, such as vanpool, so these services are not in Metro’s PTASP.

ANALYSIS

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Staff have not identified any issues. The transmitted 2027 PTASP appears to meet all FTA requirements.

The Council provides policy and operational guidance on transit safety and security⁸ through the Strategic Plan for Public Transportation and the King County Metro Service Guidelines,⁹ as well as Metro’s biennial budget.¹⁰ In addition, Councilmembers participated in the work of the King County Transit Safety Task Force¹¹ during 2025, developing a set of recommendations to improve safety and security for transit workers and passengers that are currently in the process of being implemented.

⁸ Transit safety generally refers to prevention of unintentional harm (such as a collision). Transit security generally refers to prevention of intentional harm (such as an assault on a transit worker or passenger).

⁹ Ordinance 19367, Attachments A and B

¹⁰ Ordinance 20023

¹¹ King County Transit Safety Task Force (<https://www.kingcountytransitsafetytaskforce.com/>)

Metro's 2027 PTASP summarizes Metro's work on transit safety and security by reporting on Metro's systems, performance targets, mitigation efforts, and safety training and promotion based on a checklist published by the FTA.

In terms of the process to develop the 2027 PTASP, the transmitted PTASP states that, as required by the FTA, Metro consulted with employees, specifically through the BIL (aka Safety) Committee; and that Metro coordinated with its partner agencies (Sound Transit and the Seattle Department of Transportation), its oversight organization (Washington State Department of Transportation), and the local Metropolitan Planning Organization (Puget Sound Regional Council).¹²

In terms of the content in the 2027 PTASP, the document responds to the FTA's PTASP checklist¹³ for bus transit agencies that serve large urbanized areas. This checklist, which is voluntary, includes 13 elements that the FTA recommends be included in a transit agency's PTASP:

1. Transit agency information
2. Plan development, approval, and update documentation
3. General annual safety performance targets
4. Annual safety performance targets for the Safety Risk Reduction Program
5. Coordination with metropolitan and statewide planning processes
6. Safety Risk Reduction Program
7. Safety Committee establishment, membership, and procedures
8. Safety Management System
9. Safety Management Policy
10. Safety Risk Management
11. Safety Assurance
12. Safety Promotion
13. Additional information

Attachment 3 to this staff report summarizes the Council staff review of Metro's 2027 PTASP. As noted above, staff have not identified any issues.

¹² A Metropolitan Planning Organization (MPO) is an organization created and designated to carry out the metropolitan transportation planning process under FTA rules. The Puget Sound Regional Council has been designated the MPO for the four-county Puget Sound region.

¹³ PTASP Checklist for Bus Transit Agencies Serving Large Urbanized Areas (November 26, 2024)

Key changes between the 2027 PTASP and Metro's 2026 PTASP include:

- Updated Safety Performance Targets using revised three-year rolling average data
- A new definitions section aligned with FTA terminology and checklist requirements
- Clarified Safety Management System (SMS) implementation strategy and Safety Performance Target section language
- Expanded and clarified authorities, accountabilities, and responsibilities for the BIL Committee
- A new recordkeeping section
- Refined language throughout the document for clarity and alignment with FTA checklist requirements
- New workflows to illustrate hazard assessment planning and resolution processes
- A new Annual Safety Performance Assessment Process section
- Updated Safety Promotion and training expectations
- New appendices addressing the BIL Dispute Resolution Process and PTASP Revision Schedule

The FTA requires that each PTASP must be approved by the transit agency's Board of Directors before it can be submitted to the FTA for review. The Council's passage of Proposed Motion 2026-0222 would provide this required approval, indicating that the Council believes Metro's transmitted 2027 PTASP to comply with the FTA's requirements and to be ready to be submitted for review.

ATTACHMENTS

1. Proposed Motion 2026-0222 and its attachment
2. Transmittal Letter
3. Council review of Metro 2027 PTASP's Response to FTA Checklist



KING COUNTY

Signature Report

ATTACHMENT 1

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Motion

Proposed No. 2026-0222.1

Sponsors Fain

1 A MOTION related to public transportation, approving the
2 King County Metro Public Transportation Agency Safety
3 Plan 2027, in accordance with the Federal Transit
4 Administration's Public Transportation Agency Safety Plan
5 regulations and the Bipartisan Infrastructure Law.

6 WHEREAS, Federal Transit Administration ("FTA") regulations, set forth in 49
7 C.F.R. § 673, require all direct and primary recipients of FTA funding to establish a
8 Public Transportation Agency Safety Plan ("PTASP"), and

9 WHEREAS, 49 C.F.R. § 673.11(a)(1) requires that PTASP and any subsequent
10 updates thereto be signed by the Accountable Executive and approved by the transit
11 agency's Board of Directors or an equivalent entity, and

12 WHEREAS, in November 2021, the Bipartisan Infrastructure Bill ("BIL"), which
13 imposed additional requirements for the development of PTASPs by transit agencies, was
14 signed into law, and

15 WHEREAS, the King County Metro transit department, as a transit provider and
16 direct recipient of FTA funding, is required to comply with the requirements in 49 C.F.R.
17 § 673.11(a)(1) and BIL, and

18 WHEREAS, in accordance with 49 C.F.R. § 673.11(a)(1), the general manager of
19 the King County Metro transit department signed, and the King County council approved

20 by Motion 16963, the King County Metro Public Transportation Agency Safety Plan
21 2026, and

22 WHEREAS, consistent with requirements imposed by BIL, the King County
23 Metro transit department developed the King County Metro Public Transportation
24 Agency Safety Plan 2027, which updates the King County Metro Public Transportation
25 Agency Safety Plan 2026, and

26 WHEREAS, in accordance with 49 C.F.R. § 673.11(a)(1), the King County Metro
27 Public Transportation Agency Safety Plan 2027 is approved by and awaiting signature by
28 the King County Metro transit department general manager as the Accountable
29 Executive;

30 NOW, THEREFORE, BE IT MOVED by the Council of King County:

- 31 The King County council hereby approves the King County Metro Public
32 Transportation Agency Safety Plan 2027, which is Attachment A to this motion.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Sarah Perry, Chair

ATTEST:

Melani Pedroza, Clerk of the Council

APPROVED this ____ day of _____, ____.

Girmay Zahilay, County Executive

Attachments: A. King County Metro Public Transportation Agency Safety Plan (PTASP) 2027

King County Metro Public Transportation Agency Safety Plan

2027



King County Metro Transit Department
201 Jackson St., Seattle, WA 98104

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Revision Summary

Date	Revision #	Changes
2020	1.0	First Issue
2023	2.0	Incorporation of new safety policy; addition of Public Transportation Agency Safety Plan (PTASP) Review Committee information; update of Safety, Security and Quality Assurance responsibilities; update of safety targets; and addition of new safety risk management matrix.
2024	3.0	Removal of “Agency Safety Plan” references and replaced with “Public Transportation Agency Safety Plan”; update to format providing more consistency, useability, and better comprehension; update of safety targets; update to Senior Management roles and responsibilities related to PTASP implementation; removed Executive Safety Committee and replaced with the Bipartisan Infrastructure Law (BIL) Committee.
2025	4.0	Streamlined language for clarity and readability; standardized abbreviations and section titles for consistency; updated references to reflect current practices and regulatory requirements; clarified roles and responsibilities, including updates to the BIL Committee; simplified formatting and tables to improve usability and comprehension.
2026	5.0	Updated the Safety Performance Targets.
2027	6.0	Updated Safety Performance Targets using revised three-year rolling average data; added a definitions section aligned with Federal Transit Administration (FTA) terminology and ASP Checklist requirements; clarified Safety Management System (SMS) implementation strategy and Safety Performance Target section language; expanded and clarified authorities, accountabilities, and responsibilities for the BIL Committee; incorporated a recordkeeping section; refined language throughout the document for clarity and alignment with ASP Checklist requirements; incorporated SRM workflows to illustrate hazard assessment planning and resolution processes; added an Annual Safety Performance Assessment Process section; updated Safety Promotion and training expectations; added appendices addressing the BIL Dispute Resolution Process and PTASP Revision Schedule.

Public Transportation Agency Safety Plan Review

Bipartisan Infrastructure Law Committee Approval

May 12, 2026

King County Metro Transit Department (MTD) and its labor partners are mutually committed to providing a safe workplace and increasing employee engagement on safety and security matters. The Bipartisan Infrastructure Law (BIL) Committee is a joint effort to review MTD's Public Transportation Agency Safety Plan (PTASP) in advance of formal adoption through the King County Council. This committee ensures the MTD PTASP is making sufficient progress toward compliance with the requirements of 49 U.S.C § 5329, chiefly that it reflects the specific safety objectives, standards, and priorities of the transit agency, and incorporates Safety Management System (SMS) principles and methods tailored to the size, complexity, and scope of the system.

The members of the BIL Committee verify that the PTASP addresses all applicable requirements of the Public Transportation Safety Program and the National Public Transportation Safety Plan (NPTSP) regulations.

Bipartisan Infrastructure Law Committee Members

Rebecca Frankhouser, Chair
Director/Chief Safety and Security Officer (CSO)
Safety, Security, and Quality Assurance (SSQA) Division
King County Department of Metro Transit

Jacqueline Korte, SMS Executive
Senior Quality Assurance Auditor
SSQA Division
King County Department of Metro Transit

Michael Mackay, Committee Member
Transit Operator
Bus Operations Division
King County Department of Metro Transit

Arvin Vulliet, Committee Member
Transit Mechanic
Vehicle Maintenance Division
King County Department of Metro Transit

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Concurrences and Approval

MTD PTASP

Version 6.0 - 2027

By signing this document, the Accountable Executive and the SSQA Director/CSO verify that PTASP addresses all applicable requirements of the Public Transportation Safety Program and the NPTSP.

Signature

Rebecca Frankhouser
SSQA Director/CSO
King County Department of Metro Transit

Date

Signature

Michelle Allison
General Manager/Accountable Executive
King County Department of Metro Transit

Date

(See Motion attached at the end of the PTASP)
King County Council
(Board of Directors equivalent)

Definitions

Accountable Executive means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a transit agency; responsibility for carrying out the transit agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the transit agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. § 5329(d), and the transit agency's Transit Asset Management Plan in accordance with 49 U.S.C. § 5326.

Assault on a transit worker means, as defined under 49 U.S.C. § 5302, a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker.

BIL Committee (safety committee) means the formal joint labor-management committee on issues related to safety that is required by 49 U.S.C. § 5329.

CDC means the Centers for Disease Control and Prevention of the United States Department of Health and Human Services.

Chief Safety Officer means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.

Contractor means an entity that performs tasks specified for the major capital project by the recipient. Contractors for recipients are typically private sector enterprises engaged to provide services or products within agreed limits specified by a procuring activity undertaken by the recipient.

Emergency means, as defined under 49 U.S.C. § 5324, a natural disaster affecting a wide area (such as a flood, hurricane, tidal wave, earthquake, severe storm, or landslide) or a catastrophic failure from any external cause, as a result of which the Governor of a State has declared an emergency and the Secretary has concurred; or the President has declared a major disaster under section 401 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. § 5170).

Equivalent entity means an entity that carries out duties similar to that of a Board of Directors, for a recipient or subrecipient of FTA funds under 49 U.S.C. chapter 53, including sufficient authority to review and approve a recipient or subrecipient's Public Transportation Agency Safety Plan.

FTA means the Federal Transit Administration, an operating administration within the United States Department of Transportation.

Hazard means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

Injury means any harm to persons as a result of an event that requires immediate medical attention away from the scene.

Investigation means the process of determining the causal and contributing factors of a safety event or hazard, for the purpose of preventing recurrence and mitigating safety risk.

Large urbanized area provider means a recipient or subrecipient of financial assistance under 49 U.S.C. § 5307 that serves an urban area with a population of 200,000 or more as determined by the most recent decennial Census.

National Public Transportation Safety Plan means the plan to improve the safety of all public transportation systems that receive federal financial assistance under 49 U.S.C. chapter 53.

Near miss means a narrowly avoided safety event.

Performance measure means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

Public transportation means, as defined under 49 U.S.C. § 5302, regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income; and does not include:

- (1) Intercity passenger rail transportation provided by the entity described in 49 U.S.C. chapter 243 (or a successor to such entity);
- (2) Intercity bus service;
- (3) Charter bus service;
- (4) School bus service;

(5) Sightseeing service;

(6) Courtesy shuttle service for patrons of one or more specific establishments; or

(7) Intra-terminal or intra-facility shuttle services.

Public Transportation Agency Safety Plan means the documented comprehensive agency safety plan for a transit agency that is required by 49 U.S.C. § 5329.

Recipient means a state or local governmental authority, or any other operator of a public transportation system, that receives financial assistance under 49 U.S.C. chapter 53.

Roadway means land on which rail transit tracks and support infrastructure have been constructed to support the movement of rail transit vehicles, excluding station platforms.

Safety Assurance means processes within a transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

Safety event means an unexpected outcome resulting in injury or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

Safety Management Policy means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities for the management of safety.

Safety Management System (SMS) means the formal, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing hazards and safety risk.

Safety Management System (SMS) Executive means the Chief Safety Officer designee for ensuring SMS initiatives are continuously improving.

Safety performance target means a quantifiable level of performance or condition, expressed as a value for the measure, related to safety management activities, to be achieved within a specified time period.

Safety Promotion means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.

Safety risk means the composite of predicted severity and likelihood of a potential consequence of a hazard.

Safety risk assessment means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risk.

Safety risk management means a process within a transit agency's Public Transportation Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating the safety risk of their potential consequences.

Safety risk mitigation means a method or methods to eliminate or reduce the severity and/or likelihood of a potential consequence of a hazard.

Safety set aside means the allocation of not less than 0.75 percent of assistance received by a large, urbanized area provider under 49 U.S.C. § 5307 to safety-related projects eligible under 49 U.S.C. § 5307.

State means a state of the United States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.

State of good repair means the condition in which a capital asset is able to operate at a full level of performance.

State Safety Oversight Agency means an agency established by a state that meets the requirements and performs the functions specified by 49 U.S.C. § 5329 (e) and (k) and the regulations set forth in 49 C.F.R. § 674.

Subrecipient means an entity that receives federal transit grant funds indirectly through a State or a direct recipient.

Transit agency means an operator of a public transportation system that is a recipient or subrecipient of federal financial assistance under 49 U.S.C. § 5307 or a rail transit agency.

Transit worker means any employee, contractor, or volunteer working on behalf of the transit agency.

Urbanized area means, as defined under 49 U.S.C. § 5302, an area encompassing a population of 50,000 or more that has been defined and designated in the most recent decennial census as an urban area by the Secretary of Commerce.

List of Abbreviations

Abbreviations	Meanings
APTA	American Public Transportation Association
ASP	Agency Safety Plan
ATU	Amalgamated Transit Union
BIL	Bipartisan Infrastructure Law
CAO	Chief Administrative Officer
CAP	Corrective Action Plan
CDC	Center for Disease Control
CF	Control Factor
CFR	Code of Federal Regulations
CPTED	Crime Prevention Through Environmental Design
CSO	Chief Safety and Security Officer
DOSH	Division of Occupational Safety and Health
EEO	Equal Employment Opportunity
EMG	Extended Management Group
FMCSA	Federal Motor Carrier Safety Administration
FTA	Federal Transit Administration
HR	Human Resources
ITP	Individual Training Plan
L&I	Washington State Department of Labor and Industries
LMS	Learning Management System
MAP-21	Moving Ahead for Progress in the 21st Century Act
MBR	Monthly Business Review
MLT	Metro Leadership Team
MMSF	Major Mechanical System Failure
MTBE	Mean Time Between Events
MTD	King County Metro Transit Department
N/A	Not Applicable
NPTSP	National Public Transportation Safety Plan
NTD	National Transportation Database
NTSB	National Transportation Safety Board
OSFR	Operator Service and Facilities Reports
OSHA	Occupational Safety and Health Administration
OSONOC	Other Safety Occurrence Not Otherwise Classified
PPE	Personal Protective Equipment
PSRC	Puget Sound Regional Council
PTASP	Public Transportation Agency Safety Plan
PTSCTP	Public Transportation Safety Certification Training Program
SaFE	Safety, Security and Fare Enforcement
SCC	Safety and Security Certification
SDOT	Seattle Department of Transportation
SLT	Senior Leadership Team
SME	Subject Matter Experts
SMS	Safety Management System

SoGR	State of Good Repair
SPT	Safety Performance Targets
SRM	Safety Risk Management
SRMWG	Safety Risk Management Working Group
SSaM	Safety and Security Management System
SSDMP	Safety and Security Data Management Program
SSOA	State Safety Oversight Agency
SSQA	Safety, Security, and Quality Assurance
ST	Sound Transit
TSA	Transportation Safety Administrators
TSI	Transportation Safety Institute
USCG	United States Coast Guard
USDOT	United States Department of Transportation
VRM	Vehicle Revenue Miles
WSDOT	Washington State Department of Transportation

Introduction

The MTD PTASP is a comprehensive document intended to ensure the safety of customers, employees, contractors, emergency responders, and the public. This plan provides information on MTD's SMS.

MTD is a large, urbanized area provider, defined as a recipient or subrecipient of financial assistance under 49 U.S.C. § 5307 that serves an urbanized area with a population of 200,000 or more as determined by the most recent decennial Census. MTD serves King County, Washington.

MTD provides fixed route bus service and non-fixed route service. Non-fixed route service includes demand response service (Access and DART) and Vanpool. Fixed-route bus and Vanpool service are directly operated by MTD. Demand response service (Access and DART) is provided through contracted service providers and is included in the scope of this PTASP, as applicable.

During the SMS implementation process, acceptance of this PTASP by the Federal Transit Administration (FTA) does not constitute approval or acceptance of any process or component of the SMS. MTD employees and contractors are required to comply with this plan.

The MTD Accountable Executive function is carried out by the General Manager. The MTD General Manager meets the requirements of 49 C.F.R § 673.5 and 49 C.F.R. 673.23 (d)(1). See Section 1.5.1.2 of this plan for more information on the General Manager's role and responsibilities related to SMS.

The MTD CSO function is carried out by the SSQA Director. See Section 1.5.4.4 of this plan for more information on the CSO's role and responsibilities related to SMS.

The PTASP is reviewed and revised annually (once per year). The SMS Executive is responsible for initiating revision of the PTASP. Review of the PTASP is conducted with the Metro Leadership Team (MLT) and SSQA, and with labor partners through the BIL Committee. The final draft, including all changes, is submitted to the King County Council for approval via the General Manager. Once approved, the PTASP is distributed to MTD employees and other stakeholders. The revised PTASP should be maintained and available for review by regulatory authorities or other stakeholders as required.

Updates to the PTASP reflect changes to operating or maintenance procedures, policies, rules, and/or the operating environment; they may also be made in response to regulatory requirements, audit findings, investigations, or other reviews.

MTD is committed to developing forward-thinking innovation in managerial and technical safety processes. To that end, this PTASP establishes SMS principles as its foundation. The four SMS components that apply to all facets of the authority include the following.

Section I: Safety Policy – Aligns all divisions of MTD under SMS to prioritize safety in management decision making.

- Safety Management Policy Statement
- Authorities, accountabilities, and responsibilities for management of safety
- Safety Risk Reduction Program

Section II: Safety Risk Management (SRM) – Processes that identify hazards, evaluate, and resolve risk.

- Hazard identification
- Safety risk assessment
- Safety risk mitigation

Section III: Safety Assurance – Ensure all objectives are met through effective data collection and assessment.

- Safety performance monitoring and measurement
- Management of change
- Continuous improvement

Section IV: Safety Promotion – Encourage workplace and public confidence, in knowledge of, and engagement with MTD’s commitment to ensuring safety.

- Safety communication
- Competencies and training

These four components are the means of achieving the highest level of safety for MTD’s customers, employees, contractors, emergency responders, and the general public. SMS is a comprehensive, collaborative approach that brings management and labor together to build on MTD’s existing safety foundation. The system has been designed to control risk, detect and correct safety problems earlier, share and analyze safety data more effectively, and measure safety performance more carefully. SMS is about applying resources to risk. It’s based on ensuring that MTD has the organizational infrastructure to best support decision-making and the assignment of resources at all levels.

The PTASP Rule, 49 U.S.C. §5329, requires transit operators who receive § 5307 funding to develop an Agency Safety Plan rooted in SMS principles and methodology in accordance with 49 C.F.R. § 673.

MTD receives the following FTA funding types:

- Section 5307 Urbanized Area Formula Program
- Section 5307 Passenger Ferry Grant Program
- Section 5339 Bus and Bus Facilities
- Section 5339 Low and No Emissions Program
- Section 5337 High-Intensity Fixed Guideway
- Section 5337 High-Intensity Motor Bus
- Section 5309 New Starts/Small Starts
- Section 5310 Enhanced Mobility for Seniors and People with Disabilities
- Section 5312 Transportation Innovation Program

Safety Management System Implementation Strategy

MTD will incorporate SMS principles and methods - including safety policy, safety risk management, safety assurance, and safety promotion - tailored to the size, complexity, and scope of the public transportation system and the environment we operate. The plan below lists Metro's progress against its SMS implementation goals and objectives.

Component 1: Safety Policy

Tasks to be completed for Safety Policy include:

- **COMPLETE**
 - Create a process to update and sign the safety policy
 - Create a BIL Committee (formerly the Public Transportation Safety Plan Review Committee) with labor partners
 - Create an SMS Liaison role for SMS implementation support for each division
 - Conduct a review of existing safety programs at MTD compared to new federal and state regulations
 - Conduct a gap analysis to determine activities necessary to implement SMS successfully
 - Ensure the MTD PTASP meets regulatory requirements under federal regulations
 - Create a report processing program
- **IN PROGRESS**
 - Establish a system that tracks and documents all tasks from Safety Assurance
 - Establish a system that tracks and documents all tasks from SRM
 - Create a policy on making updates to the PTASP

- Create a web-based platform to house and share SMS documentation

Component 2: Safety Risk Management

Tasks to be completed for SRM include:

- COMPLETE
 - Identify SMS accountabilities of MTD management
 - Improve criteria and guidance for hazard identification/analysis tools and activities
 - Finalize the SRM Section

Component 3: Safety Assurance

Tasks to be completed for Safety Assurance include:

- COMPLETE
 - Create a report processing program
 - Develop Corrective Action Plan (CAP) documentation to capture all corrective actions from Safety Assurance
 - Develop a strategy to compile, analyze and find trends in data coming from the system
 - Develop a process to identify SRM triggers and CAPs at the division level
 - Refine safety performance indicators and targets for continuous improvement
- IN PROGRESS
 - Identify Safety Assurance inputs
 - Review and enhance the process to ensure that no service delivery operations are initiated before changes have been evaluated for safety impact
 - Develop and execute training in Safety Assurance CAPs
 - Determine how to review and track the trends at a division level (safety meeting structure)
 - Determine how the information will be disseminated from the divisions to accountable executive and senior leaders

Component 4: Safety Promotion

Tasks to be completed for Safety Promotion include:

- COMPLETE

- Create a process for housing all SMS records in a Learning Management System (LMS)
- Establish an SMS Steering Committee and SMS Transition Team for the implementation of SMS
- IN PROGRESS
 - Develop strategies to promote the employee safety reporting program to frontline employees
 - Create, deliver, and document SMS Trainings¹, including
 - SMS at Metro - The basic, introductory SMS course for all Metro employees,
 - Accepting Risk - The responsibilities and activities required of people who accept risk on behalf of Metro,
 - Safety Risk Assessment - The training for people outside of SSQA who participate in Metro Safety Risk Assessments.
 - Corrective Action Plans - The training for people who manage CAPs and for people who are assigned CAPs.
 - Develop the infrastructure for safety performance communication throughout MTD
 - Set up communication platforms for the successful distribution of SRM processes from division leaders to frontline staff
 - Measure employee perceptions of safety and culture at MTD, communicate the results, and take actions related to safety culture improvement

¹ See Section 4.2 Competencies and Training.

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1 Section I: Safety Policy

1.1 Safety Policy Statement

The MTD safety policy statement is memorialized in King County Department Policies and Procedures. Metro is committed to the principles, methods, and practices of SMS as described in this document. Metro does not endorse, authorize, or support development of safety management principles, methods, or practices not detailed in this document. The Metro Leadership Team (MLT) is charged with following and enforcing this commitment.

MTD is committed to the following:

- A. Support the management of safety through the provision of appropriate resources that will result in an organizational culture that fosters safe practices, encourages effective employee safety reporting and communication, and actively manages safety with the same attention as given to other management systems of the organization.
- B. Integrate the management of safety among the primary responsibilities and accountabilities of all employees.
- C. Clearly define for all employees the expectations which they will be accountable for in the delivery and performance management of the organization's SMS.
- D. Establish and operate hazard identification and analysis and safety risk assessment activities.
- E. Promote a non-punitive employee safety reporting program as a fundamental source for safety assurance inputs. Ensure that no action will be taken against any employee who discloses a safety concern through the employee safety reporting program, unless disclosure indicates, beyond any reasonable doubt, the employee's direct involvement in an illegal act, gross negligence, or a deliberate or willful disregard of regulations or procedures.
- F. Comply with legislative and regulatory requirements.
- G. Whenever possible, meet or exceed industry standards and best practices.
- H. Ensure that sufficient, skilled, and trained employees are available to implement SMS.
- I. Ensure that all employees are provided with adequate and appropriate safety-related information, training, and equipment; are competent in safe practices; and are allocated tasks commensurate with their skills.
- J. Establish and measure MTD's safety performance against realistic and data-driven safety performance indicators and safety performance targets (SPT).
- K. Continually improve MTD's safety performance through management processes that use data to ensure that appropriate safety management action is taken and is effective. Ensure externally supplied systems and

services to support MTD operations are delivered and maintained to meet the organization's safety performance standards

- L. Create processes, practices, and procedures that build a pro-equity organization and workplace culture where all employees feel safe and can thrive.

1.2 Safety Performance Targets

The United States Department of Transportation (USDOT) and FTA developed Moving Ahead for Progress in the 21st Century Act (MAP-21) — specifically the National Public Transportation Safety Plan provision —which established minimum Safety Performance target requirements, and State of Good Repair (SoGR) standards, for each public transportation agency to measure. Metro has developed, and regularly reviews, KPI's and metrics for the safety performance targets and SoGR standards required by the NPTSP. Furthermore, in some cases, Metro safety targets exceed the mandatory minimum requirements of the regulation; KPIs, targets, and goals are reviewed and approved annually by the Accountable Executive.

The PTASP covers fixed and non-fixed modes and provides strategic and management performance objectives to affirm and execute its commitment to provide a safe, reliable, and sustainable regional transportation service, and ensures compliance with federal, state, and local regulations and appropriate industry best practices. It establishes collaborative and progressive system safety, oversight, and management processes to demonstrate its dedication to safety.

Table 1.1 describes MTD's overarching goals. The specific targets relative to each goal are provided in the tables following these descriptions. For all Safety Performance measures, including those in the Safety Risk Reduction Program, MTD sets annual Safety Performance Targets using the three-year rolling average of NTD-reported data as the baseline, and targets are set below that baseline to reflect annual risk reduction.

Table 1.1 Safety Performance Measures

Safety Performance Measure		Description
1	Major Events*	This includes all safety and security major events as defined by the National Transportation Database (NTD).
2	Major Event Rate*	This includes all safety and security major events as defined by the NTD, divided by Vehicle Revenue Miles (VRM).
3	Collisions**	This includes all collisions reported to the NTD.
4	Collision Rate*	This includes all collisions reported to the NTD, divided by VRM.
5	Pedestrian Collision Rate	This includes all collisions “with a person,” as defined by the NTD, divided by VRM.
6	Vehicular Collision Rate	This includes all collisions “with a motor vehicle,” as defined by the NTD, divided by VRM.
7	Fatalities	This includes all fatalities as defined by the NTD.
8	Fatality Rate	This includes all fatalities as defined by the NTD, divided by VRM.
9	Transit Worker Fatality Rate	This includes all transit worker fatalities as defined by the NTD, including the categories “Transit Employee/Contractor,” “Transit Vehicle Operator,” and “Other Transit Staff,” divided by VRM.
10	Injuries*	This includes all injuries as defined by the NTD.
11	Injury Rate*	This includes all injuries as defined by the NTD, divided by VRM.
12	Transit Worker Injury Rate	This includes all transit worker injuries as defined by the NTD, including the categories “Transit Employee/Contractor,” “Transit Vehicle Operator,” and “Other Transit Staff,” divided by VRM.
13	Assaults on Transit Workers*	This includes all assaults on transit workers as defined by the NTD.
14	Rate of Assaults on Transit Workers*	This includes all assaults on transit workers as defined by the NTD, divided by VRM.
15	System Reliability	This includes Major Mechanical System failures as defined by the NTD.

* Indicates Safety Performance Measure that is also part of the Safety Risk Reduction Program.

** Indicated Safety Performance Measure that is only part of the Safety Risk Reduction Program.

1.2.1 Major Events

SPTs for major events include all safety and security events as defined by the NTD and targets were set by reviewing the previous three years of data.

Table 1.2 SPT, Major Events

Route Type	Safety Performance Measure	SPT
Fixed Route Bus	Major Events	150 events
Non-Fixed Route Bus	Major Events	50 events

1.2.2 Major Event Rate

SPTs for Major Event Rate includes all safety and security major events as defined by the NTD, divided by VRM. Targets were set by reviewing the previous three years of data.

Table 1.3 SPT, Major Event Rate

Route Type	Safety Performance Measure	SPT
Fixed Route Bus	Major Event Rate	3.14 events per million miles
Non-Fixed Route Bus	Major Event Rate	3.11 events per 100,000 miles

1.2.3 Collision

Collisions are vehicle accidents in which there is an impact of a transit vehicle with another transit vehicle, a non-transit vehicle, a fixed object, a person or persons (suicide/attempted suicide included), an animal, a rail vehicle, a vessel, or a dock. SPT for collisions were set by reviewing the previous three years of data.

Table 1.4 SPT, Collisions

Route Type	Safety Performance Measure	SPT
Fixed Route Bus	Collisions	1744 collisions
Non-Fixed Route Bus	Collisions	314 collisions

1.2.4 Collision Rate

MTD Collision rate includes all collisions reported to the NTD, divided by VRM. Targets were set by reviewing the previous three years of data.

Table 1.5 SPT, Collision Rate

Route Type	Safety Performance Measure	SPT
Fixed Route Bus	Collision Rate	40.98 collisions per million miles
Non-Fixed Route Bus	Collision Rate	20.19 collisions per 100,000 miles

1.2.5 Pedestrian Collision Rate

A pedestrian is not a driver of a motor vehicle and is either walking or using a wheelchair, bicycle, or other micromobility device. A pedestrian collision is an event that occurs when a transit revenue vehicle makes contact with a pedestrian. This SPT is calculated by taking the total number of pedestrian collisions divided by VRM, and the target was set using the previous three years of data.

Table 1.6 SPT, Pedestrian Collision Rate

Route Type	Safety Performance Measure	SPT
Fixed Route Bus	Pedestrian Collision Rate	.97 pedestrian collisions per million miles
Non-Fixed Route Bus	Pedestrian Collision Rate	0.05 pedestrian collisions per 100,000 miles

1.2.6 Vehicular Collision Rate

A vehicle collision is an event that occurs when a transit revenue service vehicle collided with another vehicle. This SPT is calculated by taking the total number of vehicle collisions divided by VRM, and the target was set using the previous three years of data.

Table 1.7 SPT, Vehicular Collision Rate

Route Type	Safety Performance Measure	SPT
Fixed-Route Bus	Vehicular Collision Rate	31.19 vehicular collisions per million miles
Non-Fixed Route Bus	Vehicular Collision Rate	11.5 vehicular collisions per 100,000 miles

1.2.7 Fatalities

A fatality is a death confirmed within 30 days of a safety event and excludes trespassing and suicide-related fatalities. Please note: A safety event means a collision, derailment, fire, hazardous material spill, act of nature, evacuation, or Other Safety Occurrence Not Otherwise Classified (OSONOC) occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle and meeting established NTD thresholds.

Table 1.8 SPT, Fatalities

Route Type	Safety Performance Measure	SPT
Fixed Route Bus	Fatalities	10 fatalities
Non-Fixed Route Bus	Fatalities	0 fatalities

1.2.8 Fatality Rate

MTD fatality rates vary across transportation modes due to distinct operating environments and the inherent safety and risk exposure associated with each. MTD's rate of fatalities is monitored and measured by the total number of fatalities divided by VRM. Targets were set by reviewing the previous three years of data.

Table 1.9 SPT, Fatality Rate

Route Type	Safety Performance Measure	SPT
Fixed Route Bus	Fatality Rate	0.23 fatalities per million miles
Non-Fixed Route Bus	Fatality Rate	0.00 fatalities per 100,000 miles

1.2.9 Transit Worker Fatality Rate

MTD Transit work fatality rate includes all transit worker fatalities as defined by the NTD, including the categories "Transit Employee/Contractor," "Transit Vehicle Operator," and "Other Transit Staff," divided by VRM. Targets were set by reviewing the previous three years of data.

Table 1.10 SPT, Transit Worker Fatality Rate

Route Type	Safety Performance Measure	SPT
Fixed Route Bus	Transit Worker Fatality Rate	0.00 transit worker fatalities per miles
Non-Fixed Route Bus	Transit Worker Fatality Rate	0.00 transit worker fatalities per miles

1.2.10 Injuries

MTD injuries are defined as any damage or harm to persons as a result of an event that requires immediate medical attention away from the scene. It does not include harm resulting from a drug overdose, exposure to the elements, illness, natural causes, or occupational safety events occurring in administrative buildings. MTD reports to the NTD anytime a person is transported away from the scene for medical attention and reports this event as an injury, whether or not the person appears to be injured.

If an individual seeks medical care several hours after an event or in the days following an event, that individual is not reportable as an injury. A reportable injury requires that the individual receive medical attention at a location other than the location at which the event occurred. This distinction serves to exclude minor first aid or other minor medical assistance received at the scene. Targets were set by reviewing the previous three years of data.

Table 1.11 SPT, Injuries

Route Type	Safety Performance Measure	SPT
Fixed-Route Bus	Injuries	262 injuries
Non-Fixed Route Bus	Injuries	28 injuries

1.2.11 Injury Rate

MTD injury rate includes all injuries as defined by the NTD, divided by VRM. Targets were set by reviewing the previous three years of data.

Table 1.12 SPT, Injury Rate

Route Type	Safety Performance Measure	SPT
Fixed-Route Bus	Injury Rate	6.13 injuries per million miles
Non-Fixed Route Bus	Injury Rate	1.76 injuries per 100,000 miles

1.2.12 Transit Worker Injury Rate

SPT for transit worker injury rate includes all transit worker injuries as defined by the NTD, including the categories “Transit Employee/Contractor,” “Transit Vehicle Operator,” and “Other Transit Staff,” divided by VRM. Targets were set by reviewing the previous three years of data.

Table 1.13 SPT, Transit Worker Injury Rate

Route Type	Safety Performance Measure	SPT
Fixed-Route Bus	Transit Worker Injury Rate	12.55 injuries per million miles
Non-Fixed Route Bus	Transit Worker Injury Rate	1.75 injuries per 100,000 miles

1.2.13 Assaults on Transit Workers

An assault on is a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker. Targets were set by reviewing the previous three years of data.

Table 1.14 SPT, Assaults on Transit Workers

Route Type	Safety Performance Measure	SPT
Fixed-Route Bus	Assaults on Transit Workers	66 assaults on transit workers
Non-Fixed Route Bus	Assaults on Transit Workers	8 assaults on transit workers

1.2.14 Transit Worker Assault Rate

MTD transit worker assault rate includes all assaults on transit workers as defined by the NTD, divided by VRM. Targets were set by reviewing the previous three years of data.

Table 1.15 SPT, Transit Worker Assault Rate

Route Type	Safety Performance Measure	SPT
Fixed-Route Bus	Rate of Assaults on Transit Workers	1.55 assaults on transit workers per million miles
Non-Fixed Route Bus	Rate of Assaults on Transit Workers	.52 assaults on transit workers per 100,000 miles

1.2.15 System Reliability

The system reliability measure expresses the relationship between safety and asset condition. The rate of vehicle failures in service, defined as the mean distance between major mechanical failures, is measured as VRM operated divided by the number of major mechanical system failures (MMSF)² or trouble calls. MTD continues to invest and plan for a highly reliable, safe operation of its public transportation system.

As MTD introduces new vehicles across all its transportation modes, it is anticipated that there may be a burn-in period for the vehicles, resulting in a decrease in reliability. As such, MTD will strive to maintain current system reliability targets during this period.

Table 1.16 SPT, System Reliability

Route Type	Safety Performance Measure	SPT
Fixed-Route Bus	System Reliability	6000 miles between trouble calls
Non-Fixed Route Bus	System Reliability	118,000 miles between MMSF

² Major Mechanical System Failures: Major mechanical system failures prevent a vehicle from completing or starting a scheduled revenue trip because actual movement is limited or because of safety concerns. Examples of major bus failures include breakdowns of brakes, doors, engine cooling systems, steering, axles, and suspension.

1.2.16 Light Rail Transit

Sound Transit (ST) is the owner of Link Light Rail, and MTD is the contract operator. SPT for owner agencies are maintained within their own PTASP.

1.2.17 Streetcar

Seattle Department of Transportation (SDOT) is the owner of Seattle Streetcar, and MTD is the contract operator. SPTs for owner agencies are maintained within their own PTASP.

1.3 Annual Safety Performance Report and Coordination with Stakeholders

MTD distributes and makes available SPT to regulatory authorities, the Puget Sound Regional Council (PSRC), Washington State Department of Transportation (WSDOT) and other stakeholders to aid in the planning process. MTD coordinates, to the maximum extent practicable, with WSDOT and the PSRC in the selection of SPTs, including providing requested SPT information for inclusion in applicable planning documents such as the Transportation Development Plan.

1.4 Safety Performance/Risk Reduction Program Targets

In keeping with SMS philosophy, each division/functional area has established SPT for its safety-critical functions. These are detailed in divisional and functional area annual safety goals and performance measures documentation.

MTD partners with labor through the BIL Committee. This committee is responsible for setting safety risk reduction targets for major events, major event rate, collisions, collision rate, fatalities, fatality rate, injuries, injury rate, assaults on transit workers, and transit worker assault rate (see additional roles and responsibilities in Section 1.5).

MTD uses SMS processes to identify and implement safety risk mitigations to reduce and mitigate vehicular and pedestrian safety events involving transit vehicles, assaults on transit workers and any other relevant hazards or ineffective risk controls identified. The BIL Committee reviews safety risk assessment results and identifies and recommends mitigations for the Safety Risk Reduction Program. BIL Committee recommended mitigations are captured in the hazard assessment documentation and committee meeting minutes.

Note: ST is the owner of ST Express routes and Link Light Rail, and MTD is the contract operator. SDOT is the owner of Seattle Streetcar and MTD is the contract operator. SPT for owner agencies are maintained within their PTASP.

If MTD does not meet one of the SPT, it must:

- A. Assess associated safety risk
- B. Mitigate associated safety risk based on the results of a safety risk assessment (including these mitigations in a plan to address deficiencies and in the PTASP)
- C. Allocate its safety set-aside in the following fiscal year to safety related projects eligible under Section 5307 that are reasonably likely to assist the agency in meeting the SPT in the future

Safety Set Aside: The Bipartisan Infrastructure Law requires allocation of not less than 0.75% of assistance received by MTD under Section 5307 to safety related projects that directly relate to meeting that target.

1.5 Authorities, Accountabilities, and Responsibilities for Management of Safety

1.5.1 Executive Leadership

1.5.1.1 *King County Council (Board of Directors)*

King County is governed by a nine-member elected Council and managed by an elected County Executive. Council members are elected to one of nine geographic council districts and must live in the district they serve. Council members serve four-year terms, and the positions are non-partisan. Each council member represents about 260,000 constituents. As the legislative branch of county government, the King County Council sets policies, enacts laws, and adopts budgets that guide an array of services, including those provided by MTD.

1.5.1.2 *General Manager (Accountable Executive)*

The MTD General Manager is the Agency's Accountable Executive. The General Manager is responsible for reviewing and approving the PTASP, ensuring there is sufficient human and capital resources to develop and maintain it, adopting safety performance objectives, reviewing ongoing safety data reports, reviewing summary reports related to safety events, and overseeing MTD's SMS. The Accountable Executive may delegate risk management decisions to senior management; however, the Accountable Executive is ultimately responsible for accepting or rejecting safety risks, or hazards, at MTD.

Specifically, the MTD General Manager (Accountable Executive) has the responsibility to:

- A. Review and approve the PTASP

- B. Adopt safety performance objectives, review ongoing safety data reports, and review summary reports related to safety events
- C. Oversee implementation and administration of MTD's SMS
- D. Consider safety a top priority when proposing investments and requesting resources from the King County Council
- E. Advocate for adequate funding for the implementation of safety and security programs and the SMS
- F. Ensure that financial and personnel resources align with agency performance goals, metrics, and values
- G. Approve and sign MTD policies
- H. Ensure that safety and health training sufficient for job duties is provided for all employees
- I. Hold MLT members (senior leaders) accountable for the implementation and administration of SMS within their areas of responsibility
- J. Foster system-wide accountability at all levels
- K. Ensure the involvement of safety personnel in long range decision-making processes with system impact such as construction of new facilities; procurement of vehicles, tools, and equipment; strategic planning and operations; and strategy and direction for safety programs and priorities
- L. Implement safety risk mitigations for the safety risk reduction program that are included in the PTASP
- M. Receive and consider all other safety risk mitigations recommended by the BIL Committee
- N. Risk ownership and sign off authority for high level risk

If the BIL Committee recommends a mitigation unrelated to the Safety Risk Reduction Program, and the Accountable Executive decides not to implement; the Accountable Executive must prepare a written statement explaining their decision. The explanation must be submitted and presented to the BIL Committee and Board of Directors (King County Council) or equivalent entity.

1.5.1.3 Deputy General Manager, Chief Administrative Officer and Chief of Staff

The MTD Deputy General Manager, Chief Administrative Officer (CAO) and Chief of Staff have the responsibility to:

- A. Ensure that the SMS is implemented and executed within their areas of responsibility

- B. Assume the duties of the General Manager as designated by the General Manager with all the authority and responsibilities to ensure that there are no lapses in the SMS

1.5.1.4 Assistant General Manager and Division Directors

The MTD Assistant General Managers, Division Directors, and Deputy Directors are responsible to:

- A. Fully support this program and its proper implementation
- B. Create a positive safety culture where employees are engaged in safety practices and processes
- C. Ensure that SMS is implemented and executed within their area(s) of responsibility
- D. Ensure that the performance of SMS is measured and documented in all areas
- E. Ensure that everything needed for employees to perform job duties is communicated to the Accountable Executive and considered in resource requests
- F. Provide time necessary for employees to receive sufficient training
- G. Ensure training requirements are documented and implemented in the areas under their control.
- H. Ensure completion of CAPs by holding responsible managers accountable for the implementation of mitigations.
- I. Brief Accountable Executive on any risk determined to be unacceptable (see Section 2.2.3.1).
- J. Keep Accountable Executive apprised of the status of Corrective Actions; escalate when resources or support is needed to complete.
- K. Risk ownership and sign off authority for serious level risk within their purview

1.5.2 Leadership

1.5.2.1 Deputy Directors, Managing Directors, Section Managers, Managers, Superintendents/Supervisors, and other Immediate Supervisors

Leaders at this level have the responsibility to:

- A. Ensure that SMS is implemented and executed within their areas of responsibility
- B. Ensure that SPTs are measured and documented in all areas of their responsibility

- C. Ensure that everything needed for employees to perform job duties is communicated to the Director and considered in resource requests
- D. Ensure time is allocated for employees to receive sufficient training
- E. Participate in hazard identification, safety risk assessments, and track CAPs
- F. Ensure onsite safety orientation is provided to all new or transferred employees
- G. Ensure required safety meetings are held and documented
- H. Ensure the maintenance of a safe workplace in conformity with MTD safety programs
- I. Report on safety and security concerns and ideas

1.5.2.2 Safety Management System Liaison

The SMS Liaison serves as a key coordinator between their division and SSQA, collaborating to ensure that SMS processes are integrated into daily operations. This role actively promotes communication, alignment, and partnership between divisions to create a proactive safety culture. Liaisons will be a part of their division's hazard identification, risk management, and compliance with safety protocols. Liaison work supports the growth of the SMS through engagement, education, and the creation and implementation of strategic safety initiatives.

The required training for the SMS Liaison includes Transportation Safety Institute (TSI) SMS Awareness training, TSI SMS Safety Assurance, TSI SMS Principles for Transit, and SSQA SRM Training.

Key Responsibilities for the SMS Liaisons:

- A. Communication and Coordination:
 - a. Ensure that division leadership and staff are informed of SMS updates, policies, procedures, and any changes to safety protocols
 - b. Facilitate regular communication between their division and the SMS Liaisons, including participation in SMS Liaison Forum
- B. Hazard Identification and Reporting:
 - a. Encourage and support employees in their division in identifying and reporting hazards
 - b. Advocate and support all identified hazards within the division are logged and tracked in the SMS reporting system
- C. SRM:
 - a. Participate in the applicable Safety Risk Management Working Groups (SRMWG)

- b. Assist the division in conducting safety risk assessments in accordance with the SRM process
 - c. Help facilitate discussions on risk levels, potential consequences, and mitigation strategies
 - d. Support the implementation of controls and mitigations as required by CAPs.
- D. Safety Training:
 - a. Ensure that division staff are trained in basic SMS principles
 - b. Promote a continuous learning environment where safety training is prioritized
- E. Monitoring and Compliance:
 - a. Oversee the division's compliance with the PTASP and SPT
 - b. Conduct periodic reviews of division safety activities to ensure alignment with SMS objectives
 - c. Share any continuous improvement ideas with the SMS Liaison team and assist in implementing SMS improvements
- F. Data Collection and Reporting:
 - a. Work with the SMS Liaison Team to collect and analyze safety data, incidents, and trends
 - b. Participate in the development of safety performance metrics and tracking progress of CAPs
- G. Fostering Safety Culture:
 - a. Promote the SMS across the division
 - b. Encourage a proactive approach to identifying and mitigating risks before they become incidents
 - c. Lead initiatives that promote employee engagement in the SMS process and create a positive safety culture

1.5.2.3 Superintendents, Supervisors, Immediate Supervisors, and Other People Leaders

Leaders at this level have the responsibility to:

- A. Ensure that the SMS is implemented and executed within their areas of responsibility
- B. Ensure the maintenance of a safe workplace in conformity with MTD safety programs
- C. Follow safety practices and procedures as necessary to maintain a safe work environment
- D. Report on safety and security concerns and ideas to supervisors and/or safety and security staff

1.5.3 Frontline Employees

Frontline employees have the responsibility to:

- A. Understand this policy and their role in safety
- B. Follow safety practices and procedures as necessary to maintain a safe work environment and be in conformance with applicable regulations, policies, and training
- C. Report safety and security concerns and ideas to supervisors or anonymously through data collection systems

1.5.4 Safety, Security and Quality Assurance Division

At MTD, the SSQA Division is dedicated to creating a community free from harm, where all can thrive. This vision is achieved through strong leadership, a deep commitment to customer service, and a relentless focus on enhancing MTD's safety culture and security practices. The division plays a critical role in protecting MTD employees, passengers, and the communities we serve. This is accomplished through multiple lines of business, each contributing to the division's overarching goal of ensuring a safe, secure, and supportive transit environment. The division's lines of business include:

1.5.4.1 Metro Transit Department Transit Safety

The purpose of MTD Transit Safety is the administration of MTD's operational and employee safety programs: ensuring that the programs are appropriate, compliant with applicable regulations, properly implemented, and that agency staff are trained in the program. MTD Transit Safety is also responsible for incident investigations, hazard management, ergonomics, and wellness.

1.5.4.1.1 Drug & Alcohol Program

The King County Drug & Alcohol Program oversees policies and programs to prevent substance abuse in the workplace, ensuring Compliance with federal regulations (FTA, Federal Motor Carrier Safety Administration (FMCSA), United States Coast Guard (USCG)) and agency compliance with non-safety sensitive policies.

Drug & Alcohol program employees have responsibility to:

- A. Develop, implement, and update the Drug & Alcohol Policy
- B. Conduct pre-employment, random, reasonable suspicion, post-accident, return to duty, and follow-up drug and alcohol testing
- C. Provide supervisor training required under FTA regulations, including drug awareness (90 minutes), reasonable suspicion (4-hour initial and 2.5-hour refresher), and post-accident (60 minutes)

- D. Ensure confidentiality and testing protocols are in place and followed
- E. Oversee the Medical Review Officer and contracted labs, collection, and after-hours support
- F. Oversee contract operator drug & alcohol programs, including supervision of program audits

1.5.4.1.2 Operations Safety

The MTD Operations Safety workgroup ensures the safe and compliant operation of MTD's bus, rail, streetcar, water taxi, and contracted services, focusing on risk mitigation and incident prevention.

Operations Safety staff have responsibility to:

- A. Investigate collisions including root cause, organizational accident, breakdowns in investigations and determining corrective actions.
- B. Identify route and facility hazards
- C. Participate in equipment procurement including design criteria based on lessons learned and data
- D. Provide training on operations safety policies/procedures such as re-read and accident review board, rail recertification, superintendent and chief accident training
- E. Develop operational safety policies and procedures
- F. Coordinate safety campaigns and safety awareness teams

1.5.4.1.3 Employee Health & Safety

The Employee Health & Safety workgroup develops programs to protect employees from workplace hazards, promoting well-being and compliance with occupational safety regulations.

Employee Health & Safety staff have the responsibility to:

- A. Conduct ergonomic assessments
- B. Support regulatory inspections and investigations such as Washington Department of Safety and Health
- C. Administer Accident Prevention Plan programs and policies including but not limited to permit-required confined spaces, fall protection, electrical safety, and good faith challenge
- D. Conduct job hazard analyses and hazard assessments

1.5.4.1.4 Wellness Program

The Wellness Program implements initiatives to support employees' physical, mental, and emotional health, fostering a positive work environment and enhancing productivity.

Wellness program staff have the responsibility to:

- A. Bring awareness and access to health and wellness resources through outreach, events, and engagement, such as the annual Metro Wellness Fair
- B. Provide support and education on health and wellness topics, such as injury prevention and emotional wellbeing
- C. Resource workgroup-specific wellness programs, services, or training such as Onsite preventative health services (mobile dental clinics, blood pressure checks, Hemoglobin A1C screenings, etc.)
- D. Coordinate Wellness Champion pilot program

1.5.4.2 Metro Transit Department Transit Security

The purpose of Metro Transit Security is to deliver quality security and emergency management services to MTD, customers, and the community. Through partnerships, Transit Security works to reduce crime, build trust, and enhance MTD's resiliency.

1.5.4.2.1 Physical Security

The Physical Security workgroup manages ensures the protection of people, facilities, infrastructure, and assets. Physical Security staff have the responsibility to:

- A. Conduct after action reviews
- B. Administer video management system
- C. Provide incident management training
- D. Oversee contract security including park and ride patrols, transit center and terminal security, onboard security, and fare enforcement
- E. Administer access control program
- F. Conduct Crime Prevention Through Environmental Design (CPTED) assessments

1.5.4.2.2 Life Safety & Emergency Management

The Life Safety & Emergency Management workgroup administers the workplace violence prevention program and leads emergency preparedness, evacuation planning, and incident response coordination.

Life Safety & Emergency Management staff have the responsibility to:

- A. Emergency Evacuation Program

- B. Emergency Exercise and Drill Program
- C. Readiness/Preparedness Program
- D. Emergency Operations and Response (All-Hazards, Inclement Weather) Program
- E. MTD (Bus) System Security and Emergency
- F. Emergency Management Liaison and Partner program
- G. Regional Emergency Management Planning Initiatives and Programs
- H. Continuity of Operations Planning
- I. Regional Hazard Mitigation Planning
- J. Preparedness Program
- K. Resiliency Planning
- L. De-Escalation Training
- M. Floor Warden Training
- N. CPR/AED Program

1.5.4.3 Safety, Security and Quality Assurance Division Support

1.5.4.3.1 Safety & Security Services

Safety & Security Services provides frontline employees and leadership with on-site operational support, facility inspections, committee participation, and data-driven technical assistance.

Safety & Security Support Services staff have the responsibility to:

- A. Provide onsite support for front-line and management staff at worksites
- B. Training
- C. Employee suggestions
- D. Safety and Security Management System (SSaM) and video support
- E. Safety and security committee meetings and huddles

1.5.4.3.2 Safety, Security and Quality Assurance Data Services

SSQA Data Services is to administer the Safety and Security Data Management Program (SSDMP). This is done by building the reporting and analytics practice through integrating safety and security data into business intelligence and critical decision-making processes, and applying data mining, quantitative analysis, and statistics to aid MTD in its decision-making.

Data employees have the responsibility to:

- A. SSaM database
- B. Business Intelligence Reporting
- C. Monthly Business Review (MBR)

1.5.4.3.3 Safety, Security and Quality Assurance Training Support Services

Training employees have the responsibility to oversee MTD's:

- A. First of its kind, Safety & Security Academy
- B. Adult Learning Program
- C. Educational Content Development and Instructor Coaching
- D. SMS Implementation

1.5.4.3.4 Programs, Projects and Initiatives

1.5.4.3.4.1 Safety, Security and Fare Enforcement Reform Initiative

Safety, Security and Fare Enforcement (SaFE) Reform focuses on equitable and community-driven security practices, enhancing non-transit resources for customers in crisis, including support related to fares, homelessness, and mental health.

SaFE Reform staff have the responsibility to:

- A. Lead the SaFE Reform Initiative, ensuring pilots (SaFE Ambassadors, Behavioral Health Support, Fare Enforcement relaunch) are designed, managed, and aligned with MTD's safety goals
- B. Provide visible, non-law enforcement presence that improves rider confidence and safety
- C. Coordinate with Bus Operations, Labor, Human Resources (HR), and jurisdictional partners for smooth implementation of SaFE Reform Initiatives.
- D. Administer fare adjudication: oversee violation processing, resolution pathways, and outreach to riders
- E. Connect riders with reduced fare options and community resources to prevent future violations
- F. Maintain records and track outcomes related to SaFE Reform.
- G. Collaborate with community members and organizations to understand safety needs and connect riders with resources
- H. Support public education campaigns (e.g., Code of Conduct refresh, outreach activities)

1.5.4.3.4.2 Transit Worker Safety Reporting Program

MTD employs a comprehensive employee safety reporting program as a cornerstone of its SMS, promoting and supporting a proactive safety culture among its workforce. Through SSaM, employees are encouraged to report vehicle accidents, assaults on transit workers, security incidents, near misses, or any unsafe acts and conditions, ensuring that potential hazards are promptly identified and addressed.

This program emphasizes the importance of frontline employees serving as the eyes and ears of the transit system, with the responsibility to report safety issues. MTD also offers an option for anonymous reporting, ensuring that employees can share concerns without fear of retaliation. By integrating employee feedback into its safety protocols, MTD enhances the well-being of its employees and ensures a safer transit environment for all passengers.

MTD communicates safety actions taken in response to transit worker safety reporting program submissions through established channels (e.g., bulletins, advisories, dashboards, committee updates, and supervisor/leader briefings), including status updates and close-out summaries when appropriate.

Instructions on the how to report in the SSaM systems are found in the Documents tab on the SSQA SharePoint page.

1.5.4.4 Director/Chief Safety Officer

The General Manager has delegated to the Director of SSQA the role of CSO. This includes the authority and responsibility to govern, administer, oversee, and monitor the PTASP and resulting safety programs, policies, rules, implementation, and procedures. The CSO has a direct line of communication to the General Manager.

Director/CSO has the responsibility to:

- A. Obtain and maintain the FTA Public Transportation Safety Certification Training Program (PTSCTP) consistent with the requirements of 49 C.F.R. § 672
- B. Ensure that SMS is designed and implemented within the strategic vision and direction of the Accountable Executive and meets all regulatory requirements
- C. Communicate safety and security information and performance to the General Manager
- D. Ensure that resource needs are communicated upward within senior leadership and division leadership
- E. Collaborate with leadership and key SMS personnel to ensure safe work practices
- F. Interface with federal, state, and local authorities, and with industry professional organizations
- G. When an immediate and serious safety risk exists, order hazardous conditions corrected to acceptable levels or eliminated altogether

- H. Order the cessation of unsafe activities or operations that are evaluated as creating immediate and serious safety risks within the system
- I. Oversee MTD's safety and security certification (SSC) activities
- J. Conduct or direct mandatory internal safety reviews to determine compliance with SMS
- K. Perform or direct announced or unannounced audits, reviews, inspections, or assessments for the purpose of identifying and eliminating unsafe practices, operations, or conditions not immediately corrected by MTD management
- L. The CSO has several direct reports, including members of the SSQA Senior Leadership Team (SLT)

1.5.5 Agency Leadership Teams

Effective implementation of SMS requires senior management's commitment to safety. At MTD, employees may access agency leadership by elevating issues through their work unit as directed by their managers/directors. As appropriate, division directors will elevate issues beyond their division through the Chief of Staff for MLT discussion.

1.5.5.1 *Metro Leadership Team*

MLT's focus is maximizing MTD's capacity and capability to achieve long-term strategic and operational goals in alignment with MTD's vision/mission. It is a decision-making body and working forum to:

- A. Establish parameters for and develop the biennial department budget
- B. Align goals, objectives, and expectations to achieve MTD's vision/mission
- C. Develop and manage enterprise-wide initiatives and operational policies
- D. Address internal/external obstacles to vision/mission, including legal, resource, political, and reputational. The MLT is responsible for ensuring that change is properly managed at all levels, and for guiding decision making and resource allocation
- E. Identify operational/organizational challenges (financial, labor, performance, structural, cultural), opportunities, and patterns; and determine solutions and resolutions through shared decision-making (informed by MBR)
- F. Grow, model, and cascade leadership competencies
- G. Make decisions on recommendations from cross-functional teams
- H. Represent, communicate, and implement decisions within divisions including but not limited to CAPs and Hazard Assessment Reports
- I. Make cross-functional decisions with operational or enterprise impacts and service level planning and delivery

J. Determine Future of Work and Business Transformation

1.5.5.1.1 MLT Members

The MLT is owned by the General Manager and facilitated by the Chief of Staff. The frequency of these meetings is twice weekly. Members of the MLT include:

- A. General Manager
- B. Deputy General Manager (Operations)
- C. CAO
- D. Chief of Staff
- E. General Counsel
- F. Assistant General Manager for Employee Services
- G. Assistant General Manager for Finance and Administration
- H. CSO/SSQA Division Director
- I. Operational Division Directors

1.5.5.2 *Deputy General Manager's Forum*

The Deputy General Manager's Forum is a space for operational leaders to coordinate current and emerging issues. It is a working forum to daylight and discuss:

- A. Current operational issues that may impact near term service delivery
- B. Employee and labor issues
- C. Items that may need additional clarity from communications or employee services

Deputy General Manager forum is a place to address current constraints and challenges from an operating perspective and help bring voice to future MLT discussions.

1.5.5.2.1 Deputy General Manager's Forum Members

The Deputy General Manager's Forum is owned by the Deputy General Manager and facilitated by the CSO. The group meets weekly. Members of the Deputy General Manager's Forum include:

- A. Deputy General Manager
- B. CSO
- C. Mobility Division Director
- D. Bus Operations Division Director
- E. Marine Division Director
- F. Rail Division Director
- G. Transit Facilities Division Director
- H. Vehicle Maintenance Division Director

I. Metro Transit Chief of Police

1.5.5.3 Chief Administrative Officer Forum

CAO is a forum to develop actionable strategies for the administrative operations of the organization. This forum is intended to:

- A. Vet and approve new Metro administrative policies and procedures.
- B. Develop shared approaches and best practices for building teams, supporting workflows, and building effective collaboration and teamwork.
- C. Support participants through peer coaching, shared problem solving, and a focus on growing the people side of the business.
- D. Develop a shared understanding of how to invest in and grow future leaders, build relationships, and bring fun to the workplace

1.5.5.4 Monthly Business Review

The focus of the MBR is to monitor progress on MTD's long-term goals and desired outcomes. It is a working forum to:

- A. Review metrics, gauge progress, validate performance, measure proximity to targets, and reveal where actions can improve
- B. Identify performance issues and elevate them for resolution at MLT
- C. Make recommendations to address organizational performance challenges

1.5.5.4.1 MBR Members

The MBR is owned by the Assistant General Manager for Finance and Administration and facilitated by the Business Intelligence Team. The group meets monthly. Members of the MBR include:

- A. MLT members
- B. Deputy Directors
- C. Section Managers
- D. Superintendents

1.5.5.5 Extended Management Group

The Extended Management Group (EMG) is a forum to develop shared leadership experiences through:

- A. Training or facilitated conversations pertaining to information, skills, and resources
- B. Announcements of critical policy changes and new procedures
- C. Discussion of successes, challenges, and needs

The EMG is not a decision-making body. It is a forum for sharing organizational information that should be cascaded down into attendees' respective work groups.

1.5.5.5.1 EMG Members

The EMG is owned by the Assistant General Manager for Employee Services and facilitated by the EMG Design Team. The frequency of these meetings is monthly with an expanded quarterly meeting. Members of the EMG include:

- A. MLT members
- B. Deputy Directors
- C. Section Managers
- D. Superintendents
- E. Equal Employment Opportunity (EEO) Officer
- F. EMG Design Team (volunteer group of representatives)

1.5.5.6 Division Leadership Teams

Division Leadership Teams focus on maximizing divisional capacity and capability. These teams manage divisional performance by implementing decisions with allocated resources. Division Leadership Teams:

- A. Inform and address operational and cultural issues within their own divisions
- B. Establish divisional priorities in alignment with departmental goals and objectives
- C. Discuss and develop recommendations to be elevated
- D. Consult and problem-solve management issues

Division Leadership Team decisions focus on the deployment and management of resources and implementation of established strategies/priorities. The Division Leadership Teams are owned by the Division Directors and facilitated by designees. The frequency of these meetings varies by division.

Members of the Division Leadership Team are determined by the Division Director.

1.5.5.7 Bipartisan Infrastructure Law Committee

MTD and its labor partners are mutually committed to providing a safe workplace and increasing employee engagement on safety and security matters. The BIL Committee is a joint effort to review MTD's PTASP in advance of formal adoption by the King County Council and provides a structure which facilitates transparent decision-making, communication, and collaboration between MTD and its labor partners while meeting the requirements of the FTA under the BIL. The BIL committee serves as MTD's Safety Committee, is appropriately scaled to the size, scope and complexity of MTD, and is convened through a joint labor-management process. It includes equal representation

from management and Amalgamated Transit Union (ATU) 587 (labor union that represents the plurality of MTD employees), including frontline transit worker representatives from major transit service functions, such as operations and maintenance, to the extent practicable. Labor members are selected by labor union President/Bargaining Agent or designee.

All BIL Committee members complete TSI Principles of SMS, SMS Safety Assurance, and SMS Awareness training. Specifically, this committee is responsible to:

- A. Participate in the review and revisions to the PTASP, including setting and reviewing the SPTs for the safety risk reduction program
- B. Ensure the PTASP is making sufficient progress toward compliance with the requirements of 49 U.S. Code §5329, chiefly that it reflects the specific safety objectives, standards, and priorities of the transit agency, and incorporates SMS principles and methods tailored to the size, complexity, and scope of the system
- C. Submit the PTASP through the legislative review process for formal adoption by the General Manager and King County Council
- D. Agree that disputes are resolved within the BIL Committee resolution process, including engagement of a third-party entity to support a resolution and issue a final decision when agreement cannot be reached (see Appendix A). Identify and recommend safety risk mitigations to reduce likelihood and severity of consequences identified through Metro's hazard assessments.³
- E. Identify safety risk mitigations that may be ineffective, inappropriate or were not implemented as intended³
- F. Identify safety deficiencies for the purpose of continuous improvement³
- G. Obtain technical input by requesting subject matter experts, including other transit workers, to advise the Committee as needed
- H. The Committee will have access to relevant agency safety information, resources, tools and data from the employee reporting program to support its work. This information will be available in the data management system and accompanying dashboards
- I. Review contributing factors and mitigation options, including mitigations to reduce visibility impairments for transit vehicle operators that contribute to accidents, including retrofits to vehicles in revenue service and specifications for future procurement that reduce visibility impairments

³ These include any instances where MTD did not meet an annual safety risk reduction performance target

- J. Review contributing factors and mitigation options for assaults on transit workers, including consideration of the deployment of assault mitigation infrastructure and technology on transit vehicles and in transit facilities, including barriers to restrict the unwanted entry of individuals and objects into bus operator workstations

The Committee carries out these responsibilities through regular scheduled meetings and subsequent committee actions. The BIL Committee communicates committee recommendations and significant safety issues to the Accountable Executive through the SSQA Director and supports coordination with the King County Council through the legislative review process, as needed. Key outcomes (recommendations, decisions, and follow-up actions) are summarized and communicated to the organization through SSQA safety communications and reporting channels (e.g., dashboards, bulletins/advisories, and division leadership/SMS liaison forums), as appropriate.

BIL Committee meeting agendas will be developed by the SMS Executive and shared with members in advance of each meeting via the data management system. Meeting minutes will be recorded for each meeting, including attendance, key discussion items, decisions, and action items, and will be maintained as official records in MTD's document management system in accordance with record retention requirements.

Members participate as part of their work responsibilities during scheduled meeting activities. Frontline labor representatives will be detailed from their regular assignments, as applicable, to attend scheduled meetings and BIL related assignments. Meetings are typically conducted in person; however, they may be held virtually when necessary.

1.5.5.8 Safety Management System Liaison Forum

The SMS Liaisons will coordinate and integrate SMS initiatives across all divisions, acting as a bridge between operational workgroups, SSQA, and management.

This forum is responsible for:

- A. Relaying key information and promoting SMS initiatives within their divisions
- B. Actively participate in meetings and discussions
- C. Continuously seek ways to improve safety processes
- D. Track the progress of SMS initiatives
- E. Report updates during meetings and ensure improvements are effectively implemented within their divisions

Meeting participants include divisional SMS Liaisons and the SSQA assigned facilitator.

1.6 Recordkeeping

MTD keeps the official PTASP document (including updates) and the records that support it. This includes SMS documents and outputs such as hazard assessments, safety risk mitigations and monitoring results, Safety Assurance activities, Safety Committee records (agendas and minutes), and any programs, policies, or procedures that are included in the PTASP or referenced by the PTASP. These records are stored in MTD's data management system and SMS document files. MTD will provide these records upon request to FTA, other Federal entities, and the State, and will retain them for at least three (3) years after they are created, consistent with recordkeeping requirements.

2 Section II: Safety Risk Management

2.1 Hazard Management

A hazard is any real or potential condition that can cause injury, illness, or death; damage to, or loss of, facilities, equipment, rolling stock, or infrastructure; or damage to the environment. A real condition is one that currently exists on the system; a potential condition is one that does not currently exist on the system but could be introduced if infrastructure, environmental or operational changes are made.

SRM provides a decision-making process for identifying hazards and mitigating risk based on a thorough understanding of the organization's systems and operating environment. Part of the decision-making process includes management accepting risk in the operation when it is assessed to be at an acceptable level. By performing SRM, an organization is fulfilling its commitment to consider risk in its operation and to reduce it to an acceptable level. The SRM process is a way to integrate acceptable risk into processes, products, and services or to improve controls that are not effective. By using SRM, an agency can work toward allocating resources to minimize hazardous conditions and maximize the safety of the system. This is achieved through the following steps:

- A. Identification and analysis of a hazard
- B. Evaluation of the levels of risk introduced by the hazard
- C. Resolution or reduction of risks to an acceptable risk level through mitigation(s)

SRM defines the tools and techniques used, as well as the responsibilities of employees, in identifying, analyzing, and reporting safety hazards. Following the identification of a hazard, it must be assessed to determine the level of risk to the system. SRM defines the level of risk that is considered acceptable to the agency; hazards that present risk that exceeds acceptable levels (the most serious hazards) must be mitigated to an acceptable level. SRM describes the methods of controlling hazards to mitigate a hazard to an acceptable level. Finally, SRM describes the processes for tracking hazards (once the hazards have been mitigated and/or accepted) to ensure that any mitigation effectively controlled the hazard and did not create any unintended hazardous conditions.

SRM processes should be continually applied to manage hazards throughout the life cycle of a system. Hazards should be identified prior to system configuration changes and eliminated through design (whenever possible) to prevent the introduction of hazards into the system. SRM processes provide a crucial tool for determining the safety impacts of engineering change proposals, construction change orders, operational changes, and the

issuance of temporary permits and certificates. Additionally, ongoing operations must be continually monitored to identify and control operational risks.

2.1.1 Data Sources

Hazard identification is used to identify and analyze hazardous conditions on the system and the methods by which identified hazards are formally reported. This section describes the processes employed to proactively search for hazardous conditions on the system.

MTD uses several internal and external methods for MTD employees, contractors, and the public to report hazardous conditions, either real or potential. They include:

- A. Safety Assurance Activities:
 - a. Employee safety committees
 - b. Direct employee hazard reporting (including assaults on transit workers, near misses, and unsafe acts and conditions) in the SSaM system
 - c. Operator Service and Facilities Reports (OSFR)
 - d. Safety analysis (conducted by MTD Safety)
 - e. Testing, inspection, and audits
 - f. Safety rules compliance monitoring
 - g. Safety event (accidents, incidents, and near misses) investigations
 - h. Customer reports
- B. Washington State Department of Labor and Industries (L&I), Division of Occupational Safety and Health (DOSH) directives, narratives, reports, and hazard alerts
- C. State Safety Oversight Agency (SSOA), FTA, and National Transportation Safety Board (NTSB) directives, advisories, bulletins, reports, etc.
- D. Data and information provided by the Centers for Disease Control and Prevention (CDC)

2.1.2 Hazard Analysis

Hazard analyses used for hazard identification and assessment encompass all areas within the MTD operating system. They include:

- A. Existing elements of the system, continually reviewed as part of ongoing SRM processes
- B. Safety analyses conducted by consultants and contractors on new construction or procurement programs
- C. Proposed engineering changes
- D. Vehicles, infrastructure, equipment, and subsystems

- E. Operating and maintenance rules and procedures, including normal, abnormal, and emergency rules and procedures
- F. Aggregated safety event (accidents, incidents, and near misses) data
- G. Safety data sources
- H. Hazards identified on similar transit systems
- I. SSC activities

2.2 Safety Risk Assessment

A safety risk assessment is required to establish priorities for corrective action and resolution of identified hazards. Safety risk assessments evaluate the likelihood and severity of potential consequences considering existing safety risk mitigations to determine whether additional mitigation is necessary and to inform prioritization of safety risk mitigations. For each identified hazard, all potential consequences that could occur while interacting with the exposed hazardous condition need to be defined. Safety risk assessments need to be based on a thorough understanding of the system, which is why the system description is an essential step of the SRM process. Without a proper system description, important details that could cause the system to break down may be overlooked.

A semi-quantitative risk model will be used to perform risk assessments within the agency. Data from MTD or other sources should be used (accident statistics, failure data, error data, etc.) to determine the safety risk. When data is not available, expertise and subject matter expert (SME) judgment will be used. When the best estimate for safety risk must be based on reasonable expert judgment, effective risk management can be accomplished through a disciplined analysis.

2.2.1 Likelihood

The likelihood of a hazard occurring over a system's expected life can be expressed in terms of time, events, population, or activity. It may be assessed using qualitative or quantitative methods.

Qualitative analysis is a subjective, less resource-intensive method that relies on expert judgment and historical data. It is best for simple systems with limited interdependence.

Quantitative analysis is more objective, data-driven, and suitable for complex systems. It requires greater technical expertise and more time.

Likelihood assessments should reflect the actual fleet size or system configuration and estimate human error rates based on task complexity, human-machine interaction, staff proficiency, and historical data.

Once likelihood levels are assigned to each hazard consequence, they are used to calculate the overall safety risk.

Table 2.1 Likelihood of a consequence

Likelihood Levels				
Description Level	Specific Individual Item	Fleet of Inventory Mean Time Between Events (MTBE)	Specific Individual Item (with Rate)	Likelihood Score
Frequent	Likely to occur often in the life of an item	Continuously experienced MTBE less than 10^3 operating hours	Likely to occur often in the life of an item. Probability of occurrence greater than or equal to 10^{-3}	10
Probable	Will occur several times in the life of an item	Will occur frequently. MTBE greater than or equal to 10^3 operating hours and less than 10^5	Will occur several times in the life of an item. Probability of occurrence less than 10^{-3} but greater than or equal to 10^{-5}	5
Occasional	Likely to occur sometime in the life of an item	Will occur several times. MTBE greater than or equal to 10^5 operating hours and less than 10^6 operating hours	Likely to occur sometime in the life of an item. Probability of occurrence less than 10^{-5} but greater than or equal to 10^{-6}	3
Remote	Unlikely, but possible to occur in the life of an item	Unlikely, but can reasonably be expected to occur. MTBE greater than or equal to 10^6 operating hours and less than 10^8 operating hours	Unlikely, but possible to occur in the life of an item. Probability of occurrence less than 10^{-6} but greater than or equal to 10^{-8}	2
Improbable	So unlikely, it can be assumed occurrence may not be experienced in the life of an item	Unlikely to occur, but possible. MTBE greater than 10^8 operating hours	So unlikely, it can be assumed occurrence may not be experienced in the life of an item. Probability of occurrence less than 10^{-8}	1

2.2.2 Severity

Consequence severity is defined as the qualitative measure of the consequences resulting from a hazardous condition. The appropriate severity category will be determined by matching the definition of the categories with the potential and actual outcomes. After determining the severity description level, the corresponding severity score will be used to determine the final risk rating.

Table 2.2 Severity of a consequence

Severity Levels				
Description	Severity Categories			Severity Score
	Injury	Damage	Environment	
Catastrophic	Loss of life, or the severe injury of more than one person	Total loss of equipment or system, with an estimated monetary loss more than \$5,000,000	Massive environmental effect with permanent implications	100
Critical	Severe injury requiring long-term rehabilitation or significant medical intervention	Damage with a monetary loss between >\$1,000,000 and \$5,000,000	Significant environmental impact with long lasting effects	70
Major	Injuries requiring medical transport or hospital admission	Damage with a monetary loss between >\$250,000 and \$1,000,000	Major environmental impact lasting months	40
Marginal	Injury requiring first aid only	Damage with monetary loss between >\$10,000 and \$250,000	Minor environmental damage lasting weeks	10
Negligible	No injury/No first aid required	Damage with monetary loss below \$10,000	Less than minor environmental damage	1

2.2.3 Safety Risk Matrix

Based on the evaluated severity score and likelihood score assigned to each outcome, a corresponding value will be calculated to determine the risk score.

$$\text{Likelihood Score} \times \text{Severity Score} = \text{Risk Score}$$

The Safety Risk Matrix can be used to determine the risk score and risk level.

Table 2.3 Safety Risk Matrix

	Catastrophic (100)	Critical (70)	Major (40)	Marginal (10)	Negligible (1)
Frequent (10)	High 1000	High 700	High 400	Medium 100	Low 10
Probable (5)	High 500	High 350	Serious 200	Medium 50	Low 5
Occasional (3)	High 300	Serious 210	Serious 120	Medium 30	Low 3
Remote (2)	Serious 200	Serious 140	Medium 80	Low 20	Low 2
Improbable (1)	Medium 100	Medium 70	Medium 40	Low 10	Low 1
Eliminated	Eliminated	Eliminated	Eliminated	Eliminated	Eliminated

In addition to the Safety Risk Matrix, Table 6.4 indicates the required actions to take based on the initial risk level assessed.

Table 2.4 Safety Risk Matrix required action based off initial risk level

Risk Score	Risk Level	Risk Level Type	Risk Ownership and Sign Off Authority	Mitigation Actions Required	Operation Impact	Monitoring controls for proper implementation ⁴	Management Review
300 and above	High	Unacceptable	General Manager	Immediately mitigate to Serious Level prior to starting operation	Stop the Operation	90-day monitoring plan required for mitigations	Accountable Executive needs to be briefed and a different facilitator reviews and closes out report
120 – 299.9	Serious	Unacceptable	Director level or higher in area(s) of risk/change	Mitigation plan needs to begin implementation within 30 days to bring risk to acceptable levels	Operation permitted with the execution of high priority mitigation strategy	90-day monitoring plan required for mitigations	Accountable Executive needs to be briefed and a different facilitator reviews and closes out report
21- 119.9	Medium	Acceptable	Section manager level or higher in area(s) of risk/change	Mitigation recommended	Operation permitted	Monitoring plan for mitigations recommended	Different facilitator reviews and closes out report
1-20.9	Low	Acceptable	Superintendent level or higher in area(s) of risk/change	Mitigation not required	Operation permitted	Monitoring plan for mitigations not required	Different facilitator reviews and closes out report
0	Eliminated	Acceptable	Not Applicable (N/A)	N/A	N/A	N/A	N/A

⁴ While monitoring the proper implementation of controls is a Safety Assurance activity, it is included in Table 2.4 for visibility.

2.2.3.1 Unacceptable Risk Levels

2.2.3.1.1 High Risk Level

Consequences of a hazard with a risk score above 300 are High Risk level and are unacceptable in the operation. If High Risk hazards are identified, the operation associated with the risk must be immediately halted. Prior to starting the operation, actions need to be taken to at least bring the risk level to Serious Risk, then permanently to acceptable levels. Most often, when taking immediate action, short-term mitigations are being implemented, and those actions will need to be followed by permanent long-term mitigations. Short-term mitigations may include (but are not limited to) a stop-work order for maintenance or construction tasks, red tagging or sequestering vehicles or equipment, or a stop to any affected revenue service. All of which needs to be documented in the hazard assessment.

When high risks are identified during a change, or prior to implementation, rework of the planned change needs to be altered before implementation to ensure risk is at acceptable levels. When there is an initial risk assessment made that meets the High-Risk level, the Hazard Assessment Report needs to be approved and risk ownership belongs to the General Manager.

All assessments that indicate an initial High Risk will need to be monitored for at least 90 days after the mitigations are implemented. All High-Risk hazards will need to be reviewed by the Director/CSO or designee. High-Risk levels are represented by the color red.

2.2.3.1.2 Serious Risk Level

Consequences of a hazard with a risk score above 120 and below 300 have a Serious Risk level. Serious hazards that are discovered in the operation must have a mitigation strategy in place within 30 days of identifying the hazard. If the mitigation plan takes longer than 30 days to fully implement, short-term mitigations need to be enacted within that 30-day window to ensure the risk is brought down to satisfactory levels while the permanent long-term mitigation plan is executed. The final mitigation strategy will need to bring Serious Risk level down to an acceptable level. All of which needs to be documented in the hazard assessment.

When Serious Risks are proactively identified, rework of the planned change needs to be altered to bring the risk to acceptable levels before implementing the change. The hazard assessment needs to be signed off on, and ownership will belong to the director level or higher in the area of risk.

All hazards with an initial risk level of Serious need a monitoring plan in effect for at least 90 days after mitigation actions are implemented. All serious hazards will need to be reviewed by the Director/CSO, or designee. Serious Risk levels are represented by the color orange.

2.2.3.2 Acceptable Risk Levels

2.2.3.2.1 Medium Risk Level

Consequences of a hazard with a risk score greater than 21 and below 120 have a Medium Risk level. Medium hazards may be accepted in an “as-is” condition by a section manager (or higher) in the area of risk. However, whenever reasonably practical, Medium Risk should be mitigated to a Low or Eliminated level to lower the risk. Reactive hazards with a risk level of Medium should be formally accepted within 60 days of identification of the hazard. For all Medium hazards that are proactively identified, acceptance of the hazard assessment is required prior to implementation.

For all hazards with an initial risk level of Medium, a monitoring plan is recommended but not required. All Medium hazards will need section manager sign-off. Medium Risk levels are represented by the color yellow.

2.2.3.2.2 Low Risk Level

Consequences of a hazard with a risk score greater than .1 and below 21 have a Low Risk level. For all reactive Low Risk level hazards, the “as-is” condition can be accepted by a superintendent level (or higher) in the area of risk. The hazard may be eliminated entirely if management decides to mitigate the risk to a lower level. When the initial risk is proactively identified from a change, implementation is permitted but should be signed off prior to closing the hazard assessment.

Closing out a hazard assessment with an initial risk level of Low will need to be reviewed and closed out by a qualified facilitator other than the facilitator conducting the hazard assessment.

2.2.3.2.3 Eliminated Risk

Consequences of a hazard which have been mitigated may be classified as Eliminated, provided that the mitigating measures entirely remove the possibility of the consequence occurring from the hazardous condition. The initial risk will never be assessed as Eliminated; this is solely reserved for the mitigation risk assessment.

Once a hazard has been identified during the mitigation process, there is the ability to remove the hazard completely. When this occurs, the risk is removed and a risk level of Eliminated will be assigned.

2.2.4 Hazard Resolution

The method of hazard mitigation to be employed can be determined by conducting a thorough analysis of the system, considering the possible tradeoffs between various alternatives and the system safety requirements. In general accordance with guidance provided by applicable oversight authorities and the FTA, American Public Transportation Association (APTA), and other industry best practices, several different means can be employed to resolve identified hazards. As a source for safety risk mitigation, MTD considers guidelines to prevent or control exposure to infectious diseases provided by the CDC or a State health authority, as applicable. These include design changes, the installation of controls and warning devices, and the implementation of special procedures.

With a semi-quantitative risk model, all controls used to mitigate risk will be assigned a reduction control factor (CF) to calculate the predicted residual risk. This allows for the facilitator to have a more quantifiable approach to address how each type of control impacts the hazard. After the controls have been determined for the hazard, each will be assigned a control type with a corresponding multiplier. Then the highest initial risk score is multiplied by each CF multiplier. This calculation will result in the mitigated risk score. The mitigated risk score will be used to determine the mitigated risk level of High, Serious, Medium, Low, or Eliminated.

$$\text{Highest Risk Score} \times (\text{CF} \times \text{CF} \times \text{CF}) = \text{Mitigated Risk Score}$$

In order of preference, the means to be used in resolving hazards at King County Metro are:

2.2.4.1.1 Elimination

The concept of elimination is simple: remove the hazard so that it is no longer present in the operation. The problem with elimination is that the implementation is not as simple as the definition. Completely eliminating a hazard from the operation is not usually an option. For example, driving on the road is a hazard that a transit organization cannot eliminate, as buses need to operate on the roads. However, if Elimination is available, it is the option that must be chosen.

When the mitigation strategy has a control that eliminates the hazard, the risk level will go to Eliminated, since the reduction factor is 100%, and the CF multiplier would be 0.

2.2.4.1.2 Substitution

Substitution controls are the second most effective method for lowering risk in the operation. Substitution controls may be implemented in the existing process but would be used most effectively during the design stage. Substitution controls replace

something that produces the hazard with something that does not produce the hazard or lessens the hazard (i.e., replacing a toxic compound with a less hazardous product). The condition of a toxic compound still exists here, but the risk impact of that compound has been lowered significantly. Whenever substitution controls are used for mitigation, evaluation for substitute risk is required, since new/different hazards could be introduced.

When the mitigation strategy uses substitution controls, there will be an 80% to 90% reduction in risk, which would make the CF multiplier 0.1-0.2.

2.2.4.1.3 Safety Devices (Software and engineering Controls)

Hazards that cannot be eliminated or controlled through design selection shall be controlled to an acceptable level with fixed, automatic, or other protective safety design features or devices. Examples of safety devices include protective enclosures, software implementation, and machine guards. Care must be taken to ascertain that the operation of the safety device reduces the loss or risk and does not introduce an additional hazard. Safety devices shall also permit the system to continue to operate in a limited manner. Provisions shall be made for periodic functional checks of safety devices. When introducing safety device controls, substitute risk needs to be assessed.

When the mitigation strategy uses engineering controls, there will be a 50%-70% reduction in risk, with a CF multiplier of 0.3-0.5.

2.2.4.1.4 Administrative (Training, Procedures, Warning, and Awareness Means)

When neither design nor safety devices can effectively eliminate or control an identified hazard, various administrative controls will be used to lower the likelihood of a condition. Warning devices shall be used to detect the condition and generate an adequate warning signal. Warning signals and their application shall be designed to minimize the likelihood of incorrect personnel reaction to the signals and should be standardized within similar systems. When introducing warning device controls, substitute risk needs to be assessed.

In addition to warning devices, procedures and training are administrative controls that can be used to control the hazard. Administrative controls have a reduction factor of 20%-30%, and the CF multiplier is 0.7-0.8.

2.2.4.1.5 Personal Protective Equipment

Personal protective equipment (PPE) is the least desirable, and least effective, hazard control. PPE is susceptible to user error or non-compliance and may not effectively protect employees in all circumstances. PPE should only be used when there are no

viable alternative measures, or as part of a layered approach to controlling a hazard. Often the use of PPE is required by regulations or specified by the original equipment manufacturer.

When PPE is used to control risk, there will be a 5%-10% reduction in risk, with a CF multiplier of 0.9-0.95.

Table 2.5 Hierarchy of controls

Hierarchy of Controls			
Control Type	Example	Reduction Factor	Examples
Elimination	- Design a task, step, equipment, material, or tool to be eliminated before it is put into production or use - Eliminate human interaction - Replace/eliminate a reaction step, etc. - Eliminate pinch points (increase clearance)	Severity and Likelihood Reduction	
		100%	Multiplier 0
Substitution	- Automated materials handling (robots, conveyors) to greatly reduce human interaction - Replace with a less toxic compound - Greatly reduce speed, noise, weight (energy)	Severity Reduction	
		90% Substitution with little or no hazard	Multiplier 0.1
		80% Substitution with something that still has some hazards	Multiplier 0.2
			- Replace oil with water - Replace lifting 75 lbs with 5 lbs - Replacing flammable with non-combustible - Replacing lifting 75 lbs with 20 lbs - Automation: Automate material handling where humans have been removed except for upset conditions.
Safety Devices (Engineering)	- Barriers - Interlocks - Presence sensing devices (light curtains, safety mats) - Fixed machine guards, emergency stops - Pressure relief valves - Nonskid floor coatings, local exhaust ventilation, containerization - Two hand controls - New software, patches, or upgrades	Likelihood Reduction	
		70% Isolation and guards with interlocks	Multiplier 0.3
		60% Engineering control redundancy or multiple engineering controls	Multiplier 0.4
		50% Single engineering control	Multiplier 0.5
Administrative	- Safety work procedures - Safety Inspection - Training - Lights, beacons, and strobes - Computer warnings - Worker's rotation - Alarms (gas meter, fire) - Barrier tape, tags, floor markings - Signs and labels - Beeper, horns, sirens, etc. - Buddy system, attendants, observers, supervision, schedule limits - Lockout-Tagout	Likelihood Reduction Only	
		40% Engineering control that requires administrative intervention to initiate	Multiplier 0.6
		30% Training, plus warnings, signs, plus inspection/observations	Multiplier 0.7
		20% Training, warning signs	Multiplier 0.8
PPE	- Ear plugs, gloves, respirator - Safety glasses, face schedule	Likelihood Reduction Only	
		10% Multiple PPE	Multiplier 0.9
		5% Single PPE	Multiplier 0.95

2.2.5 Mitigation Strategies

2.2.5.1 Immediate and Long-Term Mitigations

In many cases, implementing a permanent long-term mitigation, or mitigations, may not be immediately possible. In such cases, immediate short-term or express priority mitigations will be developed to reduce the hazard to an acceptable level of risk in the appropriate timeframe for the identified hazard, while a permanent long-term mitigation is developed and implemented.

2.2.5.2 Layering Mitigations

The risk matrix and the mitigated risk assessment will be applied to the predicted residual risk and the predicted substitute risk which will need to be assessed to acceptable levels. A hazard's predicted residual risk is the level of risk that would be present after the mitigation is fully implemented. The mitigation plan should reduce the likelihood, severity, or both. The predicted substitute risk is the risk that may be introduced to the system after the mitigation strategy has been fully implemented, as mitigations may create new unintended hazardous conditions. After the mitigation plan is documented, additional risk assessments need to be completed for predicted residual/substitute risks persisting in the system.

- A. Predicted residual risk will have mitigated risk assessments – these will be determined using the CF formula in conjunction with Table 6.4 to categorize the risk score to the corresponding risk level. All mitigations need to bring the risk to acceptable levels.
- B. Predicted substitute risk will use the risk matrix to complete the mitigated risk assessment and will also need to be assessed to acceptable levels.
- C. A hazard with predicted residual or substitute risks that are Unacceptable (High and Serious) cannot be accepted into the system and must be mitigated to a lower level of risk.
- D. Hazards that have predicted residual or substitute risk that are assessed at satisfactory levels will need risk acceptance on the hazard assessment prior to implementation of the mitigation plan.

2.2.6 Hazard Tracking

A hazard assessment will be initiated for reactive and proactive SRM triggers. Resolution of all identified hazards will be monitored by SSQA. The hazard log or risk register will compile all identified hazards and mitigations.

At a minimum, the Hazard Log will include the following:

- A. SRM trigger
- B. Date hazard identified Source of identification System description
- C. Policy/procedures potentially affected by hazard Environment or facility potentially affected by hazard Service or resources potentially affected by hazard
- D. Equipment potentially affected by hazard
- E. SRM panel participation log
- F. Hazard identification with hazard classification
- G. Initial safety risk level (severity/likelihood)
- H. Mitigation CAPs (elimination or control)
- I. Responsible party for each proposed action
- J. Estimated dates of completion
- K. Predicted residual and substitute risk identified Mitigation safety risk level (severity/likelihood)
- L. Follow up activity (monitor effectiveness, unexpected hazards)
- M. Hazard assessment signoff
- N. Status (open or closed)

2.2.6.1 Hazard Classification System

MTD will classify hazards to identify potential systemic deficiencies contributing to the occurrence of hazardous conditions. The classification system will be based on the FTA Sample Hazard Classification System (Version 1), which classifies hazards into the following categories:

- A. Organizational
 - a. Resourcing
 - b. Procedural
 - c. Training
 - d. Supervisory
- B. Technical
 - a. Operational
 - b. Maintenance
 - c. Design
 - d. Equipment
- C. Environmental
 - a. Weather
 - b. Natural

2.2.7 Mitigation Corrective Action Plans

Mitigation CAPs shall be developed for all hazards that require or have a mitigation strategy. High and Serious Risk levels require mitigation to acceptable levels, while Medium and Low Risk levels can have a mitigation strategy if it is determined to lower the risk further. The mitigation CAPs will be accessed through the CAP Log in SSaM.

2.2.8 Risk Ownership

Once the hazard assessment is completed, and the findings and mitigations are documented, the results need to be delivered to the appropriate staff for risk acknowledgment and ownership of any residual risk. When an individual takes ownership of safety risk, it does not mean that the safety risk is eliminated. Some safety risk remains; however, the individual has determined that the prediction of the remaining safety risk is acceptable. Hazard assessments and the risks will need to be accepted prior to closing out the report and implementing the mitigation plan or change.

When there is an initial risk assessment made that meets the High-Risk level, the corresponding hazard assessment needs to be acknowledged, and risk owned by the General Manager.

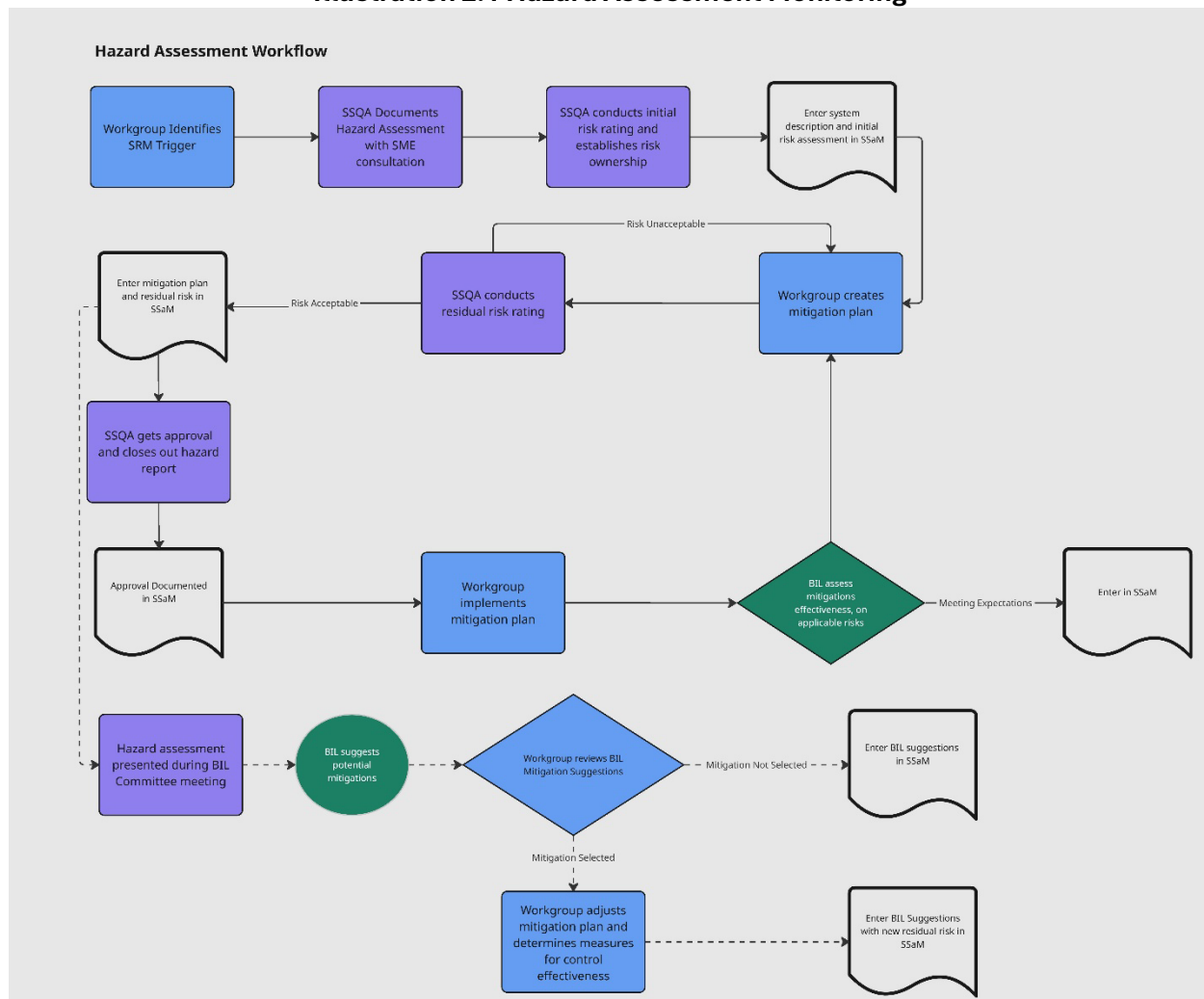
When there is a Serious Risk level, the hazard assessment report needs to be signed off by, and ownership will belong to, the Director level or higher in the area of risk. For a Medium level risk, the Section Manager owns the risk and signs off. Finally, when there is an initial risk assessment of Low, the Hazard Assessment Report needs to be signed off by a Superintendent level (or higher) in the area of risk, and ownership belongs to the acceptor.

2.2.9 Monitoring

Hazard monitoring plans will be developed in the hazard assessment. Once the type of monitoring is documented (e.g., monitoring employee reports, adding audit steps, performing management observations), monitoring will be conducted through Safety Assurance. Monitoring of the mitigation implementation may also be conducted depending on the risk level.

The following chart illustrates the Hazard Assessment Monitoring workflow.

Illustration 2.1 Hazard Assessment Monitoring



2.2.10 Responsibilities

2.2.10.1 Facilitator

Depending on the issue or change under consideration, a hazard assessment may be facilitated by an individual or team that is qualified through MTD SRM training. Facilitators will document and lead the discussion, and an adequate SRM panel of representatives should be present to address the scope and complexity of the system. They are responsible for coordinating the SRM panel, documenting the assessment and guiding the assessment through the SRM Workflow.

2.2.10.2 Risk Owner

The review and approval of SRM documentation and ownership of any safety risk is designed to maintain and assure the quality of the SRM process. Review and approval are also required for hazard assessment without identified hazards. The Risk Owner for all “no hazard” hazard assessment will be a superintendent (or equivalent) or higher in the area of the change. Depending on the hazard and risk level, the hazard assessment signoff authority will be responsible for reviewing the report and all its elements prior to implementation.

By signing off on the hazard assessment the risk owner is confirming the following are understood and accepted:

- A. The system analysis, hazard identification, and initial risk assessments
- B. The mitigation plan actions that will be implemented
- C. The predicted residual and substitute risk(s) associated with the hazard(s) and the mitigation risk assessment(s)
- D. The monitoring plan associated with the hazard assessment

2.2.10.2.1 Risk Owner Accountabilities

Risk Owners are accountable for the following:

- A. Ensuring that the documented mitigation CAPs are complete and implemented
- B. Ensuring that all monitoring activities are recorded as specified (when required)
- C. Ensuring that performance data needed for the monitoring activities is being collected and analyzed according to the monitoring plan
- D. Determining the need to reconvene an SRM panel if performance data indicates that the mitigation controls are inadequate

2.2.10.3 Safety Risk Management Working Group

Hazard assessments will be discussed and reviewed on a periodic basis by the SRMWG. These work groups will be made up of Transportation Safety Administrators (TSA), Chiefs and Superintendents (or equivalent) for specific work locations. Representation from contract owners will be encouraged but not required.

Ideally, the review process should occur after a hazard assessment has been signed off but before it is implemented. However, when that time frame is not possible, the review should at least occur prior to a hazard assessment close out.

The SMS Liaisons are the SMS advocates for their respective divisions. They are responsible for ensuring all hazard assessments assigned to their divisions are signed off and closed out. They will participate in the hazard assessment and/or find the proper individuals to participate.

Hazard assessments are used within MTD's SRM process to evaluate identified hazards, determine risk, and drive mitigation and follow-up. The Hazard Assessment Planning and Resolution Process shown in Illustration 2.2, documents and visualizes the workflow for assigning risk ownership, determining escalation and approval authority based on risk level, documenting decisions, implementing mitigations, and verifying that controls are effective before closeout.

Illustration 2.2 Hazard Assessment Planning and Resolution Process



3 Section III: Safety Assurance

3.1 Safety Data Acquisition and Analysis

MTD divisions are responsible to identify, collect, and analyze data on their safety critical functions in order to ensure:

- A. Performance targets are established related to their daily operations, such as rules and procedure compliance; accuracy of procedures and documentation; safety events; proper management of change; and completion of safety-critical tasks in a timely manner.
- B. System-wide performance measures are being met through data monitoring.
- C. Distribution and sharing of safety data and analyses to identify trends, hazards, and safety performance.
- D. Risk-based mitigations or strategies reduce the likelihood and severity of consequences.

3.1.1 Sources of Data

Sources of data at Metro include, but are not limited to:

- A. Employee reporting systems, including self-reporting
- B. Field reports and observations from supervisors and managers Preventive maintenance and other scheduled inspections Drills, exercises, and after-action reviews from events
- C. Internal safety and security audits
- D. Customer and public comments, complaints, and recommendations Employee, passenger, and public reports of injury
- E. Planning and scheduling data collection Key performance indicators
- F. Incident reports and investigations (hazards, collisions, derailments, security, etc.) to identify causal factors
- G. NTD reporting
- H. Safety activities (job briefings, awareness campaigns, etc.)
- I. Safety and security certification, system modification, and procurement activities
- J. Drug and alcohol compliance programs
- K. LMS
- L. Rules and procedures compliance activities
- M. Safety and Security committee activities and reports

Metro's goal is to continuously improve assurance activities. Divisions review and discuss data and safety performance at MBRs to ensure that trends and deficiencies are identified and appropriately addressed.

3.1.2 Monitoring Safety Performance Measures

Safety Performance Measures, identified in Section I (Policy) of this document, are monitored through department and division level MBRs and a subset reported externally on the Strategic Plan Dashboard. Safety Performance Measures are established annually by SMEs and the BIL committee and formally adopted in the PTASP.

The Director/CSO or designee reviews safety data regularly with MTD leadership, including the Accountable Executive, for awareness and to ensure safety risks are mitigated.

3.1.3 Monitoring of Internal Safety Reviews

Internal safety reviews are designed to monitor all activities and functions, identify non-compliances and mitigations, identify hazards, and implement corrective actions to reduce risk to the agency, and to identify any existing mitigations that may be ineffective, inappropriate, or were not implemented as intended as required under 49 C.F.R. § 673.

Any division/functional area that has a safety or security finding of non-compliance must develop a corrective action and implement it within the designated timeline. The Director/CSO or designee reviews overdue Internal Safety Review mitigations regularly with MTD leadership, including the Accountable Executive, for awareness and to ensure mitigations are resourced and progress is made.

3.1.4 Public Health

Metro Transit considers mitigation strategies related to exposure to infectious diseases through its SRM process. Mitigations will be determined consistent with guidance and best practices identified by the Centers for Disease Control (CDC) and Prevention and Federal/State health authorities, as applicable.

3.2 Management of Change

Change management is a process for identifying and assessing changes that may introduce new hazards or impact the transit agency's safety performance. The FTA indicates that a transit agency must determine how a change may impact its safety performance and then evaluate the proposed change through its SRM process to analyze the proper mitigations needed to address risk associated with the change.

Each department and functional area must, both proactively and through its safety assurance activities, ensure it identifies all change (such as route changes, procedures,

infectious disease prevention, etc.), evaluates it appropriately, and implements mitigations so that risk is managed to acceptable levels during and after the change.

The FTA has identified activities to ensure that change is properly recognized, including:

- A. Monitoring service delivery activities (including field observations)
- B. Monitoring operational and maintenance data
- C. Assessing external information
- D. Assessing the employee safety reporting program
- E. Conducting evaluations of the SMS
- F. Conducting safety audits, studies, reviews, and inspections
- G. Conducting safety surveys
- H. Conducting safety investigations

The following are SRM activities.

3.2.1 Safety and Security Certification

SSC is an FTA-defined process to verify that safety and security requirements are developed for major construction, rehabilitation, or vehicle procurement projects. Certifiable elements are determined through hazard analyses and/or threat and vulnerability assessments. These are elements that may adversely affect the safety and security of customers, employees, emergency responders, or the public. The requirements are defined by design criteria, contract specifications, applicable codes, and industry safety, and security standards. SSC is accomplished through a collaborative effort between the Director/CSO or designee and the applicable project team, which may include representatives from other MTD departments, as well as project contractors/consultants.

3.2.2 System Modification

Physical changes to the system that are not governed by the SSC process often fall under the engineering modification process. This includes evaluation and assurance that a proposed modification does not create unacceptable or undesirable risks in a system, vehicle, equipment, or facility previously certified under the system SSC process

3.2.3 Configuration Management

Configuration management encompasses the administrative activities concerned with the creation, operation, maintenance, documentation, controlled change, and quality systems of the agency. Configuration Management ensures that the documentation of MTD property, vehicle, equipment, and systems design elements, as well as systemwide documentation, is accurate and current.

3.2.4 Procurement

New procurements, changes to existing materials, vendors, and contracts, or changes to the procurement process itself, follow the same steps as other changes.

3.3 Continuous Improvement

Continuous improvement involves regularly evaluating safety performance, identifying areas for enhancement, and implementing corrective actions to reduce risk. It ensures that lessons learned from incidents, audits, and performance trends drive proactive changes that strengthen the overall safety culture.

3.3.1 Annual Safety Performance Assessment Process

MTD assesses its safety performance at least annually using SMS processes. The annual safety performance assessment includes review of the effectiveness of SMS processes and controls, and MTD's performance against its SPTs (including those in the safety risk reduction program). The assessment is intended to identify deficiencies and document actions taken to address those deficiencies.

The BIL Committee supports continuous improvement by reviewing annual safety performance target results and trends and recommends mitigations and improvement actions for consideration and implementation. Performance is monitored using agency data systems, dashboards, and routine reviews.

If MTD does not meet the annual safety performance target established by the BIL Committee for the Safety Risk Reduction Program, MTD will:

- A. Assess the associated safety risk through MTD's safety risk assessment process; Mitigate the associated safety risk based on the results of the safety risk assessment using MTD's safety risk mitigation process
- B. Include or incorporate by reference the mitigations developed to address the missed target(s) in this PTASP, consistent with incorporation by reference of Hazard Assessment documentation
- C. Allocate MTD's safety set-aside in the following fiscal year to eligible safety-related projects under 49 U.S.C. 5307 that are reasonably likely to assist MTD in meeting the missed target(s) in the future.

Under the direction of the Accountable Executive (or designee), MTD develops and carries out hazard assessments to address deficiencies (new hazards or ineffective risk controls) identified through the annual safety performance process. These hazard assessments document initial risk, corrective actions, responsible parties, timelines, and include the

mitigations developed when MTD does not meet Safety Risk Reduction Program safety performance targets.

4 Section IV: Safety Promotion

Safety Promotion is focused on building a strong safety culture through communication, training and engagement. Its purpose is to ensure all employees understand their safety responsibilities, are trained to perform their duties safely, and feel encouraged to communicate openly about safety.

4.1 Safety Communication

Safety communication ensures that critical safety information such as policies, procedures, lessons learned, and emerging risks, is effectively shared across all levels of the organization. It fosters a transparent, informed workforce and supports proactive safety behaviors through timely, clear, and accessible messaging. Hazard and safety risk information is communicated in a role-relevant manner (e.g., by workgroup/location/function) so transit workers receive the hazards, controls, and expectations applicable to their duties.

4.1.1 Communication Avenues

MTD uses multiple communication channels to ensure employees are aware of safety actions, procedural changes and the reasons behind them. Communication methods include but are not limited to:

- A. Data visualization
- B. Policies
- C. Bulletins
- D. Advisories and safety directives
- E. Safety emphasis campaigns
- F. Employee Safety and Security Committees

4.2 Competencies and Training

MTD's training requirements ensure that all operations transit workers, maintenance transit workers, and transit workers directly responsible for safety, as well as all other employees have the knowledge and skills to perform their duties safely and understand their role relative to SMS. Training may include, but is not limited to:

- A. Safety training - respirators, blood-borne pathogens, de-escalation, fall protection, first aid/CPR, etc.
- B. Initial and refresher training — position-specific instruction covering on-the-job, technical and administrative requirements, as well as any required certification and qualifications (internal and external)

- C. Vendor and contractor training – programs approved and controlled by MTD, as well as all required contractor training such as roadway worker protection
- D. SMS-related training - Safety concern identification and reporting, SMS for people leaders, etc.
- E. Ongoing competency training for safety and security staff - PTSCTP for designated personnel (see Section 4.2.1), certified safety professional, certified industrial hygienist, etc.
- F. Pathways program – classroom instruction and on-the-job training through the Transit Safety and Security Academy for front line workers that are interested in pursuing careers in safety, security, emergency management, safety auditing, etc.

4.2.1 Public Transportation Safety Certification Training Program

SSQA staff participate in the PTSCTP. As the contract operator of Link Light Rail and Seattle Streetcar, SSQA staff who are directly responsible for safety oversight of a rail fixed guideway public transportation system are reported as PTSCTP Rail designed personnel. Staff who are directly responsible for safety oversight of bus transit are reported as PTSCTP Bus designed personnel.

PTSCTP designated personnel enroll in an Individual Training Plan (ITP) and complete courses required under the PTSCTP curriculum within three (3) years of their initial enrollment. This is accomplished by emailing a request to ftasafetypromotion@dot.gov and include the agency the individual works for, job title/role within the agency, contact phone number, and ITP Bus and/or Rail training track.

SSQA staff that are PTSCTP designated include the following positions:

- A. Director/CSO
- B. Deputy Director
- C. Transit Safety Manager
- D. Transit Security Manager
- E. Rail Safety Strategic Planning Manager
- F. Superintendent, Drug & Alcohol
- G. Superintendent, Emergency Management
- H. Superintendent, Employee Health & Safety
- I. Superintendent, Operations Safety
- J. Superintendent, Physical Security
- K. Superintendent, SSQA Services
- L. TSA, Employee Health & Safety
- M. TSA, Operations Safety

- N. SMS Manager
- O. Training Manager

4.2.1.1 Public Transportation Safety Certification Training Program Courses

The following courses are provided through the TSI and are required for Bus and Rail PTSCTP curriculum:

- A. SMS Awareness
- B. SMS Safety Assurance
- C. SMS Principles for Transit
- D. Transit Rail System Safety
- E. Transit Rail Incident Investigation
- F. Fundamentals of Bus Collision Investigation
- G. Transit Bus System Safety
- H. Effectively Managing Transit Emergencies

4.2.1.2 Public Transportation Safety Certification Training Program Recertification

Upon completion of the PTSCTP curriculum, designated personnel must complete recertification every two (2) years. Recertification requires successful completion of training specified by the FTA and training defined by the CSO, which must include, at minimum, one (1) hour of safety oversight training.

Authorized recertification training courses include but are not limited to the following. Courses not included below must be submitted and approved by the Director/CSO.

- A. Advanced Principles of Track Maintenance (Railway Education Bureau)
- B. Advanced Problems in Bus Collision Investigation (TSI)
- C. Advanced Rail Incident Investigation (TSI)
- D. Basic Principles of Track Maintenance (Railway Education Bureau)
- E. Curbing Transit Employee Distracted Driving (TSI)
- F. Electrical Safety (Railway Education Bureau)
- G. Emergency Response Plan Workshop (TSI)
- H. Fatigue & Sleep Apnea Awareness (TSI)
- I. Occupational Safety and Health Administration (OSHA) 30-hr
- J. Reasonable Suspicion and Post-Accident Testing Determination Seminar-A (TSI)
- K. Safety, Security, and Emergency Management Considerations for FTA Capital Projects (TSI)
- L. Substance Abuse Management and Program Compliance

Appendix A

Bipartisan Infrastructure Law Committee Dispute Resolution Process

Purpose

This appendix defines the process the BIL Committee will use to address disputes that arise within the Committee's scope of responsibilities. The process is intended to support timely resolution, transparent documentation, and continuity of PTASP implementation. When the BIL Committee cannot reach agreement, this process provides for engagement of an independent third-party entity to facilitate resolution and render a final decision.

Scope

- This dispute resolution process applies to disagreements within the BIL Committee related to:
- PTASP content, revisions, and adoption support activities
- Safety Performance Targets (SPTs) for the Safety Risk Reduction Program (SRRP)
- Recommendations for safety risk mitigations arising from hazard assessments and related safety assurance activities
- Prioritization or appropriateness of mitigations reviewed by the Committee
- Other matters explicitly assigned to the BIL Committee under this PTASP

This process does not replace or supersede any applicable collective bargaining agreement provisions, statutory requirements, or other required dispute processes.

Dispute Resolution Process

Disputes are addressed through the following steps:

Step 1: Informal Resolution (BIL Committee)

- The Committee Chair (or designee) documents the disputed issue, the positions presented, and the attempted resolution steps already taken.
- The Committee attempts to reach a collective agreement through discussion, additional data review, and/or assigned follow-up actions.

Step 2: Engagement of Third-Party Entity (Facilitation and Final Decision)

- If agreement cannot be reached, the Committee engages an independent third-party entity to facilitate discussion to attempt a collective agreement.

- The third-party entity will issue a final decision if agreement cannot be reached.

Third-Party Entity

For this PTASP revision cycle, MTD's proposed third-party entity is:

- EverSafe LLC (independent third-party facilitator and decision authority)

Engagement of EverSafe LLC (or any third-party entity) is subject to applicable County contracting, procurement, and authorization requirements.

Meeting Format and Logistics

Third-party dispute resolution engagement may be conducted:

- In person (e.g., one or more full-day working sessions), or
- Virtually (e.g., facilitated sessions conducted by video conference)

Documentation and Records

For each dispute escalated to the third-party entity, MTD will retain the following records in accordance with recordkeeping requirements:

- A written dispute summary (issue statement, scope, and positions)
- Supporting materials reviewed (data, hazard assessments, meeting minutes, prior decisions)
- A summary of facilitation steps taken to attempt collective agreement
- The final decision document issued by the third-party entity, including rationale and any implementation expectations

Final decisions will be referenced in BIL Committee meeting minutes and incorporated into PTASP updates, as applicable.

Funding and Cost Sharing

Costs associated with third-party dispute resolution services will be managed in accordance with applicable County contract and financial procedures. If agreed upon by labor and management, cost sharing may be used as an option for funding third-party dispute resolution services.

Review

This appendix will be reviewed during PTASP revisions and updated as needed to ensure it remains accurate and reflects current practice.

Appendix B

Public Transportation Agency Safety Plan Revision Schedule

Timeline for Annual PTASP Update Process

- a. Early January
 - a. Initiate Annual PTASP Update
 - i. CSO (or designee) announces the update request at MLT meeting
 - ii. SMS Manager sends draft PTASP and Microsoft Form link to MLT, BIL Committee Member for E-Board Review, SSQA leadership, Partner Agencies and SMS Liaisons.
 - iii. Two-week feedback period begins
- b. Early February
 - a. Compile Feedback
 - i. SMS Manager consolidates all feedback into a working draft for the BIL Committee review
- c. February-March
 - a. Conduct BIL Committee Review
 - i. Share compiled draft with BIL Committee before first review meeting
 - ii. Hold recurring PTASP-focused meetings until all feedback is incorporated (typically via weekly meetings)
- d. April – Early May
 - a. BIL Committee sets goals for the Safety performance targets to incorporate into the upcoming PTASP.
- e. May
 - a. Legislative Packet Preparation
 - i. SMS Manager will populate all required legislative packet documents.
 - ii. Ensure templates from the previous year are updated.

- iii. The final packet will be distributed first to the Division Director and the Deputy Director for review.
- f. Late May
 - a. The Legislative Package will be sent by the SMS Manager to:
 - i. Prosecuting Attorney's Office
 - ii. Code Reviser
 - iii. Government Relations
 - iv. Policy Team
- g. Early June
 - a. SMS Manager will send the updated legislative package for copy edit review.
 - b. SMS Manager will ensure updates are incorporated into the package once review is completed.
- h. Mid-June
 - a. SMS Manager will send the updated legislative package to the policy team so it can be routed to the Chief of Staff review.
 - b. SMS Manager will ensure updates are incorporated into the package once review is completed.
- i. Late June
 - a. The Policy Team will route the legislative package to the General Manger for review and signature.
 - b. SMS Manager will ensure updates are incorporated into the package once review is completed.
- j. Early July
 - a. The Policy Team will route the legislative package to the Executive Office for review.
 - b. SMS Manager will ensure updates are incorporated into the package once review is completed.
- k. Mid-August

- a. The Policy Team will route the legislative package to Council for review and sign-off.
 - b. The Government Relations Officer will return the approved PTASP (for use in the succeeding year) to the SMS Executive who will route to the CSO and GM for final sign off before the end of the calendar year.
- l. Late December
 - a. The SMS Executive sends the final signed and approved PTASP to relevant partner agencies for their records and distribution.

If delays occur, continue to advance approvals aiming for August council submission at the latest to ensure consistent PTASP approval before the end of the calendar year.


King County | Office of the Executive
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August 12, 2026

The Honorable Sarah Perry
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Perry:

This letter transmits a proposed Motion that, if approved by Council, would approve the 2027 King County Metro Public Transportation Agency Safety Plan (PTASP) in accordance with the Federal Transit Administration's (FTA) Public Transportation Agency Plan regulations and the Infrastructure Investment and Jobs Act of 2021.

The enclosed 2027 PTASP is the updated version of the 2026 PTASP. The updated 2027 PTASP is a comprehensive document intended to help ensure the safety of Metro's customers, employees, contractors, emergency responders, and the public, as required by the FTA. The PTASP is required for all operators of public transportation systems that are recipients and subrecipients of FTA grant funds such as Metro.

The enclosed 2027 PTASP has been updated in coordination with Metro's Bipartisan Infrastructure Law Committee, a collaboration between Metro and labor partners as directed by the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law. Approval of the PTASP is required by FTA PTASP regulation 49 C.F.R. § 673.

The PTASP outlines Metro's Safety Management System (SMS), a structured and collaborative framework that engages management and labor to enhance Metro's safety culture. The SMS builds upon existing safety practices to proactively identify and mitigate risk, improve the effectiveness of safety data analysis, and strengthen the measurement of safety performance. Additionally, the SMS supports continuous improvement and strategic resource allocation, enabling informed decision making across all organizational levels. Implementing an SMS through the PTASP is a federal requirement for operators of public transportation systems.

The Honorable Sarah Perry

August 12, 2026

Page 2

Thank you for your consideration of this proposed Motion and the attached plan. The important work reflected in this plan will help Metro continue to provide a safe public transportation system for employees, passengers, and the region as a whole.

If your staff have questions, please contact Rebecca Frankhouser, Director/Chief Safety Officer, Safety, Security and Quality Assurance Division, Metro Transit Department, at 206-477-3976.

Sincerely,



Girmay Zahilay

King County Executive

Enclosure

cc: King County Councilmembers

ATTN: Stephanie Cirkovich, Chief of Staff, King County Council

Melani Hay, Clerk of the Council

Karan Gill, Deputy Executive, Office of the Executive

Jasmin Weaver, Chief of Staff, Office of the Executive

Hyeok Kim, Chief Operating Officer, Office of the Executive

Sierra Howlett Browne, Director of Government Relations, Office of the Executive

Garrett Holbrook, Council Relations Manager, Office of the Executive

Michelle Allison, General Manager, Metro

Rebecca Frankhouser, Division Director, Safety, Security, and Quality Assurance, Metro Transit Department

Review of Metro 2027 PTASP's Response to FTA Checklist

The Federal Transit Administration (FTA) requires all public transit agencies that receive federal funds to prepare and regularly update a **Public Transportation Agency Safety Plan (PTASP)**. To aid transit agencies in developing and updating their PTASPs, the FTA has published a checklist for bus transit agencies serving large urbanized areas.¹ This checklist, which is voluntary, includes 13 elements the FTA recommends be included in a transit agency's PTASP. The table below, which was prepared by Council staff, lists each element from the FTA's checklist and summarizes the response in Metro's 2027 PTASP (Attachment A to Proposed Motion 2026-0222).

FTA Element	FTA Description of the Element	Metro 2027 PTASP Response to the Element	2027 PTASP Page #
ELEMENT 1: Transit Agency Information			
1-a	Name and address of the transit agency	Metro's name and address are listed	Cover
1-b	Accountable Executive ² name and/or title	Michelle Allison is listed as the Accountable Executive	viii
1-c	Chief Safety Officer ³ name and/or title	Rebecca Frankhouser is listed as the Chair of the BIL Committee and as the Chief Safety Officer	vi viii
1-d	Mode(s) of transit service covered by the PTASP	Safety targets are listed by fixed route bus and non-fixed route bus Light rail is listed as a Sound Transit service (§1.2.16) Streetcar is listed as an SDOT service (§1.2.17)	4 and following 9 9
1-e	Mode(s) of transit service provided by the transit agency (directly operated or contracted)	Safety targets are listed by fixed route bus and non-fixed route bus The PTASP covers contractors as well as employees	4 and following ix, xv
1-f	FTA funding types	FTA funding types Metro receives are listed	xvii
1-g	Whether the transit agency provides transit service on behalf of another transit agency or entity, and a description of the arrangement(s)	Light rail is listed as a Sound Transit service (§1.2.16) Streetcar is listed as an SDOT service (§1.2.17)	9 9

¹ Public Transportation Agency Safety Plan, Checklist for Bus Transit Agencies Serving Large Urbanized Areas (November 26, 2024) ([link](#))

² KCC 2.16.038.D states that, "The director of the Metro transit department may also be referred to as the department's general manager and the public transit agency's accountable executive."

³ KCC 2.16.038.E

FTA Element	FTA Description of the Element	Metro 2027 PTASP Response to the Element	2027 PTASP Page #
1-h	Whether the agency serves a large urbanized area(s)	The PTASP notes that Metro receives funding from FTA's Section 5307 Urbanized Area Formula Program	x, xvii
1-h-1	Which large urbanized area(s) the agency serves	The PTASP indicates that Metro serves King County	Cover and following
ELEMENT 2: Plan Development, Approval, and Updates			
2-a	Name of entity that drafted the PTASP	King County Metro Transit Department is named	Cover and following
2-b	Accountable Executive's signature and date	Michelle Allison is listed as the Accountable Executive and there is a space for signature	viii
2-c	Safety Committee approval of the PTASP and date	Metro's BIL Committee (aka Safety Committee) is listed, members named, approval verified The date of the PTASP is listed as May 12, 2026	vi vi
2-d	Board of Directors ⁴ approval, date, documentation	The King County Council is identified as the Board of Directors equivalent and there is space for the signed motion to be attached to the PTASP	viii
2-e	Certification of compliance with the FTA's Public Transportation Safety Program and National Public Transportation Safety Plan	The PTASP notes that it complies with the requirements of 49 USC 5329	vi
2-f	Process and timeline for conducting and annual review and update	The PTASP discusses the review and update process, noting that the PTASP is reviewed and revised annually	xv
2-f-1	Process and timeline to include Safety Committee's activities to review and approve the PTASP	The PTASP describes the role of the BIL Committee in reviewing and approving the PTASP	vi, xv
2-f-2	Version number of the PTASP, other relevant info	This is Version 6.0 for 2027	v
2-f-3	Website address for the PTASP	Metro is creating a web-based platform to house and share SMS documentation	xviii

⁴ The King County Council functions as the Board of Directors for Metro (King County Charter Article 2)

FTA Element	FTA Description of the Element	Metro 2027 PTASP Response to the Element	2027 PTASP Page #
ELEMENT 3: General Annual Safety Performance Targets			
3-a	Safety and security major events, as defined in the National Transit Database (NTD) ⁵	Major events are documented (§1.2.1)	3
3-a-1	Major event rate: major events as defined in the NTD, divided by vehicle revenue miles (VRM)	Major event rates are documented (§1.2.2)	4
3-a-2	Collision rate: collisions reported to NTD divided by VRM (NTD/VRM)	Collisions are documented (§1.2.3) Collision rates are documented (§1.2.4)	4
3-a-3	Pedestrian collision rate (with a person) NTD/VRM	Pedestrian collision rates are documented (§1.2.5)	5
3-a-4	Vehicle collection rate (with a motor vehicle) NTD/VRM	Vehicular collision rates are documented (§1.2.6)	5
3-b	Fatalities: total fatalities as defined by NTD	Fatalities are documented (§1.2.7)	5
3-b-1	Fatality rate NTD/VRM	Fatality rates are documented (§1.2.8)	6
3-b-2	Transit worker fatality rate NTD/VRM	Transit worker fatality rates are documented (§1.2.9)	6
3-c	Injuries: total injuries as defined by NTD	Injuries are documented (§1.2.10)	6
3-c-1	Injury rate NTD/VRM	Injury rates are documented (§1.2.11)	7
3-c-2	Transit worker injury rate NTD/VRM	Transit worker injury rates are documented (§1.2.12)	7
3-d	Assaults on transit workers as defined by NTD	Assaults on transit workers are documented (§1.2.13)	7, 8
3-d-1	Rate of assaults on transit workers NTD/VRM	Transit worker assault rates are documented (§1.2.14)	8
3-e	System reliability: mean distance between major mechanical system failures	System reliability is documented (§1.2.15)	8

⁵ The NTD is the repository of data about the financial, operating, and asset conditions of American transit systems ([link](#))

FTA Element	FTA Description of the Element	Metro 2027 PTASP Response to the Element	2027 PTASP Page #
ELEMENT 4: Annual Safety Performance Targets (Safety Risk Reduction Program)			
4-a	Safety and security major events as defined by NTD	Major events are documented (§1.2.1)	3
4-a-1	Major event rate NTD/VRM	Major event rates are documented (§1.2.2)	4
4-b	Total collisions as reported to NTD	Collisions are documented (§1.2.3)	4
4-b-1	Collision rate NTD/VRM	Collision rates are documented (§1.2.4)	4
4-c	Total injuries as reported to NTD	Injuries are documented (§1.2.10)	6
4-c-1	Injury rate NTD/VRM	Injury rates are documented (§1.2.11)	7
4-d	Total assaults on transit workers as reported to NTD	Assaults on transit workers are documented (§1.2.13)	7, 8
4-d-1	Assault rate on transit workers NTD/VRM	Transit worker assault rates are documented (§1.2.14)	8
ELEMENT 5: Coordination with metropolitan, statewide, and non-metropolitan planning processes			
5-a	Performance targets made available to the State to aid in planning ⁶	Metro makes information available to the Washington State Department of Transportation (WSDOT) to aid in the planning process (§1.3)	9
5-b	Performance targets made available to the Metropolitan Planning Organization (MPO) ⁷ to aid in planning	Metro makes information available to the Puget Sound Regional Council (PSRC) to aid in the planning process (§1.3)	9
5-c	The transit agency coordinates with the State and MPO in the selection of State and MPO performance targets	Metro coordinates, to the maximum extent practicable with WSDOT and PSRC in the selection of SPTs (§1.3)	9
ELEMENT 6: Safety Risk Reduction Program			
6-a	Reduction and mitigation of vehicular and pedestrian safety events involving transit vehicles	The BIL Committee is responsible for setting safety risk reduction targets for collisions (§1.4)	9
6-b	Reduction and mitigation of assaults on transit workers	The BIL Committee is responsible for setting safety risk reduction targets for assaults on transit workers (§1.4)	9

⁶ The Washington State Department of Transportation (WSDOT) is considered Metro's "oversight agency" for the purpose of the PTASP

⁷ The Puget Sound Regional Council (PSRC) is the Metropolitan Planning Organization (MPO) for the four-county Puget Sound region

FTA Element	FTA Description of the Element	Metro 2027 PTASP Response to the Element	2027 PTASP Page #
6-c	Safety risk mitigations identified and recommended by the Safety Committee based on a safety risk assessment	The BIL Committee is responsible for identifying and recommending safety risk mitigations identified through hazard assessments (§1.5.5.7) The General Manager is responsible for implementing risk mitigations in the safety risk reduction program (§1.5.1.2)	24 10
ELEMENT 7: Safety Committee Establishment, Membership, and Procedures			
7-a	Establishment and operation of a Safety Committee appropriately scaled to the size, scope, and complexity of the transit agency	Metro's BIL Committee (aka Safety Committee) is described (§1.5.5.7)	24
7-a-1	The Safety Committee was convened by a joint labor management process	The Amalgamated Transit Union (ATU) Local 587, which represents a plurality of Metro employees selects half the members (§1.5.5.7)	25
7-a-2	The Safety Committee consists of an equal number of frontline transit worker representatives and management representatives	The BIL Committee includes equal representation from management and labor (§1.5.5.7)	24, 25
7-a-3	To the extent possible, the Safety Committee includes frontline transit worker representatives from functions across the transit system	The BIL Committee includes a transit operator and a transit mechanic	vi
7-a-4	The labor organization that represents the plurality of the agency's frontline workers selected representatives for the Safety Committee	The Amalgamated Transit Union (ATU) Local 587, which represents a plurality of Metro employees selects half the members (§1.5.5.7)	24, 25
7-a-5	If no labor organization, describe the selection process	N/A	--
7-b	Structure, size, composition, and leadership of the Safety Committee	The BIL Committee has four members: two from management, two from labor	vi
7-b-1	How Safety Committee meeting agendas and notices are developed and shared, and how meeting minutes are recorded and maintained	BIL Committee agendas are developed by the SMS Executive, minutes are recorded for each meeting (§1.5.5.7)	26

FTA Element	FTA Description of the Element	Metro 2027 PTASP Response to the Element	2027 PTASP Page #
7-b-2	Any required training for Safety Committee on the PTASP and Safety Management System (SMS)	All BIL Committee members complete TSI Principles of SMS, SMS Safety Assurance, and SMS Awareness training (§1.5.5.7)	25
7-b-3	Compensation policy for participation in Safety Committee meetings	BIL Committee members participate as part of their work responsibilities. Frontline labor representatives are detailed from their regular assignments (§1.5.5.7)	26
7-b-4	How the Safety Committee will access technical experts, including other transit workers, to advise and support its deliberations	BIL Committee obtains technical input by requesting subject matter experts, including other transit workers, to advise the committee as needed (§1.5.5.7)	25
7-b-5	How the Safety Committee will access transit agency information, resources, and tools, to support its deliberations	BIL Committee will have access to relevant agency safety information, resources, tools, and data from the employee reporting program to support its work. This information will be available in the data management system and accompanying dashboard (§1.5.5.7)	25
7-b-6	How the Safety Committee will access submissions to the transit worker safety reporting program to support its deliberations	BIL Committee will have access to the data management system and accompanying dashboard (§1.5.5.7)	25
7-b-7	How the Safety Committee will reach and record decisions	Decisions will be made through regular meetings and recorded in the minutes (§1.5.5.7)	25
7-b-8	How the Safety Committee will coordinate with the agency's Accountable Executive (General Manager) and Board of Directors (King County Council)	The BIL Committee is responsible to participate in the review and revisions to the PTASP, ensure the PTASP is making progress, and submit the PTASP for Council review (§1.5.5.7)	24
7-b-9	How the Safety Committee will manage disputes	The BIL Committee's dispute resolution process is described (Appendix A)	55
7-b-10	How the Safety Committee will carry out its responsibilities	The PTASP describes the responsibilities of the BIL Committee (§1.5.5.7)	24

FTA Element	FTA Description of the Element	Metro 2027 PTASP Response to the Element	2027 PTASP Page #
ELEMENT 8: Safety Management System (SMS)			
8-a	Transit agency's establishment and implementation of an SMS	The PTASP verifies that Metro has implemented an SMS and provides information on the SMS	xi xv
8-b	SMS is appropriately scaled to the size, scope, and complexity of the transit agency and includes: Safety Management Policy, Safety Risk Management, Safety Assurance, and Safety Promotion	The PTASP describes the required components of the SMS and Metro's implementation strategy	xvii
ELEMENT 9: Safety Management Policy (SMP)			
9-a	A written statement of the SMP, including the agency's safety objectives	A Safety Policy Statement is included (§1.1)	1
9-a-1	The SMP statement includes a description of the Safety Committee	The BIL Committee is described in the PTASP The Safety Policy Statement commits that all employees are provided with adequate and appropriate safety-related information, training, and equipment	24 1
9-b	How the transit agency communicates the SMP throughout the organization	The PTASP describes the safety promotion program, including safety communication (§4.1)	52
9-c	Accountable Executive	The Accountable Executive function is carried out by the General Manager. The PTASP states that the General Manager meets the requirements of 49 CFR 673.5 and 49 CFR 673.23(d)(1). The PTASP lists the responsibilities of the General Manager in terms of the PTASP and SMS (§1.5.1.2)	ix, xv
9-c-1	Accountable for ensuring the SMS is effectively implemented throughout the system and action is taken to address substandard performance		
9-c-2	Has ultimate responsibility for carrying out the PTASP and the Transit Asset Management (TAM) Plan		
9-c-3	Has control or direction over the human and capital resources needed to develop and maintain the PTASP and TAM Plan		
9-c-4	May delegate specific responsibilities but ultimate accountability for safety cannot be delegated		10

FTA		Metro 2027 PTASP Response to the Element	2027 PTASP Page #
Element	FTA Description of the Element		
9-c-5	Implements safety risk mitigations for the safety risk reduction program		
9-c-6	Receives and considers all other safety risk mitigations recommended by the Safety Committee		
9-d	Chief Safety Officer or SMS Executive	The Chief Safety Officer function is carried out by the Director of Metro's Safety, Security, and Quality Assurance (SSQA) Division.	xv
9-d-1	Designated by the Accountable Executive, has authority and responsibility for day-to-day implementation and operation of the SMS		
9-d-2	Direct line of reporting to Accountable Executive	The PTASP lists the responsibilities of the Chief Safety Officer in terms of the PTASP and resulting safety programs, policies, rules, implementation, and procedures, and states that the Chief Safety Officer has a direct line of communication to the General Manager (§1.5.4.4)	20
9-d-3	Is an adequately trained individual who has responsibility for safety		
9-e	Safety Committee		
9-e-1	Reviews and approves the PTASP and any updates before approval by Board of Directors		
9-e-2	Sets annual safety performance targets for the safety risk reduction program		
9-e-3	Identifies and recommends safety risk mitigations, including where agency did not meet an annual target		
9-e-4	Identifies safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended		
9-e-5	Identifies safety deficiencies for purposes of continuous improvement		
9-f	Transit agency leadership and executive management (other than Accountable Executive and Chief Safety Officer) who have authority or responsibility for day-to-day implementation and operation of the SMS	The PTASP describes Metro's senior leadership by team and member, as well as their responsibilities for the PTASP (§1.5.5)	21

FTA Element	FTA Description of the Element	Metro 2027 PTASP Response to the Element	2027 PTASP Page #
9-g	Key staff that support Accountable, Chief Safety Officer, and Safety Committee in developing, implementing, and operating the SMS	The PTASP describes Metro's division leadership teams and their role in managing divisional performance (§1.5.5.6)	24
9-h	A process that allows transit workers to report safety concerns to senior management	Metro's safety promotion program and safety management policy statement include promoting the employee safety reporting program to frontline employees.	xix, 1
9-h-1	The process includes reporting assaults on transit workers, near-misses, and unsafe acts and conditions		
9-h-2	The process includes protections for transit workers who report		
9-h-3	The process includes a description of transit worker behaviors that may result in disciplinary action and are therefore excluded from protection	The SMS liaisons are identified as responsible for supporting employees in identifying and reporting hazards (§1.5.2.2)	13
		Frontline employees are identified as having the responsibility to report safety and security concerns and ideas to supervisors or anonymously (§1.5.3)	15
		The PTASP describes the transit worker safety reporting program (§1.5.4.3.4.2)	19
ELEMENT 10: Safety Risk Management			
10-a	Methods or processes to identify hazards and potential consequences of the hazards	The internal and external methods used to identify and report hazardous conditions are described (§2.1.1)	29
10-a-1	Transit agency considers data and information provided by an oversight authority to identify hazards	Information from the Washington State Department of Labor and Industries, State Safety Oversight Agency, FTA, and National Transportation Safety Board are identified as data sources (§2.1.1)	29
10-a-2	Transit agency considers data and information provided by CDC or a State health authority regarding exposure to infectious diseases	Public health agencies including the CDC are identified as data sources (§3.1.4)	48
10-a-3	Transit agency considers safety concerns identified through Safety Assurance activities	The Safety Assurance Program includes information on continuous improvement activities (§3.3)	50

FTA Element	FTA Description of the Element	Metro 2027 PTASP Response to the Element	2027 PTASP Page #
10-b	Methods or processes to assess the safety risk associated with identified hazards	The PTASP describes the safety risk assessment procedures Metro follows, including likelihood, severity, required responses, hazard resolution, mitigation strategies, hazard tracking, monitoring, and responsibilities (§2.2)	30
10-b-1	Assessment includes assessing the likelihood and severity of the potential consequences of identified hazards	The PTASP describes the safety risk assessment procedures Metro follows, including likelihood, severity, required responses, hazard resolution, mitigation strategies, hazard tracking, monitoring, and responsibilities (§2.2)	30
10-b-2	Assessment determines if safety risk mitigation is necessary and informs prioritization of safety risk mitigations	The PTASP describes mitigation strategies, including immediate and long-term mitigations and layering mitigations (§2.2.5)	41
10-b-3	Assessment takes into account existing safety risk mitigations	The PTASP describes hazard resolution, including all controls used to mitigate risk (§2.2.4)	37
10-c	Methods or processes to identify safety risk mitigations or strategies necessary as a result of the agency's safety risk assessment to reduce the likelihood and severity of potential consequences	The PTASP provides a calculation to score risk and mitigated risk and describes a prioritized list of mitigation strategies (§2.2.4)	37
10-c-1	Methods or processes address the role of the Safety Committee in identifying safety risk mitigations	The PTASP describes the process to receive and consider safety risk mitigations recommended by the BIL Committee (§1.5.1.2)	11
10-c-2	As a source for safety risk mitigation, the agency considers guidance provided by an oversight authority, if applicable, and FTA	The PTASP describes hazard resolution and references the FTA, American Public Transportation Association, and other sources of industry best practices (§2.2.4)	37
10-c-3	As a source for safety risk mitigation, the agency considers guidelines to prevent or control exposure to infectious diseases provided by the CDC or a State health authority	The PTASP describes mitigation strategies related to exposure to infectious diseases (§3.1.4)	48

FTA Element	FTA Description of the Element	Metro 2027 PTASP Response to the Element	2027 PTASP Page #
10-d	When Safety Committee recommends a safety risk mitigation unrelated to the safety risk reduction program and Accountable Executive decides not to implement the mitigation, Accountable Executive prepares a written stations explaining the decision and presents it to the Safety Committee and Board of Directors	The PTASP describes the procedures the Accountable Executive must follow when not implementing a mitigation unrelated to the Safety Risk Reduction Program (§1.5.1.2)	11
10-e	When identifying safety risk mitigations related to vehicular and pedestrian safety events involving transit vehicles, agency and Safety Committee consider mitigations to reduce visibility impairments for transit vehicle operators	The BIL Committee reviews contributing factors and mitigation options, including mitigations to reduce visibility impairments for transit vehicle operators that contribute to accidents (§1.5.5.7)	25
10-f	When identifying safety risk mitigations related to assaults on transit workers, agency and Safety Committee consider deployment of assault mitigation infrastructure and technology on transit vehicles and in transit facilities, including barriers	The BIL Committee reviews contributing factors and mitigation options for assaults on transit workers, including consideration of the deployment of assault mitigation infrastructure and technology on transit vehicles and in transit facilities (§1.5.5.7)	26
10-g	The agency includes in the PTASP the safety risk mitigations the Safety Committee identifies and recommends based on a safety risk assessment as part of the safety risk reduction program	Safety Performance Measures are established annually, including by the BIL Committee (§3.1.2)	48
		The Accountable Executive receives and considers all safety risk mitigations recommended by the BIL Committee (§1.5.1.2)	11
ELEMENT 11: Safety Assurance			
11-a	Activities to monitor the system for compliance with and sufficiency of the agency’s procedures for operations and maintenance	The Safety Assurance system includes configuration management including operations and maintenance (§3.2.3)	49
11-b	Activities to monitor the agency’s operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended	The BIL Committee is responsible for identifying risk mitigations that may be ineffective, inappropriate, or were not implemented as intended (§1.5.5.7)	25

FTA Element	FTA Description of the Element	Metro 2027 PTASP Response to the Element	2027 PTASP Page #
		The PTASP describes internal safety reviews to identify non-compliance, as well as to identify ineffective mitigations (§3.1.3)	48
11-b-1	The Safety Committee's role in safety risk mitigation monitoring	The BIL Committee is responsible for identifying and recommending safety risk mitigations, for identifying risk mitigations that may be ineffective, inappropriate, or were not implemented as intended, and for identifying safety deficiencies (§1.5.5.7)	25
11-c	Activities to conduct investigations of safety events to identify causal factors	Safety event investigations are used to identify and analyze hazardous conditions (§2.1.1)	29
11-d	Activities to monitor information reported through any internal safety reporting programs	Any division or functional area that has a finding of non-compliance must develop and implement a corrective action and review with Metro leadership (§3.1.3)	48
11-e	A process for identifying and assessing changes that may introduce new hazards or impact the transit agency's safety performance	Metro uses a change management process to identify and assess changes that may introduce new hazards or affect its performance (§3.2)	48
11-e-1	Proposed changes that may impact the transit agency's safety performance are evaluated through its Safety Risk Management process	Metro uses the FTA's identified activities to ensure that change is properly recognized (§3.2)	49
11-f	A process to assess the transit agency's safety performance annually	The PTASP includes an update process and timeline (Appendix B)	57
11-f-1	The process includes identifying deficiencies in the SMS and the agency's performance against its (general) safety performance targets	Divisions review and discuss data and safety performance at monthly business reviews to ensure that trends and deficiencies are appropriately addressed (§3.1.1)	47
11-f-2	The process includes identifying deficiencies in the agency's performance against annual safety performance targets set by the Safety Committee for the safety risk reduction program	The Chief Safety Officer or designee reviews safety data regularly with Metro leadership for awareness and to ensure safety risks are mitigated (§3.1.2)	48

FTA Element	FTA Description of the Element	Metro 2027 PTASP Response to the Element	2027 PTASP Page #
11-f-3	The process includes the Safety Committee's role in continuous improvement	The BIL Committee is responsible for identifying safety deficiencies for the purpose of continuous improvement (§1.5.5.7)	25
11-g	Activities to monitor safety performance against annual safety performance targets set by the Safety Committee for the safety risk reduction program	The safety risk matrix identifies the level and type of monitoring that is required for each risk level (Table 2.4)	34
11-h	If the agency does not meet an established annual safety performance target set by the Safety Committee for the safety risk reduction program:	If Metro does not meet an established annual safety performance target, it must assess the associated safety risk, mitigate the risk based on a risk assessment, and allocate its safety set-aside in the following fiscal year (§1.4)	9
11-h-1	The agency assesses the associated safety risk through its safety risk assessment process		
11-h-2	The agency mitigates the associated safety risk based on the results of a safety risk assessment using its safety risk mitigation process		
11-h-3	The mitigations developed when an agency does not meet a safety risk reduction program safety performance target are included or incorporated by reference in the PTASP		
11-h-4	The agency allocates its safety set-aside in the following fiscal year to safety-related projects to help it meet missed safety performance targets for the safety risk reduction program in the future		
11-i	How the agency develops and carries out a plan under the direction of the Accountable Executive to address any deficiencies identified through the safety performance assessment process	If Metro does not meet a target, the PTASP specifies the steps it must take (§1.4)	9
11-i-1	The plan also includes the mitigations developed when an agency does not meet a safety risk reduction program safety performance target	If Metro does not meet a target, the PTASP specifies the steps it must take (§1.4)	9

FTA		Metro 2027 PTASP Response to the Element	2027 PTASP Page #
Element	FTA Description of the Element		
ELEMENT 12: Safety Promotion			
12-a	The transit agency established and implemented a comprehensive safety training program	Metro’s training requirements ensure all employees have the knowledge and skills to perform their duties safely and understand their role relative to SMS (§4.2)	52
12-a-1	The safety training program is for all operations transit workers, maintenance transit workers, and transit workers directly responsible for safety	Metro’s training requirements ensure all employees have the knowledge and skills to perform their duties safely and understand their role relative to SMS (§4.2)	52
12-a-2	The safety training program includes de-escalation training	Safety training includes de-escalation training (§4.2)	52
12-a-3	The safety training program includes safety concern identification and reporting training	SMS-related training includes safety concern identification and reporting (§4.2)	53
12-a-4	The safety training program includes refresher training as necessary	Initial and refresher training is included in the PTASP (§4.2)	52, 53
12-b	How the training agency communicates safety and safety performance information throughout its organization	Safety communication ensures that critical safety information is effectively shared across all levels of the organization (§4.1)	52
12-b-1	How the transit agency conveys information on hazards and safety risk relevant to transit workers’ roles and responsibilities	Safety communication ensures that critical safety information, including emerging risks, is effectively shared across all levels of the organization (§4.1)	52
12-b-2	How the transit agency conveys the safety actions taken in response to reports submitted through the transit worker safety reporting program	The PTASP states that Metro promotes the safety reporting program to frontline employees Assessing the employee safety reporting program is part of the SRM (§3.2)	xiv 45
12-b-3	How the transit agency conveys the results of Safety Committee activities	The General Manager is responsible for receiving and considering all safety risk mitigations recommended by the BIL Committee (§1.5.1.2) Safety Performance Measures are established annually by subject matter experts and the BIL Committee and formally adopted in the PTASP (§3.1.2)	10 48

FTA Element	FTA Description of the Element	Metro 2027 PTASP Response to the Element	2027 PTASP Page #
ELEMENT 13: Additional Information			
13-a	Definitions of terms used in the PTASP	The PTASP includes a list of abbreviations defining commonly used terms	ix
13-b	List of acronyms used in the PTASP	The PTASP includes a list of abbreviations showing the acronyms for commonly used terms	xiii
13-c	Certification of compliance with Part 673 in the Transit Award Management Systems (TrAMS), including:	The PTASP states that the PTASP is rooted in SMS principles and methodology in accordance with 49 C.F.R. Part 673	xvi
13-c-1	Name of the individual or entity that certifies compliance	The General Manager and Chief Safety Officer are named and will sign the PTASP. There is reference to the King County Council motion that will be attached	viii
13-c-2	Date of certification	The 2027 PTASP is identified as Version 6.0 and dated May 12, 2026	v, vi
13-d	Description of recordkeeping process for documents that set forth the PTASP, including those related to the implementation of SMS; results from SMS processes and activities; and those that describe the programs, policies, and procedures that the transit agency uses to carry out its PTASP	Metro has developed a process for housing all SMS records in a Learning Management System	xix
13-d-1	Includes that documents will be made available upon request by FTA or other Federal or State entity	Metro distributes and makes available its data and targets to regulatory authorities (§1.3)	9
13-d-2	Includes that the transit agency will maintain these documents for a minimum of three years after they are created	The Chief Safety Officer is required to ensure that the PTASP and SMS are implemented and meet all regulatory requirements (§1.5.4.4)	20



Metropolitan King County Council Staff Report

Committee:	Transportation, Economy, and Environment Committee		
Agenda Item:	14	Analyst(s):	Jake Tracy
Proposed No.:	2026-B0106	Meeting Date:	September 15, 2026

OVERVIEW

TOPIC: Recommendations for 2027 Conservation Futures Tax and Parks Levy open space acquisition funding.

LEGISLATION SUMMARY

Each year, the King County Conservation Futures Advisory Committee prepares recommendations for Conservation Futures Tax (CFT) and Parks Levy (PL) open space acquisition project allocations. These recommendations are submitted to the Council, as well as to the Executive, who determines how to incorporate them into the proposed budget for the following year. The Council makes final allocations by ordinance. No legislation is before the committee as part of this briefing.

The Advisory Committee reviewed 57 applications requesting approximately \$132 million and recommended \$100.5 million in total funding across all 57 applications. This includes \$98.4 million for property acquisition and \$2.1 million for initial site stabilization costs (SSC). The recommended funding consists of \$86.7 million in CFT funding and \$13.8 million in PL funding and is expected to conserve approximately 1,400 to 1,600 acres.

KEY ISSUES FROM THE ANALYSIS

Council staff have not identified any key issues.

BACKGROUND & TIMING CONSIDERATIONS

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Conservation Futures program. The CFT is a dedicated property tax authorized by state law for acquiring interests in open space land. King County has collected the tax since 1982. Open space land under King County Code (K.C.C.) chapter 26.12 and RCW 84.34.020 includes open space, agricultural land, and timber land. Voters restored the collection rate

to the statutory maximum of 6.25 cents per \$1,000 of assessed value in November 2022.¹ The program is a principal funding source for the County's Land Conservation Initiative.

Annual recommendation process. K.C.C. 26.12.010 establishes an annual process through which cities, towns, metropolitan park districts, eligible nonprofit organizations, and the County may apply for CFT funding. The volunteer Conservation Futures Advisory Committee evaluates the applications and recommends projects and award amounts. Its report must describe each project, the applicable evaluation criteria, the requested amount, and regional or other significance. The recommendations are advisory to the Executive and Council. Final awards require Council appropriation through the budget.

Motion 16386, adopted in 2023, approved current project eligibility criteria. The criteria require property to qualify as open space under state law and to satisfy at least one identified conservation or equity category. The motion also directs the Advisory Committee to consider educational opportunities, threat, feasibility, partnerships, inclusion in adopted plans or transfer of development rights, stewardship, and regional significance. Future uses must remain primarily low-impact and passive, and nonvegetative impervious surfaces generally may not exceed 15% of the site excluding trails, and awards generally must be spent within two years unless the Advisory Committee accepts a compelling reason for continuation.

Matching funds and opportunity areas. Under county code and Motion 16386, an applicant generally must provide at least 25% of total eligible project costs, and CFT may provide up to 75%. However, the Advisory Committee may waive the match for an opportunity area acquisition when the applicable quantitative or qualitative criteria and community engagement requirements are met. Opportunity areas are defined in K.C.C. 26.12.003.J. as follows, with section one representing the quantitative criteria and section two representing the qualitative criteria:

"Opportunity areas" means:

1. Areas within King County that:

a. are located in a census tract in which the median household income is in the lowest one-third for median household income for census tracts in King County;

b. are located in a ZIP code in which hospitalization rates for asthma, diabetes and heart disease are in the highest one-third for ZIP codes in King County; and

¹ Ordinance 19458

c. are within the Urban Growth Boundary and do not have a publicly owned and accessible park or open space within one-quarter mile of a residence, or are outside the Urban Growth Boundary and do not have a publicly owned and accessible park or open space within two miles of a residence; or

2. Areas where the project proponent or proponents can demonstrate, and the advisory committee determines, that residents living in the area, or the populations the project is intended to serve, disproportionately experience limited access to public open spaces and experience demonstrated hardships including, but not limited to, low income, poor health and social and environmental factors that reflect a lack of one or more conditions for a fair and just society as defined as "determinants of equity" in K.C.C. 2.10.210.

Initial site stabilization. made initial site stabilization costs (SSC) became eligible for CFT funding following 2023 legislation.² These costs are for initial actions directly associated with an acquisition, and are limited to signage, fencing, and demolition necessary for public safety or resource protection. Annual SSC awards may not exceed 25% of the prior year's CFT levy, may not supplant existing funding, and are subject to a per-parcel maximum set annually by the Department of Natural Resources and Parks (DNRP). Executive staff state that for 2027, projects without demolition needs are subject to a \$30,000 per-parcel SSC limit, inclusive of match contribution. Parcels *with* demolition needs are subject to a standard limit of \$250,000 per parcel, inclusive of match, but this can be raised to \$500,000 per parcel if the Advisory Committee determines that demolition needs warrant it.

Parks Levy funding. King County park levies have included dedicated funding for County open space acquisition since 2008. King County voters approved the 2026–2031 King County Parks, Trails, and Open Space Levy in August 2025.³ Consistent with the accompanying Parks Levy motion,⁴ this Conservation Futures Advisory Committee includes recommendations for parks levy funding in its annual recommendations package.

Timing. The Advisory Committee completed its recommendations report on June 11, 2026, after reviewing applications from March through May. This briefing gives the Council an opportunity to review the recommendations before the Executive transmits the mid-biennial appropriation ordinance, which will include the Executive's funding recommendations for Council consideration, in the fall.

² Ordinance 19647

³ Ordinance 19922

⁴ Motion 16797

2027 project funding recommendation summary. The Advisory Committee reviewed 57 applications requesting approximately \$132 million. It recommends full funding for 35 of the applications and partial funding for the remaining 22 applications, for a total of \$100.5 million in funding (approximately 76% of requested funding). No applications were recommended to not receive funding.

Application Trend. Demand for CFT dollars jumped significantly in 2024, after voters restored the CFT rate, and has remained at a comparatively high level since. While 57 applications for 2027 is fewer than 64 applications in 2026, the total amount requested is similar, as shown in Table 1.

Table 1. CFT and Parks Levy Applications and Committee Recommendations, 2022–2027

Award year	Applications	Amount requested	Amount recommended
2022	44	\$52.0 million	\$45.0 million
2023	37	\$58.2 million	\$51.7 million
2024	53	\$100.0 million	\$109.0 million
2025	54	\$132.0 million	\$107.0 million
2026	64	\$137.0 million	\$108.7 million
2027	57	\$132.0 million	\$100.5 million

Requesting Entity. The County, cities, and nonprofit organizations are eligible for acquisition funding. Table 2 shows the breakdown of recommendations by requesting entity.

Table 2. Committee-recommended 2027 Funding by Requesting Entity

Requesting Entity	Number of awards	Amount Recommended
City	18	\$30.6 million
County	35	\$65.1 million
Nonprofit	4	\$4.8 million
Total	57	\$100.5 million

Funding sources. The Advisory Committee's recommendation consists of approximately \$86.7 million in CFT funding and \$13.8 million in PL funding. Table 3 gives a breakdown of recommended funding by source.

Table 3. Committee-recommended 2027 Funding by Source

Funding source	Amount
CFT annual collections	\$36.7 million
CFT bond proceeds	\$50 million
Parks Levy	\$13.8 million
Total	\$100.5 million

Geographic Distribution. Projects recommended for funding are located in all Council districts except for District Four. No applications from District Four were received. Table 4 gives a breakdown of number of awards per Council district.⁵

Table 4. Geographic Distribution of Committee-recommended 2027 Awards

Council District	Number of Awards
1	8
2	1
3	13
4	0
5	1
6	3
7	1
8	10
9	20

⁵ The *Hip Hop is Green EcoWorld Development* project, which aims to acquire twenty acres of land for environmental conservation, sustainable agriculture, climate justice, and leadership development, has yet to identify a location and so is not. The *Bellevue Open Space* SSC award covers both Districts 6 and 9 and so is counted in each. The *Shoreline* SCC project in District 1 is counted as one project here and in the committee's report, though technically it is split into two projects for match waiver purposes.

A map of all request locations can be found on page 12 of the Committee's report, which is Attachment 1 to this staff report.

Opportunity area match waivers. In addition to five ongoing projects that were previously awarded match waivers and would continue to receive match waivers for 2027 funding, six projects requested new match waivers. The Advisory Committee deemed four projects eligible through the qualitative method, one project eligible through the quantitative method, and a final project, the Forterra NW Seahurst Park edition, ineligible for a match waiver. Information on each request and the committee's finding is summarized in Table 5.

Table 5. New Match Waiver Requests and Advisory Committee Recommendations

Applicant and project	Advisory Committee Decision	Recommended funding	Basis or committee finding
SeaTac – North SeaTac Park Preservation	Granted	\$8,000,000	Qualitative method
Seattle – South Park Water Quality Facility	Granted	\$2,000,000	Qualitative method
Forterra NW – Seahurst Park Addition	Not granted	\$711,900 at standard match	The committee did not find a sufficiently direct connection to, or engagement with, the community whose data supported the request.
Hip Hop is Green – EcoWorld Development	Granted	\$3,645,000	Qualitative method
King County – Duwamish River Transition Zone	Granted	\$2,464,250	Quantitative method
King County – South Park Triangle East	Granted	\$307,500	Qualitative method

Site-stabilization costs. The Advisory Committee recommends awarding the full \$2.1 million requested for SSC across 12 projects. This is below the funding cap in county code limiting SSC to 25% of the previous year's total levy.

Council staff asked how Executive staff determined compliance with the code requirement that SSC not supplant existing funding. Executive staff stated that applicants were required to attest that SSC funding did not supplant other funding sources already secured for site stabilization.

Council staff also inquired how the \$30,000 in proposed SSC for the *Hip Hop is Green EcoWorld Development project*, which has not yet identified a site, would be used, given that SSC are limited to signage, fencing, and demolition. Executive staff stated that the project applicants applied for the allowed maximum for one parcel without demolition

needs and that, if a parcel was acquired, they would use that money for signage and fencing at the site.

INVITED

- Ingrid Lundin, Conservation Futures Program Manager, Water and Land Resources Division, DNRP
- Catherine Gockel, Chair, Conservation Futures Advisory Committee
- Jean White, Vice-chair, Conservation Futures Advisory Committee

ATTACHMENTS

1. 2026-RPT0091 CFAC Recommendations for the Allocation of 2027 Conservation Futures Tax Levy and Parks Levy County Open Space Acquisition Funding
2. CFAC Presentation Slides
3. CFAC Handout
4. Transmittal Letter
5. CFAC Cover Letter

KING COUNTY
CONSERVATION FUTURES ADVISORY COMMITTEE

**Recommendations for the Allocation of
2027 Conservation Futures Tax Levy and Parks Levy County Open Space
Acquisition Funding**

June 11, 2026

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INTRODUCTION

Report Purpose

This report presents the recommendations of the King County Conservation Futures Advisory Committee (“committee”). The committee is a volunteer advisory board with members appointed by the King County Executive and confirmed by King County Council. The committee reviews applications for Conservation Futures Tax Levy (CFT) and King County Parks Levy county open space acquisition (PL) funding and recommends project funding awards to the King County Executive. The Executive proposes funding awards to the King County Council, which makes the final CFT and PL funding allocations by ordinance adoption.

Funding Recommendations

This year, the committee reviewed 57 applications from cities, nonprofit organizations, and the County requesting \$132 million in CFT and PL funding. Of the total request, \$130 million was requested for property acquisition and \$2.1 million was requested for site stabilization costs (SSC).

Projects requesting a match waiver, where the standard 25 percent match requirement is waived and CFT pays 100 percent of the costs, totaled \$24 million. These included six projects requesting a new match waiver and five projects that already had a match waiver from past awards.

The committee has completed its deliberative process (discussed further below) and is pleased to recommend awards totaling \$100.5 million, including \$98.4 million for acquisition and \$2.1 million for SSC. These awards would fund approximately 1,500 acres of conservation. The recommended awards consist of the following:

- \$86.7 million in CFT funds, consisting of:
 - \$36.7 million CFT annual funds from annual collections
 - \$50 million CFT bond funds previously approved in the 2027 CFT bond project (appropriated in the 2026 budget but not yet assigned to projects)
- \$13.8 million in PL county open space funds

Five projects were granted new match waivers and five already had match waivers, resulting in a total of 10 awards and \$21 million toward projects with match waivers this year.

Background: Conservation Futures Tax Levy Funding (CFT)

CFT is a dedicated portion of property tax collected throughout King County, used to purchase open space lands and easements in unincorporated King County and in King County’s cities. CFT funding is a major part of accelerating the pace of land conservation under the King County Land Conservation Initiative. Between 2020 and 2025, the County adopted numerous CFT policy changes, including bonding against future CFT revenues, restoring the CFT collection rate to 6.25 cents per \$1,000 assessed value (securing 70 percent King County voter approval to do so), reducing barriers to acquisition by lowering the required match from 50 percent to 25 percent, and adding SSC as an eligible expense. This year, the County allowed a higher upper limit on demolition costs if environmental or building conditions raised costs.

The program offers a match waiver for projects in “opportunity areas,” with the goal to eliminate disparities in access to green spaces, parks, and trails in communities that have the greatest needs. Projects may qualify for a match waiver under what is termed Method #1/Quantitative Method if located in areas of the county with the lowest incomes, highest hospitalization rates for environmentally related chronic health conditions, and limited access to open spaces (qualification is not automatic; the applicant must demonstrate community engagement and the committee must determine if the project qualifies). Projects may also qualify under what is termed Method #2/Qualitative Method by demonstrating that the population served by the project experience disproportionately limited access to open spaces and demonstrated hardships. Match waiver projects need to demonstrate community engagement.

Background: King County Parks Levy County Open Space Acquisition Funding

King County has included dedicated PL funding for County open space projects in its park levies since 2008. Following the direction of Motion 12809, the committee makes the funding recommendations for CFT and PL funding. The committee believes that this practice is even more important now to achieve a balance of CFT and matching PL funding awarded to County projects and help further the goals of the Land Conservation Initiative, particularly since non-CFT match funding is often the limiting factor in funding County PL projects. The most recent park levy was approved by King County voters in August 2025: The 2026-2031 King County Parks, Trails, and Open Space Levy.

Application Review and Funding Recommendation Process

The committee met from March through May 2026 to review projects and make recommendations. The committee held six online project review sessions with applicants in March and April and two field trips for educational purposes, representing a cross-section of project sites across the county. The committee was pleased to again have the input and partnership of Open Space Equity Cabinet members as part of a working group that provided match waiver project recommendations to the full committee. There are many potential open space categories, and each year the committee strives to provide a balanced package of open space acquisition projects, with benefits such as wildlife and salmon habitat, farmland and forest preservation, passive outdoor recreation opportunities, urban greenspaces, and opportunity area/equity-driven projects. The committee reviews each project considering the adopted Conservation Futures criteria. The committee also considers factors related to the likelihood of success for specific projects, broader public policy goals, equity and social justice, community-driven open space priorities, the threat of loss of open space resources, once-in-a-generation opportunities, the geographic distribution of projects throughout the county, and regional significance. While the recommended awards reflect applicant cost estimates, if the project comes in under budget or does not move forward, funding is reallocated to other projects through the committee’s project progress process. The committee's recommendations for making awards of CFT bond dollars were based on factors such as likelihood of implementation in the near future, likelihood of securing match funding, and compliance with bond-related financing requirements.

Committee Perspective

The following are a few takeaways from the committee’s review of projects seeking 2027 CFT and PL funding:

- The committee sees continued high demand for open space funding in response to the Land Conservation Initiative, particularly building on the recent policy changes to increase available CFT funding and reduce barriers to applicants through match reduction and introduction of SSC. The applications received represent high-quality land to be protected or restored to achieve conservation visions.
- The match waiver continues to be an effective mechanism to incentivize projects serving historically excluded communities, and the committee appreciates efforts by applicants to center community engagement as they develop their projects.
- The use of bond funding helps keep pace with the demand and the intended pacing to accelerate conservation and achieve Land Conservation Initiative goals.
- The committee appreciates that CFT can now contribute to demolition and initial site stabilization needs associated with acquisitions, and that this funding source removes another barrier to applicants being able to utilize this funding source for their constituents.
- The committee values the diversity of the types of land that CFT can fund, and communities this funding source serves. Projects range from large-scale forest, river, and farmland protection, which contribute regional benefits and environmental services to all of King County; to new parks for underserved communities in urban areas; to trails that connect landscapes and jurisdictions across the County.
- There is ongoing interest in CFT by nonprofits, for example, through projects working on securing farmland access and land tenure for historically underserved populations. The committee appreciates the advance review of organizational eligibility and capacity by the Department of Natural Resources and Parks, which allows the committee to focus on the merits of the project.
- The committee values the exemplary County staff support provided to the committee and Conservation Futures program, as well as the King County programs that implement County land acquisitions.

Highlights: Projects Sponsored by Cities

Of the many projects adding open space in cities, highlights include:

- Bellevue projects that preserve a P-patch and orchard near affordable housing, preserve forests for trail connection opportunities, and continue Lake Sammamish waterfront protection.
- Kenmore's projects that reflect the city's priorities to address fish barriers and support fish passage.
- Kirkland expanding open space protection at two locations along Forbes Creek.
- SeaTac's North SeaTac Park match waiver project to bring a priority 45 acres into city ownership and eliminate threat of loss.
- Seattle's South Park Water Quality Facility match waiver project's commendable example of deep community engagement, to help shape the restoration, trail, and community use vision at this stormwater treatment facility on the Duwamish River waterfront.
- Shoreline's ongoing 192nd Hemlock Open Space match waiver project protecting land adjacent to a rapidly developing corridor near Aurora Avenue.

Highlights: Projects Sponsored by Nonprofits

Highlights from nonprofit applicants include:

- Forterra NW's Seahurst Park project will preserve a southern parcel integral to this large regional park in partnership with the City of Burien.
- Hip Hop is Green's match waiver project will support a vision for a rural farm, habitat conservation, and community-facing site, where they will build on their youth engagement and food production values.
- Vashon-Maury Island Land Trust's continued collaboration with King County on Vashon Island habitat preservation.

Highlights: Projects Sponsored by King County

King County applicants continue to build on ongoing multiyear projects and propose new projects, including:

- Water Resource Inventory Area (WRIA) 7 (Snoqualmie Watershed): Stream-based conservation opportunities include efforts along the Snoqualmie River, Patterson Creek, and Tolt River; upland conservation focuses on preserving forested tracts and supporting backcountry and regional trail user experiences.
- WRIA 8 (Cedar-Lake Washington Watershed): Projects along the Cedar River and Bear, Evans, Issaquah, and Molasses creeks continue ongoing conservation efforts linked to rivers and stream restoration; the focus of upland efforts include conservation of forests near McGarvey Park, recreation opportunity at Lake Youngs, and the start of a vision for preservation at the Bastyr campus in Kenmore, in partnership with Forterra.
- WRIA 9 (Green River Watershed): Ongoing projects along the Green River and tributary streams continue conservation along important salmon-bearing streams; farmland conservation and acquisitions to add urban greenspace in urban unincorporated areas are also featured in this watershed.
- WRIA 10 (White River Watershed): Preservation of a scenic mountain with potential trail opportunity.
- Vashon-Maury Island: Ongoing work to conserve streams, estuaries, marine shoreline, and upland forest conservation expanding Frog Holler Forest.

Awards for multiyear projects

Many of the recommended 2027 awards add to existing awards for multiyear projects. These projects work toward large-scale conservation visions that are achieved over multiple years as properties become available for acquisition. The committee approves the parcels from the 2027 funding applications as priorities in the scope of all related prior awards to the project. Funding awarded to these projects in previous years may now be spent on newly added parcels from the 2027 funding applications. Some multiyear projects in this grant round represent a consolidation of past separate projects in the same geography, as described in the project profiles. [Appendix 2 - Related Project Numbers](#) documents the relationship between current awards and past awards to the project, and scopes that are now linked through consolidation of past projects into a broader geographic scope.

Navigating this report

The remainder of this report is structured in three parts:

1. **Recommendation summary**, which includes an overview of funding recommendations and map of applications.
2. **Project profiles**, which provide project-specific details of project scopes and benefits, funding and match waiver requests, scope actions, and committee recommendations.
3. **Additional scope changes**, which describe scope changes adopted since the most recent project progress review for previously funded projects that didn't have applications in this current grant round.

Project profiles are organized by applicant type (city projects, nonprofit projects, then County-sponsored projects). Within these sections, city and nonprofit projects are listed alphabetically by organization name and County projects are listed by geographic location in the following order: WRIA 7, WRIA 8, WRIA 9, WRIA 10, and Vashon-Maury Island. If multiple applications have been submitted by an applicant, projects are listed in alphabetical order by project name.

RECOMMENDATION SUMMARY

The table below summarizes the committee’s recommendations for the allocation of 2027 Conservation Futures awards. The projects listed below are for acquisition funding, unless specifically noted as being for site stabilization costs (SSC). SSC are for initial preserve-and-protect work following acquisition, such as structure demolition, signage, and fencing. The acres in scope listed in the table reflect the acres to be conserved if the project received full funding. Based on the funding levels recommended, the actual area of land to be conserved with these awards is approximately 1,400 to 1,600 acres. Many projects, particularly King County projects, are multiple-parcel, multiple-year efforts. Not all the acreage will be purchased in one year, but partial progress can be made.

Further detail on the recommendations is provided in the individual project descriptions. The bond project numbers listed in the individual project descriptions are the subprojects assigned within 2027 CFT bond parent project #1150389. A standalone list of bond projects is provided in [Appendix 1 - Recommended 2027 CFT Bond Project List](#). Project locations are shown in the project map below the table.

Organization	Project Name	Match Waiver Recommended	Acquisition Funding Recommended					SSC Recommended	Acres in Scope	KC Council District
			Total CFT	CFT Annual	CFT Bond	PL	Total Acquisition Funding			
CITY PROJECTS										
Bellevue	Bellevue Affordable Housing Partnership	N/A	\$731,250	\$731,250	\$0	\$0	\$731,250	\$0	1	9
Bellevue	Bellevue Greenways and Open Space	N/A	\$3,665,750	\$365,750	\$3,300,000	\$0	\$3,665,750	\$300,000 ¹	6	9
Bellevue	Bellevue Open Space SSC	N/A	\$0	\$0	\$0	\$0	\$0	\$361,875 ¹	N/A	6, 9
Bellevue	West Lake Sammamish Open Space	N/A	\$3,642,000	\$3,642,000	\$0	\$0	\$3,642,000	\$0	1	6
Carnation	Carnation Conservation	N/A	\$24,000	\$24,000	\$0	\$0	\$24,000	\$0	16	3
Covington	Jenkins Creek Open Space	N/A	\$2,462,063	\$462,063	\$2,000,000	\$0	\$2,462,063	\$281,250	13	9
Duvall	Big Rock Ballfields Expansion - Round 2	N/A	\$727,815	\$727,815	\$0	\$0	\$727,815	\$18,750	9	3
Kenmore	Sammamish River Tributary Acquisition	N/A	\$1,462,425	\$462,425	\$1,000,000	\$0	\$1,462,425	\$37,500 ²	1	1
Kenmore	Tributary 0056 Acquisition	N/A	\$1,477,440	\$1,477,440	\$0	\$0	\$1,477,440	\$37,500 ²	1	1
Kirkland	Carpenter Acquisition	N/A	\$1,039,500	\$1,039,500	\$0	\$0	\$1,039,500	\$48,750	2	6
Kirkland	Forbes Creek Acquisition	N/A	\$826,500	\$826,500	\$0	\$0	\$826,500	\$0	2	1
Kirkland	Seabrook Acquisition	N/A	\$58,350	\$58,350	\$0	\$0	\$58,350	\$0	1	1
SeaTac	North SeaTac Park Preservation Project - 45 Acres	Yes	\$8,000,000	\$200,000	\$7,800,000	\$0	\$8,000,000	\$0	45	5
Seattle	Sherry Property Demolition/SSC	N/A	\$0	\$0	\$0	\$0	\$0	\$307,500	N/A	9
Seattle	South Park Water Quality Facility	Yes	\$2,000,000	\$200,000	\$1,800,000	\$0	\$2,000,000	\$0	0	8

¹ The SSC funding recommended for Bellevue Greenways and Open Space will be awarded into the Bellevue Open Space SSC project, resulting in a total award to the Bellevue Open Space SSC project of \$661,875.

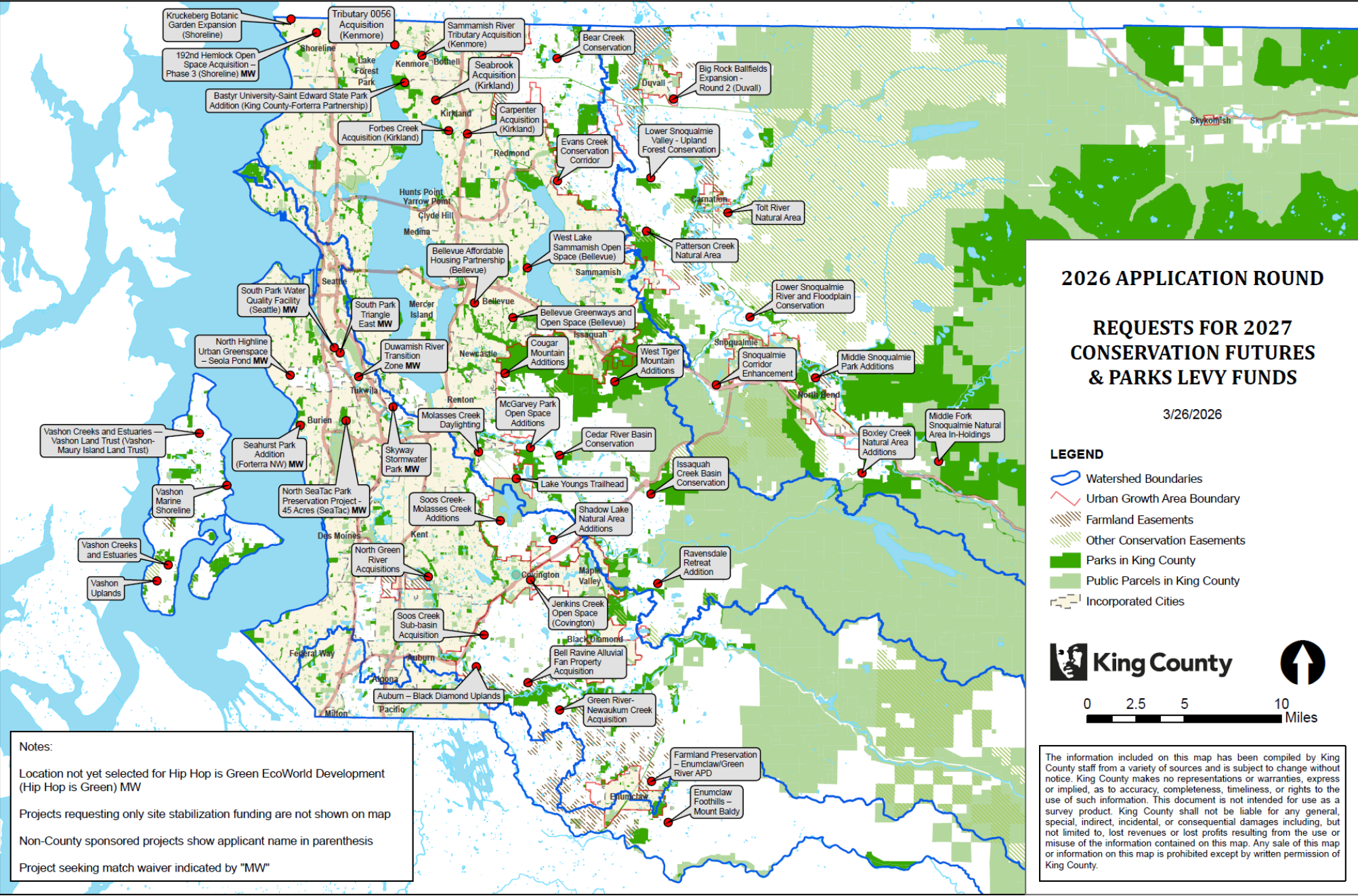
² The SSC funding recommended for Kenmore’s Sammamish River Tributary Acquisition and Tributary 0056 Acquisition projects will be awarded into a standalone Kenmore SSC project, with a total award of \$75,000.

Recommendations for the Allocation of 2027 CFT & PL Funding Page 9

Organization	Project Name	Match Waiver Recommended	Acquisition Funding Recommended					SSC Recommended	Acres in Scope	KC Council District
			Total CFT	CFT Annual	CFT Bond	PL	Total Acquisition Funding			
Shoreline	192nd Hemlock Open Space Acquisition – Phase 3	MW previously awarded	\$2,245,000	\$145,000	\$2,100,000	\$0	\$2,245,000	\$0	1	1
Shoreline	Kruckeberg Botanic Garden Expansion	N/A	\$400,000	\$400,000	\$0	\$0	\$400,000	\$0	0	1
Shoreline	Shoreline SSC	N/A	\$0	\$0	\$0	\$0	\$0	\$22,500 ³	N/A	1
		MW previously awarded	\$0	\$0	\$0	\$0	\$0	\$440,000	N/A	1
NONPROFIT PROJECTS										
Forterra NW	Seahurst Park Addition	No	\$711,900	\$711,900	\$0	\$0	\$711,900	\$0	13	8
Hip Hop is Green	Hip Hop is Green EcoWorld Development	Yes	\$3,615,000	\$3,615,000	\$0	\$0	\$3,615,000	\$30,000	TBD	TBD
Vashon-Maury Island Land Trust	Vashon Creeks and Estuaries — Vashon Land Trust	N/A	\$195,000	\$195,000	\$0	\$0	\$195,000	\$0	31	8
Watershed Community Development	The Bend Live-Work District Park - SSC	MW previously awarded	\$0	\$0	\$0	\$0	\$0	\$250,000	N/A	8
COUNTY PROJECTS										
KC - WRIA 7	Boxley Creek Natural Area Additions	N/A	\$562,500	\$562,500	\$0	\$187,500	\$750,000	\$0	12	3
KC - WRIA 7	Lower Snoqualmie River and Floodplain Conserv.	N/A	\$1,836,375	\$336,375	\$1,500,000	\$175,000	\$2,011,375	\$0	108	3
KC - WRIA 7	Lower Snoqualmie Valley - Upland Forest Conserv.	N/A	\$2,212,500	\$212,500	\$2,000,000	\$737,500	\$2,950,000	\$0	133	3
KC - WRIA 7	Middle Fork Snoqualmie Natural Area In-Holdings	N/A	\$1,950,000	\$250,000	\$1,700,000	\$650,000	\$2,600,000	\$0	146	3
KC - WRIA 7	Middle Snoqualmie Park Additions	N/A	\$646,875	\$646,875	\$0	\$215,625	\$862,500	\$0	31	3
KC - WRIA 7	Patterson Creek Natural Area	N/A	\$1,708,125	\$308,125	\$1,400,000	\$569,375	\$2,277,500	\$0	24	3
KC - WRIA 7	Snoqualmie Corridor Enhancement	N/A	\$1,042,500	\$42,500	\$1,000,000	\$347,500	\$1,390,000	\$0	35	3
KC - WRIA 7	Tolt River Natural Area	N/A	\$931,500	\$131,500	\$800,000	\$310,500	\$1,242,000	\$0	57	3
KC - WRIA 8	Bastyr University-Saint Edward State Park Addition (King County-Forterra NW Partnership)	N/A	\$500,000	\$500,000	\$0	\$0	\$500,000	\$0	20	1
KC - WRIA 8	Bear Creek Conservation	N/A	\$570,000	\$570,000	\$0	\$190,000	\$760,000	\$0	10	3

³ The Shoreline SSC application requesting \$462,500 included SSC for multiple projects with different match requirements. These recommended funds will be awarded into two separate projects: (1) \$22,500 to Shoreline SSC with a standard match obligation; and (2) \$440,000 to Shoreline SSC MW with no match obligation.

Organization	Project Name	Match Waiver Recommended	Acquisition Funding Recommended					SSC Recommended	Acres in Scope	KC Council District
			Total CFT	CFT Annual	CFT Bond	PL	Total Acquisition Funding			
KC - WRIA 8	Cedar River Basin Conservation	N/A	\$1,692,000	\$292,000	\$1,400,000	\$564,000	\$2,256,000	\$0	122	9
KC - WRIA 8	Cougar Mountain Additions	N/A	\$1,848,750	\$348,750	\$1,500,000	\$616,250	\$2,465,000	\$0	57	9
KC - WRIA 8	Evans Creek Conservation Corridor	N/A	\$900,000	\$400,000	\$500,000	\$0	\$900,000	\$0	16	3
KC - WRIA 8	Issaquah Creek Basin Conservation	N/A	\$746,250	\$346,250	\$400,000	\$248,750	\$995,000	\$0	18	9
KC - WRIA 8	Lake Youngs Trailhead	N/A	\$375,000	\$375,000	\$0	\$625,000	\$1,000,000	\$0	11	9
KC - WRIA 8	McGarvey Park Open Space Additions	N/A	\$4,539,375	\$539,375	\$4,000,000	\$1,513,125	\$6,052,500	\$0	193	9
KC - WRIA 8	Molasses Creek Daylighting	N/A	\$1,666,790	\$1,666,790	\$0	\$0	\$1,666,790	\$0	1	9
KC - WRIA 8	Ravensdale Retreat Addition	N/A	\$3,495,000	\$495,000	\$3,000,000	\$1,165,000	\$4,660,000	\$0	151	9
KC - WRIA 8	West Tiger Mountain Additions	N/A	\$840,000	\$840,000	\$0	\$0	\$840,000	\$0	38	3
KC - WRIA 9	Auburn - Black Diamond Uplands	N/A	\$900,000	\$400,000	\$500,000	\$300,000	\$1,200,000	\$0	31	9
KC - WRIA 9	Bell Ravine Alluvial Fan Property Acquisition	N/A	\$240,675	\$240,675	\$0	\$0	\$240,675	\$0	1	9
KC - WRIA 9	Duwamish River Transition Zone	Yes	\$2,464,250	\$464,250	\$2,000,000	\$0	\$2,464,250	\$0	3	8
KC - WRIA 9	Farmland Preservation – Enumclaw/Green River APD	N/A	\$1,514,469	\$514,469	\$1,000,000	\$0	\$1,514,469	\$0	74	9
KC - WRIA 9	Green River-Newaukum Creek Acquisition	N/A	\$3,000,000	\$1,500,000	\$1,500,000	\$1,000,000	\$4,000,000	\$0	48	9
KC - WRIA 9	North Green River Acquisitions	N/A	\$1,275,000	\$275,000	\$1,000,000	\$425,000	\$1,700,000	\$0	21	7
KC - WRIA 9	North Highline Urban Greenspace – Seola Pond	MW previously awarded	\$700,000	\$700,000	\$0	\$0	\$700,000	\$0	1	8
KC - WRIA 9	Shadow Lake Natural Area Additions	N/A	\$952,500	\$452,500	\$500,000	\$317,500	\$1,270,000	\$0	35	9
KC - WRIA 9	Skyway Stormwater Park	MW previously awarded	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	\$0	0	2
KC - WRIA 9	Soos Creek Sub-basin Acquisition	N/A	\$1,212,198	\$712,198	\$500,000	\$404,066	\$1,616,264	\$0	9	9
KC - WRIA 9	Soos Creek-Molasses Creek Additions	N/A	\$1,575,000	\$1,575,000	\$0	\$525,000	\$2,100,000	\$0	61	9
KC - WRIA 9	South Park Triangle East	Yes	\$307,500	\$307,500	\$0	\$0	\$307,500	\$0	0	8
KC - WRIA 10	Enumclaw Foothills – Mount Baldy	N/A	\$2,831,250	\$531,250	\$2,300,000	\$1,143,750	\$3,975,000	\$0	130	9
KC - Vashon	Vashon Creeks and Estuaries	N/A	\$611,250	\$611,250	\$0	\$203,750	\$815,000	\$0	61	8
KC - Vashon	Vashon Marine Shoreline	N/A	\$776,250	\$276,250	\$500,000	\$258,750	\$1,035,000	\$0	2	8
KC - Vashon	Vashon Uplands	N/A	\$3,892,941	\$892,941	\$3,000,000	\$1,107,059	\$5,000,000	\$0	133	8



CITY PROJECTS

Bellevue – Bellevue Affordable Housing Partnership

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$731,250	\$731,250	
Annual		\$731,250	1152663
Bond		\$0	N/A
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$731,250	\$731,250	

Project Description: The City of Bellevue proposes acquiring an existing orchard and P-patch garden adjacent to a proposed Habitat for Humanity affordable housing development on the former Holy Cross Lutheran Church site. The project will acquire 1.1 acres of the site, which contains the existing orchard and garden, as well as space for parking and pedestrian access. This project will provide much-needed public park and community garden space in the Factoria neighborhood, which is Bellevue’s most underserved area for park and open space access. Match will be provided by city funds.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

Bellevue – Bellevue Greenways and Open Space

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$3,665,750	\$3,665,750	
Annual		\$365,750	1152664
Bond		\$3,300,000	1152692
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$300,000	\$300,000	1148030
TOTAL	\$3,965,750	\$3,965,750	

Project Description: The City of Bellevue proposes to build on past work in the Greenways and Open Space project by conserving the Hillside School property on the hilltop of the Lakemont neighborhood. This project aims to conserve 5.6 acres of open space by purchasing one parcel and receiving a second open space parcel donated by the same landowner. This project will fill a trail gap, expand public access within this forested greenbelt, and maintain natural resources. Bellevue proposes to provide a higher-than-required match contribution for acquisition costs (45 percent) from donated land value and city funds.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details. The SSC award of \$300,000 will be included in the [Bellevue Open Space SSC](#) award below.

Bellevue – Bellevue Open Space SSC

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$0	\$0	
Annual Bond		\$0	N/A
		\$0	N/A
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$361,875	\$361,875	1148030
TOTAL	\$361,875	\$361,875	

Project Description: The City of Bellevue requests funding to cover the costs of site stabilization on three properties acquired with Conservation Futures awards in recent years. The project would demolish structures on two parcels in West Lake Sammamish Open Space and structures on one parcel in the Cougar Mountain project area. Two of these sites have received previous site stabilization cost awards, however this application seeks additional funding to cover cost increases. Demolishing these structures will be a first step in securing the properties prior to developing the sites for public access. In West Lake Sammamish, demolition will provide a view of the lake for those who pass by along West Lake Sammamish Parkway. Matching funds will be provided by City of Bellevue.

Funding Recommendation: The committee recommends full funding for this project. The award to this project will also include the SSC funds requested in the [Bellevue Greenways and Open Space](#) project, bringing the total for this Bellevue Open Space SSC award to \$661,875.

Bellevue – West Lake Sammamish Open Space

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$3,642,000	\$3,642,000	
Annual Bond		\$3,642,000	1147974
		\$0	N/A
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$3,642,000	\$3,642,000	

Project Description: The City of Bellevue seeks to protect land in the West Lake Sammamish area with a long-term goal to expand public waterfront access and create a regionally significant lakefront conservation corridor. This year's funding request is for fee acquisition of two parcels totaling more than 0.5 acres. The city is working with two landowners through this project, and acquisition of one landowner's property may involve a life estate deed or a leaseback option for the life of the landowner. Acquisitions will support conservation of natural resources, provide opportunities for trail connections along the Lake to Lake Trail and Greenway from Weowna Park to Lake Sammamish, and provide future public park and beach access directly along Lake Sammamish. Bellevue proposes to provide a higher-than-required match contribution (40 percent) through a combination of Recreation and Conservation Office grant funding, city capital project funds and city parks levy funds.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

Carnation – Carnation Conservation

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$24,000	\$24,000	
Annual		\$24,000	1152665
Bond		\$0	N/A
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$24,000	\$24,000	

Project Description: The City of Carnation proposes to acquire land in the mapped shoreline management area for permanent protection as public open space. This year's application seeks funding for feasibility and due diligence work to evaluate potential conservation of a 12- to 20-acre portion of a parcel in the urban growth area. If found to be feasible, this work would position the project for a future acquisition request. Long-term conservation of this land could provide improved salmon habitat, passive recreation opportunities, and scenic resources that contribute to Carnation's identity as a river-oriented community. Match will be provided by the City of Carnation's general fund.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

Covington – Jenkins Creek Open Space

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$3,588,750	\$2,462,063	
Annual		\$462,063	1145683
Bond		\$2,000,000	1152693
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$281,250	\$281,250	1152687
TOTAL	\$3,870,000	\$2,743,313	

Project Description: The City of Covington plans to acquire multiple properties to expand the Jenkins Creek Open Space, Jenkins Creek Park, and Jenkins Creek Trail. This year, the city has identified 13 parcels as priorities, totaling 13 acres, and plans to gradually acquire these parcels over several years as landowner willingness and funding is secured. These acquisitions would fill gaps and create a contiguous 1.8 miles of public land necessary to build out Jenkins Creek Trail. The acquisitions would also create a wildlife corridor and improve salmon habitat. Match funding is anticipated to come from a Washington Wildlife and Recreation Program grant.

Funding Recommendation: The committee recommends partial funding for this project, as shown in the table above. The recommended award is consistent with the applicant's partial funding suggestion and funds the acquisitions that are most ready to proceed.

Duvall – Big Rock Ballfields Expansion - Round 2

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$727,815	\$727,815	
Annual Bond		\$727,815	1145684
		\$0	N/A
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$18,750	\$18,750	1149055
TOTAL	\$746,565	\$746,565	

Project Description: The City of Duvall is adding passive open space to its main active recreation property, Big Rock Park. This year, the city has identified two target parcels for acquisition totaling 9.2 acres. This phase of the project will establish a natural buffer between active recreation areas and Batten Road NE, improving safety and preserve the rural character of the corridor. Conservation will help to protect sensitive habitats and ecological functions of wetlands on the parcels. Match has been secured through the Parks Capital Fund.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

Kenmore – Sammamish River Tributary Acquisition

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$1,462,425	\$1,462,425	
Annual Bond		\$462,425	1152666
		\$1,000,000	1152694
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$37,500	\$37,500	1152688
TOTAL	\$1,499,925	\$1,499,925	

Project Description: This project will conserve 75 feet of Samamish River shoreline and over 450 feet of a seasonal tributary to the Sammamish River. The project targets acquisition of one 0.8-acre residential parcel on NE 169th Street. The City of Kenmore plans to replace a culvert under NE 169th Street in 2027, and acquisition of this parcel would enable larger-scale restoration of the tributary and Sammamish River shoreline in conjunction with the culvert removal. This project is regionally significant due to benefits to threatened Chinook salmon and other salmon species. Match for the project will be provided by city funds.

Funding Recommendation: The committee recommends full funding for this project. The site stabilization costs for the two City of Kenmore projects (Sammamish River Tributary Acquisition and Tributary 0056 Acquisition) are being combined into one Kenmore SSC award of \$75,000. See table above for funding recommendation details.

Kenmore – Tributary 0056 Acquisition

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$1,477,440	\$1,477,440	
Annual Bond		\$1,477,440	1152668
		\$0	N/A
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$37,500	\$37,500	1152688
TOTAL	\$1,514,940	\$1,514,940	

Project Description: The City of Kenmore proposes to acquire developed land with the goal of removing the existing structures and daylighting 130 feet of piped stream that flows to Lake Washington. The project identifies two parcels for acquisition, totaling 0.7 acres. This site is adjacent to and will expand the restored footprint of a Washington State Department of Transportation (WSDOT) project planned for construction in 2027, that will remove a fish passage barrier culvert under State Route 522. This regionally significant project would allow the city to expand on the WSDOT project, benefitting water quality and salmon habitat. The city may lease the site back to the current business operator until construction is ready to begin, to avoid leaving the lot vacant during the design and permitting phase. Match for the project will be provided by city funds.

Funding Recommendation: The committee recommends full funding for this project. The site stabilization costs for the two City of Kenmore projects (Sammamish River Tributary Acquisition and Tributary 0056 Acquisition) are being combined into one Kenmore SSC award of \$75,000. See table above for funding recommendation details.

Kirkland – Carpenter Acquisition

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$1,039,500	\$1,039,500	
Annual Bond		\$1,039,500	1152669
		\$0	N/A
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$48,750	\$48,750	1152689
TOTAL	\$1,088,250	\$1,088,250	

Project Description: The City of Kirkland proposes to acquire land along Forbes Creek at the upper end of a greenbelt with existing connected wetlands, tributaries, and natural area parklands. This year's application targets three residential parcels totaling 1.6 acres, and the city intends to return in a future grant round to fund acquisition of an additional adjacent parcel. This phase of the project will protect the riparian corridor of more than 100 feet of Forbes Creek, with an eventual vision of an I-405 fish passage improvement project to expand fish access to Forbes Creek through the site. The acquisition will build on the existing greenbelt that supports hundreds of native wildlife species, including blacktail deer, beaver, and bobcats. Match for the project will come from City of Kirkland funds and donated land value.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

Kirkland – Forbes Creek Acquisition

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$826,500	\$826,500	
Annual		\$826,500	1152670
Bond		\$0	N/A
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$826,500	\$826,500	

Project Description: This City of Kirkland project builds on the city’s largest park and natural area, Juanita Bay Park. This award will reimburse the city for a 1.5-acre parcel acquired in November 2025. This acquisition was a community-driven effort led, in part, by a longtime Green Kirkland Partnership volunteer. The addition of this parcel to Juanita Bay Park protects 190 feet of Forbes Creek, a salmonid-bearing stream, and will provide a passive recreation opportunity and future community garden in the underserved Juanita neighborhood. A portion of the site will be reserved outside of the CFT footprint for an educational and park ranger center. Match for this project will be provided by city funds.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

Kirkland – Seabrook Acquisition

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$58,350	\$58,350	
Annual		\$58,350	1152671
Bond		\$0	N/A
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$58,350	\$58,350	

Project Description: The City of Kirkland is requesting funding to acquire a privately owned parcel that is essential to creating a future trail connection to NE 131st Way, which leads to Juanita Elementary School, from several neighborhoods north of the property. The project will acquire a 1.5-acre forested parcel adjacent to existing open space. This project will advance the community-driven effort to establish a Green Loop Corridor within the Finn Hill neighborhood and will protect forest that contributes to the ecological health of Juanita Creek, which runs along the base of Finn Hill. Match for this project will be provided by city funds.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

SeaTac – North SeaTac Park Preservation Project - 45 Acres

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$10,000,000	\$8,000,000	
Annual Bond		\$200,000	1152672
		\$7,800,000	1152695
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$10,000,000	\$8,000,000	
Match Waiver	Yes	Yes	

Project Description: The City of SeaTac proposed to acquire a portion of the 220-acre North SeaTac Park. North SeaTac Park is leased from the Port of Seattle and has been actively used as parkland by the community since 1991. The 45 acres that the city prioritized as the target for this year's application is the most vulnerable portion of the 220 acres leased from the Port, as the lease is revocable with 180 days' notice. Currently, there is potential for the land to be developed for airport-supportive purposes. This regionally significant project would permanently protect the land as public open space, benefiting the health and well-being of the surrounding community. While the Port and SeaTac are actively collaborating toward this purchase, the full purchase price for the 45 acres is not yet agreed upon and, based on all information available to the committee, the purchase price is almost certain to exceed the requested grant amount. City staff indicated that this could be approached as a phased award with a strong showing of support at less-than-full funding this year, anticipating the city would return next year with a Phase 2 request once the price has been agreed upon.

Match Waiver Request: The applicant requests a match waiver. The project meets two of the three mapped criteria: The site is in the lowest third of median household incomes (29th percentile) and is in the highest third of hospitalization rates (90th percentile). The location does not meet the criteria of lacking access to open space because the site is currently used as parkland and is adjacent to a King County park, however open space access would be reduced if this parkland was developed. The site is in the 98th percentile of limited English-speaking households and 92nd percentile for population that are people of color. The community has consistently vocalized their support for conservation of this land as public open space. Following a 2021 proposal by the Port of Seattle to develop the site, the Defenders of Highline Forest gathered 3,796 signatures on a document calling for permanent protection of North SeaTac Park. The grant application received letters of support from Defenders of Highline Forest, African Community Housing and Development, and the Youth Experiential Training Institute (YETI).

Match Waiver Determination: The committee grants this project a match waiver because of the demographic and socioeconomic characteristics of this community and strong community support for permanent conservation of this land as public open space. Community support was evidenced through Defenders of Highline Forest, letters of support from partner organizations, and dozens of community members attending the committee field trip.

Funding Recommendation: The committee recommends partial funding for this project, providing most of the funding requested this first year as a strong show of support and anticipating the applicant may return for additional funding when the purchase price is known. The committee commends the

engagement and positive collaboration between the Port and the city. The committee acknowledges that complex discussions are still under way, and the funding needed to acquire the 45 acres is not yet known. The committee appreciates the clarity from the city that a significant partial award this year represents an appropriate funding level, pending a Phase 2 request next year, when there is expected to be more clarity on cost and terms. See table above for funding recommendation details.

Seattle – Sherry Property Demolition and Site Stabilization SSC

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$0	\$0	
Annual		\$0	N/A
Bond		\$0	N/A
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$307,500	\$307,500	1152686
TOTAL	\$307,500	\$307,500	

Project Description: Seattle Public Utilities seeks funding for site stabilization of a property on the Cedar River that was acquired in 2025 with Conservation Futures funding, subject to a life estate agreement. The site stabilization work will include demolition of five buildings and removal of electrical utilities, a water well, and a septic facility. Removal of these structures after the life estate tenancy ends will improve safety and security of the site. Demolition will also be a necessary first step for a floodplain habitat restoration project that is currently in the design phase. Match will come from Seattle Public Utilities' capital funds.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

Seattle – South Park Water Quality Facility

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$2,000,000	\$2,000,000	
Annual		\$200,000	1136850
Bond		\$1,800,000	1152696
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$2,000,000	\$2,000,000	
Match Waiver	Yes	Yes	

Project Description: Seattle Public Utilities seeks funding to secure land on the Duwamish River in Seattle's South Park neighborhood. The project scope includes two parcels totaling 0.4 acres that were purchased in 2024. This acquisition is part of a broader regionally significant project that will create public open space, restore salmon habitat, and manage stormwater on 2.9 acres of land previously used for industrial activity, such as auto repair, slug bait packing, and marine vessel manufacturing.

Match Waiver Request: The applicant requests a match waiver. This location is in the lowest third of census tracts for income (18th percentile), although it did not meet all three criteria to qualify for a match waiver under Method #1. While the hospitalization rate does not meet the Method #1 criteria, the larger ZIP code-based data set does not precisely reflect the health conditions for the South Park neighborhood. The application reports childhood asthma hospitalization rates twice the Seattle average and local statistics show a lower average life expectancy for residents in this area than 93 percent of the county. Despite this site being located close to an existing park, the South Park neighborhood has almost one third of the area of greenspace per resident compared to the city average, and this location has some of the lowest tree canopy in the county. Seattle Public Utilities has completed extensive community engagement for the project, with youth from Duwamish Valley Youth Corps and Duwamish Valley Sustainability Association creating the foundation for broader community engagement that occurred in 2024 and 2025. The application included letters of support from the River Access Paddle Program and Duwamish River Community Coalition.

Match Waiver Determination: The committee grants this project a match waiver because of the demographic and socioeconomic characteristics of this community, extensive and authentic community engagement, and the ability of the project to address multiple community needs.

Scope Action: This project was previously known as the Duwamish River Shoreline Acquisition: Silver Bay award (SPU) project. The name has been updated to reflect the current name in the grant round.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

Shoreline – 192nd Hemlock Open Space Acquisition – Phase 3

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$2,245,000	\$2,245,000	
Annual		\$145,000	1150360
Bond		\$2,100,000	1152697
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$2,245,000	\$2,245,000	
Match Waiver	Yes	Has waiver	

Project Description: The City of Shoreline proposes acquiring property for the third phase of the 192nd Hemlock Open Space Acquisition Project. This phase of the project includes two parcels adjacent to the existing project area, totaling 0.9 acres. In combination with the previously funded acquisitions, these acquisitions will complete a continuous block of protected urban forest, preserving mature tree canopy along the Aurora Avenue North corridor, and preventing further fragmentation. This phase of the project will expand public access through a west-side entrance and support future trail connections.

Match Waiver: This project was awarded a match waiver during a prior grant round; this new award, therefore, also has a match waiver. The committee determined that this project merits a match waiver based on the socioeconomic and demographic characteristics of this diverse community, in which many affordable and mixed income housing developments are under construction along the rapid ride

corridor. The site's greenspace will benefit both wildlife and the current and incoming residents in this rapidly developing area.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

Shoreline – Kruckeberg Botanic Garden Expansion

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$400,000	\$400,000	
Annual		\$400,000	1152673
Bond		\$0	N/A
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$400,000	\$400,000	

Project Description: The City of Shoreline proposes to acquire property to protect mature trees and expand the Kruckeberg Botanic Garden. The project targets acquisition of 0.3 acres of one parcel adjacent to the botanic garden. This parcel contains numerous mature trees, and its permanent protection will prevent forest loss and enhance ecological connectivity within an urban environment. Match will be provided by discounted land value and the city's general capital fund.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

Shoreline – Shoreline SSC

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$0	\$0	
Annual		\$0	N/A
Bond		\$0	N/A
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$462,500	\$22,500 for standard match project	1148033
		\$440,000 for match waiver project	1152690
TOTAL	\$462,500	\$462,500	
Match Waiver	Yes	Has waiver for 192nd Hemlock project	

Project Description: The City of Shoreline seeks funding for site stabilization work on three parcels, two acquired as part of Phase 2 of the 192nd Hemlock project and one parcel in the current application for the Kruckeberg Botanic Garden Expansion. Site stabilization work will include demolition of two houses at 192nd Hemlock and relocation of a fence at Kruckeberg Botanic Garden. These works will improve

safety and security of recently acquired properties. Match for the Kruckeberg Botanic Garden will come from the city's general capital fund.

Match Waiver: The 192nd Hemlock project was previously awarded a match waiver, as described above for the [192nd Hemlock Open Space Acquisition – Phase 3](#) project.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details. The awards will be made into two project numbers to track the match waiver and matched awards separately: \$440,000 for the 192nd Hemlock match waiver component will be placed in a match waiver award, and \$22,500 for the Kruckeberg Botanic Garden component will be placed in a standard match award.

NONPROFIT PROJECTS

Forterra NW – Seahurst Park Addition

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$949,200	\$711,900	
Annual		\$711,900	1152674
Bond		\$0	N/A
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$949,200	\$711,900	
Match Waiver	Yes	No	

Project Description: Forterra NW proposes to acquire forested land adjacent to the popular Seahurst Park, including a parcel currently being used for trail access into the park. The project targets acquisition of six parcels that are owned by two private landowners, totaling 12 acres. For this acquisition, Forterra NW will hold the title and the City of Burien will manage the property as part of Seahurst Park, with the long-term intent to transfer ownership to the City of Burien. The project will permanently protect the forested parcels from residential development, will secure permanent public access from the neighborhood to the south, and will expand the regionally significant Seahurst Park, which provides access to the Puget Sound shoreline north and west of the project area.

Match Waiver Request: The applicant requests a match waiver. This location is in the lowest third of census tracts for income, although it does not meet all three criteria to qualify for a match waiver under Method #1. The hospitalization rate is lower than the Method #1 threshold, however, the Washington Department of Health Environmental Health Disparities Map rates this area as high disparity. The location has a high percentages of people with disabilities (92nd percentile) and people of color (76th percentile). The project was initiated by the community group Save Seahurst, and is supported by the City of Burien. The application included letters of support from these groups, as well as the Environmental Science Center and South Sound Nature School that operate in Seahurst Park.

Match Waiver Determination: The committee did not grant this project a match waiver. The committee concluded that this is a valuable conservation project and is strongly supportive of the acquisition

generally. It was not clear to the committee that the parcels being acquired would directly be used by the community members on whose data the match waiver would have been based, nor that the applicant has directly engaged with those community members. The applicant indicated they would pursue the project without a match waiver, seeking match through private, state, or county funding.

Funding Recommendation: The committee recommends partial funding for this project, but the requested funding amount was based on a request for match waiver. The award represents full funding without a match waiver, reflecting the remaining need for a match contribution. See table above for funding recommendation details.

Hip Hop is Green – Hip Hop is Green EcoWorld Development

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$3,615,000	\$3,615,000	
Annual		\$3,615,000	1152675
Bond		\$0	N/A
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$30,000	\$30,000	1152691
TOTAL	\$3,645,000	\$3,645,000	
Match Waiver	Yes	Yes	

Project Description: Hip Hop is Green (HHIG) proposes to acquire land to establish EcoWorld, an integrated vision for conservation, environmental learning, and workforce development. The project will aim to acquire one or more parcels totaling more than 20 acres, with the location to be selected based on travel time for youth participating in programs and the ecological conditions of the site. A portion of the site will be reserved outside of the Conservation Futures footprint for educational outbuildings and a hub with classrooms, events space, teaching kitchen, and performance space. Hip Hop is Green operates the Youth Excellence Program (YEP), which currently serves 100+ Black, Indigenous, and People of Color (BIPOC) youth annually through paid internships focused on environmental conservation, sustainable agriculture, climate justice, and leadership development. HHIG has recently developed Cherry Street Farm and Lab, which serves as a teaching site for the YEP and produces almost two acres of food on a small urban footprint using a hydroponic lab. Using the lessons learned in developing Cherry Street Farm and Lab, this project will allow HHIG to scale up their programming, doubling the reach of the YEP and expanding year-round food production.

Match Waiver Request: The applicants request a match waiver. While a specific parcel has not yet been identified, HHIG explicitly serves communities that experience long-standing inequities in access to open space, environmental health, and economic opportunity. Many of the youth and families served through HHIG's Youth Excellence Program live in neighborhoods with limited tree canopy, higher exposure to air pollution, and fewer opportunities for safe outdoor recreation. HHIG has over 17 years of experience working alongside Black, Brown, and low-income communities and this project grows directly out of that ongoing engagement. HHIG provided support letters from Pasado's Safe Haven, Mid Sound Fisheries Enhancement Group, Rebellious Foods, El Centro de la Raza, Technology Access Foundation, University of Washington AVELA program, The Profitable Nonprofit, Seattle Office of Planning and Community Development, and Washington State Parks and Recreation Commission.

Match Waiver Determination: The committee grants this project a match waiver. The organization is embedded in communities of color and low-income communities, and the conservation project will allow HHIG to expand their investment in youth to become conservation leaders.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

Vashon-Maury Island Land Trust – Vashon Creeks and Estuaries — Vashon Land Trust

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$195,000	\$195,000	
Annual		\$195,000	1150369
Bond		\$0	N/A
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$195,000	\$195,000	

Project Description: The Vashon Creeks and Estuaries project will continue the partnership between the Vashon Land Trust and King County to conserve the five largest watersheds on Vashon Island. This year's request will fund acquisitions in two priority watersheds: 26 acres of forested land on two parcels in the Tahlequah Creek watershed; and 4.9 acres containing wetlands on one parcel in the Shinglemill Creek area. The land trust intends to purchase the parcels in fee, and King County will purchase conservation easements with a separate award. Conserving these parcels will expand on existing protected areas to conserve wildlife corridors and important aquifer recharge areas, adding to an ongoing regionally significant project. Match will be provided by private funding.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

Watershed Community Development – The Bend Live-Work District Park - SSC

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$0	\$0	
Annual		\$0	N/A
Bond		\$0	N/A
Parks Levy	N/A	N/A	N/A
Site Stabilization Costs	\$250,000	\$250,000	1148040
TOTAL	\$250,000	\$250,000	
Match Waiver	Yes	Has waiver	

Project Description: Watershed Community Development seeks funding for site stabilization work on a parcel recently acquired with Conservation Futures funding to create a public park adjacent to the Bend

Live/Work District. This request builds on previous site stabilization cost awards to cover the high cost of demolishing a large commercial strip mall. Demolition will improve safety and security of the recently acquired property. The project team intends to pursue a careful, deconstructive demolition approach that maximizes recycling and reuse of building and pavement materials and minimizes landfill disposal.

Match Waiver: This project already received a match waiver during a prior grant round; this new award, therefore, also has a match waiver. The committee determined this project merits a match waiver because the park would serve a fully affordable housing community and because there is strong community support for this vision. It also addresses the high need for recreational space and ecosystem services in an underserved, mostly industrial area with a history of environmental injustice.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

COUNTY PROJECTS

KC - WRIA 7 – Boxley Creek Natural Area Additions

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$562,500	\$562,500	
Annual		\$562,500	1150372
Bond		\$0	N/A
Parks Levy	\$187,500	\$187,500	1145903
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$750,000	\$750,000	

Project Description: This project seeks to acquire property adjacent to the Boxley Creek Natural Area, which also buffers both sides of the Snoqualmie Valley Regional Trail. This project includes three parcels, totaling 12 acres, which the applicant aims to acquire in fee. This acquisition protects upland forests and priority species, such as resident coastal cutthroat and cutthroat migration in Boxley Creek, and protects the scenic experience along the Snoqualmie Valley Regional Trail. These parcels will also improve the potential for the future community trail connection. Match funding comes from the recommended PL award.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

KC - WRIA 7 – Lower Snoqualmie River and Floodplain Conservation

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$1,836,375	\$1,836,375	
Annual		\$336,375	1152676
Bond		\$1,500,000	1152698
Parks Levy	\$175,000	\$175,000	1152738

Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$2,011,375	\$2,011,375	

Project Description: This project seeks to acquire property along the Lower Snoqualmie River, adding to a regionally significant multiyear effort to conserve salmon habitat and floodplain processes. This project includes six parcels, totaling 108 acres, which the applicant aims to acquire in a combination of fee and easement. The first component of the proposal is the acquisition of a conservation easement across four parcels just downstream of Snoqualmie Falls, which include approximately 2,000 feet of Snoqualmie River shoreline and represent one of the most ecologically intact forest and riverfront areas near the iconic Snoqualmie Falls. The second component includes fee acquisitions of two parcels adjacent to King County's existing Carnation Marsh Natural Area; these properties contain wetlands within the 100-year Snoqualmie floodplain and are currently undeveloped. Match funding comes from the recommended PL award, as well as an anticipated WRIA 7 Cooperative Watershed Management Grant award.

Scope Action: This project consolidates existing projects in this geography, including the Griffin Creek Natural Area, Stillwater Natural Area, and Snoqualmie at Fall City, as listed in Appendix 2 – Related Project Numbers.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

KC - WRIA 7 – Lower Snoqualmie Valley - Upland Forest Conservation

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$6,824,925	\$2,212,500	
Annual		\$212,500	1152677
Bond		\$2,000,000	1152699
Parks Levy	\$2,274,975	\$737,500	1152739
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$9,099,900	\$2,950,000	

Project Description: This project adds to a multiyear, regionally significant vision to preserve hundreds of acres of forest in the Ames Lake/Union Hill Road area northeast of Sammamish. This year's project includes eight parcels, totaling 133 acres, which the applicant aims to acquire in fee. This project is a rare chance to acquire a large contiguous block of undeveloped forest lands that are at urgent risk for development. The targeted parcels contain diverse age-class forest stands, some wetlands, and tributaries flowing to Ames Creek. Conservation of this upland forest will sustain watershed processes that contribute to improved water quality and fish habitat downstream in the Snoqualmie River. Match funding comes from the recommended PL award.

Scope Action: This project consolidates existing projects in this geography, including Ames Lake Forest, Union Hill Forest, and Tokul Creek Forest Additions, as listed in Appendix 2 – Related Project Numbers.

Funding Recommendation: The committee recommends partial funding for this project, as shown in the table above. Over the past three years, the Union Hill project received more than \$20 million to secure approximately 300 acres at Union Hill. This year's partial funding recommendation reflects an effort to

distribute funding to other geographies following this significant recent investment, while supporting the applicant to secure the highest-priority parcels in this project.

KC - WRIA 7 – Middle Fork Snoqualmie Natural Area In-Holdings

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$2,943,750	\$1,950,000	
Annual		\$250,000	1150373
Bond		\$1,700,000	1152700
Parks Levy	\$981,250	\$650,000	1150412
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$3,925,000	\$2,600,000	

Project Description: King County is seeking funding to acquire conservation easements in partnership with the Washington State Department of Natural Resources (WA DNR) to protect a private in-holding in the Middle Fork Snoqualmie Natural Resources Conservation Area. There are four parcels included in this project, totaling 146 acres; WA DNR is committed to acquiring the underlying fee and King County will acquire easements. This is a high-priority acquisition for King County, WA DNR, and conservation organizations such as the Mountains to Sound Greenway Trust, the Middle Fork Outdoor Recreation Coalition, and the Alpine Lakes Protection Society. These parcels are some of the last remaining in-holdings in the natural area, and this project will prevent development within an established natural area and improve the site's manageability in perpetuity. Match funding comes from the recommended PL award.

Scope Action: This project is being combined into the scope of the Middle Snoqualmie Park Additions project below, though these grant round awards are being made into the Middle Fork Snoqualmie project numbers shown in the table above.

Funding Recommendation: The committee recommends partial funding for this project. The recommended award is consistent with the applicant's partial funding suggestion if the project could not be fully funded. See table above for funding recommendation details.

KC - WRIA 7 – Middle Snoqualmie Park Additions

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$787,500	\$646,875	
Annual		\$646,875	1152678
Bond		\$0	N/A
Parks Levy	\$262,500	\$215,625	1152740
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$1,050,000	\$862,500	

Project Description: This project seeks to acquire property that will connect King County Parks Three Forks Park Natural Area and the City of Snoqualmie's Three Forks Park. This project includes five parcels totaling 31 acres, which the applicant aims to acquire in fee. Three Forks Natural Area serves as a

sanctuary and habitat corridor for a broad range of wildlife and provides recreation opportunities for local and regional visitors. Acquisition of the current funding priority will fill important gaps in this larger, multiagency conservation landscape, connecting core habitat to protected public lands. Match funding comes from the recommended PL award.

Scope Action: The project consolidates the scopes of four existing projects: Rattlesnake Mountain Scenic Area and Tollgate Farm Additions, Three Forks Natural Area Additions, Tanner Landing Park, and Middle Fork Snoqualmie Natural Area, as listed in [Appendix 2 - Related Project Numbers](#).

Funding Recommendation: The committee recommends partial funding for this project. The recommended award is consistent with the applicant’s partial funding suggestion if the project could not be fully funded. See table above for funding recommendation details.

KC - WRIA 7 – Patterson Creek Natural Area

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$2,833,125	\$1,708,125	
Annual		\$308,125	1150374
Bond		\$1,400,000	1152701
Parks Levy	\$944,375	\$569,375	1044755
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$3,777,500	\$2,277,500	

Project Description: King County is seeking funding to acquire property along Patterson Creek to protect riparian and wetland forests within the creek’s corridor. The project includes five parcels, totaling 24 acres, which the applicant aims to acquire in fee. Together, these acquisitions will safeguard regionally significant salmon spawning and rearing habitat and provide opportunities to restore healthy floodplain forests currently overtaken by invasive plants. The Patterson Creek corridor is near the fast-growing cities of Sammamish and Redmond. County purchase would reduce the risk of further development that is imminent without conservation. Match funding comes from the recommended PL award.

Scope Action: A scope change was adopted on this project in Spring 2026. One parcel (3125079040) was previously identified as yellow/future priority and was prioritized because it was recently listed on the open market.

Funding Recommendation: The committee recommends partial funding for this project. The recommended award is consistent with the applicant’s partial funding suggestion if the project could not be fully funded and funds the highest-priority parcels. See table above for funding recommendation details.

KC - WRIA 7 – Snoqualmie Corridor Enhancement

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$1,042,500	\$1,042,500	
Annual		\$42,500	1148004

Bond		\$1,000,000	1152702
Parks Levy	\$347,500	\$347,500	1148011
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$1,390,000	\$1,390,000	

Project Description: This project is seeking to purchase property adjacent to Interstate 90 and surrounded by WA DNR land to the north and west, near the City of Snoqualmie’s southern boundary. The target is a fee acquisition of one parcel totaling 35 acres. The property’s location and attributes make it likely to be developed, which would restrict open space conservation opportunities and would compound fragmentation and negatively impact the scenic corridor of the Mountains to Sound Greenway corridor, a National Heritage Area. Acquisition would permanently conserve healthy mature forest that sequesters carbon, provides a buffer between Interstate 90 and the City of Snoqualmie, and adds to a regionally significant scenic corridor. Match funding comes from the recommended PL award.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

KC - WRIA 7 – Tolt River Natural Area

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$1,636,800	\$931,500	
Annual		\$131,500	1150378
Bond		\$800,000	1152703
Parks Levy	\$545,600	\$310,500	1044916
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$2,182,400	\$1,242,000	

Project Description: The aim of this project is to purchase high-quality riparian and floodplain habitat along the lower Tolt River, a regionally significant priority reach in the Snohomish River Basin Salmon Conservation Plan. This project includes 10 parcels, totaling 57 acres, which the applicant aims to acquire in fee. The target properties include over a half mile of Tolt River shoreline. These acquisitions would support the County's multibenefit effort to acquire much of the lower six miles of the Tolt River riparian corridor for habitat improvements and flood risk reduction. Match funding comes from the recommended PL award.

Scope Actions: A scope change was adopted on this project in March 2026. A scope clarification prioritized four parcels (2325079034, 1125079047, 1125079083, and 1425079038) that were previously scoped as yellow/future priorities.

Funding Recommendation: The committee recommends partial funding for this project. The recommended award is consistent with the applicant’s partial funding suggestion if the project could not be fully funded and funds the highest-priority parcels. See table above for funding recommendation details.

KC - WRIA 8 – Bastyr University-Saint Edward State Park Addition (King County-Forterra Partnership)

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$1,000,000	\$500,000	
Annual Bond		\$500,000	1152679
		\$0	N/A
Parks Levy	\$0	\$0	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$1,000,000	\$500,000	

Project Description: This phased proposal seeks to protect land on the Bastyr University campus in Kenmore, in collaboration with Forterra NW and Washington State Parks. This project aims to conserve 20 acres of a 51-acre parcel via a conservation easement, while Washington State Parks acquires the underlying fee to the 20 acres. This initial funding request is intended to generate an early show of support for a complex project with unknown costs. The long-term future of the campus is uncertain, as the site has recently been the subject of development proposals and potential sale. The partners hope that landowner discussions and valuation in 2026 will lead to a second, larger funding request next year to complete project funding for the 20-acre forested footprint. The campus is surrounded by Saint Edward State Park, a 316-acre scenic forested area along Lake Washington's shoreline, owned by Washington State Parks. This easement will help preserve a significant block of natural land in a developed neighborhood, contributing to a larger, regionally significant network of protected areas including the adjacent Big Finn Hill Park and O.O. Denny Park. Match source is to be determined.

Funding Recommendation: The committee recommends partial funding for this project, in keeping with the applicant's recommendation as to an appropriate show of support this year if full funding were not available. The committee anticipates the applicant will return for additional funding as the project develops.

KC - WRIA 8 – Bear Creek Conservation

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$982,500	\$570,000	
Annual Bond		\$570,000	1145711
		\$0	N/A
Parks Levy	\$327,500	\$190,000	1044590
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$1,310,000	\$760,000	

Project Description: King County continues decades of conservation work in the Bear Creek watershed to provide open space connectivity along Bear Creek and its tributaries, which provide regionally significant salmonid habitat. This year's focus includes two parcels, totaling 9.5 acres; the applicant aims to acquire one in full fee, and the other as partial fee acquisition with a boundary-line adjustment to allow landowners to retain their primary residence. This project aims to protect natural assets and the

services they provide to county residents, as well as restore salmon habitat and improve water quality. Upper Bear Creek, Cold Creek, and Cottage Lake Creek are the primary water bodies that will benefit. Match funding comes from the recommended PL award.

Scope Action: A scope change was adopted on this project in March 2026. A parcel (1630700276) near Cottage Lake Creek was prioritized, and a pair of parcels owned by one landowner were added (1774500088) and prioritized (1826069004) to conserve wetland habitat.

Funding Recommendation: The committee recommends partial funding for this project. The recommended award is consistent with the applicant's partial funding suggestion if the project could not be fully funded. See table above for funding recommendation details.

KC - WRIA 8 – Cedar River Basin Conservation

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$3,250,500	\$1,692,000	
Annual		\$292,000	1145717
Bond		\$1,400,000	1152704
Parks Levy	\$1,083,500	\$564,000	1133890
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$4,334,000	\$2,256,000	

Project Description: This project continues decades of work to conserve forested and riparian lands in the Cedar River basin, which is regionally significant salmon habitat. This year, the applicant seeks to acquire 10 parcels in fee, totaling 122 acres. The Belmondo Reach acquisition will create corridors of protected habitat from the upland Belmondo Forest Natural Area to the lowland riparian Belmondo Reach Natural Area, across the river to the west. The Lower Lions Reach acquisition will create contiguity in the surrounding Lower Lions Reach Natural Area by adding 8 acres of protected habitat. Collectively, conservation of these parcels will protect important fish and wildlife habitat from redevelopment and will protect close to a mile of high-quality shoreline habitat along the Cedar River, which includes side channels, wetland, tributaries, and upland forest. Match funding comes from the recommended PL award.

Scope Action: A scope change was adopted on this project in Spring 2026. Four parcels (0922069113, 0922069112, 1522069105, and 5112400050) that were previously identified as long-term targets became ready to move to acquisition and were prioritized.

Funding Recommendation: The committee recommends partial funding for this project, as shown in the table above. This funding level will allow acquisition of parcels in the Lower Lions Reach in combination with funds in hand and will enable a phased approach to acquisition of parcels in the Belmondo Reach. The committee anticipates the applicant returning for the second phase of the Belmondo Reach acquisition in a future grant round.

KC - WRIA 8 – Cougar Mountain Additions

	REQUEST	RECOMMENDATION	PROJECT #
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Conservation Futures	\$2,756,250	\$1,848,750	
Annual		\$348,750	1145718
Bond		\$1,500,000	1152705
Parks Levy	\$918,750	\$616,250	1044596
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$3,675,000	\$2,465,000	

Project Description: This project seeks to protect forested land that would expand the regionally significant Cougar Mountain Regional Wildland Park along its southwest boundary. This year's focus includes three parcels totaling 57 acres, which the applicant aims to acquire in fee. Acquisition would protect these forested parcels from being developed and would allow backcountry trail connections to be formalized between City of Newcastle's Highlands Forest and existing Cougar Mountain trails. The targeted parcels include a portion of the De Leo Wall, a unique geological feature, and have been ongoing high-priority acquisitions for the County. Match funding comes from the recommended PL award.

Funding Recommendation: The committee recommends partial funding for this project. The recommended award funds the most urgent acquisition and is consistent with the applicant's partial funding suggestion if the project could not be fully funded. See table above for funding recommendation details.

KC - WRIA 8 – Evans Creek Conservation Corridor

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$900,000	\$900,000	
Annual		\$400,000	1145721
Bond		\$500,000	1152706
Parks Levy	\$0	\$0	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$900,000	\$900,000	

Project Description: This project builds on previous acquisitions in the Evans Creek watershed for the protection of open space. This year's proposal includes three parcels, totaling 16 acres, which the applicant aims to acquire in fee. Evans Creek provides critical rearing habitat for Chinook Salmon and is listed as a Tier 2 sub-basin in the WRIA 8 Chinook Salmon Conservation Plan. These acquisitions would protect tree canopy, an unnamed tributary, and wildlife habitat, and would add to regionally significant salmon habitat. Conserving these resources and preventing development would defray future stormwater management costs, as these natural assets will continue to provide ecosystem services that benefit King County residents into the future. Match funding comes from previously awarded PL funding that has yet not been used as match to CFT award.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

KC - WRIA 8 – Issaquah Creek Basin Conservation

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$1,181,250	\$746,250	
Annual Bond		\$346,250	1145722
		\$400,000	1152707
Parks Levy	\$393,750	\$248,750	1145911
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$1,575,000	\$995,000	

Project Description: King County seeks to protect land along Carey Creek, as part of the Issaquah Creek Basin Conservation project. This proposal would acquire two parcels in fee, totaling 18 acres. Carey Creek is a salmon-bearing headwater tributary of Issaquah Creek that supports Chinook salmon, coho, sockeye, steelhead, and cutthroat trout. The Issaquah Creek Basin is a Tier 1 priority stream system in the WRIA 8 Chinook Salmon Conservation Plan. These properties are adjacent to a King County fish passage project planned for construction in 2028. Acquisitions and easements in this reach will allow expansion of the restoration footprint for additional habitat enhancement, contributing to regionally significant salmon habitat. Match funding comes from the recommended PL award.

Scope Action: A scope change was adopted on this project in Spring 2026. A parcel (2623069024) that was previously identified as a long-term target became ready to move to acquisition and was prioritized.

Funding Recommendation: The committee recommends partial funding for this project. The recommended award is consistent with the applicant's partial funding suggestion if the project could not be fully funded. See table above for funding recommendation details.

KC - WRIA 8 – Lake Youngs Trailhead

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$375,000	\$375,000	
Annual Bond		\$375,000	1152680
		\$0	N/A
Parks Levy	\$625,000	\$625,000	1150416
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$1,000,000	\$1,000,000	

Project Description: This project aims to acquire property that is adjacent to the Lake Youngs Trail and across the street from Petrovitsky Park, a popular recreation destination that is home to ball fields with tournaments scheduled year-round. This project includes three parcels totaling 11 acres, which the applicant aims to acquire in fee. The property is owned by the King County Sherriff's Office and there is currently an informal trailhead and restroom on this facility that is maintained by King County Parks. The County would like to formalize the trailhead with safety and standardized features (lighting, signage, a pedestrian crossing to Petrovitsky) as well as a potential off-leash dog park. The dog park vision is a result of the participatory budgeting process for this Community Service Area, but can only be developed

by owning the property outright. Conservation Futures and PL funding would be matched on the forested portion of the site; additional PL funding is requested to acquire the portion of the site that would be used as a dog park.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

KC - WRIA 8 – McGarvey Park Open Space Additions

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$5,835,000	\$4,539,375	
Annual Bond		\$539,375	1152681
		\$4,000,000	1152708
Parks Levy	\$1,945,000	\$1,513,125	1139160
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$7,780,000	\$6,052,500	

Project Description: King County is seeking funding to acquire land adjacent to McGarvey Park Open Space. This project includes 13 parcels totaling 193 acres, which the applicant aims to acquire in fee. This acquisition would expand the existing regionally significant network of open space that includes McGarvey Park Open Space, Wetland 14 Natural Area, Spring Lake/Lake Desire Park, and Petrovitsky Park. Additionally, there is an opportunity for expanded passive recreation opportunities, including backcountry trails and wildlife viewpoints. This award seeks to fund the highest-priority parcels in the scope of the McGarvey project; part of the funding may be used to fill a potential funding gap on a parcel along State Route 169 that was formerly proposed for an asphalt plant. Match funding comes from the recommended PL award.

Funding Recommendation: The committee recommends partial funding for this project. The recommended award funds the applicant's highest-priority acquisitions, consistent with the applicant's partial funding suggestion if the project could not be fully funded. See table above for funding recommendation details.

KC - WRIA 8 – Molasses Creek Daylighting

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$2,227,340	\$1,666,790	
Annual Bond		\$1,666,790	1150379
		\$0	N/A
Parks Levy	\$0	\$0	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$2,227,340	\$1,666,790	

Project Description: King County is working to acquire land necessary to daylight a 760-foot section of Molasses Creek that is currently constrained to an aging pipe. This year's request seeks funding to acquire four of nine target parcels, totaling 2.1 acres. The County may lease properties back to

landowners until the project is ready for construction, to avoid leaving properties vacant during the design and permitting phase. These acquisitions, together with a previous CFT-funded acquisition, are the first step in the planned capital improvement project that will daylight the stream to create complex salmon habitat and open passage to a completed daylighting project upstream. The project will also improve the sustainability of long-term maintenance, compared to maintaining the aging pipe system. Match funding is already secured from Surface Water Management funds.

Funding Recommendation: The committee recommends partial funding for this project. The recommended award is consistent with the applicant’s partial funding suggestion if the project could not be fully funded. See table above for funding recommendation details.

KC - WRIA 8 – Ravensdale Retreat Addition

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$3,495,000	\$3,495,000	
Annual		\$495,000	1150380
Bond		\$3,000,000	1152709
Parks Levy	\$1,165,000	\$1,165,000	1150417
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$4,660,000	\$4,660,000	

Project Description: King County is seeking funding to acquire undeveloped land across SE Kent Kangley Road from Ravensdale Retreat Natural Area. This project includes three parcels totaling 151 acres, to be secured in a combination of fee and conservation easement. The conservation easement would allow the homesite to remain on the northern parcel but remove most of the remaining development rights from the site. Ravensdale Retreat Natural Area is a key part of the open space complex surrounding the busy Ravensdale Park and would represent a sizable increase in King County ownership. This property is specifically identified in the 2004 “Rock Creek Valley Conservation Plan” as a primary wildlife habitat connector, providing a wildlife corridor between the protected riparian areas along Rock Creek to publicly owned forest lands to the northeast. In 2026, King County was awarded \$1 million to initiate this acquisition, and this application seeks the remaining funds to complete the transfer. Match funding comes from the recommended PL award.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

KC - WRIA 8 – West Tiger Mountain Additions

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$840,000	\$840,000	
Annual		\$840,000	1150381
Bond		\$0	N/A
Parks Levy	\$0	\$0	N/A
Site Stabilization Costs	\$0	\$0	N/A

TOTAL	\$840,000	\$840,000	
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Project Description: King County is seeking funding to protect forestland in the viewshed of West Tiger Mountain. This project includes two parcels totaling 38 acres, which the applicant aims to protect via conservation easements. This is a high priority for the Issaquah Alps Trails Club, Mountains to Sound Greenway, City of Issaquah and WA DNR. Conserving these headwater forests will protect watershed processes that support resident trout habitat on Tiger Mountain and water quality for threatened salmonid species downstream in Issaquah Creek. Match funding comes from previously secured 2026 PL funding.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

KC - WRIA 9 – Auburn – Black Diamond Uplands

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$1,327,500	\$900,000	
Annual		\$400,000	1152682
Bond		\$500,000	1152710
Parks Levy	\$442,500	\$300,000	1152851
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$1,770,000	\$1,200,000	

Project Description: King County seeks funding to protect a cluster of riparian and upland properties along the Green River near Neely Bridge Natural Area. This project includes six parcels, totaling 31 acres, which the applicant aims to acquire in a combination of fee and conservation easements. Acquisition of these properties will permanently protect forest from future conversion or fragmentation, maintaining open space connectivity and supporting passive recreation opportunities. Match funding comes from the recommended PL award.

Scope Action: A scope change adopted on the project in Spring 2026 linked the scopes of this project and two existing projects—Keevie Lake Acquisition and Moneysmith Lake, as listed in Appendix 2 – Related Project Numbers—and adopted the scope of the 2027 application for Auburn - Black Diamond Uplands as the approved scope of these existing projects.

Funding Recommendation: The committee recommends partial funding for this project. The recommended award funds the applicant's highest-priority acquisitions, consistent with the applicant's partial funding suggestion if the project could not be fully funded. See table above for funding recommendation details.

KC - WRIA 9 – Bell Ravine Alluvial Fan Property Acquisition

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$240,675	\$240,675	
Annual		\$240,675	1150382

Bond		\$0	N/A
Parks Levy	\$0	\$0	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$240,675	\$240,675	

Project Description: King County is seeking funding to acquire property in the alluvial fan at the base of Bell Ravine, where Bell Creek enters Burns Creek. This year's project targets a 1.2-acre parcel, which the applicant aims to acquire in fee at tax title auction in 2026. This area experiences significant flood issues where sediment deposition causes Burns Creek to divert across Green Valley Road, stranding salmon fry and leaving the road closed for a week at a time while the County works to return Burns Creek to the pre-storm channel. Acquiring this property will allow the County to respond more quickly to these flood events and could be the first step in eventually relocating the road out of the alluvial fan.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

KC - WRIA 9 – Duwamish River Transition Zone

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$2,464,250	\$2,464,250	
Annual		\$464,250	1148024
Bond		\$2,000,000	1152711
Parks Levy	\$0	\$0	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$2,464,250	\$2,464,250	
Match Waiver	Yes	Yes	

Project Description: King County seeks to acquire a vacant parcel along the Duwamish River in the City of Tukwila, with the intent to restore the site to create new estuarine wetland, off-channel aquatic habitat, intertidal mudflats, and riparian habitat. This project includes one parcel, totaling 2.7 acres, which the applicant aims to acquire in fee. More than 97 percent of historic estuarine wetlands in this area have been lost, and this regionally significant project presents a rare opportunity to acquire land for estuarine wetland creation in the heavily developed Duwamish River corridor. Restoring this degraded property will provide high-value rearing and refuge habitat for endangered Chinook, while offering the potential for integrated passive public access, similar to the nearby Chinook Wind project site. The applicant is working closely with the City of Tukwila on the vision, and acquisition would only proceed if the city determines that the intervening roadway, S 104th Street, could be removed.

Match Waiver Request: The applicant requests a match waiver. This location meets all three criteria to qualify for a match waiver under Method #1: it is in the lowest third of census tracts for income, the highest third of ZIP codes for hospitalization rates, and it is over 0.25 miles to the nearest open space. The communities surrounding the project area—South Park, Allentown, and the broader Duwamish Valley—experience well-documented environmental and health inequities. Although the parcel is located within an industrial corridor, river access is very rare and valued by the larger community in this geography, and the County has already taken meaningful steps to ensure that community perspectives

inform the project's early direction. The applicants have provided support letters from the Duwamish River Community Coalition, the Duwamish Alive Coalition, and Puget Soundkeeper Alliance.

Match Waiver Determination: The committee grants this project a match waiver due to data meeting the Method #1 criteria, the rare opportunity to conserve riverfront land in this area, and the potential for public access due to the community importance of river access opportunities and the proximity to the biking trail, bus, and planned future light rail station.

Scope Actions: This project was previously known as the *Mitigation Reserves Program - WRIA 9* project. The name has been updated to reflect a more focused geographic scope and open the option to use either Mitigation Reserve Program funding or salmon recovery grant funding for flexibility.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

KC - WRIA 9 – Farmland Preservation – Enumclaw/Green River APD

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$2,435,250	\$1,514,469	
Annual		\$514,469	1145738
Bond		\$1,000,000	1152712
Parks Levy	\$0	\$0	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$2,435,250	\$1,514,469	

Project Description: King County seeks funding to acquire agricultural conservation easements and transferable development rights to permanently protect farmlands in the Enumclaw and Green River Valley (Lower and Upper) Agricultural Production Districts and surrounding areas. This project includes 15 parcels, totaling 74 acres. This project builds on decades of work to conserve farmland in King County, with over 16,400 acres protected since the 1980s. This application seeks funding for continued acquisition of agricultural conservation easements to protect farms of all types. Match funding comes from the Transfer of Development Rights program.

Funding Recommendation: The committee recommends partial funding for this project, anticipating the applicant may return for additional funding as the County makes progress in this area. See table above for funding recommendation details.

KC - WRIA 9 – Green River-Newaukum Creek Acquisition

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$5,265,000	\$3,000,000	
Annual		\$1,500,000	1145729
Bond		\$1,500,000	1152713
Parks Levy	\$1,755,000	\$1,000,000	1136778
Site Stabilization Costs	\$0	\$0	N/A

TOTAL	\$7,020,000	\$4,000,000	
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Project Description: King County is seeking funding to acquire property within a regionally significant open space corridor along the Middle Green River and Newaukum Creek. This project includes 12 parcels, totaling 48 acres, which the applicant aims to acquire in fee. The applicant intends to surplus a portion of one priority parcel after placing a conservation easement on the majority of the property. Green River and Newaukum Creek are designated as critical spawning areas for Chinook, steelhead, and coho in the WRIA 9 Salmon Habitat Plan. Acquiring these properties will facilitate future stream restoration projects beneficial to salmon and promote connectivity between 2,500 acres of State Park lands and 1,300 acres of County-owned natural areas. Over time, these protected lands will become one of largest low-elevation, old-growth forests in the state. Match funding comes from the recommended PL award.

Scope Action: A scope change was adopted on this project in March 2026. Seven parcels (2220069001, 2220069002, 1520069021, 1520069022, 1520069074, 1520069076, and 1520069056) were added to the scope to support transferring these conservation lands from City of Enumclaw ownership to King County ownership to alleviate the maintenance burden on the City of Enumclaw.

Funding Recommendation: The committee recommends partial funding for this project, anticipating the applicant may return for additional funding as the County continues to make progress in this area. See table above for funding recommendation details.

KC - WRIA 9 – North Green River Acquisitions

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$2,543,448	\$1,275,000	
Annual		\$275,000	1149110
Bond		\$1,000,000	1152714
Parks Levy	\$847,816	\$425,000	1139162
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$3,391,264	\$1,700,000	

Project Description: King County seeks funding to acquire land along the Lower Green River in unincorporated King County, immediately adjacent to North Green River Park and near the cities of Kent and Auburn. This project includes six parcels, totaling 21 acres, which the applicant aims to acquire in fee. This project builds on a multiyear effort that to has conserved over 55 acres in this reach since 2021. This area is one of the last remaining places in the Lower Green River basin without major development, and this regionally significant project helps to close gaps in more than 600 acres of forested corridor, stretching between King County and cities of Kent and Auburn ownership. Permanent protection of these parcels will enable floodplain reconnection, riparian forest restoration, and long-term habitat management across a contiguous landscape, supporting ecological processes that are increasingly constrained in this highly urbanized watershed. Match funding comes from the recommended PL award.

Funding Recommendation: The committee recommends partial funding for this project, anticipating the applicant may return for additional funding as the County continues to make progress in this area. See table above for funding recommendation details.

KC - WRIA 9 – North Highline Urban Greenspace – Seola Pond

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$700,000	\$700,000	
Annual Bond		\$700,000	1145732
		\$0	N/A
Parks Levy	\$0	\$0	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$700,000	\$700,000	
Match Waiver	Yes	Has waiver	

Project Description: King County seeks to acquire property to improve stormwater treatment in western White Center near Seola Pond through future capital improvements, such as daylighting portions of a piped stormwater conveyance and/or creating additional green stormwater infrastructure. This project includes two parcels totaling 0.9 acres, which the applicant aims to acquire either in fee or easement. This proposal builds upon prior investments, including Seola Pond and the adjacent 5.4-acre conservation easement securing public access.

Match Waiver: This project already received a match waiver during a prior grant round. The committee determined that this project merits a match waiver based on the socioeconomic and demographic characteristics of the community, and its important purpose to preserve an informally used open space that is already valued by the community and prevents future risk of loss. This new award, therefore, also has a match waiver.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

KC - WRIA 9 – Shadow Lake Natural Area Additions

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$952,500	\$952,500	
Annual Bond		\$452,500	1148025
		\$500,000	1152715
Parks Levy	\$317,500	\$317,500	1139163
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$1,270,000	\$1,270,000	

Project Description: This project is seeking to expand the Shadow Lake Natural Area to protect wildlife habitat and provide additional open space in south King County. This project is seeking to acquire three parcels in fee, totaling 35 acres. These acquisitions would permanently protect one of the last remaining large, undeveloped properties within the rapidly urbanizing Soos Creek Sub-basin of the Green River Watershed. Beyond its ecological value, the parcels offer important opportunities for environmental education, passive recreation, and community connection to nature. This project will preserve a diverse and intact landscape that provides ecological, hydrologic, and community benefits while advancing long-

term conservation and open space goals in King County. Match funding comes from the recommended PL award.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

KC - WRIA 9 – Skyway Stormwater Park

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$1,000,000	\$1,000,000	
Annual		\$1,000,000	1150385
Bond		\$0	N/A
Parks Levy	\$0	\$0	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$1,000,000	\$1,000,000	
Match Waiver	Yes	Has waiver	

Project Description: The King County Department of Natural Resources and Parks and the Department of Local Services, Road Services Division, are collaborating to develop a stormwater park in Skyway. This project targets a 0.2-acre parcel, which the applicant aims to acquire in fee. This proposal builds upon a prior proposal to acquire land for the development of a stormwater park in the Skyway area. This project would significantly improve the road drainage system, eliminating flooding of roads and private property while also providing open space for the community to enjoy walking and nature.

Match Waiver: This project already received a match waiver during a prior grant round. The committee determined this project merits a match waiver because of the demographic and socioeconomic characteristics of this community, the unmet open space needs in this densifying urban unincorporated community, and the unique opportunity to facilitate additional stormwater capacity in support of developing more affordable housing. This new award, therefore, also has a match waiver.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

KC - WRIA 9 – Soos Creek Sub-basin Acquisition

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$1,770,000	\$1,212,198	
Annual		\$712,198	1148026
Bond		\$500,000	1152716
Parks Levy	\$590,000	\$404,066	1139161
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$2,360,000	\$1,616,264	

Project Description: King County continues a multiyear effort to restore salmon habitat along regionally significant Soos Creek, the largest tributary in the Green/Duwamish watershed. This year's request

includes six parcels, totaling 8.9 acres, which the applicant aims to acquire in fee. Four of the parcels are being sold by a single landowner who wants to sell their entire ownership, however King County Parks may surplus one of these parcels following acquisition. Soos Creek's sub-basin has a draft Department of Ecology Total Maximum Daily Load report for high water temperature, which negatively impacts the reproduction potential of threatened salmonids. Riparian revegetation is a primary recommendation of the draft Department of Ecology report, and these acquisitions will preserve streamside sites and allow for future restoration. These acquisitions would also provide nearby residents with open space and an opportunity to see riparian zones and restoration projects in a part of the county that does not have a lot of public land or enhancement efforts. Match funding for the acquisition comes from the recommended PL award.

Scope Action: A scope change was adopted on this project in Spring 2026. Four parcels included in the 2027 grant application were prioritized (1021059069 and 1021059068) and added to the scope (1521059067 and 1521059030) to allow the applicant to begin appraisals with existing funding before the committee made recommendations for 2027 awards.

Funding Recommendation: The committee recommends partial funding for this project to fund acquisition of the parcels with the highest urgency. See table above for funding recommendation details.

KC - WRIA 9 – Soos Creek-Molasses Creek Additions

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$1,575,000	\$1,575,000	
Annual		\$1,575,000	1145723
Bond		\$0	N/A
Parks Levy	\$525,000	\$525,000	1136780
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$2,100,000	\$2,100,000	

Project Description: King County seeks funding to acquire undeveloped land adjacent to Lake Youngs Trail on the south side of Lake Youngs. This project targets a 61-acre parcel, which the applicant aims to acquire in fee. The property serves as a wildlife corridor, connecting mature forest, grassy meadow, wetlands, and a stream that feeds into Big Soos Creek. This mosaic of habitats supports numerous species that depend on undisturbed land for survival, while the riparian areas act as natural filters, protecting water quality for the entire watershed. Match funding comes from the recommended PL award.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

KC - WRIA 9 – South Park Triangle East

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$307,500	\$307,500	
Annual		\$307,500	1152683

Bond		\$0	N/A
Parks Levy	\$0	\$0	N/A
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$307,500	\$307,500	
Match Waiver	Yes	Yes	

Project Description: This project seeks to acquire a riverside parcel in unincorporated King County adjacent to Seattle, located west of the South Park Bridge and directly north of the newly completed City of Seattle park, South Park Plaza. This project targets fee acquisition of one 0.4-acre parcel currently owned by King County Roads. King County Roads plans to surplus the property and, without CFT funding, it will likely be offered on the open market, potentially resulting in the permanent loss of one of the few remaining opportunities to expand public access along the Duwamish River in South Park. Acquiring this parcel directly advances long-standing community priorities articulated in the South Park Green Space Vision Plan (2014), which identifies river access, shoreline restoration, and the creation of a connected network of open spaces as essential to improving health and environmental equity in the neighborhood.

Match Waiver Request: The applicant requests a match waiver. This location is in the lowest third of census tracts for income, though it did not meet the other two criteria to qualify for a match waiver under Method #1, as the hospitalization rate is only in the 60th percentile and it is less than 0.25 miles to an existing park. The broader demographic, environmental, and health indicators for this neighborhood demonstrate exceptional levels of hardship that strongly justify a match waiver. The data clearly show that South Park residents experience disproportionate burdens across nearly every measure of vulnerability, and that this acquisition directly addresses long-standing inequities in access to safe, healthy, and culturally relevant open space. Engagement with community-based organizations is already well underway and grounded in long-standing relationships. The applicant has provided support letters from the Duwamish River Community Coalition and the Duwamish Alive Coalition.

Match Waiver Determination: The committee grants this project a match waiver due to demographic and socioeconomic characteristics of this community, strong community relationships, and the ability for this project to address historic underinvestment in this community.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

KC - WRIA 10 – Enumclaw Foothills – Mount Baldy

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$2,831,250	\$2,831,250	
Annual		\$531,250	1152684
Bond		\$2,300,000	1152717
Parks Levy	\$1,143,750	\$1,143,750	1152742
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$3,975,000	\$3,975,000	

Project Description: King County seeks funding to acquire land within the forested foothills surrounding the Enumclaw Plateau, including the summit of Mount Baldy immediately southeast of the City of Enumclaw. This project includes six parcels, totaling 130 acres, which the applicant aims to acquire in fee. This regionally significant project will preserve critical forest resources from rural residential development, preserve scenic resources and views, and protect the headwaters of Boise Creek and Red Creek in the White River Watershed (WRIA 10). Mount Baldy and the surrounding forests also provide unique potential for future backcountry trails, which are needed in southeast King County. The request includes \$200,000 of PL funding in addition to the PL requested to match the CFT request.

Scope Action: The scope of this project is linked to the scopes of two existing projects: Fell Hill Open Space and Pinnacle Peak Park, as listed in Appendix 2 – Related Project Numbers.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

KC - Vashon – Vashon Creeks and Estuaries

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$926,250	\$611,250	
Annual Bond		\$611,250	1145737
		\$0	N/A
Parks Levy	\$308,750	\$203,750	1136784
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$1,235,000	\$815,000	

Project Description: This King County project continues to preserve key stream corridors on Vashon Island, from upland headwaters through regionally significant estuaries at Puget Sound. The focus of the current proposal is to preserve 61 acres across four parcels via conservation easements. One of the parcels includes 430 feet of mainstem Judd Creek and extensive forested wetlands with over 2,000 feet of tributaries flowing into Judd Creek. The other three parcels are in the upper watershed of Tahlequah Creek and will be purchased in partnership with the Vashon Land Trust, where the land trust will purchase fee ownership of two of the parcels. This project area presents an opportunity to conserve important aquifer recharge areas and protect connectivity between existing protected lands. Match funding comes from the recommended PL award.

Scope Action: A scope change was adopted on this project in Spring 2026. Four parcels (1923039034, 1923039106, 1923039107, and 1923039108) were added to the scope to secure forested land adjacent to the Shinglemill Creek Preserve and trailhead.

Funding Recommendation: The committee recommends partial funding for this project. The recommended award is consistent with the applicant’s partial funding suggestion if the project could not be fully funded. See table above for funding recommendation details.

KC - Vashon – Vashon Marine Shoreline

	REQUEST	RECOMMENDATION	PROJECT #
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Conservation Futures	\$776,250	\$776,250	
Annual Bond		\$276,250	1148028
		\$500,000	1151718
Parks Levy	\$258,750	\$258,750	1136783
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$1,035,000	\$1,035,000	

Project Description: This multiyear project aims to protect key reaches of marine shoreline on Vashon-Maury Island, preserving regionally significant shorelines and feeder bluffs, and enabling restoration of habitat processes for the health of salmonids and other marine and terrestrial wildlife. This year's request targets a 1.95-acre parcel, which the applicant aims to acquire in fee. The property includes approximately one acre of tidelands and 100 feet of high-bank waterfront with feeder bluffs and is part of a corridor of protected lands. These feeder bluffs form part of the Point Heyer Drift Cell and are important for preserving sediment supply, transport, and deposition processes that form the Point Heyer barrier lagoon—the only remaining barrier lagoon in King County. Match funding comes from the recommended PL award.

Funding Recommendation: The committee recommends full funding for this project. See table above for funding recommendation details.

KC - Vashon – Vashon Uplands

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	\$6,592,941	\$3,892,941	
Annual Bond		\$892,941	1152685
		\$3,000,000	1152719
Parks Levy	\$2,007,059	\$1,107,059	1152743
Site Stabilization Costs	\$0	\$0	N/A
TOTAL	\$8,600,000	\$5,000,000	

Project Description: King County seeks funding to acquire property in order to expand and connect existing conserved land on Vashon Island, strengthening an emerging north-south forest corridor. This project includes seven parcels, totaling 133 acres, which the applicant aims to acquire in a combination of fee and conservation easement. The full scope of the project would: conserve over 100 acres of contiguous second-growth forest currently under threat of clearing at Frog Holler Forest; conserve upland forests, wetlands, and riparian areas at Raab's Lagoon; and secure a trail easement at Island Center Forest. Together, these acquisitions would protect forested land from potential fragmentation or conversion, ensuring that these open space resources remain intact. Match funding comes from the recommended PL award.

Scope Action: This project consolidates existing projects in this geography, including Frog Holler Forest and Maury Island Additions, as listed in Appendix 2 – Related Project Numbers.

Funding Recommendation: The committee recommends partial funding for this project, as shown in the table above. This funding level will allow a phased approach to acquisition of parcels in the Frog Holler

area, and the committee anticipates the applicant returning for additional funding in a future grant round.

ADDITIONAL SCOPE CHANGES

Shoreline – Twin Ponds

	REQUEST	RECOMMENDATION	PROJECT NUMBER
Conservation Futures	No funding requested	Scope change only	
Annual Bond			1145696
			1148073/1150400
Parks Levy			N/A
Site Stabilization Costs			N/A

The City of Shoreline seeks to expand Twin Ponds Park for residents of high-density housing in the 148th Street light rail station area. A scope change was adopted on this project in March 2026. One parcel (2550500005) previously identified as a future priority (yellow on project maps) was prioritized for acquisition.

SHADOW – Shadow Lake Nature Preserve

	REQUEST	RECOMMENDATION	PROJECT NUMBER
Conservation Futures	No funding requested	Scope change only	
Annual Bond			1145695
			N/A
Parks Levy			N/A
Site Stabilization Costs			1148041

The nonprofit organization Save Habitat and Diversity of Wetlands (SHADOW) continues ongoing acquisition work to buffer the unique wetland and 10,000-year-old peat bog ecosystem at Shadow Lake. A scope change was adopted on this project in May 2026. One parcel (7701800210) was added as to the scope, adjacent to other scope priorities and a recently acquired parcel.

KC - WRIA 7 – Lake Alice Forest

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	No funding requested	Scope change only	
Annual Bond			1148001
			1146210/1148058
Parks Levy			1147995
Site Stabilization Costs			N/A

King County is acquiring undeveloped upland forest east of the Raging River and along the Preston-Snoqualmie Regional Trail. A scope change was adopted on this project in March 2026. A scope clarification prioritized two parcels (2724079052 and 8131700461) that were previously scoped as future

priorities (yellow on project maps) and became available for purchase. A scope addition added one parcel (8131700450) that is owned by the same landowner as four other nearby priority parcels and will contribute to conservation of forested land along Preston-Snoqualmie Regional Trail.

KC - WRIA 7 – Mitchell Hill Forest Additions

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	No funding requested	Scope change only	
Annual Bond			1145705
Parks Levy			1141757/1143661
Site Stabilization Costs			1044750
			N/A

King County is pursuing a regionally significant, multiyear effort to expand habitat protections and trail connections at Mitchell Hill Forest and adjacent public lands outside of Preston. A scope change was adopted on this project in March 2026. Two parcels (3324079073 and 6893300586) adjacent to the Preston-Snoqualmie Regional Trail were added to allow for development of a more accessible trail. The parcels were added to both the Mitchell Hill Forest Additions and Preston Ridge Forest projects.

KC - WRIA 7 – Preston Ridge Forest

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	No funding requested	Scope change only	
Annual Bond			N/A
Parks Levy			1139013/1141739
Site Stabilization Costs			1141651
			N/A

King County is building on multiyear work to conserve public lands in the Mitchell Hill-Preston Ridge Forest area, with a new focus area on the western edge of Preston Ridge Forest. A scope change was adopted on this project in March 2026. Two parcels (3324079073 and 6893300586) adjacent to the Preston-Snoqualmie Regional Trail were added to allow for development of a more accessible trail. The parcels were added to both the Mitchell Hill Forest Additions and Preston Ridge Forest projects.

KC - WRIA 7 – South Fork Skykomish Conservation

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	No funding requested	Scope change only	
Annual Bond			1148005
Parks Levy			N/A
Site Stabilization Costs			1148012 & 1145909
			N/A

King County continues to work to improve water and habitat quality in the South Fork Skykomish watershed, which is regionally significant salmon habitat. A scope change was adopted on this project in Spring 2026. Ten parcels (1026109001, 1026109002, 1026109003, 1026109004, 1026109005,

1026109013, 1026109014, 1026109018, 1026109024, and 7809400170) were added to the scope. Nine of these are large, forested parcels that will conserve 330 acres of forest on Index Creek, and the other is a small parcel on the Skykomish River at the mouth of Index Creek.

KC - WRIA 9 – Urban Greenspace: Hamm Creek-North Highline

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	No funding requested	Scope change only	
Annual Bond			1141621
Parks Levy			1139013/1141742
Site Stabilization Costs			N/A

King County seeks to add more open space around Hamm Creek in the Glendale neighborhood within the North Highline urban unincorporated area, where open space opportunities have historically been limited. A scope change was adopted on this project in March 2026. Two parcels were added: 5624200670 to support pedestrian access to Glendale Forest, and 5624200763 to allow for an expanded habitat restoration project at the Point Rediscovery/Hamm Creek stormwater facility.

KC - WRIA 10 – Boise Creek Acquisitions

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	No funding requested	Scope change only	
Annual Bond			1123835 & 1150431
Parks Levy			N/A
Site Stabilization Costs			N/A

King County is acquiring property along the lower 4 miles of Boise Creek, which provides regionally significant spawning and rearing habitat for fall-run Chinook salmon, among other salmonid species. A scope change was adopted on this project in March 2026. One parcel (3020079022) was added to the scope to expand Pinnacle Peak Park, and a previous future priority (yellow on project maps, 3120079073) was prioritized because the landowner expressed interest in selling to King County for conservation purposes.

KC - WRIA 10 – Pinnacle Peak Acquisitions

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	No funding requested	Scope change only	
Annual Bond			1047198
Parks Levy			1139013/1141752
Site Stabilization Costs			1044919

King County seeks to expand Pinnacle Peak Park in this regionally significant project by acquiring in-holdings and forested parcels surrounding the mountain. A scope change was adopted on this project in

March 2026. Two parcels (3020079022 and 3120079073) were added to the project scope to expand Pinnacle Peak Park and protect land on Boise Creek.

KC - Farmland – Protecting Farmland: Enumclaw-Green River Farms

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	No funding requested	Scope change only	
Annual Bond			1145738
			1143799/1146203
Parks Levy			N/A
Site Stabilization Costs			N/A

The goal of this regionally significant project is to preserve prime agricultural lands within the Enumclaw Plateau and Green River Agricultural Production Districts (APDs). A scope change was adopted on this project in May 2026. Five parcels (4013800005, 1021049005, 0320069034, 0320069072, and 0320069066) were added to the project scope after landowners reached out to King County staff to express interest in conserving their farmland properties.

KC - Farmland – Protecting Farmland: Snoqualmie APD and Vicinity Farms

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	No funding requested	Scope change only	
Annual Bond			1145739
			1139013/1141756
			1143799/1146204
			1143799/1147367
			1146210/1148059
Parks Levy			N/A
Site Stabilization Costs			N/A

The goal of this regionally significant project is to preserve prime agricultural lands in the Snoqualmie Valley that are important to the farming economy, with multiyear targets identified within the Snoqualmie Agricultural Production District (APD) and in nearby rural and unincorporated urban areas. A scope change was adopted on this project in May 2026. Five parcels (3126079013, 3626069018, 0424079032, 0424079004, and 2526069016) were added to the project scope after landowners reached out to King County staff to express interest in conserving their farmland properties.

KC - Farmland – Protecting Farmland - Vashon-Maury Island Farmland

	REQUEST	RECOMMENDATION	PROJECT #
Conservation Futures	No funding requested	Scope change only	
Annual Bond			1133820
			1134923/1137014
Parks Levy			N/A

Site Stabilization Costs			N/A
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This project seeks to preserve agricultural lands on Vashon and Maury islands, where there are clusters of agricultural land uses that are important to the farming economy. A scope change was adopted on this project in May 2026. Two parcels (1322029004 and 3223039040) were added to the project scope after landowners reached out to King County staff to express interest in conserving their farmland properties.

Appendices

Appendix 1 – Recommended 2027 CFT Bond Project List

These projects are recommended to receive bond funding in 2027 CFT Bond Project 1150389. The funds are managed within the parent project using the following subproject numbers.

Agency/ Location	Project Name	CFT Bond Recommended	Subproject Number
Bellevue	Bellevue Greenways and Open Space	\$3,300,000	1152692
Covington	Jenkins Creek Open Space	\$2,000,000	1152693
Kenmore	Sammamish River Tributary Acquisition	\$1,000,000	1152694
SeaTac	North SeaTac Park Preservation Project - 45 Acres	\$7,800,000	1152695
Seattle	South Park Water Quality Facility	\$1,800,000	1152696
Shoreline	192nd Hemlock Open Space Acquisition – Phase 3	\$2,100,000	1152697
KC - WRIA 7	Lower Snoqualmie River and Floodplain Conservation	\$1,500,000	1152698
KC - WRIA 7	Lower Snoqualmie Valley - Upland Forest Conservation	\$2,000,000	1152699
KC - WRIA 7	Middle Fork Snoqualmie Natural Area In-Holdings	\$1,700,000	1152700
KC - WRIA 7	Patterson Creek Natural Area	\$1,400,000	1152701
KC - WRIA 7	Snoqualmie Corridor Enhancement	\$1,000,000	1152702
KC - WRIA 7	Tolt River Natural Area	\$800,000	1152703
KC - WRIA 8	Cedar River Basin Conservation	\$1,400,000	1152704
KC - WRIA 8	Cougar Mountain Additions	\$1,500,000	1152705
KC - WRIA 8	Evans Creek Conservation Corridor	\$500,000	1152706
KC - WRIA 8	Issaquah Creek Basin Conservation	\$400,000	1152707
KC - WRIA 8	McGarvey Park Open Space Additions	\$4,000,000	1152708
KC - WRIA 8	Ravensdale Retreat Addition	\$3,000,000	1152709
KC - WRIA 9	Auburn - Black Diamond Uplands	\$500,000	1152710
KC - WRIA 9	Duwamish River Transition Zone	\$2,000,000	1152711
KC - WRIA 9	Farmland Preservation – Enumclaw/Green River APD	\$1,000,000	1152712
KC - WRIA 9	Green River-Newaukum Creek Acquisition	\$1,500,000	1152713
KC - WRIA 9	North Green River Acquisitions	\$1,000,000	1152714
KC - WRIA 9	Shadow Lake Natural Area Additions	\$500,000	1152715
KC - WRIA 9	Soos Creek Sub-basin Acquisition	\$500,000	1152716
KC - WRIA 10	Enumclaw Foothills – Mount Baldy	\$2,300,000	1152717
KC - Vashon	Vashon Marine Shoreline	\$500,000	1151718
KC - Vashon	Vashon Uplands	\$3,000,000	1152719
Total Bond Funding Recommended		\$50,000,000	
Project Count		28	

Appendix 2 – Related Project Numbers

This table lists the existing awards that are applicable to these projects in addition to the project numbers in which the 2027 awards are being placed. For example, unique bond project numbers from past awards; older CFT project numbers with a different match level; and project numbers from existing projects that are related in scope.

Applicant	Project Name	Related Project Numbers
Bellevue	Bellevue Greenways and Open Space	CFT 2020 bond project 1134923/1145450 CFT 2021 bond project 1137238/1145453 CFT 2022 bond project 1139013/1143302
Bellevue	West Lake Sammamish Open Space	CFT 2026 bond project 1148073/1150391
Covington	Jenkins Creek Open Space - acquisition award	CFT 2020 bond project 1134923/1151315
Shoreline	192nd Hemlock Open Space Acquisition – Phase 3	CFT 2026 bond project 1148073/1150399
KC-WRIA 7	Boxley Creek Natural Area Additions	CFT 2024 bond project 1143799/1146197
KC-WRIA 7	Lower Snoqualmie River and Floodplain	CFT 2020 bond project #1134923/1136994 CFT 2022 bond project #1139013/1149062 CFT 2023 bond project #1141757/1149063 CFT annual project #1145707 CFT annual project #1149062 CFT annual project #1150376 PL project #1114767 PL project #1121451 PL project #1150414
KC-WRIA 7	Lower Snoqualmie Valley - Upland Forest Conservation	CFT 2025 bond project #1146210/1148056 CFT 2026 bond project #1148073/1150404 CFT annual project #1145708 CFT annual project #1148000 PL project #1145905 PL project #1147990
KC-WRIA 7	Middle Fork Snoqualmie Natural Area Additions	Linked to all project numbers listed for Middle Snoqualmie Park Additions below.
KC-WRIA 7	Middle Snoqualmie Park Additions	CFT 2021 bond project #1137238/1151321 CFT 2022 bond project #1139013/1151323 CFT 2026 bond project #1148073/1150401 CFT 2026 bond project #1148073/1150402 CFT annual project # 1148006 CFT annual project #1148002 CFT annual project #1150373 CFT annual project #1150377 PL project # 1148015 PL project #1147996 PL project #1150412 PL project #1150415
KC-WRIA 7	Patterson Creek Natural Area	CFT 2026 bond project 1148073/1150401

Applicant	Project Name	Related Project Numbers
KC-WRIA 7	Tolt River Natural Area	CFT annual project #1145447 CFT 2022 bond project #1139013/1141735
KC-WRIA 8	Cedar River Basin Conservation	CFT 2025 bond project #1146210/1148062 CFT 2022 bond project #1139013/1141737
KC-WRIA 8	Cougar Mountain Additions	CFT 2025 bond project #1146210/1148063 CFT 2026 bond project #1148073/1150405
KC-WRIA 8	Evans Creek Corridor Conservation	CFT 2024 bond project #1143799/1146200 PL project #1143700
KC-WRIA 8	Issaquah Creek	CFT 2025 bond project #1146210/1148066
KC-WRIA 8	McGarvey Park Open Space Additions	CFT annual project #1138978
KC-WRIA 8	West Tiger Mountain Additions	PL project #1150418
KC-WRIA 9	Auburn-Black Diamond Uplands	CFT 2023 bond project #1141757/1143672 CFT 2026 bond project #1148073/1150407 CFT annual project #1143672 CFT annual project #1150383 PL project #1132225 PL project #1150419
KC-WRIA 9	Duwamish River Transition Zone	CFT annual project #1148024 CFT 2025 bond project #1146210/1148068 PL project #1148113
KC-WRIA 9	Green River-Newaukum Creek	CFT annual project #1127075 CFT 2026 bond project #1148073/1150406
KC-WRIA 9	North Green River Acquisition	CFT 2022 bond project #1139013/1141748
KC-WRIA 9	Protecting Farmland: Enumclaw-Green River Farms	CFT 2024 bond project #1143799/1146203
KC-WRIA 9	Shadow Lake-Sweeney Pond	CFT 2025 bond project #1146210/1148069
KC-WRIA 9	Soos Creek-Molasses Creek Additions	CFT annual project #1133816 CFT 2022 bond project #1139013/1141749 CFT 2023 bond project #1141757/1143675
KC-WRIA 9	Soos Creek Sub-basin Acquisition	CFT 2025 bond project #1146210/1148070 CFT 2026 bond project #1148073/1150408
KC-WRIA 10	Enumclaw Foothills - Mt. Baldy	CFT 2020 bond project #1134923/1151317 CFT 2021 bond project #1137238/1151322 CFT 2022 bond project #1139013/1141752 CFT annual project #1047198 CFT annual project #1148023 CFT annual project #1151312 PL project #1044919 PL project #1148111
KC-Vashon	Vashon Marine Shoreline	CFT 2023 bond project #1141757/1143680 CFT 2025 bond project #1146210/1148071 CFT 2026 bond project #1148073/1150411 CFT annual project #1129264 CFT annual project #1132093
KC-Vashon	Vashon Uplands	CFT 2026 bond project #1148073/1150410

Applicant	Project Name	Related Project Numbers
		CFT annual project #1145734 CFT annual project #1145735 PL project #1143708

Conservation Futures Advisory Committee

Recommendations for 2027 Conservation Futures
& Parks Levy County Open Space Funding

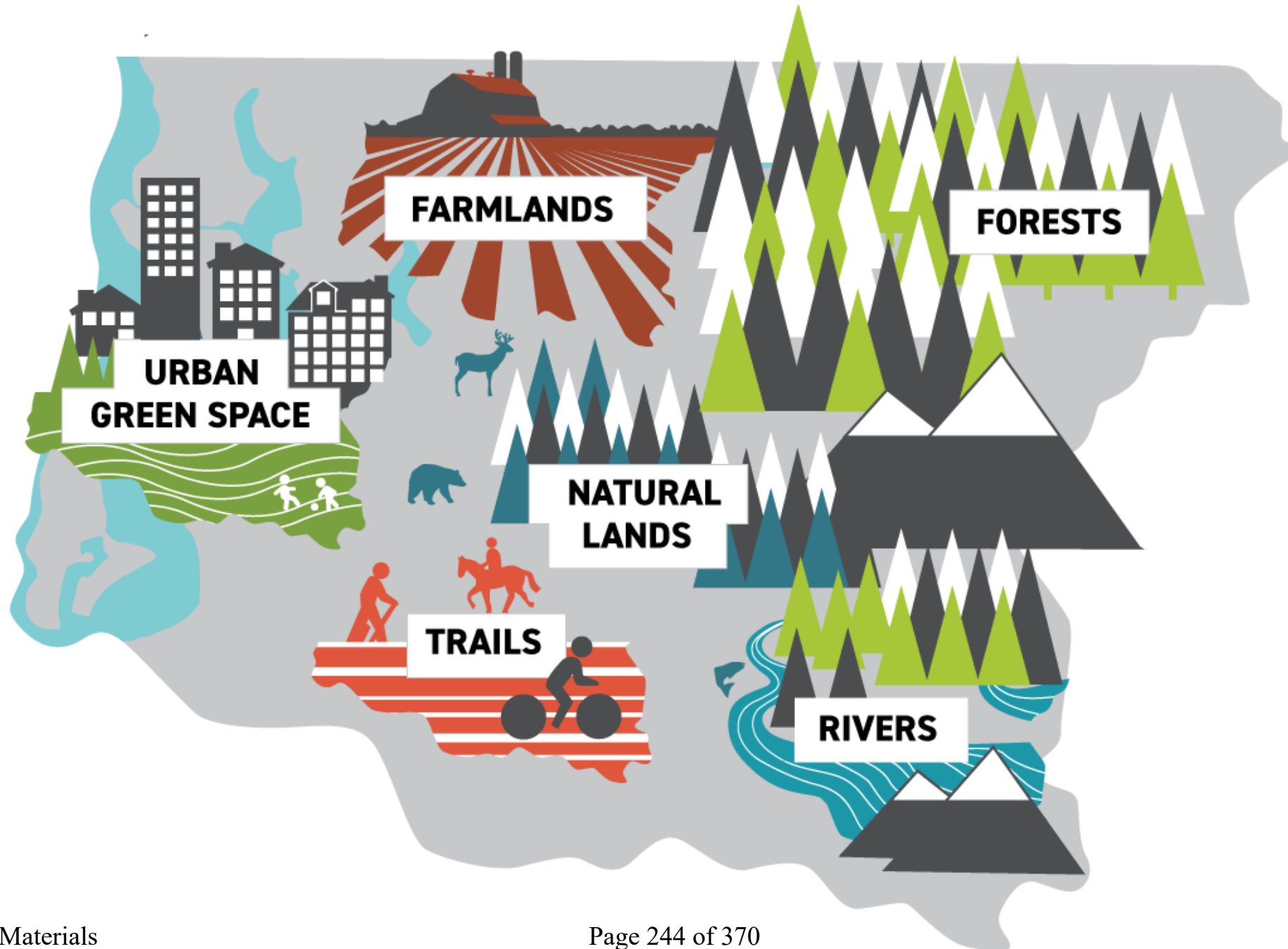
King County Council
TrEE Committee Briefing
September 2026

A scenic landscape photograph of a river flowing through a forest. The trees are in various stages of autumn, with some showing vibrant orange and yellow leaves, while others are still green. The river is in the foreground, and the forest extends into the background under a cloudy sky.

KING COUNTY LAND CONSERVATION INITIATIVE

Vision: Within the next generation, protect the last, best open spaces while ensuring equitable access for all.

Implemented by King County Council and Executive in late 2010s



Accelerating the pace of land acquisition



Bonding

*issuing bonds to secure
land now, debt service
paid by CFT*

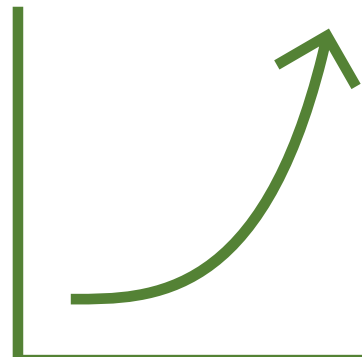
2020



Match waiver

*equity priority for
underserved
community projects*

2020



CFT rate lift

*countywide vote
received 70% approval*

2022

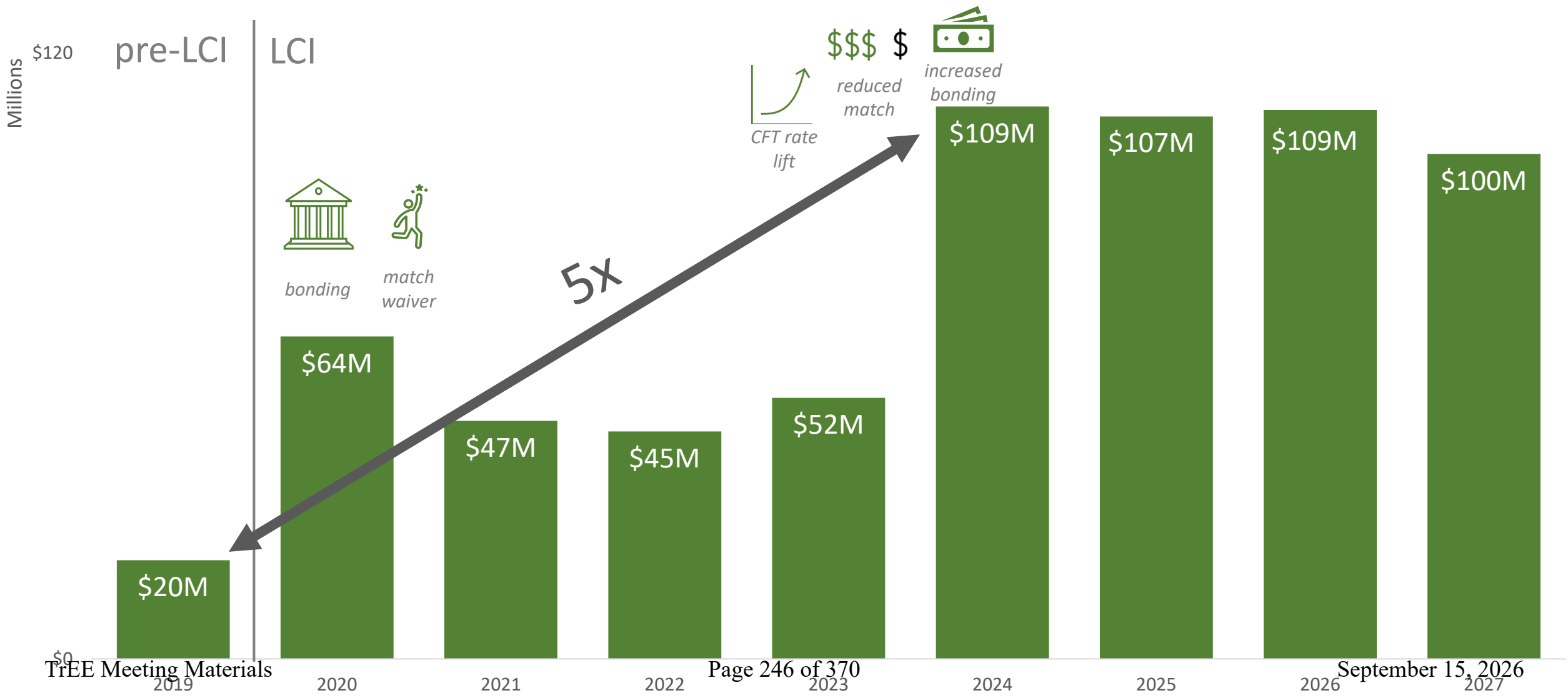


Reduced match + site stabilization

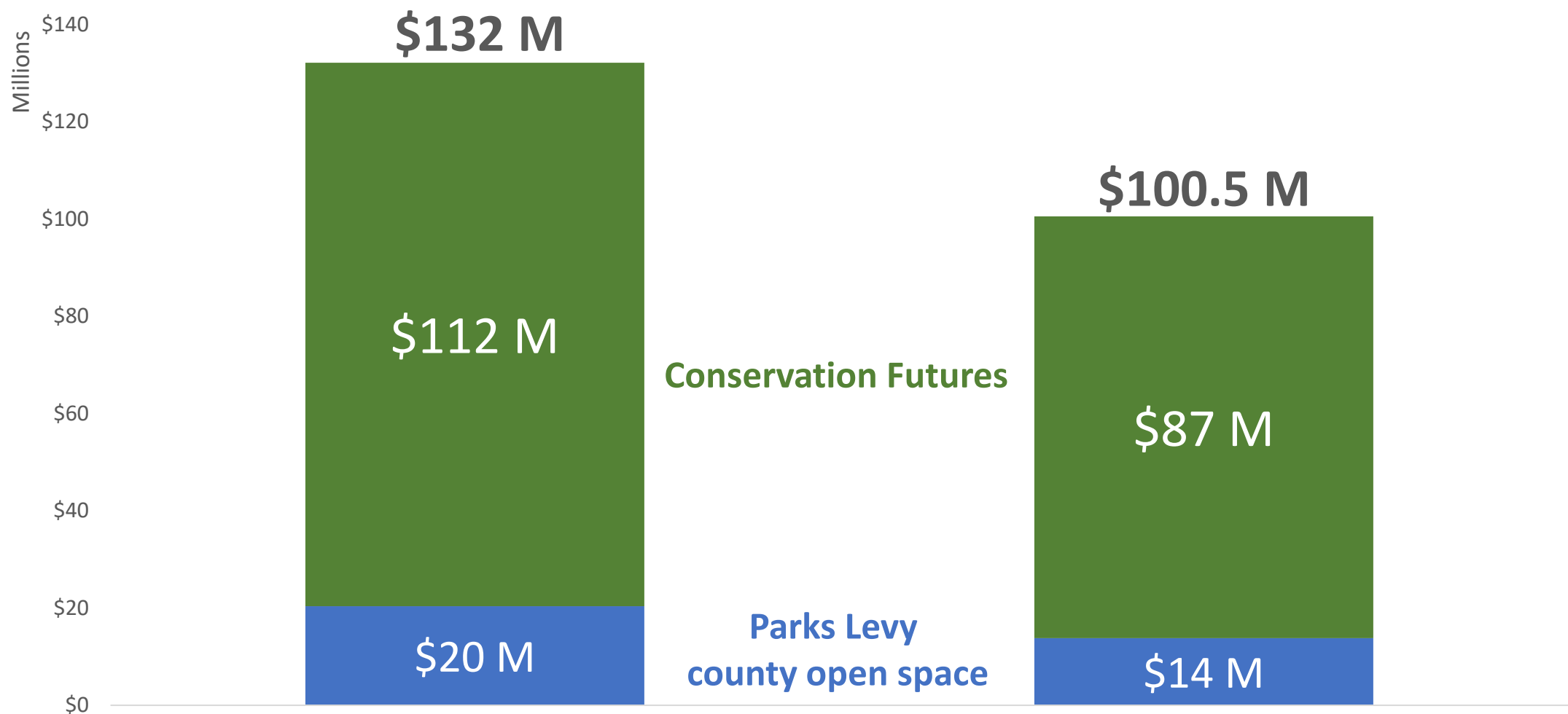
further reduce barriers

2024

Five-fold increase in funding: Conservation Futures + Parks Levy County Open Space awards



Requested and Recommended Funding



Available funding types

Conservation Futures

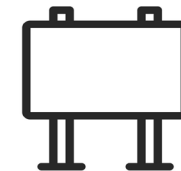
Parks Levy county open space

Conservation Futures funding types

Acquisition



Site Stabilization Cost (SSC)



Conservation Futures match types

Standard Match

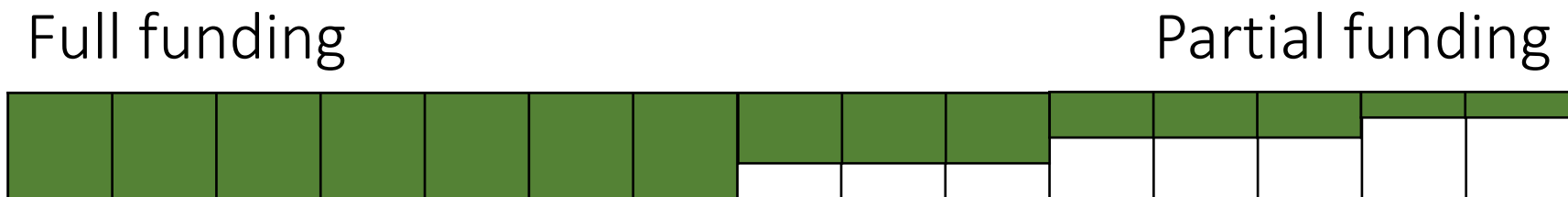


Equity-based Match Waiver



Funding principles

- Put the right amount of money into a project relative to its current needs.
- Work collaboratively with applicants to understand readiness, urgency, and opportunities for phasing awards.



REQUESTS FOR 2027
CONSERVATION FUTURES
& PARKS LEVY FUNDS

6/2/2026

LEGEND

- Watershed Boundaries
- Farmland Easements
- Other Conservation Easements
- Parks in King County
- Public Parcels in King County
- Incorporated Cities



0 2.5 5 10 Miles

September 15, 2026

*Hip Hop is Green EcoWorld Development (Hip Hop is Green) MW location not yet selected

Tree Meeting Materials

Recommendations List

Green shading indicates projects featured today

Conservation Futures Advisory Committee
2027 Funding Recommendations
King County Council TrEE Briefing, September 15, 2026

Green shading indicates project is highlighted in presentation				ACQUISITION FUNDING						SITE STABILIZATION COST (SSC) FUNDING			
Sponsor Type	Agency/ Nonprofit Name	Project Name	Match Waiver Recommended	Conservation Futures (CFT) Requested - Acquisition	CFT Recommended - Acquisition	Parks Levy County Open Space (PL) Requested	PL Recommended	Total Acquisition Funding Requested	Total Acquisition Funding Recommended	CFT Requested - SSC	CFT Annual Recommended - SSC *	Acres in Scope**	KC Council District
City	Bellevue	Bellevue Affordable Housing Partnership		\$731,250	\$731,250	\$0	\$0	\$731,250	\$731,250	\$0	\$0	1.0	9
City	Bellevue	Bellevue Greenways and Open Space		\$3,665,750	\$3,665,750	\$0	\$0	\$3,665,750	\$3,665,750	\$300,000	\$300,000	5.5	9
City	Bellevue	Bellevue Open Space SSC		\$0	\$0	\$0	\$0	\$0	\$0	\$361,875	\$361,875	N/A	6, 9
City	Bellevue	West Lake Sammamish Open Space		\$3,642,000	\$3,642,000	\$0	\$0	\$3,642,000	\$3,642,000	\$0	\$0	0.6	6
City	Carnation	Carnation Conservation		\$24,000	\$24,000	\$0	\$0	\$24,000	\$24,000	\$0	\$0	16	3
City	Covington	Jenkins Creek Open Space		\$3,588,750	\$2,462,063	\$0	\$0	\$3,588,750	\$2,462,063	\$281,250	\$281,250	13	9
City	Duvall	Big Rock Ballfields Expansion - Round 2		\$727,815	\$727,815	\$0	\$0	\$727,815	\$727,815	\$18,750	\$18,750	9.2	3
City	Kenmore	Sammamish River Tributary Acquisition		\$1,462,425	\$1,462,425	\$0	\$0	\$1,462,425	\$1,462,425	\$37,500	\$37,500	0.8	1
City	Kenmore	Tributary 0056 Acquisition		\$1,477,440	\$1,477,440	\$0	\$0	\$1,477,440	\$1,477,440	\$37,500	\$37,500	0.7	1
City	Kirkland	Carpenter Acquisition		\$1,039,500	\$1,039,500	\$0	\$0	\$1,039,500	\$1,039,500	\$48,750	\$48,750	1.6	6
City	Kirkland	Forbes Creek Acquisition		\$826,500	\$826,500	\$0	\$0	\$826,500	\$826,500	\$0	\$0	1.5	1
City	Kirkland	Seabrook Acquisition		\$58,350	\$58,350	\$0	\$0	\$58,350	\$58,350	\$0	\$0	1.5	1
City	SeaTac	North SeaTac Park Preservation Project - 45 Acres	Yes	\$10,000,000	\$8,000,000	\$0	\$0	\$10,000,000	\$8,000,000	\$0	\$0	45	5
City	Seattle	Sherry Property Demolition and Site Stabilization SSC		\$0	\$0	\$0	\$0	\$0	\$0	\$307,500	\$307,500	N/A	9
City	Seattle	South Park Water Quality Facility	Yes	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$0	0.4	8
City	Shoreline	192nd Hemlock Open Space Acquisition – Phase 3	Has waiver	\$2,245,000	\$2,245,000	\$0	\$0	\$2,245,000	\$2,245,000	\$0	\$0	0.9	1
City	Shoreline	Kruckeberg Botanic Garden Expansion		\$400,000	\$400,000	\$0	\$0	\$400,000	\$400,000	\$0	\$0	0.2	1
City	Shoreline	Shoreline SSC	Has waiver	\$0	\$0	\$0	\$0	\$0	\$0	\$462,500	\$462,500	N/A	1
Nonprofit	Forterra NW	Seahurst Park Addition	No	\$949,200	\$711,900	\$0	\$0	\$949,200	\$711,900	\$0	\$0	13	8
Nonprofit	Hip Hop is Green	Hip Hop is Green EcoWorld Development	Yes	\$3,615,000	\$3,615,000	\$0	\$0	\$3,615,000	\$3,615,000	\$30,000	\$30,000	TBD	TBD
Nonprofit	Vashon-Maury Island Land Trust	Vashon Creeks and Estuaries — Vashon Land Trust		\$195,000	\$195,000	\$0	\$0	\$195,000	\$195,000	\$0	\$0	31	8

GRANT ROUND

REPORT

LEGISLATION

Executive Council

January February March April May June July August September October November December

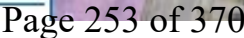
Executive

Council TrEE

BRIEFINGS



Council District 9

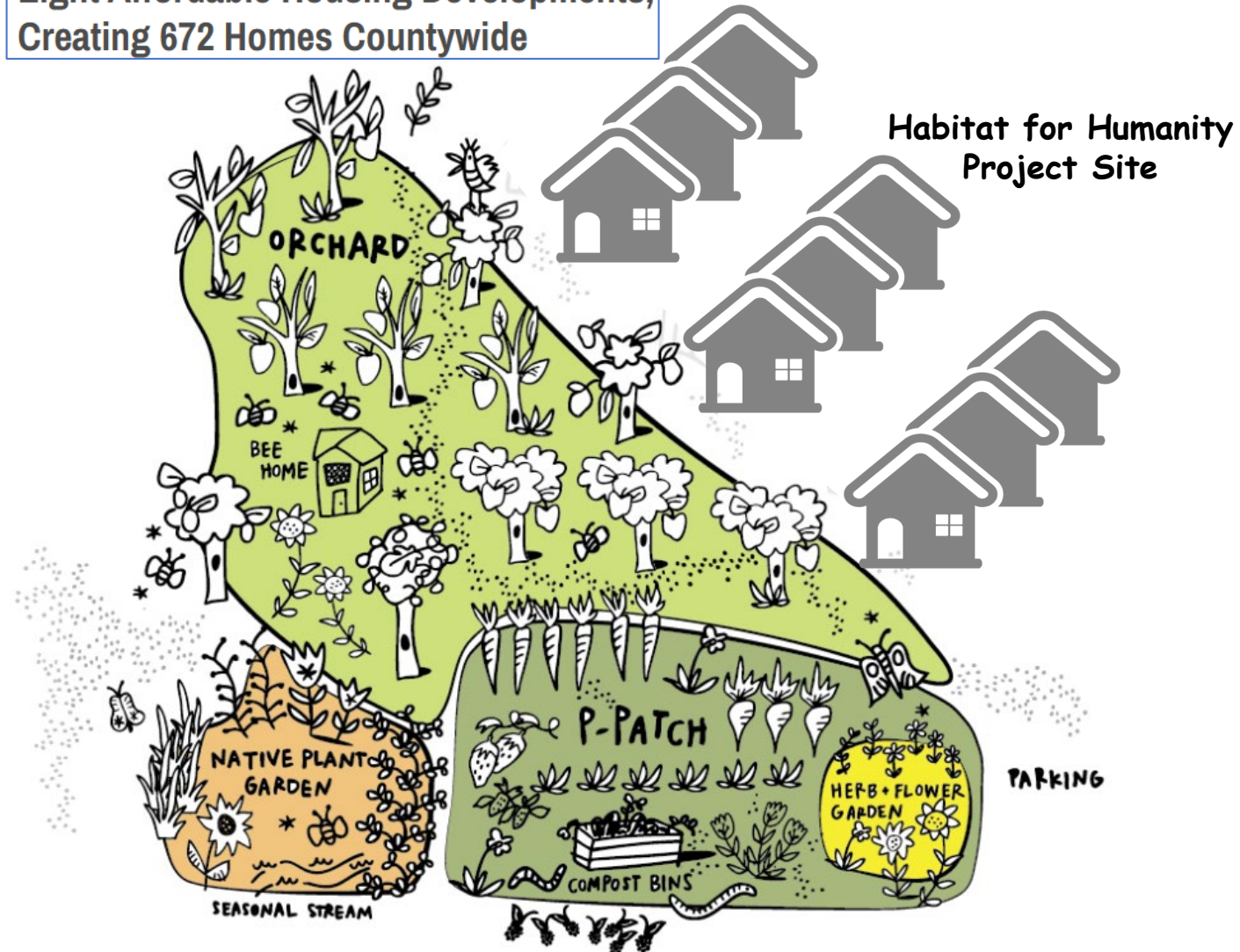


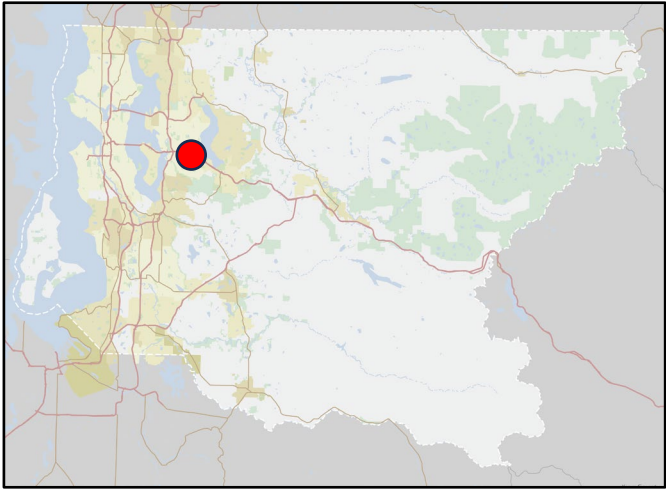
Full funding
Acquisition \$731k
1 acre in scope



JANUARY 21, 2026 | DEPARTMENT OF COMMUNITY AND HUMAN SERVICES

King County Awards \$23.7 Million to
Eight Affordable Housing Developments,
Creating 672 Homes Countywide





**Bellevue - West Lake
Sammamish Open Space**

Council District 6



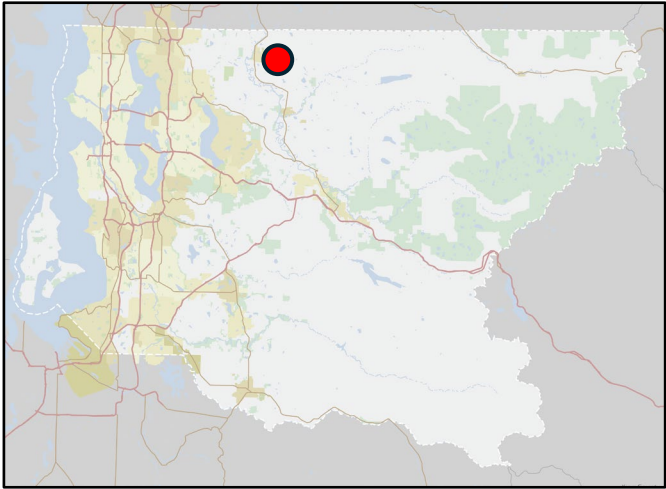
Full funding

Acquisition \$3.6M

0.6 acres in scope



Bellevue - West Lake Sammamish Open Space



**Duvall - Big Rock
Ballfields Expansion -
Round 2**

Council District 3



Full funding

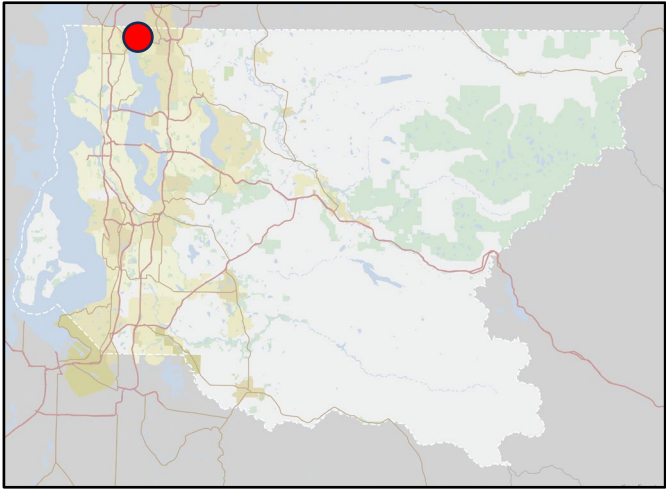
Acquisition \$727k

SSC \$19k

9 acres in scope

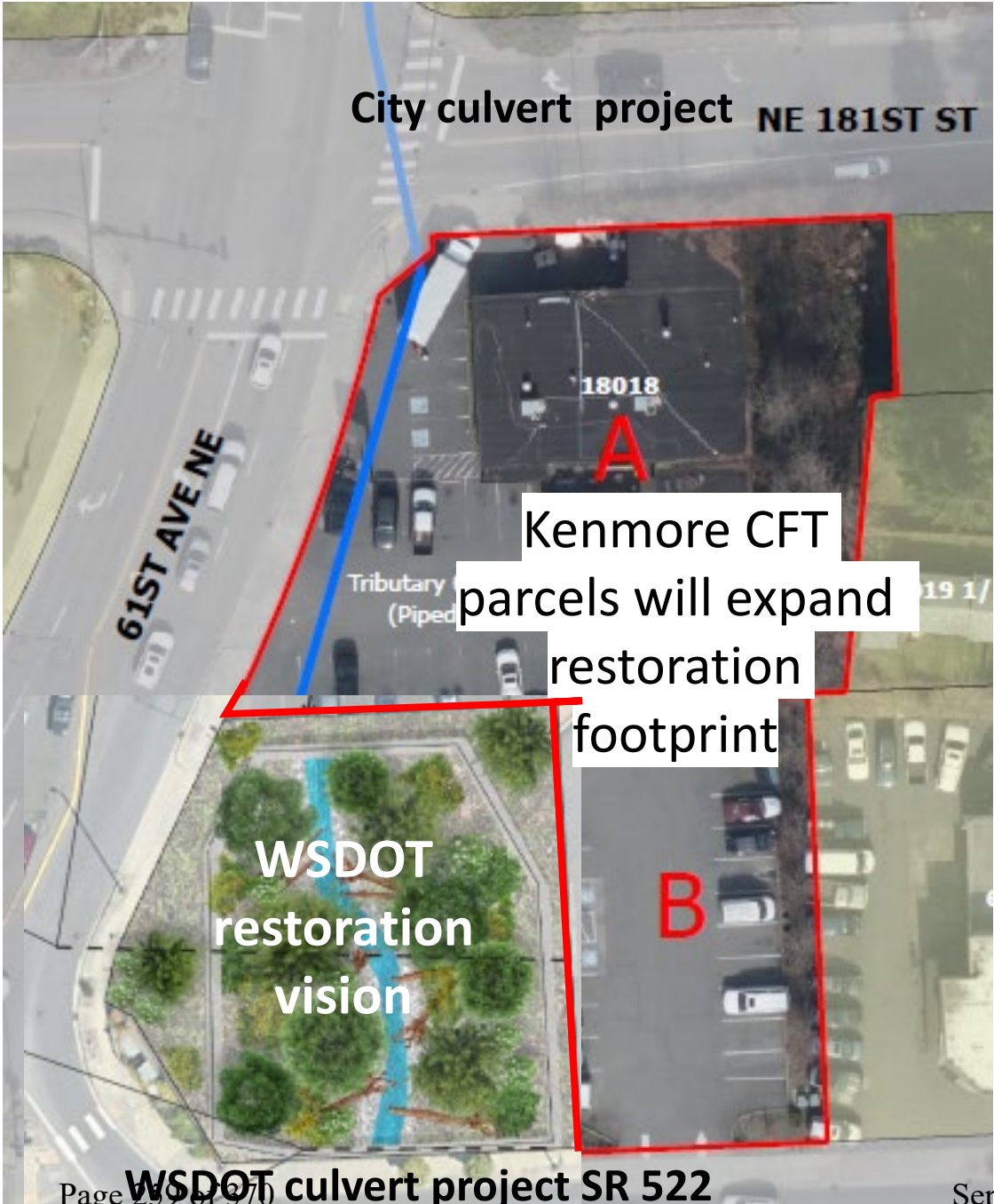
Big Rock Sports Park

Duvall - Big Rock Ballfields Expansion - Round 2



**Kenmore - Tributary 0056
Acquisition**

Council District 1



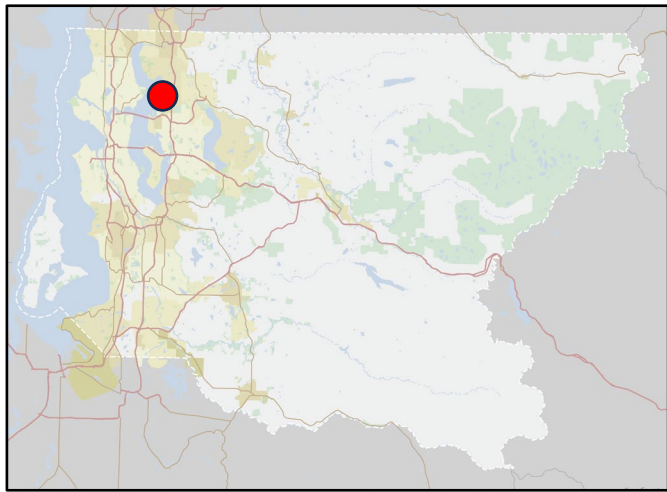
Full funding

Acquisition \$1.5M, SSC \$37k

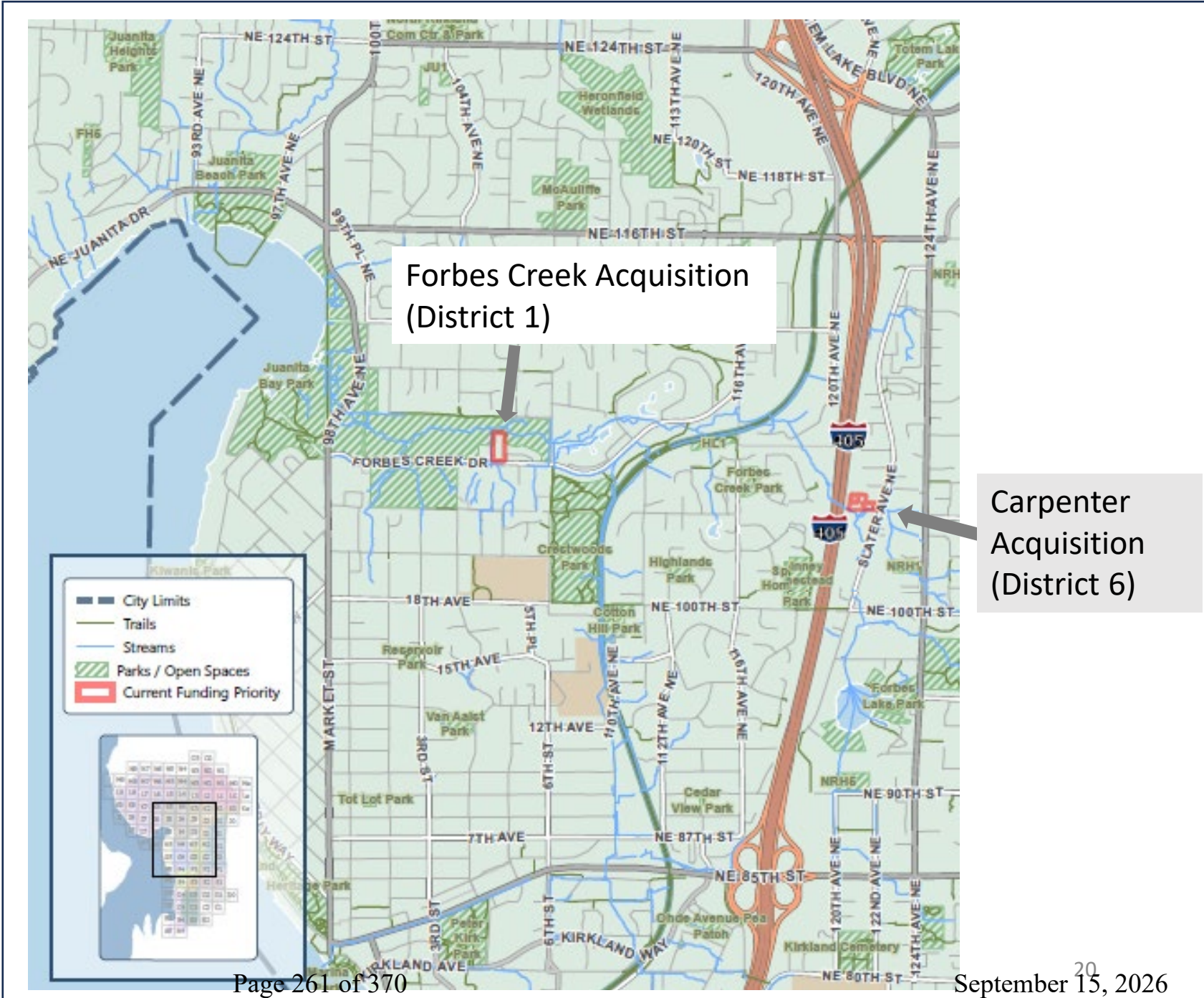
0.7 acres in scope



Kenmore - Tributary 0056 Acquisition



**Kirkland - Carpenter Acquisition (District 6)
+ Forbes Creek Acquisition (District 1)**



Full funding

Acquisition \$1M

SSC \$48k

1.6 acres in scope

Council District 6

Kirkland - Carpenter Acquisition

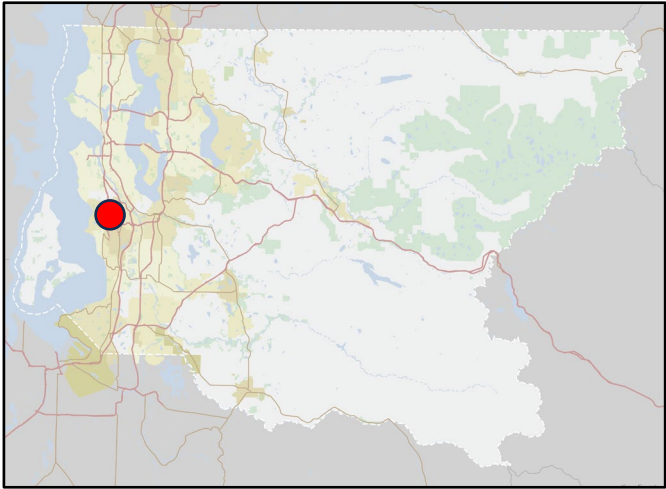
Full funding

Acquisition \$826k

1.5 acres in scope

Council District 1

Kirkland - Forbes Creek Acquisition



**SeaTac - North SeaTac Park
Preservation Project - 45
Acres (Match Waiver)**

Council District 5



Port of Seattle 2021

Sustainable Airport Master Plan

Proposed 11-acre employee parking lot

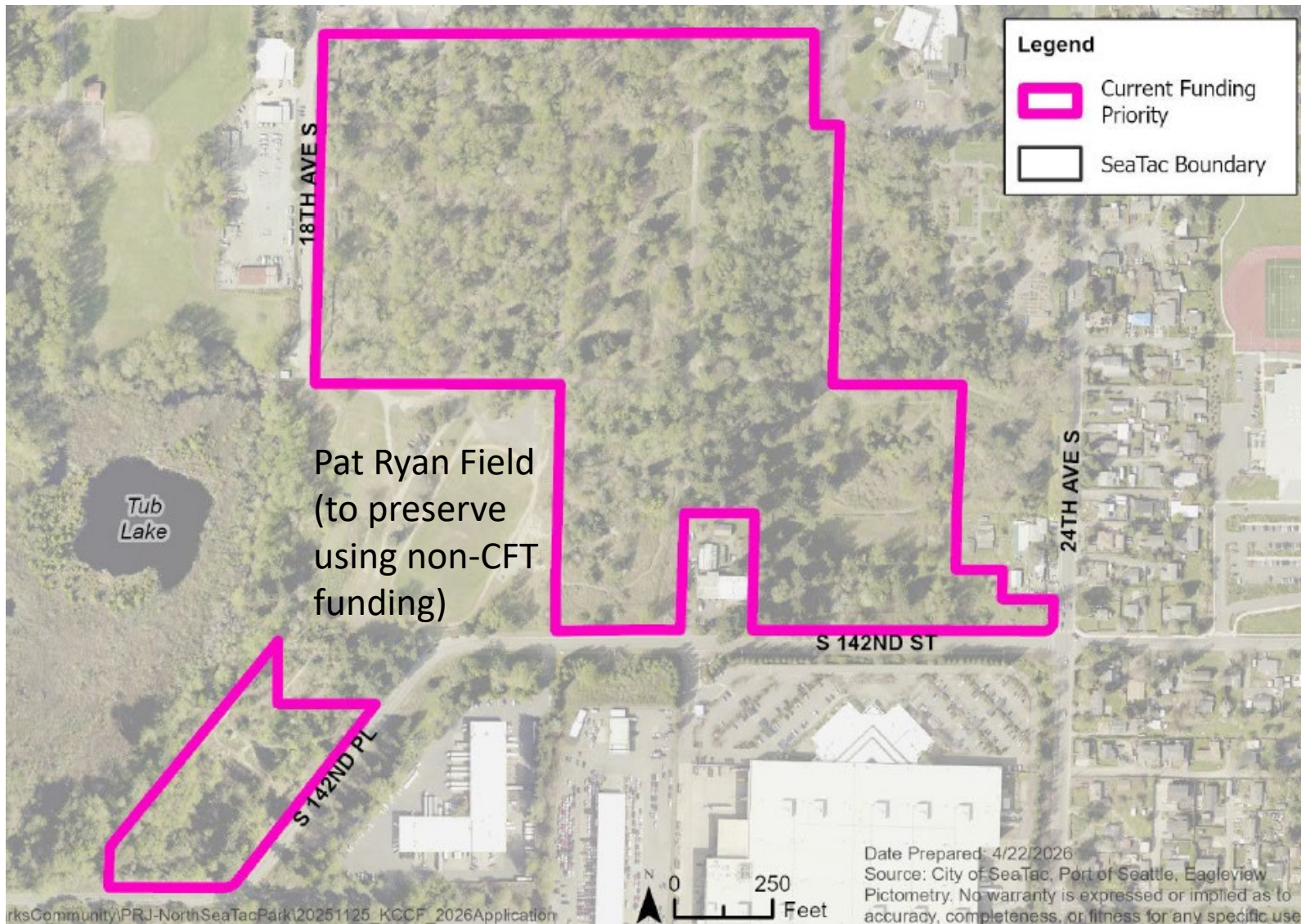
Port of Seattle 2016 & 2020

Real Estate Strategic Plans

Proposed ground leases for, e.g.,
food production facilities



SeaTac - North SeaTac Park Preservation Project - 45 Acres (Match Waiver)



"We are in complete agreement that we need to work together to figure out a plan for the long-term health and wellness of the park that the Port of Seattle leases to the City of SeaTac.

Parks and green spaces matter to our community's quality of life.

We share each other's commitment to protecting parks and green spaces and echo each other's commitment to finding solutions together."

- 2022 Port of Seattle - City of SeaTac Joint Advisory Committee statement

SeaTac - North SeaTac Park Preservation Project - 45 Acres (Match Waiver)

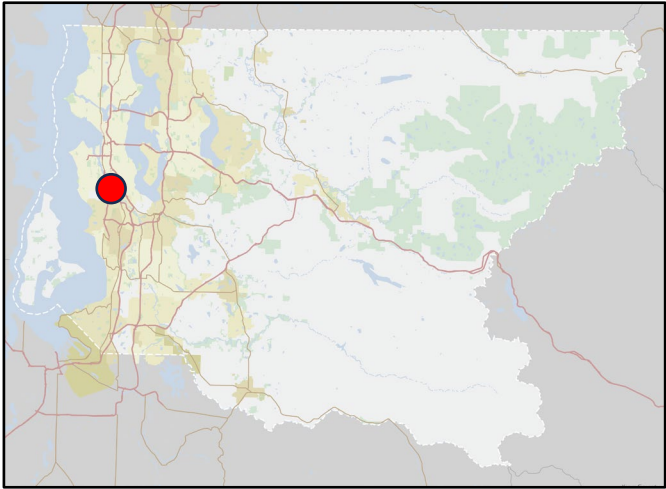
Partial funding + match waiver

Acquisition \$8M

45 acres in scope



SeaTac - North SeaTac Park Preservation Project - 45 Acres (Match Waiver)



**Seattle - South Park Water
Quality Facility
(Match Waiver)**

Council District 8



Full funding + match waiver

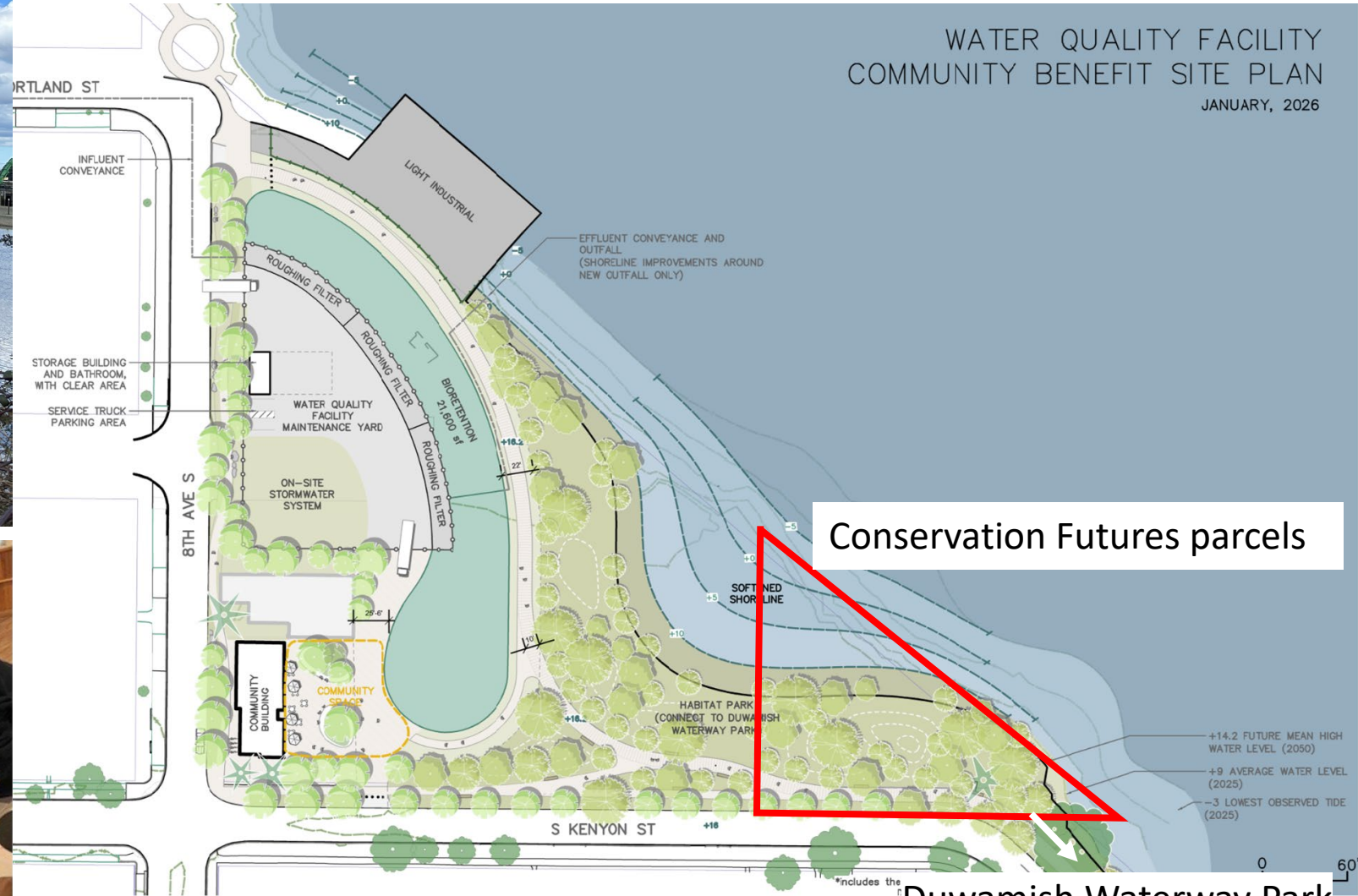
Acquisition \$2M

0.4 acres in scope



TrEE Meeting Materials

Concept plan informed by community discussions



Duwamish Waterway Park

Seattle South Park Water Quality Facility (Match Waiver) ²⁷
August 26, 2025
September 15, 2026



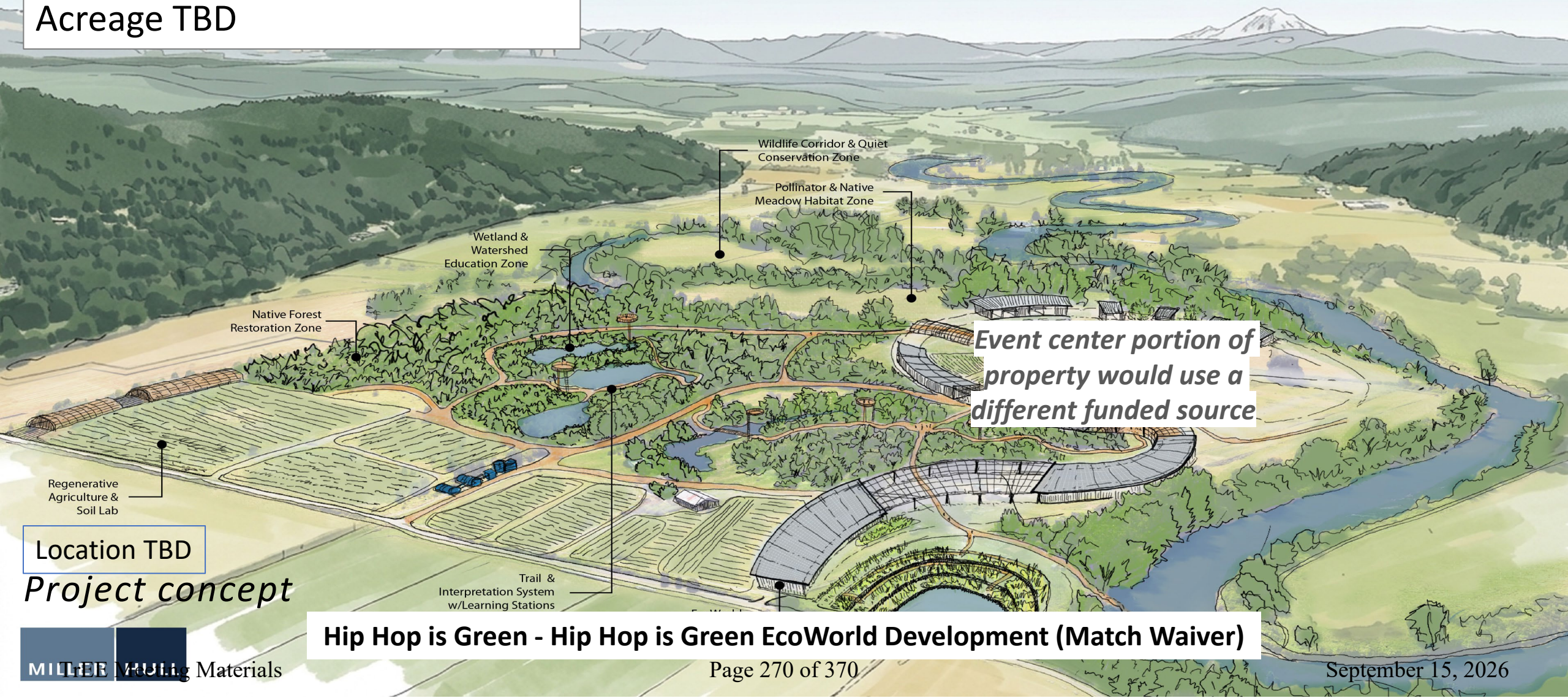
Hip Hop is Green - Hip Hop is Green EcoWorld Development (Match Waiver)

Full funding + match waiver

Acquisition \$3.6M

SSC \$30k

Acreage TBD



Location TBD

Project concept

Hip Hop is Green - Hip Hop is Green EcoWorld Development (Match Waiver)



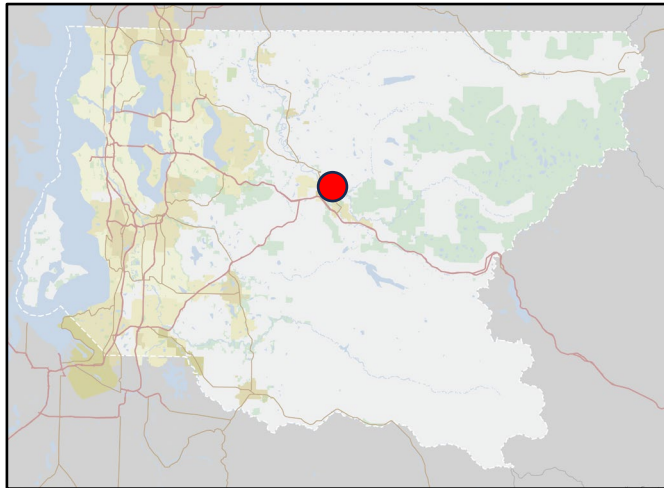
**Vashon Creeks & Estuaries:
Vashon-Maury Island
Land Trust + King County
partnership**

Council District 8

Land Trust
Full funding
Acquisition \$195k
31 acres in scope

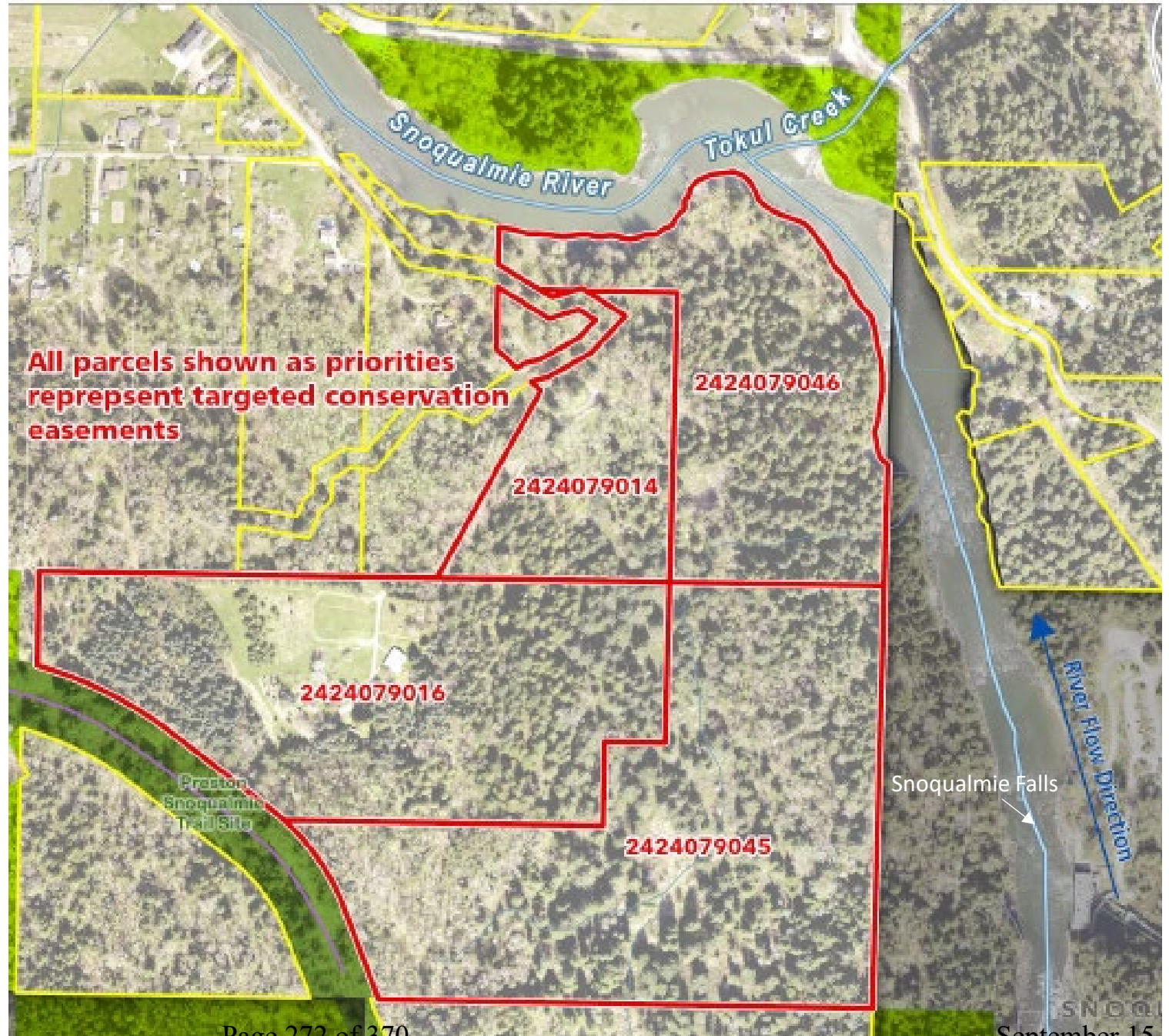
King County
Partial funding
Acquisition \$815k
61 acres in scope





**KC - WRIA 7 -
Lower
Snoqualmie River
and Floodplain
Conservation**

Council District 3



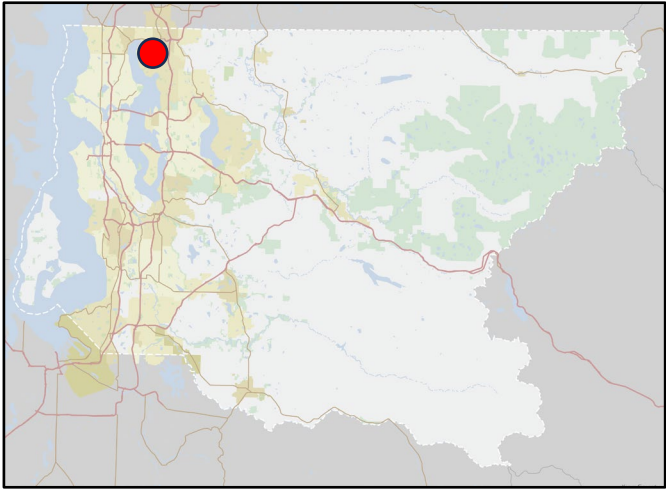
Full funding

Acquisition \$2M

108 acres in scope



KC - WRIA 7 - Lower Snoqualmie River and Floodplain Conservation



**KC - WRIA 8 - Bastyr
University-Saint Edward
State Park Addition (King
County-Forterra
Partnership)**

Council District 1



**Bastyr University-Saint
Edward State Park
Addition - Site Map**

- Current Funding Priority
- King County Parks Ownership
- King County Ownership
- Non-King County Public Lands
- Incorporated Areas
- Streams



The use of the information in this map is subject to the terms and conditions found at: www.kingcounty.gov/services/gis/Maps/terms-of-use.aspx. Your access and use is conditioned on your acceptance of these terms and conditions.

Map Date: 2/4/2026 Photo Year: 2023



Map Extent



Partial funding
Acquisition \$500k
20 acres in scope

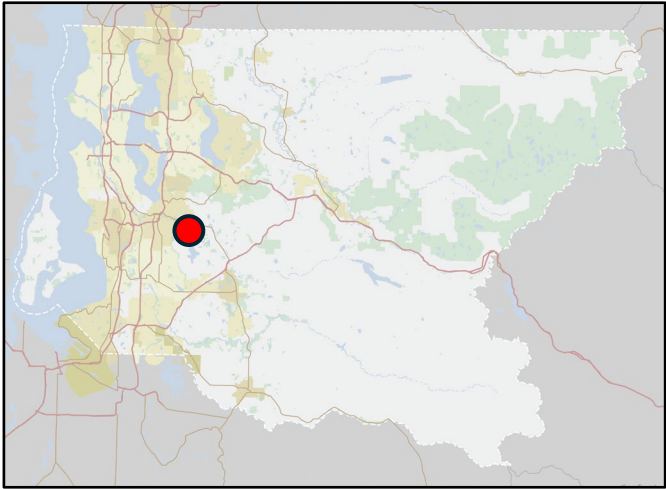
KC - WRIA 8 - Bastyr University-Saint Edward State Park Addition (King County-Forterra Partnership)

Full funding

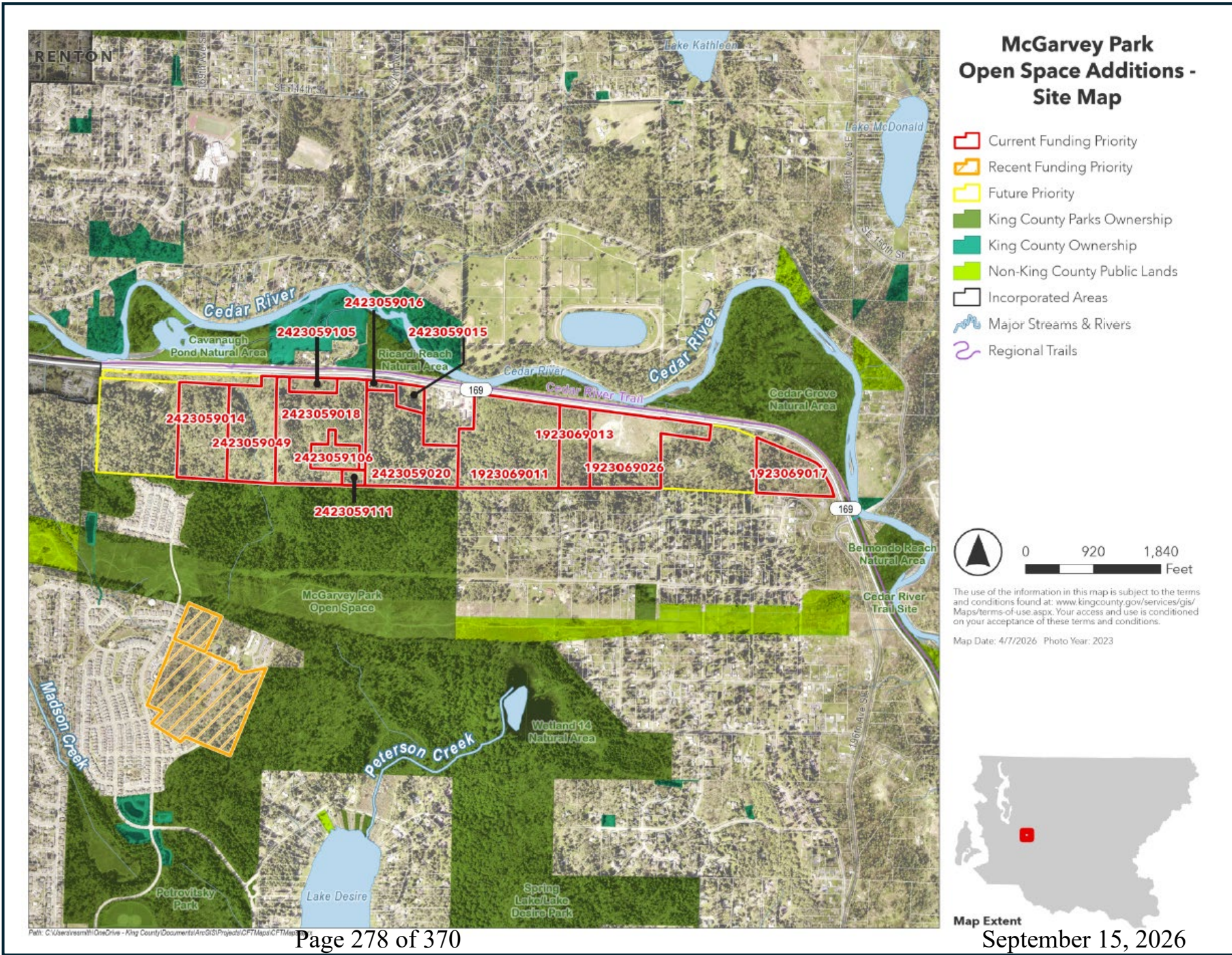
Acquisition \$1M

11 acres in scope

KC - WRIA 8 - Lake Youngs Trailhead



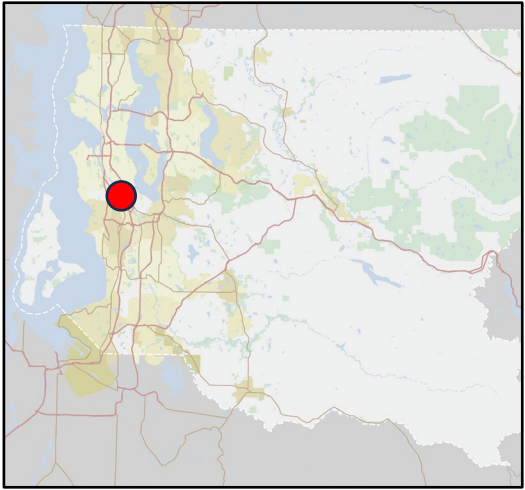
KC - WRIA 8 - McGarvey
Park Open Space
Additions



Partial funding
Acquisition \$6.1M
193 acres in scope



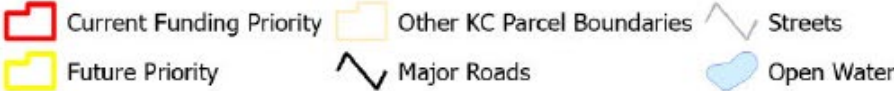
KC - WRIA 8 - McGarvey Park Open Space Additions



KC - WRIA 9 - Duwamish River Transition Zone (Match Waiver)

Council District 8

TrEE Meeting Materials



2026 aerial photo



*Restoration vision is similar to
Chinook Wind Mitigation Project*



KC - WRIA 9 - Duwamish River Transition Zone (Match Waiver)

Full funding + match waiver

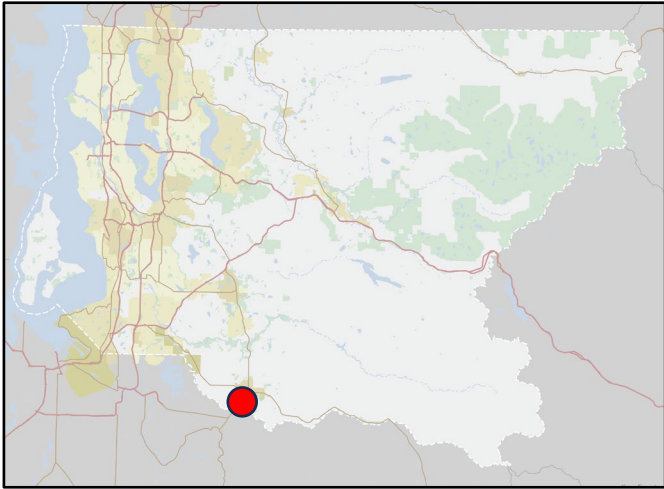
Acquisition \$2.5M

2.7 acres in scope

Riverfront view of where estuary could be created

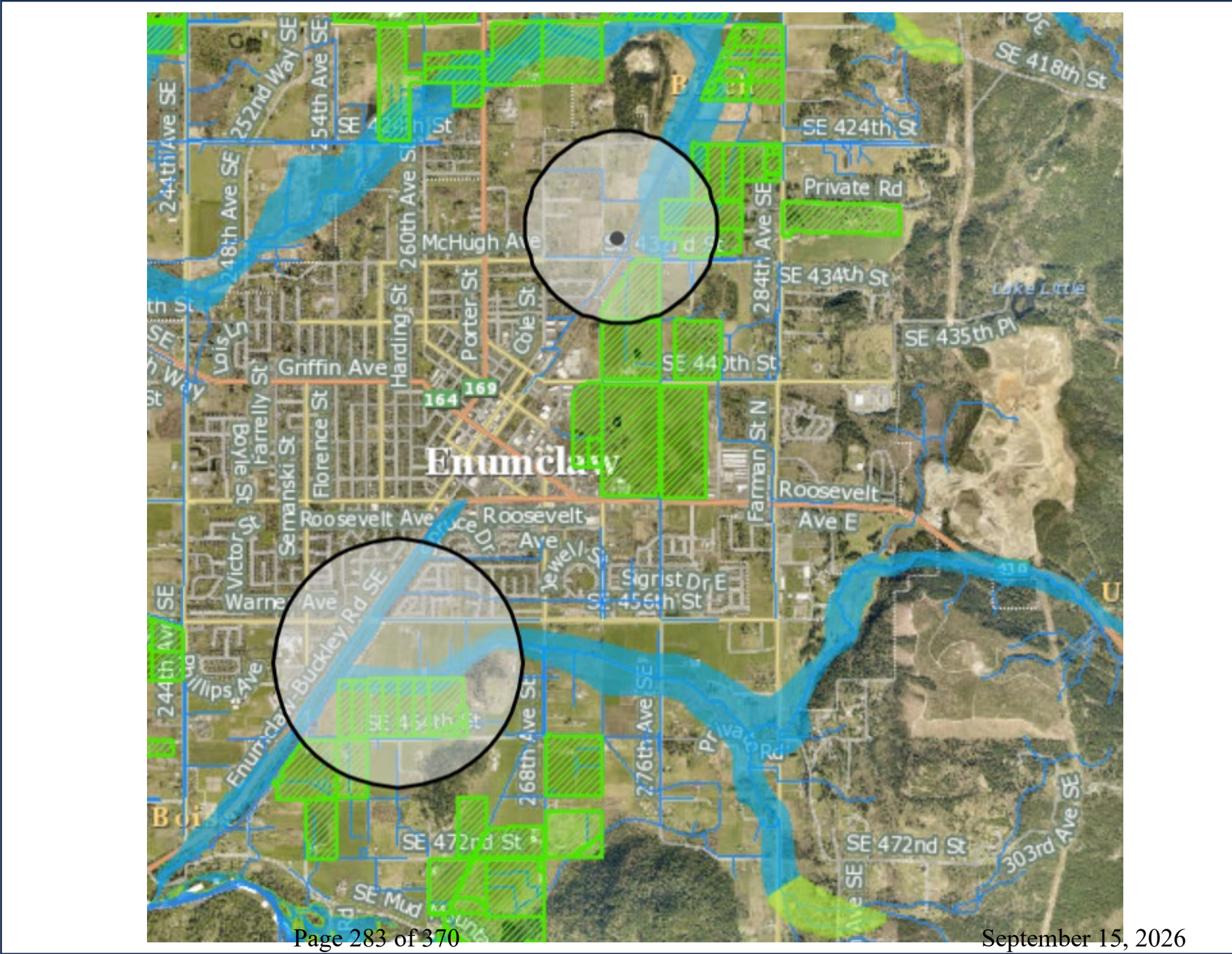
Bridge across Green
River, connecting to
Green River Trail

KC - WRIA 9 - Duwamish River Transition Zone (Match Waiver)



**KC - WRIA 9 – Farmland
Preservation - Enumclaw
Green River APD**

Council District 9



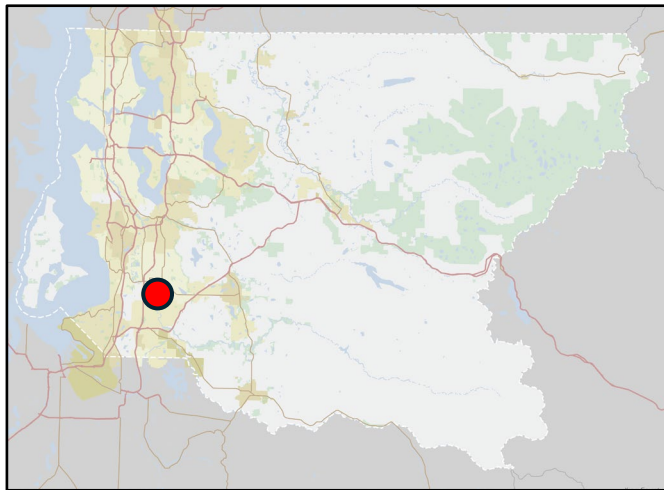
Partial funding

Acquisition \$1.5M

74 acres in scope

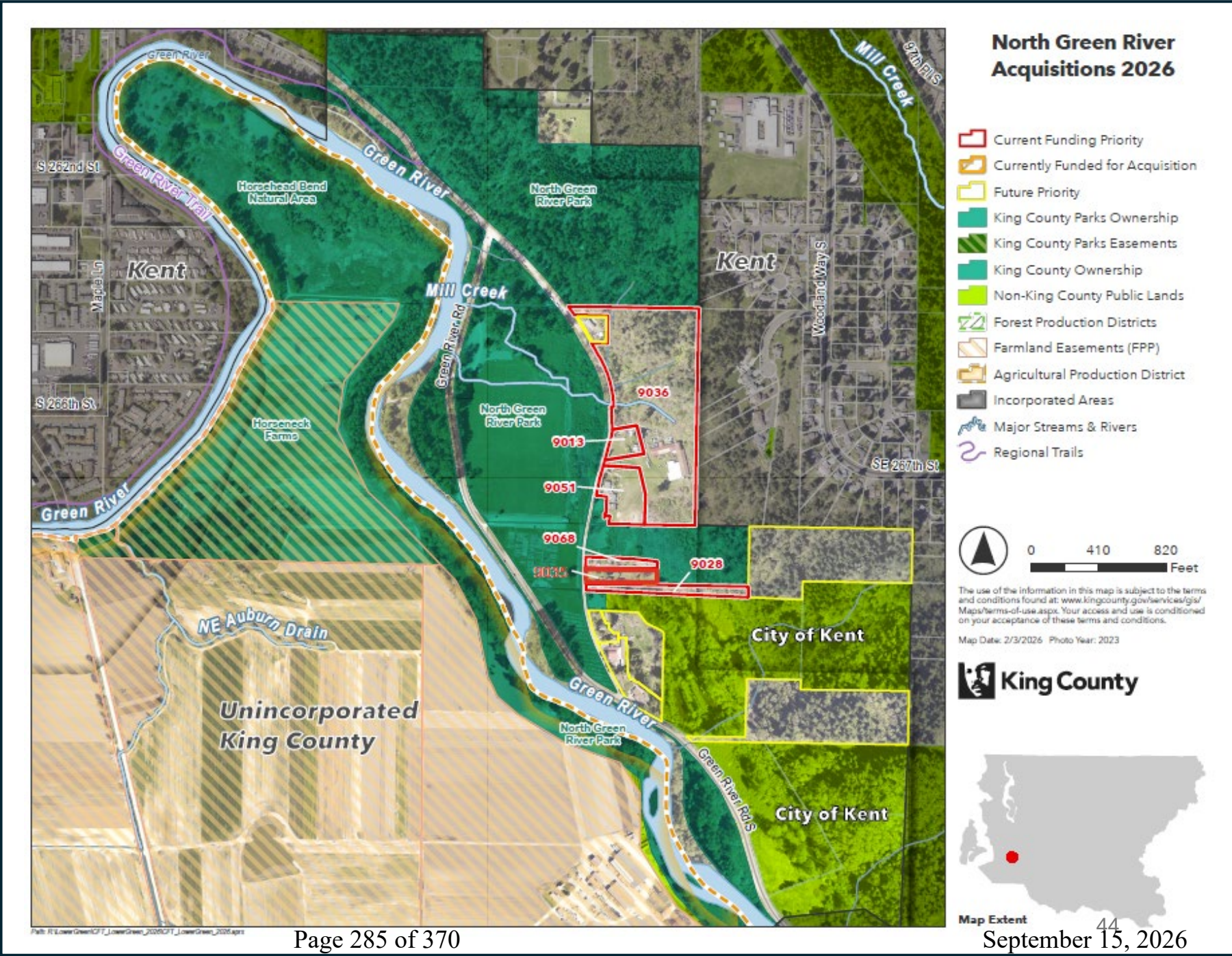


KC - WRIA 9 – Farmland Preservation - Enumclaw Green River APD



KC - WRIA 9 - North Green River Acquisitions

Council District 7



Partial funding
Acquisition \$1.7M
21 acres in scope



KC - WRIA 9 - North Green River Acquisitions



Thank you!

Conservation Futures Advisory Committee
2027 Funding Recommendations
King County Council TrEE Briefing, September 15, 2026

Green shading indicates project is highlighted in presentation				ACQUISITION FUNDING						SITE STABILIZATION COST (SSC) FUNDING		Acres in Scope**	KC Council District
Sponsor Type	Agency/ Nonprofit Name	Project Name	Match Waiver Recommended	Conservation Futures (CFT) Requested - Acquisition	CFT Recommended - Acquisition	Parks Levy County Open Space (PL) Requested	PL Recommended	Total Acquisition Funding Requested	Total Acquisition Funding Recommended	CFT Requested - SSC	CFT Annual Recommended - SSC *		
City	Bellevue	Bellevue Affordable Housing Partnership		\$731,250	\$731,250	\$0	\$0	\$731,250	\$731,250	\$0	\$0	1.0	9
City	Bellevue	Bellevue Greenways and Open Space		\$3,665,750	\$3,665,750	\$0	\$0	\$3,665,750	\$3,665,750	\$300,000	\$300,000	5.5	9
City	Bellevue	Bellevue Open Space SSC		\$0	\$0	\$0	\$0	\$0	\$0	\$361,875	\$361,875	N/A	6, 9
City	Bellevue	West Lake Sammamish Open Space		\$3,642,000	\$3,642,000	\$0	\$0	\$3,642,000	\$3,642,000	\$0	\$0	0.6	6
City	Carnation	Carnation Conservation		\$24,000	\$24,000	\$0	\$0	\$24,000	\$24,000	\$0	\$0	16	3
City	Covington	Jenkins Creek Open Space		\$3,588,750	\$2,462,063	\$0	\$0	\$3,588,750	\$2,462,063	\$281,250	\$281,250	13	9
City	Duvall	Big Rock Ballfields Expansion - Round 2		\$727,815	\$727,815	\$0	\$0	\$727,815	\$727,815	\$18,750	\$18,750	9.2	3
City	Kenmore	Sammamish River Tributary Acquisition		\$1,462,425	\$1,462,425	\$0	\$0	\$1,462,425	\$1,462,425	\$37,500	\$37,500	0.8	1
City	Kenmore	Tributary 0056 Acquisition		\$1,477,440	\$1,477,440	\$0	\$0	\$1,477,440	\$1,477,440	\$37,500	\$37,500	0.7	1
City	Kirkland	Carpenter Acquisition		\$1,039,500	\$1,039,500	\$0	\$0	\$1,039,500	\$1,039,500	\$48,750	\$48,750	1.6	6
City	Kirkland	Forbes Creek Acquisition		\$826,500	\$826,500	\$0	\$0	\$826,500	\$826,500	\$0	\$0	1.5	1
City	Kirkland	Seabrook Acquisition		\$58,350	\$58,350	\$0	\$0	\$58,350	\$58,350	\$0	\$0	1.5	1
City	SeaTac	North SeaTac Park Preservation Project - 45 Acres	Yes	\$10,000,000	\$8,000,000	\$0	\$0	\$10,000,000	\$8,000,000	\$0	\$0	45	5
City	Seattle	Sherry Property Demolition and Site Stabilization SSC		\$0	\$0	\$0	\$0	\$0	\$0	\$307,500	\$307,500	N/A	9
City	Seattle	South Park Water Quality Facility	Yes	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$0	0.4	8
City	Shoreline	192nd Hemlock Open Space Acquisition – Phase 3	Has waiver	\$2,245,000	\$2,245,000	\$0	\$0	\$2,245,000	\$2,245,000	\$0	\$0	0.9	1
City	Shoreline	Kruckeberg Botanic Garden Expansion		\$400,000	\$400,000	\$0	\$0	\$400,000	\$400,000	\$0	\$0	0.2	1
City	Shoreline	Shoreline SSC	Has waiver	\$0	\$0	\$0	\$0	\$0	\$0	\$462,500	\$462,500	N/A	1
Nonprofit	Forterra NW	Seahurst Park Addition	No	\$949,200	\$711,900	\$0	\$0	\$949,200	\$711,900	\$0	\$0	13	8
Nonprofit	Hip Hop is Green	Hip Hop is Green EcoWorld Development	Yes	\$3,615,000	\$3,615,000	\$0	\$0	\$3,615,000	\$3,615,000	\$30,000	\$30,000	TBD	TBD
Nonprofit	Vashon-Maury Island Land Trust	Vashon Creeks and Estuaries — Vashon Land Trust		\$195,000	\$195,000	\$0	\$0	\$195,000	\$195,000	\$0	\$0	31	8
Nonprofit	Watershed Community Development	The Bend Live-Work District Park - SSC	Has waiver	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000	N/A	8
King County	KC - WRIA 7	Boxley Creek Natural Area Additions		\$562,500	\$562,500	\$187,500	\$187,500	\$750,000	\$750,000	\$0	\$0	12	3
King County	KC - WRIA 7	Lower Snoqualmie River and Floodplain Conservation		\$1,836,375	\$1,836,375	\$175,000	\$175,000	\$2,011,375	\$2,011,375	\$0	\$0	108	3
King County	KC - WRIA 7	Lower Snoqualmie Valley - Upland Forest Conservation		\$6,824,925	\$2,212,500	\$2,274,975	\$737,500	\$9,099,900	\$2,950,000	\$0	\$0	133	3
King County	KC - WRIA 7	Middle Fork Snoqualmie Natural Area In-Holdings		\$2,943,750	\$1,950,000	\$981,250	\$650,000	\$3,925,000	\$2,600,000	\$0	\$0	146	3
King County	KC - WRIA 7	Middle Snoqualmie Park Additions		\$787,500	\$646,875	\$262,500	\$215,625	\$1,050,000	\$862,500	\$0	\$0	31	3
King County	KC - WRIA 7	Patterson Creek Natural Area		\$2,833,125	\$1,708,125	\$944,375	\$569,375	\$3,777,500	\$2,277,500	\$0	\$0	24	3
King County	KC - WRIA 7	Snoqualmie Corridor Enhancement		\$1,042,500	\$1,042,500	\$347,500	\$347,500	\$1,390,000	\$1,390,000	\$0	\$0	35	3
King County	KC - WRIA 7	Tolt River Natural Area		\$1,636,800	\$931,500	\$545,600	\$310,500	\$2,182,400	\$1,242,000	\$0	\$0	57	3
King County	KC - WRIA 8	Bastyr University-Saint Edward State Park Addition (King County-Forterra NW Partnership)		\$1,000,000	\$500,000	\$0	\$0	\$1,000,000	\$500,000	\$0	\$0	20	1
King County	KC - WRIA 8	Bear Creek Conservation		\$982,500	\$570,000	\$327,500	\$190,000	\$1,310,000	\$760,000	\$0	\$0	10	3
King County	KC - WRIA 8	Cedar River Basin Conservation		\$3,250,500	\$1,692,000	\$1,083,500	\$564,000	\$4,334,000	\$2,256,000	\$0	\$0	122	9
King County	KC - WRIA 8	Cougar Mountain Additions		\$2,756,250	\$1,848,750	\$918,750	\$616,250	\$3,675,000	\$2,465,000	\$0	\$0	57	9
King County	KC - WRIA 8	Evans Creek Conservation Corridor		\$900,000	\$900,000	\$0	\$0	\$900,000	\$900,000	\$0	\$0	16	3
King County	KC - WRIA 8	Issaquah Creek Basin Conservation		\$1,181,250	\$746,250	\$393,750	\$248,750	\$1,575,000	\$995,000	\$0	\$0	18	9
King County	KC - WRIA 8	Lake Youngs Trailhead		\$375,000	\$375,000	\$625,000	\$625,000	\$1,000,000	\$1,000,000	\$0	\$0	11	9
King County	KC - WRIA 8	McGarvey Park Open Space Additions		\$5,835,000	\$4,539,375	\$1,945,000	\$1,513,125	\$7,780,000	\$6,052,500	\$0	\$0	193	9
King County	KC - WRIA 8	Molasses Creek Daylighting		\$2,227,340	\$1,666,790	\$0	\$0	\$2,227,340	\$1,666,790	\$0	\$0	1.0	9
King County	KC - WRIA 8	Ravensdale Retreat Addition		\$3,495,000	\$3,495,000	\$1,165,000	\$1,165,000	\$4,660,000	\$4,660,000	\$0	\$0	151	9
King County	KC - WRIA 8	West Tiger Mountain Additions		\$840,000	\$840,000	\$0	\$0	\$840,000	\$840,000	\$0	\$0	38	3

Conservation Futures Advisory Committee
2027 Funding Recommendations
King County Council TrEE Briefing, September 15, 2026

Sponsor Type	Agency/ Nonprofit Name	Project Name	Match Waiver Recommended	Conservation Futures (CFT) Requested - Acquisition	CFT Recommended - Acquisition	Parks Levy County Open Space (PL) Requested	PL Recommended	Total Acquisition Funding Requested	Total Acquisition Funding Recommended	CFT Requested - SSC	CFT Annual Recommended - SSC *	Acres in Scope**	KC Council District
King County	KC - WRIA 9	Auburn - Black Diamond Uplands		\$1,327,500	\$900,000	\$442,500	\$300,000	\$1,770,000	\$1,200,000	\$0	\$0	31	9
King County	KC - WRIA 9	Bell Ravine Alluvial Fan Property Acquisition		\$240,675	\$240,675	\$0	\$0	\$240,675	\$240,675	\$0	\$0	1.2	9
King County	KC - WRIA 9	Duwamish River Transition Zone	Yes	\$2,464,250	\$2,464,250	\$0	\$0	\$2,464,250	\$2,464,250	\$0	\$0	2.7	8
King County	KC - WRIA 9	Farmland Preservation – Enumclaw/Green River APD		\$2,435,250	\$1,514,469	\$0	\$0	\$2,435,250	\$1,514,469	\$0	\$0	74	9
King County	KC - WRIA 9	Green River-Newaukum Creek Acquisition		\$5,265,000	\$3,000,000	\$1,755,000	\$1,000,000	\$7,020,000	\$4,000,000	\$0	\$0	48	9
King County	KC - WRIA 9	North Green River Acquisitions		\$2,543,448	\$1,275,000	\$847,816	\$425,000	\$3,391,264	\$1,700,000	\$0	\$0	21	7
King County	KC - WRIA 9	North Highline Urban Greenspace – Seola Pond	Has waiver	\$700,000	\$700,000	\$0	\$0	\$700,000	\$700,000	\$0	\$0	0.9	8
King County	KC - WRIA 9	Shadow Lake Natural Area Additions		\$952,500	\$952,500	\$317,500	\$317,500	\$1,270,000	\$1,270,000	\$0	\$0	35	9
King County	KC - WRIA 9	Skyway Stormwater Park	Has waiver	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	\$1,000,000	\$0	\$0	0.2	2
King County	KC - WRIA 9	Soos Creek Sub-basin Acquisition		\$1,770,000	\$1,212,198	\$590,000	\$404,066	\$2,360,000	\$1,616,264	\$0	\$0	8.9	9
King County	KC - WRIA 9	Soos Creek-Molasses Creek Additions		\$1,575,000	\$1,575,000	\$525,000	\$525,000	\$2,100,000	\$2,100,000	\$0	\$0	61	9
King County	KC - WRIA 9	South Park Triangle East	Yes	\$307,500	\$307,500	\$0	\$0	\$307,500	\$307,500	\$0	\$0	0.4	8
King County	KC - WRIA 10	Enumclaw Foothills – Mount Baldy		\$2,831,250	\$2,831,250	\$1,143,750	\$1,143,750	\$3,975,000	\$3,975,000	\$0	\$0	130	9
King County	KC - Vashon	Vashon Creeks and Estuaries		\$926,250	\$611,250	\$308,750	\$203,750	\$1,235,000	\$815,000	\$0	\$0	61	8
King County	KC - Vashon	Vashon Marine Shoreline		\$776,250	\$776,250	\$258,750	\$258,750	\$1,035,000	\$1,035,000	\$0	\$0	2.0	8
King County	KC - Vashon	Vashon Uplands		\$6,592,941	\$3,892,941	\$2,007,059	\$1,107,059	\$8,600,000	\$5,000,000	\$0	\$0	133	8
Count 57			Total	\$109,666,109	\$84,600,816	\$20,373,325	\$13,800,000	\$130,039,434	\$98,400,816	\$2,135,625	\$2,135,625	1,934	

*SSC awards: Bellevue Open Space SSC project will receive all Bellevue SSC awards (\$661,875); Kenmore SSC project will receive all Kenmore SSC awards (\$75,000); Shoreline SSC award of \$22,500 requiring match will be placed in the Shoreline SSC project, with remaining \$440,000 match waiver portion of the award put into a new Shoreline SSC match waiver project.

**“Acres in Scope”: Acres listed above are the total acres eligible for acquisition within the project scope. Many projects are multiple-parcel/multiple-year efforts. Not all the acreage will be purchased in one year, but partial progress can be made. Partial funding awards typically result in fewer acres acquired than listed above. Please see the committee’s report for project-specific discussions and details.

Total CFT	\$86,736,441
Total Parks Levy	\$13,800,000
Total Awards	\$100,536,441

New match waiver requests: 6 requested, 5 awarded match waiver Past match waivers: 5 had prior match waivers Total: 10 match waiver awards this year	CFT Requested - Acquisition	Total CFT Recommended - Acquisition	PL Requested	PL Recommended	Total Acquisition Funding Requested	Total Acquisition Funding Recommended	CFT Requested - SSC	CFT Annual Recommended - SSC	Acres in Scope*	CD
Recommended CFT for match waiver projects	\$23,280,950	\$20,331,750	\$0	\$0	\$23,280,950	\$20,331,750	\$742,500	\$742,500	51	1,2,5,8



Executive Girmay Zahilay

Chinook Building, CNK-EX-0800
401 Fifth Avenue, Suite 800
Seattle, WA 98104-2391

August 3, 2026

The Honorable Sarah Perry
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Perry:

This letter transmits a report from the King County Conservation Futures Advisory Committee (Committee) with recommended funding allocations for the coming year, as required by King County Code 26.12.010.C2. The Committee's funding recommendations for parks and open space acquisitions will be incorporated into the Executive's proposed second omnibus to the 2026-2027 budget. Enclosed is a letter from Catherine Gockel, chair of the Committee.

The Committee reviewed applications from cities, King County, and eligible nonprofit organizations for Conservation Futures Tax levy funding, as well as applications from the County for King County Parks Levy open space acquisition funding. The report documents the Committee's recommendations for the allocations of these two funding sources.

The report recommends funding for a wide variety of projects throughout King County to provide benefits such as habitat protection, forest and farmland preservation, passive recreation opportunities, regional trail connections, and urban greenspaces. Many projects garnered community support letters and demonstrated community engagement. Ten projects receive match waiver awards as they provide open space to historically underserved communities.

Thank you for your consideration of this report. The important work discussed in the report will help achieve many open space benefits for the residents of King County, such as providing additional parks, open spaces, habitat restoration, and recreational opportunities.

The Honorable Sarah Perry

August 3, 2026

Page 2

If your staff have questions, please contact Josh Baldi, Division Director in the Water and Land Resources Division of the Department of Natural Resources and Parks, at 206-477-9440.

Sincerely,



for

Girmay Zahilay

King County Executive

Enclosure

cc: King County Councilmembers

ATTN: Stephanie Cirkovich, Chief of Staff, King County Council

Melani Hay, Clerk of the Council

Karan Gill, Deputy Executive, Office of the Executive

Jasmin Weaver, Chief of Staff, Office of the Executive

Hyeok Kim, Chief Operating Officer, Office of the Executive

Sierra Howlett Browne, Director of Government Relations, Office of the Executive

Garrett Holbrook, Council Relations Manager, Office of the Executive

Mo McBroom, Interim Director, Department of Natural Resources and Parks (DNRP)

Warren Jimenez, Division Director, Parks and Recreation Division, DNRP

Josh Baldi, Division Director, Water and Land Resources Division (WLRD), DNRP

Ingrid Lundin, Conservation Futures Program Manager, WLRD, DNRP

KING COUNTY CONSERVATION FUTURES ADVISORY COMMITTEE

June 11, 2026

The Honorable Girmay Zahilay
King County Executive
Chinook Building
401 Fifth Avenue, Suite 800
Seattle, Washington 98104-1818

Dear Executive Zahilay,

On behalf of the King County Conservation Futures Advisory Committee (committee), enclosed is our annual recommendation report for the allocation of 2027 King County Conservation Futures tax levy (CFT) and King County Parks Levy county open space acquisition funds (PL).

For context, Conservation Futures has been the key source of funding for open space and park acquisitions in King County for more than forty years and is the key source of funding for the Land Conservation Initiative. Conservation Futures funding has preserved signature sites across the county such as regional destinations like Cougar Mountain and Eastrail; local parks like Cheryl Chow Park in South Seattle; large tracts of forest and riparian habitat along streams and river systems which provide fish and wildlife habitat, recreational user experiences, and contribute environmental services to the entire region; and supporting local food production through farmland easements, community gardens, and farms for historically underserved communities. The Conservation Futures Advisory Committee has been trusted for decades with two key roles in the funding process: review applications and make funding recommendations in the annual grant round (resulting in this report), and review progress on past projects (resulting in a report issued in late fall).

The committee received 57 applications for \$132 million in funding. The committee is pleased to recommend a total of \$100.5 million in funding, including \$98.4 million for acquisition and \$2.1 million for site stabilization costs. Recommendations include \$86.7 million in CFT dollars (\$36.7 million in annual dollars, \$50 million in bond dollars) and \$13.8 million in PL dollars.

This year's funding recommendations include a range of projects that help advance Land Conservation Initiative, Clean Water Healthy Habitat, and Local Food Initiative goals. Projects range from urban greenspace to rural forests, from farmland to trails, from salmon habitat to parks in historically underserved communities. Signature projects this year include preserving a p-patch and community orchard next to new affordable housing in Bellevue; acquiring land for restoration in association with fish culvert passage projects in Kenmore; initial investment toward permanent preservation of part of North SeaTac Park; protecting waterfront for community use and restoration at a South Park water quality facility in Seattle; a county project in Tukwila that could establish a new estuary restoration project similar to Chinook Wind; numerous match waiver projects to further social equity goals; and the county's work to preserve large tracts of forests, wetlands, rivers and streams across several watersheds to further ecological conservation, restoration, and public access. I invite you to see the full report for highlights and detailed descriptions of each of the committee's recommendations for individual projects.

The committee appreciates the county's leadership in the field of regional land conservation. The county has led to a strong vision for the Land Conservation Initiative, continuing to reduce barriers to land conservation and provide bond funding to accelerate the pace of land acquisition and respond to the high demand for project funding. By establishing the match waiver process for CFT, the county prioritizes equity-driven projects to historically excluded communities; the committee values the input of the open space equity cabinet as it reviews match waiver applications. King County voters have strongly supported these efforts with 70% approval in November 2022 ballot to restore the Conservation Futures collection rate to its original level. We compliment the excellent

and dedicated work by county staff to make this program so successful. The committee also recognizes the awardees for significant progress made expending funds to move forward important conservation projects throughout the entire geography of the county.

If you have any questions or comments, please let me know and I will be happy to discuss them with you or your staff. I may be reached by e-mail at catherinekilbane@gmail.com.

We would again like to thank you for giving us the chance to contribute to this important work for our region, and for your consideration of our recommendations. It is truly a privilege.

Sincerely,

A handwritten signature in black ink that reads "Catherine Gockel". The script is cursive and fluid, with the first name and last name clearly distinguishable.

Catherine Kilbane Gockel, Chair
King County Conservation Futures Advisory Committee



Metropolitan King County Council Staff Report

Committee:	Transportation, Economy, and Environment Committee		
Agenda Item:	15	Analyst(s):	Sherrie Hsu
Proposed No.:	2026-0198	Meeting Date:	September 15, 2026

OVERVIEW

TOPIC: An ordinance establishing a structure and process for selecting Advisory Committee members and grant projects funded by the 2026-2031 Parks Levy and providing a recommendations report in response to a proviso.

LEGISLATION SUMMARY

In April 2025, the Council adopted Ordinance 19922 (“the levy ordinance”), which placed on the August 2025 ballot a proposition authorizing a six-year property tax levy to support King County parks, recreation, trails, and open space (“Parks Levy”) for 2026-2031. In August 2025, King County voters approved the Parks Levy, which included funding for three competitive grant programs. Concurrent with the levy ordinance, the Council also passed Motion 16797 (“the levy motion”), which detailed the Council’s intent for the use of levy funds.

The 2026-2027 Biennial Budget included a proviso¹ requiring the Executive to submit, by March 31, 2026, a Parks Levy Grants Advisory Committee Recommendations Report (“report”) with a recommended approach for advisory committee processes for the 2026-2031 Parks Levy competitive grant programs enacted by Ordinance 19922, along with an ordinance adopting the recommendations of the report. Proposed Ordinance (PO) 2026-0198 would establish a structure and selection process for the Parks Levy Advisory Committee and grant awards. The report transmitted concurrently with the PO describes the Parks and Recreation Division’s (Parks’) proposed approach to the Advisory Committee nomination process, project selection criteria, conflict-of-interest policies, and approval process for grant awards.

The PO and report were transmitted to the Council on July 17, 2026. The PO neither explicitly adopts the recommendations of the report, nor fully incorporates the recommendations into the ordinance, and therefore does not meet the requirements of the proviso.

¹ Ordinance 20023, Section 94, Proviso P4

KEY ISSUES FROM THE ANALYSIS

1. **Proviso responsiveness.** The PO neither explicitly adopts the recommendations of the report, nor fully incorporates the recommendations into the ordinance, and therefore does not meet the requirements of the proviso. The Council could amend the PO to adopt the recommendations, or if the Council wishes to make changes to the proposed process, it could adopt a Striking Amendment that reflects the Council's intent.
2. **Changes to advisory committee structure, composition requirements, and appointment process.** PO 2026-0198 would establish one 18-member advisory committee for all three grant programs under the 2026-2031 Parks Levy. The PO does not include specific requirements for committee makeup. Of the 18 members, 9 members would be appointed directly by Parks, and 9 members may be appointed by the Council, representing each Council district. Council-appointed positions would need to be confirmed by January 1 of 2027, 2029, and 2031. This means the Council-appointed positions are optional, and if Councilmembers fail to appoint a representative from their district by January 1, they would not have a representative for that two-year term.

This differs from the structure for the 2020-2025 Parks Levy, which included three separate advisory committees covering four grant programs and specific guidelines on the types of entities or organizations those positions should represent. The previous levy did not include Council appointments, but did include Council notification 30 days prior to appointments being finalized.

3. **Separation of advisory committee and grant reviewers.** PO 2026-0198 would separate the roles of the Advisory Committee and grant reviewers. Grant reviewers would independently score eligible grant applications using evaluation criteria, while the Advisory Committee would review aggregated grant application scores and recommend grant awards. This is different from the previous levy, which did not include a separate group of grant reviewers to score grants.
4. **Lack of grant evaluation criteria.** The PO does not include specific grant evaluation criteria, unlike the grant guidelines ordinance that was passed following the 2020-2025 Parks Levy.² For the 2026-2031 Parks Levy, the levy motion adopted alongside the levy ordinance includes guidelines for eligible project types and entities, but does not include additional criteria used to weigh the relative strength of applications.

² Ordinance 19166

5. **Grant approval process and Council role.** PO 2026-0198 proposes the following process: First, Parks staff would first screen applications for eligibility. Then, grant reviewers would score grant applications, and Parks staff would compile and summarize application scores. Next, the Advisory Committee would review scores and comments to develop grant funding recommendations. Finally, the DNRP Director would make final decisions on grant awards after consulting with the Executive. No Council action would be required, other than allocating funding to grant programs³ as part of the budget process.

This is different from the previous levy’s process, which required the Executive to transmit an ordinance with the grant awards for Council approval, as well as provide an annual report to the Council.

6. **Conflict-of-interest process.** PO 2026-0198 would require DNRP to maintain a conflict-of-interest process. The report includes an updated conflict-of-interest definition, reflecting work between Parks and the King County Ethics Program. The specific language is in the report but is not in the PO.

AMENDMENTS

Striking Amendment S1. Striking Amendment S1 would move the parks levy grant implementation guidelines from the body of the proposed ordinance to Attachment A to the proposed ordinance and then adopt Attachment A. The Striking Amendment would state that it is the Council’s intent in the next supplemental budget ordinance to delete the proviso, thus removing the \$100,000 restriction on the Parks and Recreation Fund that was associated with meeting the requirements of this proviso.

The Striking Amendment would make several policy changes, including revising the structure and appointment process for selecting Advisory Committee members, formalizing the desired characteristics for the committee, formalizing grant review criteria, formalizing a project reporting process to include a Council review period and an annual report, and formalizing a conflict-of-interest policy.

BACKGROUND & TIMING CONSIDERATIONS

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2026-2031 Parks Levy. On April 29, 2025, the Council adopted Ordinance 19922 (“the levy ordinance”), which placed on the August 2025 ballot a proposition authorizing a six-year property tax levy to support parks and open space in King County (“Parks Levy”) for 2026-2031. The levy ordinance set an initial levy rate of 23.29 cents per \$1,000 of assessed value and was expected to generate approximately \$1.45 billion over six years.

³ as a whole, not individual projects

On August 5, 2025, King County voters approved the Parks Levy, which included moneys for the following:

- Up to \$40 million for Woodland Park Zoo;
- Up to \$12 million for the Seattle Aquarium;
- Up to \$2.5 million to the City of Seattle for the Memorial Stadium;
- Up to \$6 million for the Pacific Science Center;
- Up to \$6 million for Friends of Waterfront Park to be used at Seattle’s Waterfront Park;
- \$25.025 million for a Municipal Parks Capital and Open Space Passthrough distribution to towns and cities;⁴
- Up to \$68 million for aquatic facilities, including up to \$46 million for the Aquatic Facilities Grant Program, and up to \$22 million for Weyerhaeuser King County Aquatic Center
- Up to \$10 million for the Get Active/Stay Active Youth and Amateur Sports Grants;⁵
- At least \$30 million for the Healthy Communities and Parks Grant Program;⁶
- Up to \$12.5 million for the Community Partnerships and Grants Program;
- Up to \$13.5 million for the Ballfield Access and Preservation Grant Program;
- Of the remainder:
 - 40% for maintenance and operations of the open space system,
 - 50% for acquisition, conservation, stewardship, and capital improvements and major maintenance repair or replacement; and
 - 10% for distribution to towns, cities, and park districts in King County.

2026-2031 Parks Levy Grant Programs. Concurrent with the levy ordinance, the Council passed Motion 16797 (“the levy motion”), which detailed the Council’s intent for the use of the 2026-2031 levy funds. The motion included guidelines for the three competitive grant programs, summarized in Table 1.

⁴ In the previous levy, this was a Parks Capital and Open Space Grant Program

⁵ Divided evenly among nine council districts and awarded councilmanically

⁶ Under the levy motion, \$10 million reserved for cities and towns. In the previous levy, this was known as Targeted Equity Grants.

Table 1. Summary of 2026-2031 Parks Levy Competitive Grant Programs⁷

	Purpose	Eligible entities	Eligible projects
Aquatic Facilities Grants	Funding opportunities to develop new and/or improve existing aquatic facilities in King County.	1. King County towns and cities; 2. Metropolitan park districts; 3. Public schools districts; and/or 4. Other public entities that own public aquatic facilities	Levy funding to develop new and/or improve existing aquatics facilities shall be for the following purposes: 1. Land acquisition; 2. Feasibility study; 3. Planning and design; and/or 4. Construction.
Ballfield Access and Preservation Grants	Capital projects to increase public access to ballfields.	1. Cities and towns; 2. Park districts; and/or 3. School districts	Levy funding to construct, improve, operate, or maintain ballfields shall be for the following purposes: 1. Feasibility study; 2. Planning and design; 3. Construction; and/or 4. Operations and maintenance. All projects receiving grant funding must allow new or increased public access.
Healthy Communities and Parks Grants	To increase access to and use of parks, trails, open space, and public recreation facilities, in traditionally underserved areas and communities, as well as to build programming capacities of community-based partners that provide recreation to these areas and communities. 1. Develop new and/or improve existing parks, trails, open space, and recreation facilities; and/or 2. Provide programs focusing on recreation, amateur sports, play, and physical activity.	1. 501(c)(3) nonprofit organizations; 2. Small or emerging community organizations without a 501(c)(3) status, through a partnership with a fiscal agent; 3. Tribes or tribal organizations serving residents of King County; 4. Towns and cities; and/or 5. Metropolitan park districts.	1. Levy funding to develop new and/or improve existing parks, trails, and recreation facilities shall be for the following purposes: - Land acquisition; - Feasibility study; - Planning and design; and/or - Construction. 2. Levy funding to provide programs are to be focused on recreational programming (e.g., swim programs, youth sports leagues, etc.).

⁷ Motion 16797

The previous 2020-2025 Parks Levy included four competitive grant programs: Parks Capital and Open Space Grants, Aquatic Facilities Grants, Open Space River Corridors Grants, and Targeted Equity Grants. Ordinance 19166 established the evaluation criteria and process for the grant programs. Three advisory committees oversaw the programs.

Budget proviso. The 2026-2027 Biennial Budget included a proviso⁸ that required the Executive to submit, by March 31, 2026, a Parks Levy Grants Advisory Committee Recommendations Report (“report”) with a proposed approach for the advisory committee processes for the competitive grant programs established in the 2026-2031 Parks Levy, and an ordinance adopting the proposed recommendations of the report.

Under Ordinance 20023, Section 94, Proviso P4:

“P4 PROVIDED FURTHER THAT:

Of this appropriation, \$100,000 shall not be expended or encumbered until the executive transmits a parks levy advisory committee recommendations report and an ordinance that would adopt the proposed recommendations of the report.

The report shall include the parks and recreation division's proposed approach for advisory committee processes for the competitive grant programs established in the 2026-2031 Parks levy authorized by Ordinance 19922, including, but not limited to:

- A. The nomination process for advisory committee members;*
- B. Any proposed subcommittees, including the subject matter of each subcommittee, the number of members, and entities or organizations represented;*
- C. The project selection process, including criteria used for ranking and selecting projects;*
- D. The conflict of interest policy for the 2020-2025 Parks Levy;*
- E. Discussion of concerns raised by any party about the conflict of interest policy for the 2020-2025 Parks Levy;*
- F. Recommendations for any changes proposed to the conflict of interest policy for the 2026-2031 Parks Levy, developed in collaboration with the King County board of ethics; and*
- G. The final approval process for individual grant awards.*

The executive should electronically file the report and the ordinance required by this proviso by March 31, 2026, with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers, the council chief of staff, and the lead staff for the transportation, economy, and environment committee or its successor.”

⁸ Ordinance 20023, Section 94, Proviso P4

Amendment deadlines. If the Council wishes to take action at the September 15 regular meeting of the TrEE committee, the standard amendment deadlines are shown in Table 2:⁹

Table 2. Amendment Deadlines

Striking Amendment direction due to staff	Tuesday, September 8
Striking Amendment distribution	Thursday, September 10
Line Amendment direction due to staff	Friday, September 11

ANALYSIS

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Proposed Ordinance (PO) 2026-0198 would establish a structure and selection process for the 2026-2031 Parks Levy Advisory Committee and for grant awards. The Executive transmitted the ordinance and report to the Council on July 17, 2026. Table 3 summarizes differences between the current and proposed structure; key issues are described further in the report.

Table 3. Summary of Key Differences between 2020-2025 Parks Levy and Proposed 2026-2031 Parks Levy Advisory Committee (PO 2026-0198)

	2020-2025 Parks Levy Advisory Committees (Ordinance 19166)	Proposed Structure for 2026-2031 Parks Levy Advisory Committee (PO 2026-0198)
Parks Levy Competitive Grants	- Parks Capital and Open Space Grants - Aquatic Facility Grants - Targeted Equity Grants - Open Space River Corridor Grants	- Aquatic Facility Grants - Healthy Communities and Parks Grants¹⁰ - Ballfield Access and Preservation Grants
Advisory Committee (AC) structure	3 ACs for 4 grant programs (Parks Capital and Open Space Grants and Aquatic Facility Grants shared AC)	1 AC for 3 grant programs

⁹ King County Code 1.24.155 Rule 16: Amendments

¹⁰ Formerly known as Targeted Equity Grants

Appointment process	17- or 19-member AC; All members appointed by DNRP; DNRP required to notify Council with 30-day waiting period before appointments finalize	18 member AC, with 9 appointed by DNRP and 9 appointed by Council (by January 1 of 2027, 2029, 2031); No waiting period for DNRP appointments
Makeup of advisory committee	<i>Parks Capital and Open Space Grants and Aquatic Facility Grants AC (17 members):</i> - City/park district representatives (9) - School districts representatives (4) - Non-profit organizations (4) <i>Targeted Equity Grants AC (19 members):</i> - City/park district representatives (9) - Open Space Equity Cabinet representatives (5) - Non-profit and community-based organizations (5) <i>Open Space River Corridors Grants AC (19 members):</i> - City representatives (9) - Tribal organizations (2) - Non-profit organizations (3) - Community organizations, districts (park, flood, conservation, diking), and salmon recovery forums (5)	No specific targets around committee makeup, other than promoting “geographic representation, organizational representation, subject matter expertise, and equitable participation” of AC members and grant evaluators.
Role of grant reviewers	No separate grant reviewers	Grant reviewers to score grant applications, separate from AC
Grant evaluation criteria	Criteria included in ordinance and varies for each grant program	Criteria not specified
Council role in grant approval process	Grant awards transmitted by ordinance for Council approval; Annual report to Council	No Council action needed; No annual report

Key Issue 1. Proviso responsiveness. The PO neither explicitly adopts the recommendations of the report, nor fully incorporates the recommendations into the ordinance, and therefore does not meet the requirements of the proviso.

If the Council wishes to implement all the report recommendations, it could either amend the PO to explicitly adopt the recommendations of the report, or incorporate the recommendations fully into the PO.

Alternatively, if the Council wishes to make changes to the proposed Advisory Committee structure and process, it could amend the PO through a Striking Amendment. This Striking Amendment could include an attachment stating the parks levy grant guidelines, similar to the previous levy's Ordinance 19166. That attachment could include project eligibility, advisory committee appointment process, evaluation criteria, grant award approval process, and/or any information the Council wishes to include.

If the Council wishes to release the proviso money, the Council could include language in the Striking Amendment stating that passing the ordinance would release the money.

Key Issue 2. Changes to advisory committee structure, composition requirements, and appointment process.

Under PO 2026-0198, the Department of Natural Resources and Parks (DNRP) would establish an Advisory Committee of up to 18 members to provide program-level guidance, review aggregated grant scores, and make funding recommendations for all three competitive grant programs.

- Of these 18 members, 9 members would be recruited and appointed directly by the King County Parks and Recreation Division (Parks), and 9 members may be appointed by the Council. This means the Council-appointed positions are not required.
- For the Council-appointed positions, Councilmembers may appoint one representative from each of their respective districts, and the positions would need to be confirmed by Council motion by January 1 of 2027, 2029, and 2031. This means if Councilmembers fail to appoint a representative from their district by January 1, they would not have a representative for that two-year term. Note the first deadline would be January 1, 2027. The positions appointed by DNRP would not require Council motion.
- The committee must consist of at least nine members to conduct business.¹¹

¹¹ As written in PO, DNRP-appointed positions are required, while Council-appointed positions are optional.

- The terms would be two years. According to the report, all members could serve up to three consecutive terms, although this is not in the PO.¹²

Committee makeup. According to the PO, DNRP would establish procedures for the nomination, recruitment, and selection of the Advisory Committee members and grant reviewers that “promote geographic representation, organizational representation, subject matter expertise, and equitable participation” of both groups.

The PO does not include requirements around committee makeup in terms of representing specific types of organizations or entities. According to Parks staff, DNRP is not setting exact targets for how many individuals represent each attribute “to give the flexibility needed to ensure a full roster of qualified individuals.” The rationale for this, according to the Parks staff, is that “the rigidity of the requirements [in the previous levy] led to incomplete rosters.”

Parks staff provided to Council staff further details about what each of these characteristics mean and how DNRP would achieve each for both the Advisory Committee and grant reviewers. This detail is not included in the PO or the report.

Table 4. Additional Detail about Characteristics of Advisory Committee and Grant Reviewers (not in PO 2026-0198)

Characteristic	What this means	How this would be achieved, according to Parks staff
Geographic representation	Geographic familiarity, including where the applicants live and work, and the Council districts they are most familiar with	“Achieved through 1) the 9 representatives chosen by each Councilmember to represent their districts, and 2) a mix of individuals appointed by DNRP who work and/or live in urban or rural areas and different County regions (North, East, South, West).”
Organizational representation	Organizational affiliation and experience (professional or personal) relevant to parks, recreation, conservation, or other levy-supported investments.	“ensuring a mix of representatives from organizations, such as nonprofits, public agencies, and Tribal entities.”

¹² This could be added to the PO by a Striking Amendment.

Subject matter expertise	Subject matter expertise and/or experience in parks, recreation, or the administration of grant programs	“confirmed through the application, with the intent that every Advisory Committee member has experience in at least one grant program area.”
Equitable participation	Demographic and background information, provided voluntarily wherever appropriate, to assist DNRP in evaluating the overall diversity and balance of the applicant pool.	“Applicants will be asked about their experience with community-led processes or participatory grantmaking.”

Comparison to 2020-2025 Parks Levy. This proposed structure is different from the 2020-2025 Parks Levy in the following ways:

- The previous levy included three separate advisory committees focusing on different grants.
- The previous levy did not require a minimum number of members to conduct business.
- The previous levy included specific requirements for the makeup of members representing types of entities or organizations (shown in Table 3 of this staff report).
- While Council had no formal role in appointments, DNRP was required to notify Council of the appointments with a 30-day notice before formally notifying appointees. According to Parks staff, “The removal of the waiting period enables DNRP to begin training the selected individuals as soon as January 1, 2027, and ensures a timely recruitment and confirmation process.”

Policy choices for the Council include whether the Council wishes to change the structure of having one committee, add requirements around committee makeup, require Council-appointed positions on the committee, change the deadlines for Council appointments, and/or require Council notification of DNRP-appointed positions.

Key Issue 3. Separation of advisory committee and grant reviewers.

Under PO 2026-0198, DNRP would be responsible for recruiting and training grant reviewers to independently score eligible grant applications using standardized evaluation criteria.

Recruitment. According to Parks staff, DNRP would use a process “substantially similar to the process from the 2020-2025 Parks Levy, under which DNRP conducted recruitment, reviewed applications, and selected Advisory Committee members based on the committee’s qualifications and needs.”

For grant reviewers, “Applicants will go through a similar application and review process to that used for Advisory Committee members, plus the addition of experience reviewing grants or administering public funding or evaluating programs where applicable.”

Training. According to Parks staff, no additional staffing resources would be needed to train grant reviewers: “DNRP will implement the proposed training model within existing staff and resources, building on past successful recruitments and trainings.”

Parks staff provided the following rationale for having a separate role for grant reviewers: “DNRP’s experience with this approach has demonstrated that defined roles, standardized evaluator training, and a consistent scoring framework support a transparent grant review process and provide decision-makers with reliable evaluation results to inform funding recommendations.”

Comparison to 2020-2025 Parks Levy. The previous levy did not include separate grant reviewer scoring of applications.

Key Issue 4. Lack of grant evaluation criteria. The PO does not specify the grant evaluation criteria. According to Parks staff, “Evaluation criteria will be designed to reflect the purpose and objectives of its grant program. DNRP would consider:

- The adopted grant program guidelines, goals, eligibility requirements, and applicable ordinance language;
- Vetted and extensive evaluation criteria and scoring rubrics used in previous Parks Levy grant cycles (especially relevant for Aquatic Facilities and Healthy Communities & Parks, which are continuing from the last Levy);
- Feedback received from prior applicants, grant evaluators, and Advisory Committee members regarding the effectiveness and clarity of past evaluation criteria; and

- Input gathered through the community engagement conducted during spring 2026 on the grant program guidelines.”

According to Parks staff, the Advisory Committee could also recommend improvements to criteria before subsequent cycles, and this feedback would “help to ensure evaluation criteria remain clear and aligned with the strategic goals of the Levy. Evaluation criteria will be publicly shared prior to each application cycle.”

Comparison to 2020-2025 Parks Levy. In the previous levy, the attachments to the grant guidelines ordinance¹³ specified the project selection criteria, which included both the eligibility criteria as well as additional criteria to weigh the relative strength of applications. For the 2026-2031 Parks Levy, the eligibility criteria was included in the levy motion (summarized in Table 1 of this staff report), but additional criteria do not appear in this PO.

If Council wishes to adopt specific project selection criteria, it would need to be incorporated into the PO or into an attachment to the PO.

Key Issue 5. Grant approval process and Council role. PO 2026-0198 provides the following grant approval process:

1. DNRP would prepare and advertise requests for grant proposals and receive applications.
2. DNRP would conduct eligibility screening of applications, ensuring applicant eligibility, application completeness, and application alignment with grant program goals and grant project types.
3. Grant reviewers would score grant applications using a standard scoring guide.
4. DNRP would compile and summarize application scores.
5. The Advisory Committee would review application scores, reviewer comments, and staff analyses to develop grant funding recommendations consistent with grant program goals and County policies.
6. The DNRP Director would make final decisions on grant awards after consulting with the Executive, informed by evaluation results and advisory committee recommendations.¹⁴ The PO does not include Council action to approve grant

¹³ Ordinance 19166

¹⁴ The report describes, in different places, “briefing” the Executive (page 5) and “consulting with” the Executive (pages 1 and 8), while the PO states “consulting with” the Executive. This could be clarified in a Striking Amendment.

awards. According to the report, Council would be notified of grant awards prior to public announcement, but this is not in the PO.¹⁵

Comparison to 2020-2025 Parks Levy. The previous levy's grant guidelines required the Executive to transmit an ordinance for Council to approve grant awards, as well as provide an annual report on the status of grant programs, including information on the number of proposals received, projects awarded, and a summary of completion of past projects.

Whether the Council wishes to amend the PO to require Council action, or require an annual status report or briefing, would be a policy choice.

Key Issue 6. Conflict-of-interest process. DNRP would be required to maintain a conflict-of-interest (COI) process governing Advisory Committee members and grant reviewers. The definition is not in the PO but is in the report (the full definition is provided further in this staff report). If the Council wishes to formally adopt this COI definition, it could amend the PO to do so.

According to the report, Parks worked with King County's Ethics Program to review and expand the COI definition. Changes include:

- Process considers a period of potential conflict beyond one year
- Remove reference to specific dollar amount regarding compensation or gifts
- Use King County Code for the definition of "close relative" or "immediate family"
- Request disclosure for possible perceived COI

Parks Levy Grants Advisory Committee Recommendations Report. The report provides more detail on DNRP's proposed approach to the grant advisory committee and grant selection process. According to the report, DNRP developed the report based on outreach with the Open Space Equity Cabinet and community partners through five forums between January and March 2026, as well as an online public survey. Recommendations from community engagement and from previous Advisory Committee members informed the proposed structure and processes for the 2026-2031 levy.

¹⁵ The report states that the Council would receive a briefing, but this is not in the PO. This could be clarified in a Striking Amendment.

A. Advisory Committee nomination process.

Parks would conduct open recruitment for the nine DNRP-appointed positions, including public posting and broad outreach through community networks, partner organizations, and county communication channels. The Parks Director would select members based on criteria including:

- Relevant subject matter expertise;
- Demonstrated commitment to equity;
- Experience with and ability to represent underserved communities; and
- Capacity to participate consistently over a two-year term.

One advisory committee would oversee all three grant programs. According to the report, this would “help to ensure consistent, equitable program administration across the three programs and incorporate community feedback that the [advisory committee] be able to critically review individual grant proposals against community needs and County priorities. The previous levy mandated separate advisory committees for each grant program, with specific requirements for who could serve as a member and how many members were included on each committee. However, this approach created some challenges, including difficulty recruiting and retaining a full roster of qualified members.”

B. Subcommittee structures

The report does not recommend any subcommittees. According to the report, membership in the one Advisory Committee would reflect:

- Geographic diversity across King County, including rural, suburban, and urban communities;
- Representation from a range of organization types, including community-based organizations and local governments; and
- Demonstrated expertise in one or more of the following areas:
 - Equity and social justice
 - Parks, recreation, and open space planning
 - Public health and community wellbeing

- Capital project development and/or recreation programming delivery

C. Project selection criteria

According to the report, project selection for grant awards would include four steps:

1. Eligibility review: Parks staff would conduct a technical review of applications to confirm eligibility based on program requirements, application completeness, and project alignment with specific goals and eligible project types.
2. Application scoring: Eligible applications would be evaluated and scored by trained grant reviewers. According to the report, this process has been used for the Parks' Youth and Amateur Sports Grant program for several grant cycles and has helped to ensure a sufficient number of reviews and consistent treatment of applications. According to the report, Parks would recruit approximately 50 grant reviewers per cycle to ensure each application is scored at least three times. Scoring would be based solely on information provided in the application materials and follow criteria published in advance of the application process. Criteria could include:
 - Project alignment to the grant program's goals
 - Project readiness and feasibility
 - Demonstrated community need and benefit
 - Alignment with equity goals and service to historically underserved communities
 - Organizational capacity to successfully implement the project

Reviewer scores and comments would be compiled by Parks staff and shared with the Advisory Committee.

3. Advisory committee review and recommendations: The Advisory Committee would review scored applications, reviewer comments, and staff analyses to develop funding recommendations. The committee could request clarification or additional information from applicants and consider factors that may not be fully captured through application scoring alone, including:
 - a. Alignment with King County priorities and levy goals
 - b. Geographic distribution of funding
 - c. Multiple applications supporting the same project

- d. Project-specific risks or opportunities
 - e. Organizational capacity and long-term sustainability
4. Final decisions: The DNRP Director would make final funding decisions after consulting with the Executive.

D. Conflict-of-interest policies for 2020-2025 Parks Levy

For the 2020-2025 Parks Levy, a “conflict of interest” was defined as any situation in which an individual, or a member of their immediate family (spouse, child, domestic partner, parents, or dependent relatives), had a financial, personal, or legal relationship with a potential applicant within the previous calendar year. A “potential applicant” included any eligible entity under the grant program, such as cities, towns, park districts, school districts, King County agencies, special purpose districts, nonprofit organizations, fiscally sponsored organizations, tribal organizations, salmon recovery forums, or other public entities.

The definition was used internally; it was not adopted formally as part of an ordinance.

E. Discussion of 2020-2025 conflict-of-interest process

According to the report, in 2025, after grant awards were finalized, an Aquatics Facilities grant applicant raised a concern regarding a potential COI from an Advisory Committee member. They believed this COI led to the project not receiving an award. Parks worked with King County’s Prosecuting Attorney’s Office to review the information and found no COI. Still, Parks worked with the King County Ethics Program in spring 2026 to further refine the COI definition and process.

F. Recommended changes to conflict-of-interest process

The recommended changes to the COI definition include the following.

1. Process considers a period of potential conflict beyond one year
2. Remove reference to specific dollar amount regarding compensation or gift
3. Use King County Code for the definition of “close relative” or “immediate family”
4. Request disclosure for possible perceived COI.

Table 5 includes the previous and proposed definitions.

Table 5. Previous and Proposed New “Conflict of Interest” Definition

<i>2020-2025 Parks Levy definition for “conflict of interest”</i>	<i>2026-2031 Parks Levy proposed new definition for “conflict of interest”¹⁶</i>
For the 2020–2025 parks levy, a “conflict of interest” was defined as any situation in which an individual, or a member of their immediate family (spouse, child, domestic partner, parents, or dependent relatives), had a financial, personal, or legal relationship with a potential applicant within the previous calendar year. A “potential applicant” included any eligible entity under the grant program, such as cities, towns, park districts, school districts, King County agencies, special purpose districts, nonprofit organizations, fiscally sponsored organizations, tribal organizations, salmon recovery forums, or other public entities. Examples of COI included: • Serving as a staff member or board member of an applicant organization; • Receiving compensation, gifts, or other items of value exceeding \$50 from an applicant; • Holding a financial interest in property associated with the applicant’s project; • Providing a letter of support for an applicant; and • Participating in a formal or informal partnership with an applicant.	For the 2026–2031 levy, a “conflict of interest” will be defined as any situation in which an individual, or that individual’s “close relative” had a financial, personal, or legal relationship with an applicant within the past three years. "Close relative" includes: spouse, domestic partner, parent, child, child of domestic partner, sibling, aunt, uncle, niece, nephew, grandparent, grandchild, father-in-law, mother-in-law, sister-in-law, brother-in-law, son-in-law, daughter-in-law, or relatives of a domestic partner who would be included in this list if the subject and the domestic partner were married – KCC 3.04.017(J). Applicants may include any entity eligible under the grant program guidelines, such as cities, towns, park districts, school districts, special purpose districts, nonprofit organizations, fiscally sponsored organizations, tribes, or other public entities Examples of COI include, but are not limited to: • Serving as a staff member or board member of an applicant organization; • Receiving compensation, gifts, or other items of value from an applicant; • Holding a financial interest in property associated with the applicant’s project; • Providing a letter of support for an applicant; • Participating in a formal or informal partnership with an applicant; • Demonstrating previous bias or partiality for or against the applicant organization or project through personal or professional conduct; and • Other possible perceptions of COI.

¹⁶ This definition is in the report but not in the PO. This could be added through a Striking Amendment if the Council wishes to formally adopt this definition.

5. Final approval process for grant awards.

The report outlines the following proposed process:

- Parks staff would conduct a technical review of all submissions to confirm eligibility and alignment with specific grant program criteria.
- Eligible applications would be independently scored by grant reviewers using standardized scoring criteria, based only on information provided in applications.
- Parks staff would compile and summarize application scores.
- The Advisory Committee would review compiled scores, scorer feedback, and staff analysis to develop a recommended list of projects for funding. The committee would consider both quantitative and qualitative factors, including alignment with grant program goals, equity considerations, and the overall balance of investments across communities and project types.
- The DNRP Director would make final decisions on grant awards, “based primarily, but not exclusively, on these recommendations.”¹⁷ DNRP would brief¹⁸ the Executive on grants recommendations prior to finalizing decisions. According to the report, the Director’s decision would consider the committee’s recommendations, program objectives, and applicable County policies.
- The Council would be notified of the awards prior to public announcement.¹⁹

AMENDMENTS

Striking Amendment S1. Striking Amendment S1 would move the parks levy grant implementation guidelines from the body of the proposed ordinance to Attachment A to the proposed ordinance and then adopt Attachment A.

Striking Amendment S1 would state that it is the Council’s intent in the next supplemental budget ordinance to delete Section 94, Proviso P4, from the 2026-2027 Biennial Budget Ordinance, Ordinance 20023. Deleting the proviso would remove the restriction on \$100,000 of the Parks and Recreation Fund that was associated with meeting the requirements of this proviso.

¹⁷ Parks Levy Advisory Committee Recommendations Report, page 8.

¹⁸ The report describes, in different places, “briefing” the Executive (page 5) and “consulting with” the Executive (pages 1 and 8), while the PO states “consulting with” the Executive. This could be clarified in a Striking Amendment.

¹⁹ The report states that the Council would receive a briefing, but this is not in the PO. This could be clarified in a Striking Amendment.

Striking Amendment S1 would make the following policy changes to the proposed process and structure for selecting Advisory Committee members and grant awards:

Advisory Committee Structure and Appointment Process

- Changes the nine Council-appointed positions from optional to required.
- Requires the Executive to notify the Council of Executive-appointed positions with a 30-day waiting period before finalizing appointments.
- Requires the nine Executive-appointed positions to be geographically balanced among regions (west, east, north, south); rural, urban, and suburban areas; and city and unincorporated areas.
- Requires the Executive to specify the types of expertise and experience desired for the positions and identify in nomination materials provided to the Council how the candidate's experience aligns with targeted representation.
- Removes the January 1 deadline for Council-appointed positions. Instead, states that Councilmembers should strive to confirm appointments by January 1 of 2027, 2029, and 2031, and that members confirmed after January 1 would serve the remainder of the terms.
- States that Councilmembers should, to the greatest extent possible, make nominations in accordance with the expertise and experience desired for the committee as stated in the grant guidelines.
- Requires the DNRP Director to provide the Executive and Council, when there is a vacancy, with a list of recommended specific skills and knowledge needed to achieve the ideal experience and expertise on the Advisory Committee.
- States that Advisory Committee may participate in recommending awards once they have completed training.
- Changes the required number of members to conduct business from 9 members to 10 members, including at least 4 Executive-appointed members and 4 Council-appointed members.
- States that the terms are two years.
- States that members may serve up to three consecutive terms.

Advisory Committee Makeup

- The proposed ordinance, as transmitted, stated that DNRP would establish procedures for the nomination, recruitment, and selection of Advisory Committee members and grant reviewers that “promote geographic representation, organizational representation, subject matter expertise, and equitable participation” of both groups. Striking Amendment S1 would formalize what each of these four characteristics mean and how they would be achieved.

Grant Reviewers

- States that DNRP shall establish procedures for the nomination, selection, and training of grant reviewers that promote subject matter expertise and unbiased and impartial standards of review.
- States that grant reviewers should have technical expertise and/or experience reviewing grants, administering public funding, or evaluating programs with impartiality.
- States that grant reviewers should have a mix of both geographic representation and organizational representation.
- States that DNRP should explore whether there are ways to anonymize organizations and locations in applications for grant reviewers and whether this would support unbiased and impartial scoring of grant applications.

Project Selection Process

- Formalizes the steps of the project selection process from advertising request for proposals to making decisions on final grant awards.
- Formalizes a list of criteria for grant reviewers to score eligible applications, including criteria described in the recommendations report and criteria used in the previous parks levy.
- Formalizes a list of additional criteria that the Advisory Committee may consider, including criteria described in the recommendations report and criteria used in the previous parks levy.

Project Reporting Process

- Requires the Executive to notify the Council of grant recommendations and states what should be included in that notification, including recommended projects and

funding amounts, summaries by Council districts, cities served by projects, and information on projects not recommended.

- Provides the Council with a 30-day period to take action after the DNRP Director notifies the Council of grant recommendations. If the Council does not pass a motion objecting to recommendations, then the Executive may move forward with awarding the grants.
- Requires the Executive to provide an annual report to the Council on the status of the grant programs, including information on applications received, projects awarded, summary of past projects, gaps in representation on the Advisory Committee and strategies to meet targeted representation, how grant programs support levy goals, and amount spent on grant administration.

Conflict of Interest Policy

- Formally adopts a conflict-of-interest (COI) policy as provided in the recommendations report, with some clarifying edits.
- Formally adopt a COI process governing Advisory Committee members and grant reviewers as provided in the recommendations report.

INVITED

- Warren Jimenez, Parks Division Director, Division of Natural Resources and Parks

ATTACHMENTS

1. Proposed Ordinance 2026-0198
2. Striking Amendment S1 and its attachment
3. Parks Levy Advisory Committee Recommendations Report
4. Transmittal Letter
5. Fiscal Note



KING COUNTY

Signature Report

Ordinance

ATTACHMENT 1

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Proposed No. 2026-0198.1

Sponsors Fain

1 AN ORDINANCE relating to the process of selection for
2 advisory committee members and grant projects funded by
3 Ordinance 19922 and relating to a budget proviso and
4 requesting a report recommending an approach to grants
5 advisory committee processes in the 2026-2027 Biennial
6 Budget Ordinance, Ordinance 20023, Section 94, Proviso
7 P4.

8 STATEMENT OF FACTS:

- 9 1. On April 17, 2019, the King County council adopted Ordinance 18890,
10 which called for a special election to authorize the King County parks,
11 recreation, trails, and open space levy for 2020-2025.
- 12 2. On August 6, 2019, King County voters approved the parks levy,
13 which included moneys for various grant programs to include targeted
14 equity, aquatics facilities, open space - river corridors and urban parks and
15 open spaces. Experience from the 2020–2025 parks levy grant programs
16 identified opportunities to improve the grantmaking process.
- 17 3. On April 29, 2025, the King County council adopted Ordinance 19922,
18 which called for a special election to authorize the King County parks,
19 recreation, trails, and open space levy for 2026-2031.

- 20 4. On August 5, 2025, King County voters approved the parks levy,
21 which included moneys for various competitive grant programs to include
22 aquatics facilities, ballfield access and preservation, and healthy
23 communities and parks.
- 24 5. Ordinance 19922 requires the implementation of grant programs to
25 support equitable access to parks, recreation, and open space across King
26 County.
- 27 6. The 2026-2027 Biennial Budget Ordinance, Ordinance 20023, Section
28 94, Proviso P4, requires the transmittal of a report recommending the
29 proposed structure for advisory committees and an updated conflict of
30 interest process governing parks levy grant programs.
- 31 7. The department of natural resources and parks administers parks levy
32 grant programs and is responsible for ensuring that funding decisions are
33 made in a transparent, equitable, and accountable manner.
- 34 8. The advisory committee structure in this ordinance separates advisory
35 functions from application scoring responsibilities to improve consistency,
36 reduce conflicts of interest, and align with best practices in public grant
37 administration.
- 38 9. The conflict of interest process referred to in this ordinance has been
39 developed in coordination with the ethics program to ensure compliance
40 with applicable standards and to provide clear guidance for participants in
41 the grantmaking process.

42 10. Approval of this ordinance is necessary to implement the 2026–2031
43 parks levy grant programs and to enable timely distribution of funds to
44 eligible recipients.

45 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

46 SECTION 1.

47 A. The parks levy grant programs authorized under Ordinance 19922 shall be
48 administered using an advisory committee structure and grant evaluation process
49 designed to promote transparency, equity, and accountability.

50 B. The department of natural resources and parks shall establish an advisory
51 committee of up to eighteen members to provide program-level guidance, review
52 aggregated grant scores, and make funding recommendations in alignment with grant
53 program priorities and parks levy goals. Nine members shall be recruited by King
54 County parks and recreation division, and an additional nine members may be appointed
55 by the King County council. The advisory committee must consist of no less than nine
56 members in order to conduct business.

57 C. The department of natural resources and parks shall recruit and train a pool of
58 grant reviewers to independently score eligible grant applications using standardized
59 evaluation criteria.

60 D. The department of natural resources and parks shall maintain a conflict of
61 interest process governing advisory committee members and grant reviewers.

62 E. The department of natural resources and parks shall establish procedures for
63 nomination, recruitment, and selection of the advisory committee members and grant
64 reviewers that promote geographic representation, organizational representation, subject

65 matter expertise, and equitable participation. Advisory committee members selected
66 through the process under this subsection shall serve a term of two years. The parks
67 division director shall oversee advisory committee and grant reviewer selection

68 F. King County councilmembers may appoint one representative from each of
69 their respective districts to the advisory committee for a two-year term. Appointments
70 shall be confirmed by motion by the King County council by January 1 of 2027, 2029,
71 and 2031.

72 G. The department of natural resources and parks shall prepare and advertise
73 requests for grant proposals and receive applications.

74 H. The department of natural resources and parks shall conduct eligibility
75 screening of applications, ensuring applicant eligibility, application completeness, and
76 application alignment with grant program goals and grant project types.

77 I. Grant reviewers shall score grant applications using a standard grant scoring
78 guide. The department of natural resources and parks shall compile and summarize
79 application scores.

80 J. The advisory committee shall review application scores, reviewer comments,
81 and staff analyses to develop grant funding recommendations consistent with grant
82 program goals and County policies.

83 K. The director of the department of natural resources and parks shall make final
84 decisions on grant awards after consulting with the executive of King County, informed
85 by evaluation results and advisory committee recommendations.

86 L. The department of natural resources and parks shall maintain documentation
87 of scoring processes, conflict of interest disclosures, and funding decisions to support
88 transparency and accountability.

89 M. The department of natural resources and parks is authorized to adopt
90 administrative procedures necessary to implement this section.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Sarah Perry, Chair

ATTEST:

Melani Pedroza, Clerk of the Council

APPROVED this ____ day of _____, ____.

Girmay Zahilay, County Executive

Attachments: None

[S. Hsu] Sponsor: Fain

 Proposed No.: 2026-0198

1

"STATEMENT OF FACTS:

1. On April 17, 2019, the King County council adopted Ordinance 18890, which called for a special election to authorize the King County parks, recreation, trails, and open space levy for 2020-2025.
2. On August 6, 2019, King County voters approved the 2020–2025 parks levy, which included moneys for various grant programs to include targeted equity, aquatics facilities, open space - river corridors and urban parks and open spaces. Experience from the 2020–2025 parks levy grant programs identified opportunities to improve the grantmaking process.
3. On April 29, 2025, the King County council adopted Ordinance 19922, which called for a special election to authorize the King County parks, recreation, trails, and open space levy for 2026-2031.
4. On August 5, 2025, King County voters approved the 2026–2031 parks levy, which included moneys for various competitive grant programs to

18 include aquatics facilities, ballfield access and preservation, and healthy
19 communities and parks.

20 5. Ordinance 19922 requires the implementation of grant programs to
21 support equitable access to parks, recreation, and open space across King
22 County.

23 5. On April 29, 2025, the King County council passed Motion 16797,
24 which includes program guidelines for the aquatic facilities grant, ballfield
25 access and preservation grant, and healthy communities and parks grant.
26 Attachment B to Motion 16796 includes general requirements for the
27 parks levy grant programs.

28 6. The 2026-2027 Biennial Budget Ordinance, Ordinance 20023, Section
29 94, Proviso P4, requires the transmittal of a report recommending the
30 proposed structure for advisory committees and an updated conflict of
31 interest process governing parks levy grant programs, and an ordinance
32 adopting the recommendations of the report.

33 7. The department of natural resources and parks administers parks levy
34 grant programs and is responsible for ensuring that funding decisions are
35 made in a transparent, equitable, and accountable manner.

36 8. The advisory committee structure in this ordinance separates advisory
37 functions from application scoring responsibilities to improve consistency,
38 reduce conflicts of interest, and align with best practices in public grant
39 administration.

40 9. The conflict of interest process referred to in this ordinance has been
41 developed in coordination with the ethics program to ensure compliance
42 with applicable standards and to provide clear guidance for participants in
43 the grantmaking process.

44 10. Approval of this ordinance is necessary to implement the 2026–2031
45 parks levy grant programs and to enable timely distribution of funds to
46 eligible recipients.

47 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

48 SECTION 1. It is the council's intent, in the next supplemental budget ordinance
49 to delete Section 94, Proviso P4, from the 2026-2027 Biennial Budget Ordinance,
50 Ordinance 20023.

51 SECTION 2.

52 A. The parks levy grant programs authorized under Ordinance 19922 shall be
53 administered using an advisory committee structure and grant evaluation process
54 designed to promote transparency, equity, and accountability.

55 B. The implementation guidelines that establish the grant award process and
56 criteria for the aquatic facilities grant, ballfield access and preservation grant, and healthy
57 communities and park grant, which are Attachment A to this ordinance, are hereby
58 adopted.

59 C. The advisory committee structure, appointment process, and representation,
60 which are also in Attachment A to this ordinance, are hereby adopted. The advisory
61 committee shall sunset after the last of the 2026–2031 parks levy grant moneys have been
62 awarded.

D. The conflict of interest process and definition, which are also in Attachment A to this ordinance, are hereby adopted."

Insert Attachment A. 2026-2031 Parks Levy Grant Program Implementation Guidelines, dated September 2026.

EFFECT prepared by S. Hsu: Striking Amendment S1 would move the parks levy grant implementation guidelines from the body of the proposed ordinance to Attachment A to the proposed ordinance and then adopt Attachment A.

Striking Amendment S1 would state that it is the Council's intent in the next supplemental budget ordinance to delete Section 94, Proviso P4, from the 2026-2027 Biennial Budget Ordinance, Ordinance 20023. Deleting the proviso would remove the restriction on \$100,000 of the Parks and Recreation Fund that was associated with meeting the requirements of this proviso.

Striking Amendment S1 would make the following policy changes to the proposed process and structure for selecting Advisory Committee members and grant awards:

Advisory Committee Structure and Appointment Process

- Changes the nine Council-appointed positions from optional to required.
- Requires the Executive to notify the Council of Executive-appointed positions with a 30-day waiting period before finalizing appointments.

- 86 • Requires the nine Executive-appointed positions to be geographically balanced
87 among regions (west, east, north, south); rural, urban, and suburban areas; and
88 city and unincorporated areas.
- 89 • Requires the Executive to specify the types of expertise and experience desired
90 for the positions and identify in nomination materials provided to the Council how
91 the candidate's experience aligns with targeted representation.
- 92 • Removes the January 1 deadline for Council-appointed positions. Instead, states
93 that Councilmembers should strive to confirm appointments by January 1 of 2027,
94 2029, and 2031, and that members confirmed after January 1 would serve the
95 remainder of the terms.
- 96 • States that Councilmembers should, to the greatest extent possible, make
97 nominations in accordance with the expertise and experience desired for the
98 committee as stated in the grant guidelines.
- 99 • Requires the DNRP Director to provide the Executive and Council, when there is
100 a vacancy, with a list of recommended specific skills and knowledge needed to
101 achieve the ideal experience and expertise on the Advisory Committee.
- 102 • States that Advisory Committee may participate in recommending awards once
103 they have completed training.
- 104 • Changes the required number of members to conduct business from 9 members to
105 10 members, including at least 4 Executive-appointed members and 4 Council-
106 appointed members.
- 107 • States that the terms are two years.
- 108 • States that members may serve up to three consecutive terms.

109 Advisory Committee Makeup

- 110 • The proposed ordinance, as transmitted, stated that DNRP would establish
- 111 procedures for the nomination, recruitment, and selection of Advisory Committee
- 112 members and grant reviewers that “promote geographic representation,
- 113 organizational representation, subject matter expertise, and equitable
- 114 participation” of both groups. Striking Amendment S1 would formalize what each
- 115 of these four characteristics mean and how they would be achieved.

116 Grant Reviewers

- 117 • States that DNRP shall establish procedures for the nomination, selection, and
- 118 training of grant reviewers that promote subject matter expertise and unbiased and
- 119 impartial standards of review.
- 120 • States that grant reviewers should have technical expertise and/or experience
- 121 reviewing grants, administering public funding, or evaluating programs with
- 122 impartiality.
- 123 • States that grant reviewers should have a mix of both geographic representation
- 124 and organizational representation.
- 125 • States that DNRP should explore whether there are ways to anonymize
- 126 organizations and locations in applications for grant reviewers and whether this
- 127 would support unbiased and impartial scoring of grant applications.

128 Project Selection Process

- 129 • Formalizes the steps of the project selection process from advertising request for
- 130 proposals to making decisions on final grant awards.

131 • Formalizes a list of criteria for grant reviewers to score eligible applications,
132 including criteria described in the recommendations report and criteria used in the
133 previous parks levy.

134 • Formalizes a list of additional criteria that the Advisory Committee may consider,
135 including criteria described in the recommendations report and criteria used in the
136 previous parks levy.

137 Project Reporting Process

138 • Requires the Executive to notify the Council of grant recommendations and states
139 what should be included in that notification, including recommended projects and
140 funding amounts, summaries by Council districts, cities served by projects, and
141 information on projects not recommended.

142 • Provides the Council with a 30-day period to take action after the DNRP Director
143 notifies the Council of grant recommendations. If the Council does not pass a
144 motion objecting to recommendations, then the Executive may move forward
145 with awarding the grants.

146 • Requires the Executive to provide an annual report to the Council on the status of
147 the grant programs, including information on applications received, projects
148 awarded, summary of past projects, gaps in representation on the Advisory
149 Committee and strategies to meet targeted representation, how grant programs
150 support levy goals, and amount spent on grant administration.

151 Conflict of Interest Policy

152 • Formally adopts a conflict-of-interest (COI) policy and COI process as provided
153 in the recommendations report, with some clarifying edits.

2026-2031 King County Parks Levy Grant Programs

Implementation Guidelines for Advisory Committee, Project Selection, Project Reporting, and Conflict of Interest Policy

September 2026

Background

In April 2025, the Council adopted Ordinance 19922, which placed on the August 2025 ballot a proposition authorizing a six-year property tax levy to support parks and open space in King County (“Parks Levy”) for 2026-2031. Concurrently with Ordinance 19922, the Council passed Motion 16797, which detailed the Council’s intent for the use of the 2026-2031 levy funds. The motion included guidelines for the three competitive grant programs. In August 2025, King County voters approved the Parks Levy, which included money for three competitive grant programs:

- Up to \$46 million for the Aquatic Facilities Grant Program, which provides funding opportunities to develop new and/or improve existing aquatic facilities.
- At least \$30 million for the Healthy Communities and Parks Grant Program, which provides funding to increase access to and use of parks, trails, open space, and public recreation facilities, in traditionally underserved areas and communities, as well as to build programming capacities of community-based partners that provide recreation to these areas and communities.
- Up to \$13.5 million for the Ballfield Access and Preservation Grant Program, which provide funding for capital projects to increase public access to ballfields.

Program Guidelines

Aquatic Facilities Grant Program

Purpose

This provides guidelines for the use of Parks Levy proceeds for the Aquatics Facilities Grant Program, which provides funding opportunities to develop new and/or improve existing aquatic facilities in King County.

Eligible Entities

1. King County towns and cities;
2. Metropolitan park districts;
3. Public school districts; and/or
4. Other public entities that own public aquatic facilities.

38 Eligible Projects

39 Parks Levy funding to develop new and/or improve existing aquatics facilities shall be for the
40 following purposes:

- 41 1. Land acquisition;
- 42 2. Feasibility study;
- 43 3. Planning and design; and/or
- 44 4. Construction.

45 **Healthy Communities and Parks Grant Program**

46 Purpose

47 This provides guidelines for the use of Parks Levy proceeds for the Healthy Communities and
48 Parks Grant Program, which provides funding opportunities to increase access to and use of
49 parks, trails, open space, and public recreation facilities, in traditionally underserved areas and
50 communities, as well as to build programming capacities of community-based partners that
51 provide recreation to these areas and communities.

52 Funding is for the following purposes:

- 53 1. Develop new and/or improve existing parks, trails, open space, and recreation facilities;
54 and/or
- 55 2. Provide programs focusing on recreation, amateur sports, play, and physical activity.

56 Eligible Entities

- 57 1. 501(c)(3) nonprofit organizations;
- 58 2. Small or emerging community organizations without a 501(c)(3) status, through a
59 partnership with a fiscal agent;
- 60 3. Tribes or tribal organizations serving residents of King County;
- 61 4. Towns and cities; and/or
- 62 5. Metropolitan park districts.

63
64 Eligible Projects

- 65 1. Parks Levy funding to develop new and/or improve existing parks, trails, and recreation
66 facilities shall be for the following purposes:
 - 67 a. Land acquisition;
 - 68 b. Feasibility study;
 - 69 c. Planning and design; and/or
 - 70 d. Construction.
- 71 2. Parks Levy funding to provide programs are to be focused on recreational programming
72 (e.g., swim programs, youth sports leagues, etc.).

73 **Ballfield Access and Preservation Grant Program**

74
75 Purpose

76 This provides guidelines for the use of Parks Levy proceeds for capital projects to increase public
77 access to ballfields.

79 Eligible Entities

- 80 1. Cities and towns;
81 2. Metropolitan park districts; and/or
82 3. School districts.
83

84 Eligible Projects

85 Parks levy funding to construct, improve, operate, or maintain ballfields shall be for the following
86 purposes:

- 87 1. Feasibility study;
88 2. Planning and design;
89 3. Construction; and/or
90 4. Operations and maintenance.
91

92 All projects receiving Ballfield Access and Preservation Grant Program funding must allow new
93 or increased public access.

94
95 **Advisory Committee Structure and Appointment Process**

- 96
97 1. There shall be established a Parks Levy Advisory Committee with up to 18 members to
98 provide program-level guidance, review aggregated grant scores, and make funding
99 recommendations in alignment with grant program priorities and Parks Levy goals. The
100 Department of Natural Resources and Parks (DNRP) shall staff the Advisory Committee.
101 2. The Advisory Committee will make recommendations for the Aquatic Facilities Grant
102 Program, Ballfield Access and Preservation Grant Program, and Healthy Communities and
103 Parks Grant Program.
104 3. Nine members shall be selected and appointed by the Executive, and nine members shall be
105 appointed by the King County Council.
106 4. For Executive-appointed positions:
107 a. The King County Executive shall provide notification of the names of appointees to
108 the King County Council 30 days prior to appointments.
109 b. The Executive shall appoint members who represent geographic balance among
110 regions (north, east, south, west); rural, urban, and suburban areas; and city and
111 unincorporated areas.
112 c. The Executive shall specify the types of expertise and experience desired for the
113 positions and identify in nomination materials provided to the Council how the
114 candidate's experience aligns with targeted representation.
115 5. For the Council-appointed positions:
116 a. King County Councilmembers shall appoint one representative from each of their
117 respective districts to the Advisory Committee.
118 b. Councilmembers should make, to the greatest extent possible, nominations in
119 accordance with the expertise and experience desired for the committee as set forth in
120 the Advisory Committee Makeup section of these grant guidelines,
121 c. These appointments shall be confirmed by motion by the King County Council.

- d. The Council should strive to confirm appointments by January 1 of 2027, 2029, and 2031. Appointments confirmed after January 1 would serve the remainder of the two-year term.
6. A term for Advisory Committee members appointed by the Executive and the Council is for two years: January 1 of the first year through December 31 of the second year, for years 2027-2028, 2029-2030, and 2031-2032.
 7. Members may serve up to three consecutive terms.
 8. When a vacancy occurs, the DNRP Director shall provide the Executive and the Council with a list of the recommended specific skills and knowledge needed to achieve the ideal experience and expertise on the Advisory Committee.
 9. Any vacancy on the Advisory Committee which occurs during an unexpired term shall be filled in the same manner as for appointing members to regular terms, except that such appointee shall serve only for the remainder of the term of the member replaced, unless appointed for succeeding terms.
 10. Filling the unexpired portion of a term shall not count against the three-term limit referenced above if the unexpired portion is less than two years in duration.
 11. Advisory Committee members may participate in recommending awards once they have completed training.
 12. In order to conduct business, the Advisory Committee must have a quorum of no less than ten members, including at least four Executive-appointed members and four Council-appointed members.

Advisory Committee Makeup

DNRP shall establish procedures for the nomination, recruitment, and selection of Executive-appointed members that promote geographic representation, organizational representation, subject matter expertise, and equitable participation.

1. Geographic representation will be achieved through 1) nine members being appointed by Councilmembers to represent the nine Council districts, and 2) a mix of Executive-appointed members who work and/or live in urban, rural, and suburban areas; cities and unincorporated areas; and different King County regions (north, east, south, west). This will be based on an applicants' geographic familiarity, which includes where applicants live and work, as well as the Council districts they are most familiar with.
2. Organizational representation will be achieved by ensuring a mix of representatives from a range of organization types, including community-based organizations, public agencies, and Tribal entities. Applications will collect information on applicants' organizational affiliation and experiences relevant to parks, recreation, conservation, accessibility, or other levy-supported investments.
3. Subject matter expertise will be achieved by ensuring that every Executive-appointed member has expertise or experience in at least one grant program area. The Executive should also consider experience with capital planning, procurement, and operations.
4. Equitable participation will be achieved through applicant experiences with community-led processes or participatory grantmaking. The application process will collect demographic and background information, provided voluntarily wherever appropriate, to assist DNRP in evaluating the overall diversity and balance of the applicant pool.

Grant Reviewers

1. DNRP shall recruit and train a pool of grant reviewers to independently score eligible grant applications using standardized evaluation criteria.
2. DNRP shall establish procedures for the recruitment, selection, and training of grant reviewers that promote subject matter expertise and unbiased and impartial standards of review.
3. Grant reviewers should have technical expertise and/or experience reviewing grants, administering public funding, or evaluating programs with impartiality.
4. Grant reviewers should have a mix of both geographic representation and organizational representation.
5. DNRP should explore whether there are ways to anonymize organizations and locations in applications for grant reviewers and whether this would support unbiased and impartial scoring of grant applications.

Project Selection Process

1. DNRP shall prepare and advertise a request for proposals and receive applications on a biennial basis.
2. DNRP shall conduct eligibility screening of applications, ensuring applicant eligibility, application completeness, and application alignment with grant program goals and grant project types.
3. Grant reviewers shall score eligible applications using a standard grant scoring guide. Scoring will be based solely on the information provided in the application materials and will follow standardized criteria published in advance of the application process. Criteria are expected to include:
 - a. Project alignment to the grant program's goals;
 - b. Project readiness and feasibility;
 - c. Demonstrated community need and benefit;
 - d. Alignment with equity goals and service to historically underserved communities;
 - e. Organizational capacity to successfully implement the project;
 - f. The project is supported through partnership and will be measured by resulting community benefits, as well as the strength and diversity of partnership;
 - g. The project has been identified in an adopted plan when applicable;
 - h. The project is located in an underserved area or provides recreational access or benefit where none currently exists as verified by King County staff using publicly available data;
 - i. The project demonstrates how successful implementation will be measured over time; and
 - j. The project identifies cost effectiveness and ability to leverage other funding or in-kind donations when needed for project success.
4. DNRP shall compile and summarize application scores.
5. The Advisory Committee shall review scored applications, grant reviewer comments, and staff analyses to develop funding recommendations consistent with grant program goals and King County policies.
6. As part of its review, the Advisory Committee may:

- a. Request clarification or additional information from applicants through a fair and consistent process;
- b. Consider factors that may not be fully captured through application scoring alone, including:
 - i. Alignment with King County priorities and levy goals;
 - ii. Geographic distribution of funding;
 - iii. Multiple applications supporting the same project;
 - iv. Project-specific risks or opportunities;
 - v. Organizational capacity and long-term sustainability; and
 - vi. How scoring criteria may favor larger or better resourced jurisdictions.
7. Based on this process, the Advisory Committee will develop a ranked list of recommended projects for funding, including dollar amounts for each. The Advisory Committee may recommend full or partial funding based on the merits of each application, available funding, and the grant program's goals.
8. The DNRP Director shall make final decisions on grant awards after consulting with the Executive, informed by grant reviewer scores, Advisory Committee recommendations, program objectives, and applicable County policies.
9. DNRP shall maintain documentation of scoring processes, conflict of interest disclosures, and funding decisions to support transparency and accountability.

Project Reporting Process

1. The Executive will notify the Council of the recommended list of grant awardees. This notification will include:
 - a. Recommended projects and funding amounts, the Council district where each project is located, and a summary description of how each project meets the selection criteria and objectives of the grant program.
 - b. For each grant program, the total number of applications, total amount of funding requested, number of projects awarded, number of projects not recommended, and rationale for projects not recommended.
 - c. A summary table of the number of projects and total amount awarded for each grant program by Council district, noting which cities will be served by a selected project.
 - d. A list of projects not recommended, dollar amounts requested, and the city or unincorporated area served by the project.
2. If the Council does not pass a motion objecting to recommendations within 30 days of this notification, the Executive may move forward with awarding the grants.
3. DNRP will provide an annual report to the Council on the status of the grant programs. The report may be included as an addendum to the Parks Levy Oversight Board annual report. The report will include information on:
 - a. The number of applications received, projects awarded in that year, and a summary of completion of past projects.
 - b. Cumulative totals of grant funding awarded since the start of the levy, by grant program, Council district, and city or unincorporated area.
 - c. Any gaps in representation on the Advisory Committee and strategies to meet targeted representation.

- d. How the Parks Levy grant programs are supporting overall levy goals as outlined in Ordinance 19922 and Motion 16767.
- e. The annual amount spent on grant administration, which includes but is not limited to staffing, training, reviewing, and reporting.

Conflict of Interest Policy

DNRP shall maintain the following conflict of interest (COI) process governing Advisory Committee members and grant reviewers:

1. Application submission and compilation: After applications close, DNRP staff will compile a complete list of eligible applicants for each grant program.
2. Initial COI attestation prior to assignment: Advisory Committee members and grant reviewers will review the full list of applicants and complete an initial COI disclosure before applications are assigned for scoring. This step ensures that known conflicts are identified early and that assignments avoid grant reviewers with conflicts.
3. Application-level COI confirmation: A second COI attestation will be required within the evaluation system prior to an Advisory Committee member or grant reviewer accessing and scoring each individual application. This step serves as an additional safeguard in case new or previously unrecognized conflicts are identified.
4. Recusal from discussion and recommendation: Individuals with a confirmed or potential conflict will be excused from those portions of any meeting during which discussions and recommendations related to an application from which the conflict arises.

DNRP shall use the following conflict of interest definition process governing Advisory Committee members and grant reviewers:

For the 2026–2031 Parks Levy, a “conflict of interest” will be defined as any situation in which an individual, or that individual’s “close relative” had a financial, personal, or legal relationship with an applicant within the past three years. “Close relative” includes: spouse, domestic partner, parent, child, child of domestic partner, sibling, aunt, uncle, niece, nephew, grandparent, grandchild, father-in-law, mother-in-law, sister-in-law, brother-in-law, son-in-law, daughter-in-law, or relatives of a domestic partner who would be included in this list if the subject and the domestic partner were married – KCC 3.04.017(J).

Applicants may include any entity eligible under the grant program guidelines, such as cities, towns, park districts, school districts, special purpose districts, nonprofit organizations, fiscally sponsored organizations, tribes, or other public entities.

Examples of COI include, but are not limited to:

- Serving as a staff member or board member of an applicant organization;
- Receiving compensation, gifts, or other items of value from an applicant;
- Holding a financial interest in property associated with the applicant’s project;
- Providing a letter of support for an applicant;
- Participating in a formal or informal partnership with an applicant;
- Demonstrating previous bias or partiality for or against the applicant organization or project through personal or professional conduct; and
- Other possible perceptions of COI.

Grant Administration and Program Staffing

DNRP shall be responsible for administering and staffing the program, utilizing a percentage of program moneys to pay for this administration. The percentage of moneys for program administration shall be consistent with other grant programs managed by County agencies.

Administration shall include development of the application materials and review process, announcements, staffing the Advisory Committee, contract development and administration, project tracking, financial accounting, project reporting, and audit function.

Administration shall also include monitoring project completions and requiring any town or city receiving a grant to notify the King County Council of any major milestones such as groundbreaking or ribbon cutting 30 days prior to the event.

Parks Levy Grants Advisory Committee Recommendations Report

July 2026



King County

Summary

This report is developed in accordance with King County Budget Ordinance 20023, Section 94, Proviso 4, which requires the Executive to submit a Parks Levy Grants Advisory Committee Recommendations Report and an ordinance for the 2026-2031 Parks Levy competitive grant programs enacted by Ordinance 19922 and Motion 16797. This report outlines King County Parks Division's (Parks) proposed approach to Advisory Committee processes, including:

- Advisory Committee nomination process;
- subcommittee structures;
- project selection criteria;
- conflict-of-interest (COI) policies; and
- the final approval process for grant awards.

In preparing this report, Parks conducted extensive outreach. Parks engaged the Open Space Equity Cabinet (OSEC) and community partners through five forums between January and March 2026, as well as conducting an online public survey. Recommendations from that community engagement, as well as feedback from previous Parks Grant Advisory Committee members, informed the proposed structure of the Advisory Committee (AC) and related procedures.

King County Parks proposes establishing a single AC to oversee each of its three competitive grant programs included in the 2026-2031 Parks levy: the Aquatic Facilities, Ballfield Access and Preservation, and Healthy Communities and Parks. The AC would consist of up to 18 members, nine of whom will be selected by Parks and nine of whom may be appointed by King County Council. Parks appointees shall be selected through an open, transparent process to represent geographic and organizational diversity, as well as expertise in equity, parks planning, public health, community well-being, and/or capital project development. An additional nine members may be appointed by King County Council, with each King County Councilmember having the opportunity to appoint one member from their Council District for a two-year term. The nine members chosen by the Council shall be confirmed by Council by January 1 of 2027, 2029, and 2031 to ensure adequate time to train members prior to the biennial Parks Levy Grants Request For Proposal process. The AC must have a minimum of nine of the 18 members to conduct business.

The report also details a structured, four-step grant project selection process: eligibility review conducted by Parks staff; independent scoring by trained, community-based grant evaluators; Advisory Committee funding recommendations, incorporating both staff analysis and evaluator scoring; with final funding decisions made by the Director of the Department of Natural Resources and Parks after consultation with the King County Executive.

The report documents the existing Conflict of Interest (COI) process and outlines potential refinements, including expanded disclosure requirements and additional safeguards against bias. Parks staff, the Prosecuting Attorney Office, and the Ethics Program have jointly reviewed the COI framework and identified opportunities to strengthen disclosures and bias safeguards.

Final funding decisions will be made by the DNRP Director, with the County Council receiving a briefing prior to a public announcement to support transparency. These processes are also reflected in a proposed ordinance establishing the Advisory Committee's structure and responsibilities.

The Advisory Committee structure, project selection process, COI process, and final approval pathways form the basis for the proposed ordinance accompanying this report. Together, they aim to ensure the 2026–2031 Parks Levy is administered in a transparent, equitable, and community-responsive manner consistent with County values and expectations.

Report Requirements

The text of Proviso 4 of Ordinance 20023 (2026-2027 Biennial Budget) is included as “Appendix B – Proviso Requirements” at the end of this report. The report responds to each requirement.

A. 2026-2031 Advisory Committee Nomination Process

The Advisory Committee will be composed of both recruited and appointed members. Parks will recruit nine AC members through an open, transparent process to represent geographic and organizational diversity, as well as expertise in equity, parks planning, public health, community well-being, and/or capital project development. In addition, each King County Councilmember will have the opportunity to appoint one AC member from their council district for a two-year term. Council appointments shall be confirmed by Council by January 1 of 2027, 2029, and 2031. The Parks Levy Grants Advisory Committee will recommend awards for the competitive grant programs authorized in Ordinance 19922 and Motion 16797. This approach is informed by recommendations from the Open Space Equity Cabinet and extensive community engagement conducted between January and April 2026. A summary of that engagement effort is in Appendix A.

Recruitment and Selection Process

Parks will conduct an open call for Advisory Committee members to recruit nine seats. The recruitment process will include:

- Public posting and broad outreach through community networks, partner organizations, and county communication channels
- A standardized application process with clearly defined qualifications and expectations

The Parks Division Director will select AC members based on transparent criteria, including:

- Relevant subject matter expertise;
- Demonstrated commitment to equity;
- Experience with and ability to represent underserved communities; and
- Capacity to participate consistently over a two-year term.

King County Councilmembers may appoint one representative from their district to the Advisory Committee for each two-year term. All AC members may serve up to three consecutive terms.

The AC will oversee three levy-funded competitive grant programs, including Aquatic Facilities, Ballfield Access and Preservation, and Healthy Communities and Parks. This will help to ensure consistent, equitable program administration across the three programs and incorporate community feedback that the AC be able to critically review individual grant proposals against community needs and County priorities. The previous levy mandated separate advisory committees for each grant program, with specific requirements for who could serve as a member and how many members were included on each committee. However, this approach created some challenges, including difficulty recruiting and retaining a full roster of qualified members.

The proposed approach will address these challenges by broadening the pool of eligible and interested candidates and ensure funding recommendations are made with full visibility across programs, as well as improve transparency in decision-making.

Compensation for Advisory Committee members will be based on the recently updated DNRP Community Compensation policy. This approach is intended to reduce barriers to participation, support a diverse and representative group of Advisory Committee members, encourage full participation of the Advisory Committee in important meetings, and recognize that participation requires a meaningful commitment beyond existing professional responsibilities.

B. Advisory Committee Responsibilities and Structure

Responsibilities of the Advisory Committee

The Advisory Committee will:

1. Review and provide recommendations on Parks grant program administration and application processes
2. Review aggregated grant application scores and staff analyses
3. Develop recommendations for grant awards across the three levy-funded competitive grant programs
4. Commit to a two-year term, with the ability to serve up to three consecutive terms

The AC will consist of up to 18 members, with a minimum of 9 active members. This ensures a group large enough to reflect diverse lived experiences and subject-matter expertise across King County while remaining an environment that supports thoughtful collaboration and cohesive, well-reasoned decision-making. Membership will reflect:

- Geographic diversity across King County, including rural, suburban, and urban communities
- Representation from a range of organization types, including community-based organizations and local governments
- Demonstrated expertise in one or more of the following areas:
 - Equity and social justice
 - Parks, recreation, and open space planning
 - Public health and community wellbeing
 - Capital project development and/or recreation programming delivery

This structure reflects community feedback, emphasizing the importance of balanced representation and lived experiences of the AC members. No subcommittees are recommended.

C. Grant Project Selection Process

Parks proposes a structured, four-step project selection process for the competitive grant programs designed for consistency, transparency, and alignment with levy priorities. This process is supported by feedback from previous Advisory Committees and the community to train evaluators deeply on the intricacies of the grant application and process. Full details of the process, including scoring criteria and evaluation materials, will be published publicly in advance of each Request for Applications (RFA).

Step 1: Eligibility Review

All submitted applications will undergo an initial technical review conducted by Parks staff for alignment with the purposes of Ordinance 19922 and Motion 16797. This review will confirm applicant eligibility based on program requirements, completeness of the application, and project alignment with the specific goals and eligible project types of the grant program.

Applications that do not meet minimum eligibility requirements will not advance to scoring.

Step 2: Application Scoring

Eligible applications will be evaluated and scored by trained Grant Reviewers. Reviewers will be recruited, selected through a fair and transparent application process, and trained by Parks staff to ensure consistency and fairness in scoring. This process, which has been used for Parks' Youth and Amateur Sports Grant program for several grant cycles, will help ensure a sufficient number of reviews and consistent treatment of applications. In line with the DNRP's Community Compensation policy, reviewers will be eligible for compensation for their time. Approximately 50 per RFA will be recruited to ensure each application is scored a minimum of three times.

Scoring will be based solely on the information provided within the application materials and will follow standardized criteria published in advance of the application process. Criteria will be tailored to each grant program for that year's grant cycle, and are expected to include:

- Project alignment to the grant program's goals
- Project readiness and feasibility
- Demonstrated community need and benefit
- Alignment with equity goals and service to historically underserved communities
- Organizational capacity to successfully implement the project

Reviewer scores and comments will be compiled by Parks staff and shared with the AC.

Step 3: Advisory Committee Review and Recommendations

The AC will review scored applications, reviewer comments, and staff analyses to develop funding recommendations. Parks staff will facilitate this process to ensure consistency with program guidelines and applicable policies.

As part of its review, the AC may, at its discretion:

- Request clarification or additional information from applicants through a fair and consistent process
- Consider factors that may not be fully captured through application scoring alone, including:
 - Alignment with King County priorities and levy goals
 - Geographic distribution of funding
 - Multiple applications supporting the same project
 - Project-specific risks or opportunities
 - Organizational capacity and long-term sustainability

This step is intended to provide a qualitative review that complements the quantitative scoring process. Based on this process, the Advisory Committee will develop a list of recommended projects for funding.

Step 4: Final Decision

Final funding decisions will be made by the DNRP Director and shared with the County Council in advance of public announcement. The department will brief the Executive on the grant recommendations prior to finalizing decisions. The Director's decision will reflect consideration of the AC's recommendations, program objectives, and applicable County policies.

D. 2020-2025 Advisory Committee Conflict of Interest Process

The Parks and Recreation Division implemented a structured, multi-step conflict of interest (COI) process for Advisory Committee members and Grant Evaluators during each funding cycle of the 2020–2025 Parks Levy. The purpose of this process was to encourage impartiality, maintain public trust, and uphold the integrity of funding decisions.

The COI process followed a consistent sequence during each grant cycle:

1. **Application Submission and Compilation:** After applications closed, Parks staff compiled a complete list of eligible applicants for each grant program.
2. **Initial COI Attestation Prior to Assignment:** Advisory Committee members and evaluators reviewed the full list of applicants and completed an initial COI disclosure before applications were assigned for scoring. This step ensured that known conflicts were identified early and that assignments avoided reviewers with conflicts.
3. **Application-Level COI Confirmation:** A second COI attestation was required within the evaluation system prior to an Advisory Committee member or evaluator accessing and scoring each individual application. This step served as an additional safeguard in case new or previously unrecognized conflicts were identified.
4. **Recusal from Discussion and Recommendation:** Individuals with a confirmed or potential identified conflict were removed from discussions and recommendations related to the affected application during all Advisory Committee meetings.

Definition of Conflict of Interest

For the 2020–2025 parks levy, a “conflict of interest” was defined as any situation in which an individual, or a member of their immediate family (spouse, child, domestic partner, parents, or dependent relatives), had a financial, personal, or legal relationship with a potential applicant within the previous calendar year. A “potential applicant” included any eligible entity under the grant program, such as cities, towns, park districts, school districts, King County agencies, special purpose districts, nonprofit organizations, fiscally sponsored organizations, tribal organizations, salmon recovery forums, or other public entities.

Examples of COI included:

- Serving as a staff member or board member of an applicant organization;
- Receiving compensation, gifts, or other items of value exceeding \$50 from an applicant;
- Holding a financial interest in property associated with the applicant’s project;
- Providing a letter of support for an applicant; and
- Participating in a formal or informal partnership with an applicant.

E. Discussions of 2020-2025 Conflict of Interest Process

In 2025, after grant award decisions were finalized, a concern was raised by an Aquatics Facilities grant applicant regarding a potential COI from an Advisory Committee member, which they believed led to the project not receiving an award. Since the inception of the Parks Levy grant programs, this has been the only concern Parks has received regarding a potential COI related to the Advisory Committee or Grant Evaluator process. Parks worked with King County’s Prosecuting Attorney’s office to review the information shared by this applicant and it was found that there was no COI as defined. Nonetheless, Parks worked with the Ethics Program in spring 2026 to further

refine the COI definition and process, with the intention of strengthening transparency and public trust in the grant process.

F. Recommended changes to the Conflict of Interest Process

Parks reviewed and expanded the COI process, in collaboration with King County's Ethics Program, which had not been involved in creating the existing process for the previous levy.

Highlighted changes to the COI process:

- Process considers a period of potential conflict beyond one year
- Remove reference to specific dollar amount regarding compensation or gifts
- Use King County Code for the definition of "close relative" or "immediate family"
- Request disclosure for possible perceived COI

As such, the following language has been reviewed by the King County Ethics Program and will be used to identify potential COI for Advisory Committee members and Grant Evaluators during the COI process for the 2026-2031 levy:

For the 2026–2031 levy, a "conflict of interest" will be defined as any situation in which an individual, or that individual's "close relative" had a financial, personal, or legal relationship with an applicant within the past three years. "Close relative" includes: spouse, domestic partner, parent, child, child of domestic partner, sibling, aunt, uncle, niece, nephew, grandparent, grandchild, father-in-law, mother-in-law, sister-in-law, brother-in-law, son-in-law, daughter-in-law, or relatives of a domestic partner who would be included in this list if the subject and the domestic partner were married - KCC 3.04.017(J).

Applicants may include any entity eligible under the grant program guidelines, such as cities, towns, park districts, school districts, special purpose districts, nonprofit organizations, fiscally sponsored organizations, tribes, or other public entities

Examples of COI include, but are not limited to:

- Serving as a staff member or board member of an applicant organization;
- Receiving compensation, gifts, or other items of value from an applicant;
- Holding a financial interest in property associated with the applicant's project;
- Providing a letter of support for an applicant;
- Participating in a formal or informal partnership with an applicant;
- Demonstrating previous bias or partiality for or against the applicant organization or project through personal or professional conduct; and
- Other possible perceptions of COI.

Using this updated COI definition in the 2026-2031 levy, Parks will continue to administer a multistep process where potential COI are disclosed by Advisory Committee Members and Grant Evaluators, and individuals with a confirmed or potential conflict will be removed from scoring, discussions, and recommendations related to the affected application.

G. Approval of Grant Projects

As outlined in Section C, Parks proposes a clear, structured final approval process for individual grant awards that builds on technical review, independent scoring, and an AC's recommendation, culminating in a final decision by the DNRP Director after consultation with the King County Executive.

Parks staff will conduct a technical review of all submissions to confirm eligibility and alignment with the specific grant program criteria. Only applications that meet these requirements will advance to the scoring phase. Eligible applications will then be independently scored by trained Grant Evaluators. Scorers will apply standardized scoring criteria, and their assessments will be based solely on the information provided within each application. Scores and comments will be compiled by Parks staff and presented in aggregate form.

The AC will review the compiled scores, scorer feedback, and supporting staff analysis to develop a recommended list of projects for funding. In doing so, the AC will consider both quantitative scores and qualitative factors, including alignment with grant program goals, equity considerations, and the overall balance of investments across communities and project types. This level of review aligns to community feedback for AC discretion.

Based primarily, but not exclusively, on these recommendations, the DNRP Director will make the final decision on grant awards. The department will brief the Executive on grants recommendations prior to finalizing decisions. The Director's decision will reflect consideration of the AC's recommendations, program objectives, and applicable County policies.

The County Council will be notified of the proposed awards prior to public announcement. This step supports transparency and ensures Council awareness of funding decisions in advance of formal communication to applicants and the public.

Conclusion

The proposed improvements highlighted in this report to the AC processes create clearer expectations, stronger safeguards, and greater transparency, which together reinforce public trust in Advisory Committee decisions. The updated COI framework for the 2026–2031 Parks Levy strengthens the integrity of the grantmaking process by expanding disclosure requirements, lengthening the review period for potential conflicts, and incorporating guidance from the King County Ethics Program.

The structured four-step grant project selection process, which includes eligibility review, independent scoring by trained community evaluators, Advisory Committee review, and final funding decisions by the DNRP Director, provides a consistent and equitable approach to recommending projects. Combined with the single, centralized Advisory Committee model, this structure improves alignment across programs, strengthens recruitment and retention of qualified members, and supports clear and accountable decision-making.

The updates to the Advisory Committee structure, project selection process, and conflict-of-interest framework are directly aligned with the community input gathered through Parks' extensive engagement with OSEC and community partners in spring 2026. These changes

reflect the priorities, themes, and recommendations consistently raised during those forums and the public survey.

These updates support fair, transparent, and community-centered administration of the next levy cycle and help ensure that funding recommendations reflect community priorities and uphold public confidence in the process.

Report Appendix A – Community Engagement Summary

Report Appendix B – Proviso Requirements:

Proviso 4 of Ordinance 20023 (2026-2027 Biennial Budget) requires the following:

Of this appropriation, \$100,000 shall not be expended or encumbered until the executive transmits a parks levy advisory committee recommendations report and an ordinance that would adopt the proposed recommendations of the report. The report shall include the Parks and Recreation Division's proposed approach for advisory committee processes for the competitive grant programs established in the 2026-2031 Parks levy authorized by Ordinance 19922, including, but not limited to:

- A. The nomination process for advisory committee members;
- B. Any proposed subcommittees, including the subject matter of each subcommittee, the number of members, and entities or organizations represented;
- C. The project selection process, including criteria used for ranking and selecting projects;
- D. The conflict of interest (COI) policy for the 2020-2025 Parks Levy;
- E. Discussion of concerns raised by any party about the COI policy for the 2020-2025 Parks Levy;
- F. Recommendations for any changes proposed to the COI policy for the 2026-2031 Parks Levy, developed in collaboration with the King County board of ethics; and
- G. The final approval process for individual grant awards.

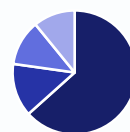
The executive should electronically file the report and the ordinance required by this proviso by March 31, 2026, with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers, the council chief of staff, and the lead staff for the transportation, economy, and environment committee or its successor.

Grants Community Engagement

Project Background and Community Engagement

In August 2025, King County voters approved a new 6-year King County Parks levy (2026-2031), which includes \$117 million for new and updated grant programs. These grant programs aim to preserve and increase equitable access to public recreation by supporting community investments in parks, trails, open spaces, recreation facilities, and programs. King County Parks conducted community engagement to inform the administration of these grant programs. Participation included:

- An online survey with **233 respondents** across all King County council districts
- **5 community forums** with a total of 52 participants from community organizations, cities, towns, Tribes, and other public grant makers.
- Participants represented the following sectors: 64% nonprofit, 14% other, 12% city or town, 11% local government agency



Results

Equity & Impact

When asked which measures of equity are most important for these grant programs, respondents prioritized projects that

- **Serve historically marginalized communities**, defined as low-income, Black, Indigenous, and People of Color, non-English speaking, and/or those experiencing poor health outcomes.
- Are **created in collaboration** with the community they are meant to serve.
- Other measures of equity that emerged as important are those that serve communities with little access to parks and those designed so people of all abilities can participate.

When asked which types of grant projects would have the greatest chance of increasing equitable access to parks, the clear highest priority was **repairing and improving existing parks and recreation facilities**. Acquiring new property for parks and open spaces, constructing new parks and recreational facilities, and increasing recreational programming were nearly tied as the second-highest priority.

Funding Decisions

When asked which attributes are most important when selecting representatives from the community to review grant applications and recommend grant awards, respondents prioritized:

- ① Geographic diversity – representatives from every King County council district
- ② Organizational diversity – representatives from different types of organizations

Funding Decisions, cont'd

When asked preferences for how grant funds are distributed, respondents prioritized a tiered funding model, where top-scoring grant applications would be fully funded and lower-scoring projects could receive partial funding. Comments indicated this tiered approach strikes a balance between funding broadly and funding deeply, but that the funding decisions should also take into account the nuances of each grant application.

Assessment

To better measure if grant projects are achieving their goals, King County Parks asked which measurement methods are both **most useful** and **easiest** for organizations.

- Most respondents agreed that the easiest and most valuable data comes from tracking project numbers (e.g., participants, events, usage) and tracking project progress (e.g., on time, on budget), followed by surveying participants.
- Opinions were mixed about the utility and ease of hosting site visits, collecting demographic data, and gathering participant testimonials.
- When asked which outcomes indicate investments made a positive difference in their community, respondents repeatedly mentioned increased usage among historically marginalized communities and improved access to safe, welcoming, and high-quality recreation.

Next Steps ►

King County Parks will use these findings to inform grant guidelines and processes, which will be published in advance of the next grant Request for Applications window, likely open in fall of 2026.

Thank you to everyone who provided feedback! Your opinion is important to us and will help improve King County Parks grants.

**Want to stay involved
with King County Parks
grant programs?**



[Sign up here](#) to receive announcements about King County Parks grants, including upcoming application cycles and how to join us as a grant evaluator or Advisory Committee member. Questions? Contact the King County Parks Community Investments team at ParksGrants@kingcounty.gov.



Executive Girmay Zahilay

Chinook Building, CNK-EX-0800
401 Fifth Avenue, Suite 800
Seattle, WA 98104-2391

July 17, 2026

The Honorable Sarah Perry
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Perry:

This letter transmits the Parks Levy Grant Advisory Committee Process report and proposed Ordinance, in response to King County Ordinance 20023, Section 94, Proviso 4.

Approval of this proposed legislation would support the mission of the King County Department of Natural Resources and Parks (DNRP) by strengthening the administration of grant programs authorized by Ordinance 19922, the 2026-2031 Parks Levy, improving transparency, and advancing equitable access to parks, recreation, and open space investments for King County residents.

This proposed Ordinance provides an updated structure for the Parks Levy Advisory Committee and establishes an enhanced Conflict-of-Interest definition, created in collaboration with the King County Ethics Program, to guide participation in grant program decisions. The legislation formalizes an advisory committee and separate trained grant evaluators, clarifies roles and responsibilities, and aligns the grant-making process with best practices for accountability and public trust.

The enclosed report outlines the proposed Advisory Committee structure, evaluator model, and updates to the Conflict-of-Interest definition and process for the 2026–2031 Parks Levy grant programs. The report includes a description of the 2020–2025 Advisory Committee and Conflict-of-Interest processes, identifies key concerns and lessons learned, and presents recommended changes developed in coordination with the King County Ethics Program. It also details the proposed nomination process for Advisory Committee members, the use of subcommittees, the project evaluation framework for grant applications, and the final award approval process.

The Honorable Sarah Perry

July 17, 2026

Page 2

In developing the report and proposed Ordinance, DNRP engaged prior Advisory Committee members, community-based organizations, King County's Ethics Program, and incorporated feedback from the community and program participants involved in Parks Levy grant implementation, to ensure the updated structure reflects both policy requirements and operational best practices inform a more transparent, consistent, and equitable approach to grantmaking.

Thank you for considering this report and proposed Ordinance. The improvements outlined will support the timely and effective distribution of Parks Levy funds and strengthen public confidence in King County's grantmaking processes. If your staff have questions, please contact Warren Jimenez, Director, Parks Division, DNRP, at 206-477-4525.

Sincerely,



for

Girmay Zahilay

King County Executive

Enclosure

cc: King County Councilmembers

ATTN: Stephanie Cirkovich, Chief of Staff, King County Council

Melani Hay, Clerk of the Council

Karan Gill, Deputy Executive, Office of the Executive

Jasmin Weaver, Chief of Staff, Office of the Executive

Hyeok Kim, Chief Operating Officer, Office of the Executive

Sierra Howlett Browne, Director of Government Relations, Office of the Executive

Garrett Holbrook, Council Relations Manager, Office of the Executive

Mo McBroom, Acting Director, Department of Natural Resources and Parks (DNRP)

Warren Jimenez, Director, Parks Division, DNRP

2026-2027 FISCAL NOTE

Ordinance/Motion: Ordinance 2026-XXXX

Title: Parks Levy Grants Advisory Committee Recommendations

Affected Agency and/or Agencies: Parks and Recreation Division, Department of Natural Resources and Parks (DNRP)

Note Prepared By: Alyssa Brown, Parks and Recreation Division, DNRP

Date Prepared: 4/16/26

Note Reviewed By: Elka Peterson Horner, Office of the Executive

Date Reviewed: 7/13/26

Description of request:

The proposed ordinance provides an updated structure for the Parks Levy Advisory Committee structure for the 2026-2031 Parks Levy. The recommendations in the report are not expected to have any budgetary impacts.

Revenue to:

Agency	Fund Code	Revenue Source	2026-2027	2028-2029	2030-2031
Parks and Recreation Division	3581	Parks Levy	0		
TOTAL			0	0	0

Expenditures from:

Agency	Fund Code	Department	2026-2027	2028-2029	2030-2031
Parks and Recreation Division	3581	DNRP	0		
TOTAL			0	0	0

Expenditures by Categories

	2026-2027	2028-2029	2030-2031
Parks Capital Fund 3581	0		
TOTAL	0	0	0

Does this legislation require a budget supplemental? No

Notes and Assumptions:

The proposed ordinance has no fiscal impact because community compensation is already a planned response. It is assumed in the 2026-2027 Parks budget.



Metropolitan King County Council Staff Report

Committee:	Transportation, Economy, and Environment		
Agenda Item:	16	Analyst:	Jenny Giambattista
Proposed No.:	2026-0238	Meeting Date:	September 15, 2026

OVERVIEW

TOPIC: An ordinance approving the grant funding allocation for the projects funded through the WaterWorks grant program, for the 2025-2026-2027 cycle, in accordance with the 2026-2027 Biennial Budget Ordinance, Ordinance 20023, Section 115, as amended, and the 2025 Budget Ordinance, Ordinance 19861, Section 114, as amended and Ordinance 18031, Section 1 as amended.

LEGISLATION SUMMARY

Proposed Ordinance 2026-0238 would approve the grant funding allocation for the projects recommended by the WaterWorks Grant Ranking Committee for the 2025-2026-2027 cycle. This grant cycle provides for the allocation of \$4.4 million to 41 water quality-related projects in the service area of the regional wastewater system.

The Council also selects projects for funding. Since the Council previously identified the Council projects for the 2025 cycle (Ordinance 19981), the current Council selection process is focused only on selecting projects for the 2026-2027 cycle. The Council-selected projects will be included in an amendment to Proposed Ordinance 2026-0238 to be distributed prior to the committee meeting.

KEY ISSUES FROM THE ANALYSIS

No issues have been identified.

AMENDMENTS

- An amendment listing all of the Council selected projects will be distributed prior to the committee meeting.

WaterWorks Grant Program. The Regional Wastewater Services Plan (RWSP) adopted in 1999 contains financial policy FP-8, which specifies the allowable use of up to 1.5% of the annual Wastewater Treatment Division's (WTD) operating budget for the purpose of "water quality improvement activities, programs and projects."

The WaterWorks Grant Program was developed by WTD staff working with the Metropolitan Water Pollution Abatement Advisory Committee (MWPAAC). In 2015, the County Council adopted Ordinance 18031 establishing the criteria for awarding funds for water quality improvement projects, activities, and programs. In 2016, Ordinance 18031 was amended by Ordinance 18261, to change the composition of the WaterWorks Grant Ranking Committee and to allow the Council to annually specify priorities in addition to the regular criteria for evaluating funding proposals. To be eligible for a grant, a project must:

- Create a benefit to or improvement of water quality within the County Wastewater Treatment Division's (WTD) service area and benefit its ratepayers; and
- Demonstrate that water quality benefits are related to WTD's regional water quality responsibilities.

Non-profit groups, cities, counties, special purpose districts, and tribes, as well as entities such as private businesses that are partnered with an otherwise-eligible entity, are eligible to receive funding, following a competitive review process.

One-half of the WaterWorks allocation is to be allocated through a competitive grant program and one-half of the allocation is to be selected by the County Council. All projects must meet the criteria identified above.

WaterWorks Competitive Grant Track. The review process is conducted by the WaterWorks Grant Ranking Committee, staffed by WTD. The Committee includes one water quality technical specialist, three positions representing the MWPAAC, and nine positions representing Council districts, recommended to the Executive by Councilmembers. Committee members are appointed by the Executive and confirmed by Council. The Grant Ranking Committee reviews, ranks and recommends projects. Recommendations are to be based upon the above-specified criteria, the ability of the project to demonstrate water quality benefits, and implementation strength.

Following development of recommendations by the Waterworks Grant Ranking Committee, the County Executive confirms recommendations or adjusts the project list and transmits it to Council for consideration.

Based on the 2025 WTD operating budget, the WaterWorks competitive grant program was eligible to receive \$1,678,843 (\$1,418,560 for water quality improvement projects and \$260,283 in administrative costs) but rather than convene a one year competitive process, WTD combined the one-year 2025 allocation with the \$3,769,818 available based on WTD's 2026-2027 operating budget to create a competitive grant cycle encompassing three years of available WaterWorks funding.¹ An additional \$13,202 from unexpended funds from closed projects for the competitive track from previous cycles is also included in the recommended funding total. This brings the total amount available for water-quality improvement projects for the competitive track to \$4,380,340.²

Council Grant Process. The Council selects the projects for one-half of the available WaterWorks funding. The 2026-2027 Biennial Budget Ordinance as amended by Ordinance 20086, Section 91, includes Expenditure Restriction 1, which in effect sets aside \$3,769,818 for water quality improvement projects selected by the Council. (This amount is one-half of the 1.5 percent of WTD's operating budget available for water quality improvement projects and includes \$282,137 for administrative costs of the program.)

Note, in 2025, the Council selected projects for funding (Ordinance 19981) based on WTD's 2025 adopted operating budget. Thus, the Council is only eligible to select projects based on the WTD's 2026-2027 adopted operating budget.

Each County Council district selects water quality grant projects for funding. The WaterWorks program provides administrative support for management of those projects, including completing an eligibility screening of all projects. Council historically has approved an amendment to the transmitted WaterWorks legislation that adds the Council district-proposed projects to the project list recommended by the Executive in the transmitted legislation.

ANALYSIS

[↑ BACK TO TOP](#)

Staff have not identified any issues.

Proposed Ordinance 2026-0238 would authorize the funding of the 41 WaterWorks projects for the 2025-2026-2027 grant cycle, totaling \$4,380,340. All of these projects were selected through the WaterWorks competitive grant program and according to WTD all of the proposed projects meet the program eligibility requirements. The projects are listed in the proposed ordinance. The appropriation authority for these projects exists within the WTD operating budget.

¹ The \$3,769,818 includes \$2,948,578 for water quality improvement projects and \$821,240 in administrative costs.

² \$1,418,560 from the 2025 budget, \$2,948,578 from the 2026-27 budget, and \$13,202 from unexpended funds

In 2025, the Council selected projects for the 2025 grant cycle (Ordinance 19981) and thus the amendment to be distributed before the committee will only include Council-selected projects for the 2026-2027 cycle.

AMENDMENTS

[↑ BACK TO TOP](#)

An amendment listing all of the Council selected projects will be distributed prior to the committee meeting.

INVITED

- Elizabeth Loudon, WaterWorks Grant Manager, Wastewater Treatment Division
- Olivia Robinson, Government Affairs, Wastewater Treatment Division

ATTACHMENTS

1. Proposed Ordinance 2026-0238
2. Transmittal Letter
3. Fiscal Note



KING COUNTY

Signature Report

Ordinance

ATTACHMENT 1

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Proposed No. 2026-0238.1

Sponsors Fain

1 AN ORDINANCE approving the grant funding allocation
2 for the projects funded through the WaterWorks grant
3 program, for the 2025-26-27 cycle, in accordance with the
4 2026-2027 Biennial Budget Ordinance, Ordinance 20023,
5 Section 115, as amended, and the 2025 Budget Ordinance,
6 Ordinance 19861, Section 114, as amended, and Ordinance
7 18031, Section 1, as amended.

8 STATEMENT OF FACTS:

- 9 1. Ordinance 18031, Section 1, as amended by Ordinance 18261, Section
10 1, established the grant award criteria and process for the WaterWorks
11 grant program in accordance with the 2015-2016 Biennial Budget
12 Ordinance, Ordinance 17941, Section 110, Proviso P2.
- 13 2. The 2025 Budget Ordinance, Ordinance 19861, Section 114, as
14 amended by Ordinance 19956, Section 59, appropriated funding for the
15 WaterWorks grant program.
- 16 3. The 2026-2027 Biennial Budget Ordinance, Ordinance 20023, Section
17 115, as amended by Ordinance 20086, Section 91, appropriated funding
18 for the WaterWorks grant program.

19 4. Attachment A to Ordinance 18261 contains the implementation
20 guidelines for the WaterWorks grant program, including the project
21 criteria, eligibility, project selection process and administration of grants.
22 The implementation guidelines provide for a grant ranking committee to
23 review, rank and recommend projects for funding and for the wastewater
24 treatment division of the department of natural resources and parks to
25 administer and staff the program.

26 5. As described in Attachment A to Ordinance 18261, projects approved
27 for funding must meet eligibility criteria for water quality improvements,
28 and the grant ranking committee is to review, rank, and recommend to the
29 King County executive the projects to be approved for funding, based
30 upon the eligibility criteria and ability of the applicants to demonstrate
31 water quality benefits and implementation strength.

32 6. The grant ranking committee convened thirteen times to review and
33 rank grant proposals and has recommended funding for the projects listed
34 in section 1 of this ordinance, based upon the eligibility criteria, water
35 quality benefits, and implementation strength.

36 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

37 SECTION 1. The King County Council authorizes the funding of WaterWorks
38 projects for the 2025-2026-2027 cycle, totaling \$4,380,340, as follows:

39 A. City of Renton: \$200,000 for "Cleveland-Richardson Park Water Quality
40 Habitat Renewal";

41 B. Schmitz Park Restore: \$20,000 for "Schmitz Park Restore Cleanup and Public
42 Education";

43 C. Northwest Center for Alternatives to Pesticides: \$45,000 for "Cultivating
44 Clean Water with Spanish-Speaking Landscapers in King County 2";

45 D. EarthCorps: \$183,250 for "Thornton Creek Alliance Noxious Weed
46 Knockout";

47 E. ECOSS: \$105,126 for "Expansion of Household Hazardous Waste Program
48 with Immigrant Youth Water Stewards 3";

49 F. Delridge Neighborhoods Development Association: \$150,630 for
50 "Longfellow Creek Stewardship and Community Science Program";

51 G. Nature Vision: \$27,087 for "Youth Watershed Education, Stewardship, and
52 Community Science 4";

53 H. Three Rivers Chapter of Trout Unlimited: \$10,000 for "Engaging Community
54 to Help Restore a Native Lake Washington Salmon Population 2";

55 I. City of Kirkland: \$36,203 for "Juanita Creek Riparian Restoration in Edith
56 Moulton Park";

57 J. Weed Warriors: \$10,000 for "Myers Way Wetland Restoration";

58 K. Mid Sound Fisheries Enhancement Group: \$159,871 for "Salmon in Schools
59 & Stewardship 2";

60 L. University of Washington Bothell: \$84,240 for "Development of Advanced E.
61 coli DNA Toolkit for Fecal Source Tracking in Bothell Streams 2";

62 M. Whale Scout: \$9,732 for "Student and Community-led Sammamish River
63 Trail Buffer Restoration 2";

- 64 N. University of Washington: \$198,500 for "Increasing Biodiversity &
65 Sustainability in King County Wetlands with Seed-Based Restoration";
- 66 O. Washington State University: \$199,922 for "The Role of Road-side Ditches
67 and Wet Ponds in Managing Stormwater Contaminants";
- 68 P. Whale Scout: \$141,325 for "Community-led Riparian Restoration of the
69 Former Wayne Golf Course";
- 70 Q. Whale Scout: \$155,768 for "Student and Community-led Restoration of Perry
71 Creek at Cedar Grove Park in Bothell (Phase 1)";
- 72 R. Mid Sound Fisheries Enhancement Group: \$199,953 for "Salmon Friendly
73 Yards (Bear and Soos Creeks 2.0)";
- 74 S. Villa Comunitaria: \$113,890 for "Futuro del Agua: Family and Youth Water
75 Career Pathways 2";
- 76 T. GreenShower Collective: \$77,550 for "Mandarin Water Stewardship Toolkit:
77 Source Control & Resilience";
- 78 U. City of Tukwila: \$180,000 for "Duwamish Hill Preserve Phase III";
- 79 V. Sacred Land Collective: \$150,000 for "Restoring Waterways: Newaukum Creek and
80 Pond Habitat Project";
- 81 W. Mountains to Sound Greenway Trust: \$155,490 for "Greenway Education
82 Program";
- 83 X. Salmon-Safe: \$181,845 for "Reading to Rivers - Clean Water for the King
84 County Library System";
- 85 Y. Vashon Nature Center: \$125,000 for "Water Quality Education and
86 Monitoring on Vashon Island";

87 Z. Friends of the Salish Sea: \$15,730 for "Expanding Community Stormwater
88 Monitoring and Stewardship in the City of Shoreline";

89 AA. Mother Africa: \$176,763 for "Clean Water 4 All 3";

90 BB. City of Shoreline: \$200,000 for "Sunset School Park Greenification:
91 Construction Phase";

92 CC. YMCA of Greater Seattle: \$45,000 for "Youth in Action: Stewardship,
93 Education & Leadership 2025-2027 2";

94 DD. Mini Mart City Park: \$100,000 for "Green Stormwater Infrastructure &
95 Youth Training at MMCP (2026-2027)";

96 EE. Environmental Science Center: \$95,000 for "Environmental Heroes:
97 Community-focused Water Quality Programming";

98 FF. University of Washington Bothell: \$96,000 for "Floating Wetland
99 Ecosystem with Media for Phosphorus Removal";

100 GG. United Indians of All Tribes: \$175,000 for "Lake Union Pocket Forests";

101 HH. Washington State University Extension King County: \$123,446 for "Griot
102 Garden: Roots to Rain";

103 II. Seattle Parks Foundation, with Corvias Infrastructure Solutions: \$50,526 for
104 "Embrace the Rain: Community Stormwater Solutions for the Central District";

105 JJ. Seattle Parks Foundation, with Dirt Corps: \$99,900 for "Point Rediscovery/
106 Hamm Creek Water Quality Improvement through Community Education and Paid
107 Training";

108 KK. The Common Acre: \$50,000 for "Native-Led Community Land and Water
109 Stewardship in Rainier Beach, Seattle";

- 110 LL. Friends of the Issaquah Salmon Hatchery: \$66,420 for "Canopy to Curb
111 Salmon-Friendly Neighborhoods in Issaquah Education and Outreach";
112 MM. Estelita's Library: \$40,000 for "Estelita's Rain Garden & Greywater
113 Resilience Project";
114 NN. Friends of Cottage Lake: \$50,000 for "Cottage Lake Water Quality
115 Improvement: A Headwaters Approach to a Healthier Bear Creek Watershed 2"; and

- 116 OO. Shared Spaces Foundation: \$76,173 for "Increasing Education, Safe
117 Community Access, and Recreation on the Duwamish River 2."

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Sarah Perry, Chair

ATTEST:

Melani Pedroza, Clerk of the Council

APPROVED this ____ day of _____, ____.

Girmay Zahilay, County Executive

Attachments: None


King County | Office of the Executive

Executive Girmay Zahilay

Chinook Building, CNK-EX-0800

401 Fifth Avenue, Suite 800

Seattle, WA 98104-2391

August 20, 2026

The Honorable Sarah Perry

Chair, King County Council

Room 1200

C O U R T H O U S E

Dear Councilmember Perry:

This letter transmits a proposed Ordinance that, if enacted, would provide grant funding allocations for the King County WaterWorks grant program managed by the Wastewater Treatment Division (WTD) of the Department of Natural Resources and Parks (DNRP). These grants will help protect and improve water quality in the region and foster environmental stewardship.

The proposed legislation provides funding for projects selected through the WaterWorks competitive grant program that enables non-profits, local governments, and schools to propose projects, programs, and activities beneficial to water quality in the WTD service area. These projects will also leverage or complement DNRP's overall water quality mission.

If enacted, the proposed Ordinance would fund 41 projects for a total of \$4,380,340. The selected projects promote a variety of activities and approaches, including restoration, education, community engagement, research, and green stormwater infrastructure. In addition, the projects will leverage matching funds and volunteer time, thus using grant funds efficiently and strengthening project implementation.

In development of the list of proposed projects, WTD sought input from non-profits, local governments, schools, and Tribes through workshops, outreach, and grant solicitation. The WaterWorks Grant Ranking Committee convened 13 times to review and rank grant proposals. The Committee's recommended funding for the projects listed in the proposed Ordinance can be found in Appendix A. These funding recommendations are based upon the eligibility criteria, which include the water quality benefits, implementation strength and certainty of success, community involvement, and equity and social justice dimensions of each project.

The Honorable Sarah Perry

August 20, 2026

Page 2

Thank you for your consideration of this proposed Ordinance. This important legislation would help King County residents and positively impact communities by protecting and improving water quality.

If your staff have questions, please contact Kamuron Gurol, Division Director, Wastewater Treatment Division, Department of Natural Resources and Parks, at 206-263-5767.

Sincerely,



for

Girmay Zahilay

King County Executive

Enclosure

cc: King County Councilmembers

ATTN: Stephanie Cirkovich, Chief of Staff, King County Council

Melani Hay, Clerk of the Council

Karan Gill, Deputy Executive, Office of the Executive

Jasmin Weaver, Chief of Staff, Office of the Executive

Hyeok Kim, Chief Operating Officer, Office of the Executive

Sierra Howlett Browne, Director of Government Relations, Office of the Executive

Garrett Holbrook, Council Relations Manager, Office of the Executive

Mo McBroom, Interim Director, Department of Natural Resources and Parks (DNRP)

Kamuron Gurol, Division Director, Wastewater Treatment Division, DNRP

2026-2027 FISCAL NOTE

Ordinance/Motion: 2026-XXXX

Title: WaterWorks Grants 20256-26-27 Authorization

Affected Agency and/or Agencies: Wastewater Treatment Division (WTD), Department of Natural Resources and Parks (DNRP)

Note Prepared By: Elizabeth Loudon, WTD, DNRP

Date Prepared: 6/12/2026

Note Reviewed By: Hai Nguyen Elena Davert

Date Reviewed: 6/25/2026 8/10/2026

Description of request:

This proposed Ordinance approves the project list for the 2025-26-27 cycle of the WaterWorks competitive grant program for non-profits, local governments, and schools to engage in projects, programs, and activities that will benefit water quality in WTD's service area.

Revenue to:

Agency	Fund Code	Revenue Source	2026-2027	2028-2029	2030-2031
DNRP/WTD	4611	Sewer Rate Revenue	4,380,340		
TOTAL			4,380,340	0	0

Expenditures from:

Agency	Fund Code	Department	2026-2027	2028-2029	2030-2031
WTD	4611	DNRP	4,380,340		
TOTAL			4,380,340	0	0

Expenditures by Categories

	2026-2027	2028-2029	2030-2031
Grant Awards	4,380,340		
TOTAL	4,380,340	0	0

Does this legislation require a budget supplemental? No

Notes and Assumptions: The 2025 Budget included \$1,678,843 for the WaterWorks grant program (\$1,418,560 for water quality improvement projects and \$260,283 in administrative costs). To align the 1-year budget in 2025 with the 2-year grant cycle, this amount was included in carryforward for the 2026-27 Biennial Budget. The 2026-27 Biennial Budget included \$3,769,818 for the WaterWorks grant program (\$2,948,578 for water quality improvement projects and \$821,240 in administrative costs). An additional \$13,202 from unexpended funds from closed projects for the competitive track from previous cycles is also included in the recommended funding total.

Committee:	Transportation, Economy, and Environment Committee		
Agenda Item:	17	Analyst(s):	Mary Bourguignon
Proposed No.:	2026-B0107	Meeting Date:	September 15, 2026

OVERVIEW

TOPIC: Today's briefing will preview the proposed RapidRide R Line in preparation for next month's transmittal of legislation to establish the R Line's alignment and station locations.

LEGISLATION SUMMARY

RapidRide. Metro currently operates eight RapidRide lines (A-H) and is working to develop four more lines (I, J, K, R) for planned openings between 2027 and 2032. Prior to construction of each RapidRide line, the County establishes a Locally Preferred Alternative (LPA), which sets the alignment (pathway) and station locations. An adopted LPA is needed to apply for funding and to work with local jurisdictions on capital investments for the line.

R Line. The RapidRide R Line would be an approximately eight-mile north to south corridor between Downtown Seattle and the Rainier Beach Link light rail station, largely along Rainier Avenue S, that would replace the existing Route 7 (see Figure 1).

After pausing work on the R Line during the pandemic, Metro has resumed planning, community engagement, and coordination with the City of Seattle.

The Executive plans to transmit legislation next month that would propose an LPA for the R Line. TrEE will receive a more detailed briefing in October, with discussion and possible action on the legislation tentatively set for November.

Figure 1. R Line Proposal (August 2026)



RapidRide Implementation. RapidRide is the name of Metro’s bus rapid transit service. RapidRide lines offer high frequency service; faster, more reliable trip times using speed and reliability improvements, such as exclusive lanes and/or transit signal priority at intersections; improved stations, with shelters and real-time information signs; and red/gold branded buses and facilities.

Metro currently operates eight RapidRide lines (A-H) and is working to develop four more lines (I, J, K, R) for planned openings between 2027 and 2032. For each RapidRide line that is developed, in addition to appropriating funds for capital improvements, the Council:

- Establishes a Locally Preferred Alternative (LPA) prior to construction to identify the alignment (pathway) and station locations for the new line, and
- Adopts a service change ordinance prior to the line’s opening to approve the span and frequency of service, as well as the allocation of service hours to the route.¹

Table 1 lists the existing RapidRide lines, as well as those currently under development, showing the LPA and service change ordinance numbers for each.

Table 1. Rapid Ride Lines (Operating and Planned)

Line	Pathway	LPA Ordinance	Service Change Ordinance	Start Date
A	Federal Way to Tukwila	16725	16844	Oct 2010
B	Bellevue to Redmond	16725	17100	Oct 2011
C	Westwood Village to South Lake Union	16725	17320	Sept 2012
D	Crown Hill to Downtown Seattle	16725	17320	Sept 2012
E	Aurora Village to Downtown Seattle	17391	17584	Feb 2014
F	Burien to Renton	17391	17584	June 2014
G	Madison Valley to Downtown Seattle	19012	19750	Sept 2024
H	Burien to Downtown Seattle	18894	19422	Mar 2023
I	Renton to Auburn	19098	--	2027
J	Downtown Seattle to U District	19312	--	2027
K	Kirkland to Bellevue	19951	--	2030
R	Rainier Beach to Downtown Seattle	<i>Expected 10/26</i>	--	2032

¹ KCC 28.94.020.B requires that any service change that changes 25% or more of a route’s weekly service hours or moves a stop location by ½ mile or more must be approved by the Council.

R Line. The RapidRide R Line is proposed to be an approximately eight-mile north to south corridor between Downtown Seattle and the Rainier Beach Link light rail station, largely along Rainier Avenue S, that would replace the existing Route 7 and connect to the Rainier Beach, Mt. Baker, International District, and Judkins Park light rail stations (see Attachment 1 for a map, as of August 2026). The R Line will operate entirely within the City of Seattle.

Metro was midway through the preliminary design phase for the R Line, at about 10% design, when work was paused during the pandemic.² Work was later restarted at the Council's request.³ As of the 2026-2027 budget, the adopted Capital Improvement Plan estimates total R Line costs at \$91.2 million, with planning and community engagement efforts being undertaken with \$26.75 million in previously appropriated funding.⁴

Metro resumed community engagement during August 2026 to refine the project concept to reflect current ridership needs.⁵ Metro has also coordinated with the City of Seattle to incorporate recently completed roadway projects into the R Line's design, including dedicated bus lanes that were installed along Rainier Avenue S by the Seattle Department of Transportation (SDOT) in 2025.⁶

As part of its community engagement efforts, Metro is exploring ways to provide transit service to and from areas south of S Henderson Street, as the current plan for the R Line is to terminate the line at Rainier Beach Station, eliminating the Route 7's Prentice Loop south of Rainier Beach Station (see Attachment 2 for a map of Route 7).

Proposed Locally Preferred Alternative. Before Metro moves further into the R Line design process, the Executive aims to secure Council approval of an LPA to establish the alignment and station locations for the line.

Metro will provide a more detailed briefing on the proposed R Line LPA and its community engagement efforts at the October 20 TrEE meeting, prior to the expected transmittal of the LPA ordinance in late October. TrEE members will then have the opportunity to discuss and possibly act on the LPA ordinance at the November 17 TrEE meeting.

ATTACHMENTS

1. Map of August 2026 proposal for RapidRide R Line
2. Map of Route 7 as currently operating (September 2026)

² Ordinance 19210, Fund 3641, Project 1132326

³ Ordinance 19364, Section 86, Expenditure Restriction ER1 and Ordinance 19210, Section 113, Proviso P1, as amended by Ordinance 19364, Section 86, Proviso P1

⁴ Ordinance 20023, Fund 3641, Project 1132326

⁵ Route 7 currently has nearly 12,000 average weekday boardings ([link](#))

⁶ Seattle Department of Transportation, Rainier Ave S Bus Line ([link](#))



Map of Route 7 as currently operating (September 2026)

Route 7

