



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

TD Resolution TD2026-01

Proposed No. TD2026-01.2

Sponsors Balducci

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

150 BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE KING
151 COUNTY TRANSPORTATION DISTRICT:

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

153 A. The board of supervisors of the King County transportation district imposes a
154 sales and use tax of one-tenth of one percent under RCW 36.73.040(3)(a),
155 36.73.065(4)(a)(v), and 82.14.0455, to raise revenue to pay for transportation
156 improvements.

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

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

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

166 1. Twelve percent; or

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

169 **SECTION 2. Distribution of revenues.**

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

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

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

186 **SECTION 3. Use of revenues by cities and description of authorized**
187 **transportation improvements.**

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

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

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

201 3. After applying section 3.B.1. through 2. of this resolution, the annual
202 distribution of a receiving city, which created a tax increment area under RCW
203 39.114.020(1)(c)(ii) ("TIA city"), will be reduced by an amount equal to the apportioned
204 property tax revenues the TIA city would otherwise be eligible to receive from King
205 County under Ordinance 20061, Section 1.A and 1.B, but for this resolution. The
206 resulting difference shall then be distributed to the King County department of local
207 services, road services division, for uses under section 4 of this resolution.

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

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

213 b. be distributed to the King County road services division for eligible county
214 road projects.

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

220 D. A city that chooses to receive CTIP revenues must expend its received CTIP
221 revenues on projects or programs contained in a transportation plan, as defined in section
222 7 of this resolution, and satisfy the requirements of Ordinance 17746, Section 5.B.5.
223 through 9. The transportation improvement projects should also:

- 224 1. Enhance access to or connectivity with King County road infrastructure;
- 225 2. Provide a regional or systemwide transportation benefit;
- 226 3. Improve access to regional transit systems and multimodal transportation
227 networks;
- 228 4. Advance adopted regional transportation priorities, mobility goals, or
229 transportation plans; and
- 230 5. Be project-ready and capable of timely implementation.

231 E. The transportation improvements to be carried out with the CTIP revenues
232 shall be needed by existing or reasonably foreseeable congestion levels; and selection of
233 the transportation improvements by a receiving city shall, to the extent practicable,
234 consider the criteria in RCW 36.73.020 in selecting its projects.

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

237 **SECTION 4. Use of revenues by King County and description of authorized**
238 **transportation improvements.**

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

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

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

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

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

1. Repairing and restoring road network assets damaged by flooding, severe weather, or natural disasters such as the historic flooding experienced in December 2025;
2. Preserving necessary levels of operations and maintenance, including health and safety of employees;
3. Implementing pavement preservation projects to extend the life of existing roadways and reduce long-term costs;

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

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

270 6. Implementing intersection safety projects;

271 7. Developing a coordinated safety action plan using the Safe System approach
272 and implementing projects identified in the plan to reduce traffic deaths and serious
273 injuries on county roadways;

274 8. Implementing bridge load upgrade program projects; and

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

276 **SECTION 5. Ability to apply sales and use tax revenues to pay bonds.** To
277 carry out the purposes of this resolution, the district may pledge or apply the sales and
278 use tax revenues to the payment of and interest on general obligation indebtedness issued
279 by King County within the limitations as now existing or hereafter prescribed by the laws
280 of this state.

281 **SECTION 6. Accountability.**

282 A. At the end of the sixth year of sales and use tax collections under this
283 resolution, the board of supervisors of the King County transportation district, or its
284 successor entity, shall review the projects and programs for consistency with the
285 requirements and objectives of this resolution. To inform the review, the road services
286 division shall identify and evaluate projects implemented with the sales and use tax
287 revenues and electronically file a letter to provide that information by October 31 of each

year, to the clerk of the council, who shall retain an electronic copy and provide an electronic copy to the King County transportation district, or its successor entity, all councilmembers, and the council chief of staff.

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

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

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

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

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

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

310 **SECTION 9. Severability.** If any provision of this resolution or its application to
311 any person or circumstance is held invalid, the remainder of the resolution or the
312 application of the provision to other persons or circumstances is not affected.

313 **SECTION 10. Effective date.** This resolution takes effect immediately after
314 passage of this resolution, but the additional sales and use tax imposed by section 1 of

TD Resolution TD2026-01

- 315 this resolution applies only to taxable events occurring from the earliest practicable date
- 316 consistent with RCW 82.14.055.

TD Resolution TD2026-01 was introduced on 3/19/2026 and passed as amended by the King County Transportation District on 6/12/2026, by the following vote:

Yes: 5 - Balducci, Barón, Lewis, Mosqueda and Perry
No: 4 - Dembowski, Dunn, Fain and von Reichbauer

KING COUNTY TRANSPORTATION
DISTRICT
KING COUNTY, WASHINGTON

Signed by:

Claudia Balducci

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Claudia Balducci, Chair

ATTEST:

DocuSigned by:

Melani Hay

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Melani Hay, Clerk of the Board

Attachments: None

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