



King County

1200 King County
Courthouse
516 Third Avenue
Seattle, WA 98104

Meeting Agenda Regional Transit Committee

Councilmembers:

Steffanie Fain, Chair
Sarah Perry, Pete von Reichbauer

Sound Cities Association:

Vice Chair: Ryan McIrvine, Renton; Neal Black, Kirkland; JC Harris, Des Moines;
Susan Honda, Federal Way; Pamela Stuart, Sammamish;
Toni Troutner, Kent; Tracy Taylor-Turner, Auburn

Alternates:

Vishal Bhargava, Bellevue; Larry Goldman, Lake Forest Park;
Jim Ribail, Carnation

City of Seattle:

Alexis Mercedes Rinck, Rob Saka
Alternate: Dionne Foster

Lead Staff: Mary Bourguignon (206-263-3296)
Committee Clerk: Blake Wells (206-263-1617)

3:00 PM

Wednesday, March 18, 2026

Hybrid Meeting

Hybrid Meetings: Attend 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 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 Regional Transit Committee values community input and looks forward to hearing from you on agenda items.

	<p>Sign language and interpreter services can be arranged given sufficient notice (206-848-0355). TTY Number - TTY 711.</p> <p>Council Chambers is equipped with a hearing loop, which provides a wireless signal that is picked up by a hearing aid when it is set to 'T' (Telecoil) setting.</p>	
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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 kcccomitt@kingcounty.gov. If your email is received by 1:00 p.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).

You may provide oral comment on current agenda items during the meeting’s public comment period. You are not required to sign up in advance. Comments are limited to current agenda items.

You have the right to language access services at no cost to you. To request these services, please contact Language Access Coordinator, Tera Chea at 206-477-9259 or email tera.chea2@kingcounty.gov by 8:00 a.m. three business days prior to the meeting.

CONNECTING TO THE WEBINAR:

Webinar ID: 883 1320 7140

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.

HOW TO WATCH/LISTEN TO THE MEETING REMOTELY: There are several ways to watch or listen in to the meeting:

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

To help us manage the meeting, if you do not wish to be called upon for public comment please use the Livestream or King County TV options listed above, if possible, to watch or listen to the meeting.

1. Call to Order
2. Roll Call

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

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3. **Approval of Minutes** p. 4

February 18, 2026 meeting minutes

4. **Chair's Report**

5. **Public Comment**

6. **General Manager's Report**

Michelle Allison, General Manager, Metro Transit Department

Discussion and Possible Action

7. [RTC Resolution No. RTC2026-01](#) p. 6

A RESOLUTION adopting the 2026 work plan for the King County regional transit committee.

Mary Bourguignon, Council staff

Briefings

8. [Briefing No. 2026-B0036](#) p. 13

Metro's Rider Dashboard

Lori Mimms, Business Intelligence and Analytics Manager, Metro Transit Department
Aidan Farr, Business Analyst, Metro Transit Department

9. [Briefing No. 2026-B0037](#) p. 31

Update on the King County Transportation District

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

Other Business

Adjournment

	<p>Sign language and interpreter services can be arranged given sufficient notice (206-848-0355). TTY Number - TTY 711.</p> <p>Council Chambers is equipped with a hearing loop, which provides a wireless signal that is picked up by a hearing aid when it is set to 'T' (Telecoil) setting.</p>	
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Meeting Minutes Regional Transit Committee

Councilmembers:

Steffanie Fain, Chair
Sarah Perry, Pete von Reichbauer

Sound Cities Association:

Vice Chair: Barbara de Michele, Issaquah; Neal Black,
Kirkland; JC Harris, Des Moines;
Susan Honda, Federal Way; Ryan Mclrvin, Renton; Pamela
Stuart, Sammamish;
Tracy Taylor-Turner, Auburn; Toni Troutner, Kent

Alternates:

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City of Seattle:

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Alternate: Dionne Foster

Lead Staff: Mary Bourguignon (206-263-3296)
Committee Clerk: Blake Wells (206-263-1617)

3:00 PM

Wednesday, February 18, 2026

Hybrid Meeting

DRAFT MINUTES

1. **Call to Order**

Chair Fain called the meeting to order at 3:02 PM.

2. **Roll Call**

Present: 16 - de Michele, Mclrvin, Troutner, Honda, Saka, Black, Perry, Fain, von Reichbauer, Taylor-Turner, Harris, Stuart, Mercedes Rinck, Bhargava, Goldman and Ribail

3. **Approval of Minutes**

Council President Pro Tem Mclrvin moved approval of the November 19, 2025 meeting minutes. There being no objections, the minutes were approved.

4. **Public Comment**

The following people provided public comment:

Alex Tsimerman

5. General Manager's Report

Michelle Allison, General Manager, Metro Transit Department, briefed the committee on growth, safety, battery-electric buses, emergency response, service increase, cleanliness, World Cup service, and Super Bowl parade service.

Briefings

6. Briefing No. 2026-B0012

RTC Overview - Structure and Role

Mary Bourguignon, Council staff, briefed the committee.

Council President de Michele moved to appoint Council President Pro Tem Mclrvin as Vice Chair of the Regional Transit Committee. There being no objections, Council President Pro Tem Mclrvin was appointed Vice Chair of the Regional Transit Committee.

This matter was presented.

7. Briefing No. 2026-B0013

RTC Work Plan Discussion

Mary Bourguignon, Council staff, briefed the committee and answered questions from the members.

The members discussed items they wished to see added to the work plan.

This matter was presented.

Other Business

There was no other business to come before the committee.

Adjournment

The meeting was adjourned at 3:54 PM.

Approved this _____ day of _____

Clerk's Signature



King County

**Metropolitan King County Council
Regional Transit Committee**

STAFF REPORT

Agenda Item:	7	Name:	Mary Bourguignon
Proposed No.:	RTC2026-01	Date:	March 18, 2026

SUBJECT

At today’s meeting, members of the Regional Transit Committee (RTC) will have the opportunity to discuss and potentially adopt an RTC work plan for 2026.

SUMMARY

The King County Charter directs that the RTC be primarily responsible for developing, recommending, and reviewing “countywide policies and plans” related to regional transit.¹ These countywide policies and plans are Metro’s adopted policy documents: the Strategic Plan for Public Transportation, King County Metro Service Guidelines, and Metro Connects long-range plan.²

The King County Council’s rule for regional committees³ calls for the Chair to consult in developing a draft work program for consideration by the full committee.

Resolution RTC2026-01 outlines a possible work plan for the RTC for 2026. Resolutions are non-binding and internal to the RTC, meaning that they do not move on for consideration by the King County Council. If adopted, the Resolution would guide the committee’s work, though work plan items could be added or moved as needed, as issues develop over the course of the year.

BACKGROUND

The Regional Transit Committee (RTC) is one of three regional committees formed in the early 1990s when voters approved the merger of the Municipality of Metropolitan Seattle, which had provided transit and wastewater services, into King County.

The King County Charter⁴ gives RTC the responsibility to develop, recommend, and review transit-related **countywide policies and plans** for consideration by the King County Council. These countywide policies and plans are defined as Metro’s three

¹ King County Charter Section 270.30

² Ordinance 19367

³ Rule 7 (K.C.C. 1.24.065)

⁴ King County Charter Section 270.30

adopted policy documents, which the RTC and King County Council updated in 2021 and which are next due to be updated in 2028.⁵

- **The Strategic Plan for Public Transportation** outlines Metro’s goals, strategies, and performance measures.
- **The Service Guidelines** guide day-to-day delivery of transit service by helping Metro set targets for the level of transit service to be provided, evaluate performance, and add, reduce, or restructure service.
- **Metro Connects** is the adopted long-range plan, with a goal of increasing bus service hours from four million to seven million annual service hours between 2019 and 2050.

2026 work plan. After discussions with the Chair, with RTC members, and with Metro, the Resolution includes the following topics for the RTC’s work plan for 2026:

- **March 18, 2026**
 - 2026 Work Plan (approve)
 - Update on the King County Transportation District
 - Introduction to Metro’s Rider Dashboard ([link](#))
- **April 21, 2026 (9:30 AM)**
 - Special joint meeting with King County Council’s Transportation, Economy, & Environment Committee on World Cup planning
- **May 20, 2026**
 - Introduction to Metro’s three adopted policy documents and plans for 2028 update (Strategic Plan, Service Guidelines, Metro Connects long-range plan)
 - Metro’s service recovery and growth planning, including information on service restructures, coordination with Sound Transit, and service to rural communities
 - Metro’s Next Stop (planning for future investments)
- **June 17, 2026**
 - RapidRide update (I, J, K, R Lines currently being developed)
 - ORCA use and distribution (including tap-to-pay)
- **July 15, 2026**
 - Metro’s transit safety planning and Regional Transit Safety Task Force update, including efforts to prevent trafficking via transit

⁵ Ordinance 19367

- **September 16, 2026**
 - Transition to zero emission fleet, opening of fully-electric Tukwila Base

- **October 21, 2026**
 - Snow routes and severe weather response
 - World Cup recap: transit use stats, lessons learned

- **November 18, 2026**
 - Performance measures dashboard annual report ([link](#))
 - 2026 System Evaluation Report

ATTACHMENTS

1. RTC2026-01 and its attachment



KING COUNTY

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Seattle, WA 98104

Signature Report

RTC Resolution

Proposed No. RTC2026-01.1

Sponsors

1 A RESOLUTION adopting the 2026 work plan for the
2 King County regional transit committee.

3 WHEREAS, the King County regional transit committee is charged with
4 developing, proposing, reviewing, and recommending action on ordinances and motions
5 adopting, repealing, or amending transit-related countywide policies and plans, as
6 determined by the committee's annual work program, and

7 WHEREAS, King County regional transit committee has developed and
8 implemented annual work programs each year to carry out its responsibilities, and

9 WHEREAS, the priorities for the King County regional transit committee in 2026
10 include reviewing reports on transit performance and service required by the King
11 County Strategic Plan for Public Transportation, the King County Metro Service
12 Guidelines, and the Metro Connects long-range transit plan;

13 NOW, THEREFORE, BE IT RESOLVED by the King County regional transit
14 committee:

15 The King County regional transit committee 2026 work plan, Attachment A to
16 this resolution, is hereby adopted.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Sarah Perry, Chair

ATTEST:

Melani Hay, Clerk of the Council

APPROVED this ____ day of _____, _____.

Girmay Zahilay, County Executive

Attachments: None

King County Regional Transit Committee 2026 Work Plan March 18, 2026

JANUARY 21, 2026 <<NO MEETING >>

FEBRUARY 18, 2026

- RTC overview: committee structure and role
- Vice Chair selection
- 2026 Work Plan (discussion)

MARCH 18, 2026

- 2026 Work Plan (approve)
- Update on the King County Transportation District
- Introduction to Metro's Rider Dashboard ([link](#))

APRIL 21, 2026 <<SPECIAL JOINT MEETING WITH TRANSPORTATION, ECONOMY, & ENVIRONMENT COMMITTEE >>

The King County Council's Transportation, Economy, and Environment (TrEE) Committee will hold a joint special meeting with RTC on April 21, 2026, at 9:30 AM to hear a briefing on FIFA World Cup preparation

MAY 20, 2026

- Introduction to Metro's three adopted policy documents and plans for 2028 update (Strategic Plan, Service Guidelines, Metro Connects long-range plan)
- Metro's service recovery and growth planning (including information on service restructures, coordination with Sound Transit, and service to rural communities)
- Metro's Next Stop (planning for future investments)

JUNE 17, 2026

- RapidRide update (I, J, K, R Lines currently being developed)
- ORCA use and distribution
(Following the 2025 work of the Regional Fare Forum, topics could include technology updates such as tap-to-pay, free Youth ORCA cards, income-based fares, etc.)

RTC 2026 Work Plan (Continued)

March 18, 2026

JULY 15, 2026

- Metro's transit safety planning and Regional Transit Safety Task Force update (including efforts to prevent trafficking via transit)

AUGUST 19, 2026 <<MEETING TYPICALLY CANCELLED DUE TO JURISDICTIONS' AUGUST RECESS SCHEDULES>>

SEPTEMBER 16, 2026

- Transition to zero emission fleet, opening of fully-electric Tukwila Base

OCTOBER 21, 2026

- Snow routes and severe weather response
- World Cup recap: transit use stats, lessons learned

NOVEMBER 18, 2026

- Performance measures dashboard annual report ([link](#))
(An annual briefing on the dashboard by Metro is required by Ordinance 19367)
- 2026 System Evaluation Report
(Acceptance of the report by motion by RTC/Council is required by Ordinance 19367)

DECEMBER 16, 2026 <<NO MEETING DUE TO DECEMBER RECESS>>

General Manager reports at each meeting will provide ongoing updates on Metro operations



King County

**Metropolitan King County Council
Regional Transit Committee**

STAFF REPORT

Agenda Item:	8	Name:	Mary Bourguignon
Proposed No.:	2026-B0036	Date:	March 18, 2026

SUBJECT

Today’s briefing will provide an introduction to Metro’s Rider Dashboard.

SUMMARY

Metro maintains several online dashboards. One of them, Metro’s Strategic Plan Dashboard,¹ tracks progress on the performance measures from the adopted Strategic Plan for Public Transportation.

Another, the Rider Dashboard, aka “The Dash” ([link](#)), shows a summary of route performance, with a focus on ridership, on-time performance, crowding, and missed stops. Metro staff will provide an overview of the Rider Dashboard.

ATTACHMENTS

1. Metro Rider Dashboard presentation

INVITED

- Lori Mimms, Business Intelligence and Analytics Manager, Metro Transit Department
- Aidan Farr, Business Analyst, Metro Transit Department

¹ Metro Strategic Plan Dashboard ([link](#))

Rider Dashboard

Regional Transit Committee
March 18, 2026



Introductions



Lori Mimms (she/her)
Business Intelligence and Analytics Manager

Lori began her career with Metro as a Data Management Coordinator. She brings over 25 years of experience in business intelligence, research, strategy, and project management.

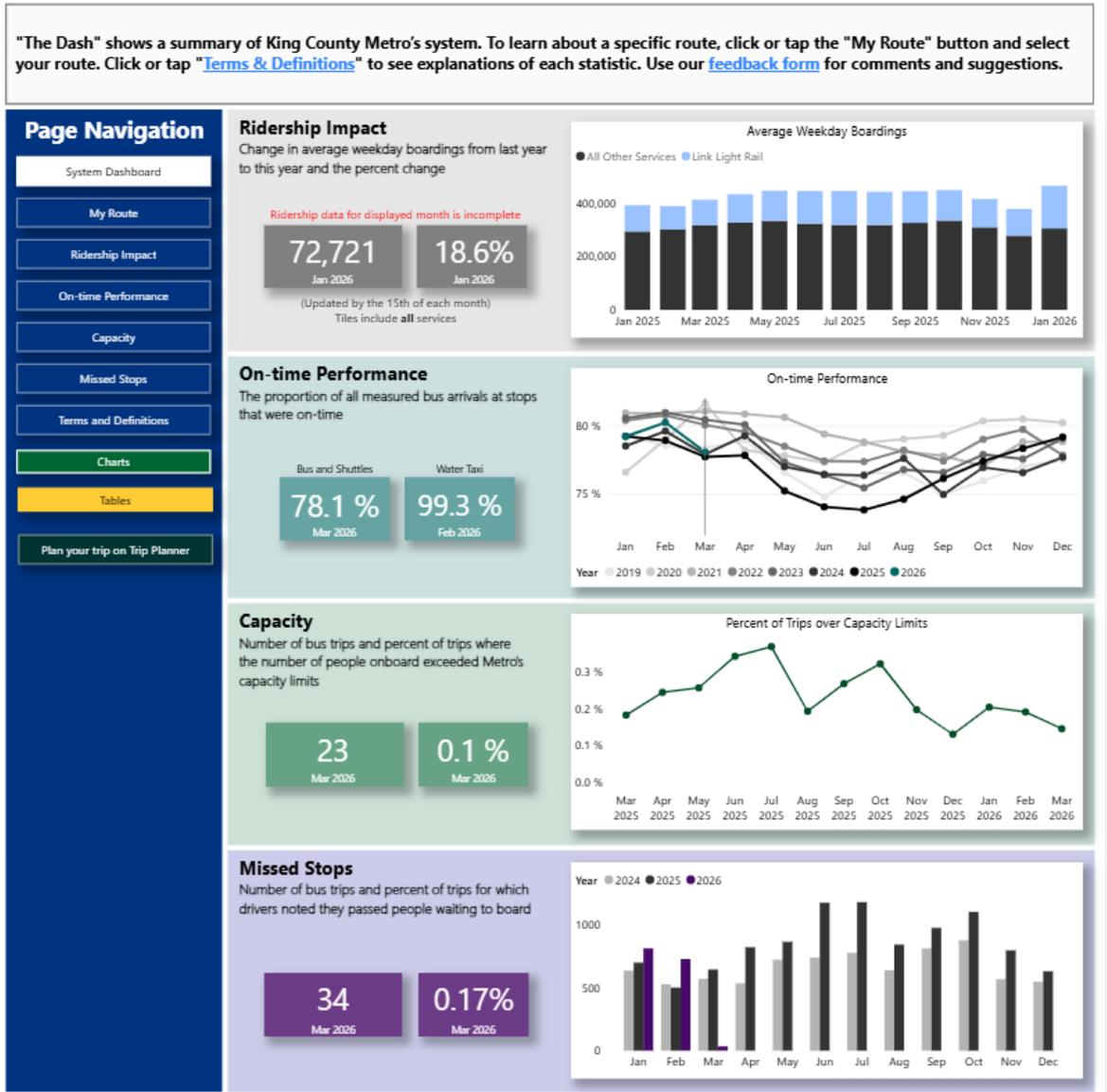


Aidan Farr (he/him)
Business Analyst - Sr.

Aidan joined Metro in 2018 as a Transit Operator. He is now the product owner for the Transit Business Intelligence and Reporting Data platform.

A Tool for Transparency

- Meet "The Dash" - a public-facing dashboard showing real service conditions on Metro routes
- Built for riders, partners, and elected officials without a technical or transit background
- A source for self-service investigation and curiosity
- Available at kingcounty.gov, no login or account required
- Mobile- and desktop-friendly; Updated daily in 10 languages



Purpose & History

NEWS

King County Metro debuts its Rider Dashboard

By Torie Rynning, King County Metro • December 14, 2020

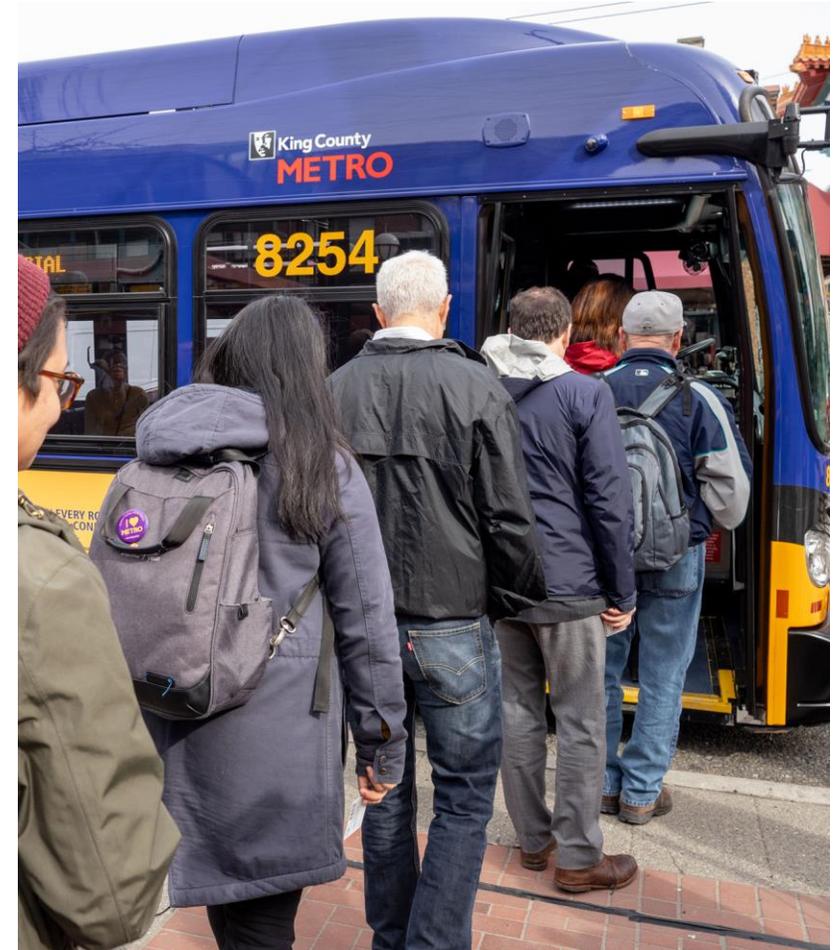


- Originated during COVID-19 at RTC's request
- Tracked ridership impacts and service conditions during the pandemic
- Evolved into a permanent transparency and accountability tool for the public
- Public focus groups shaped content, usability, and accessibility
- Empower the public through information and transparency

What does the dashboard show?

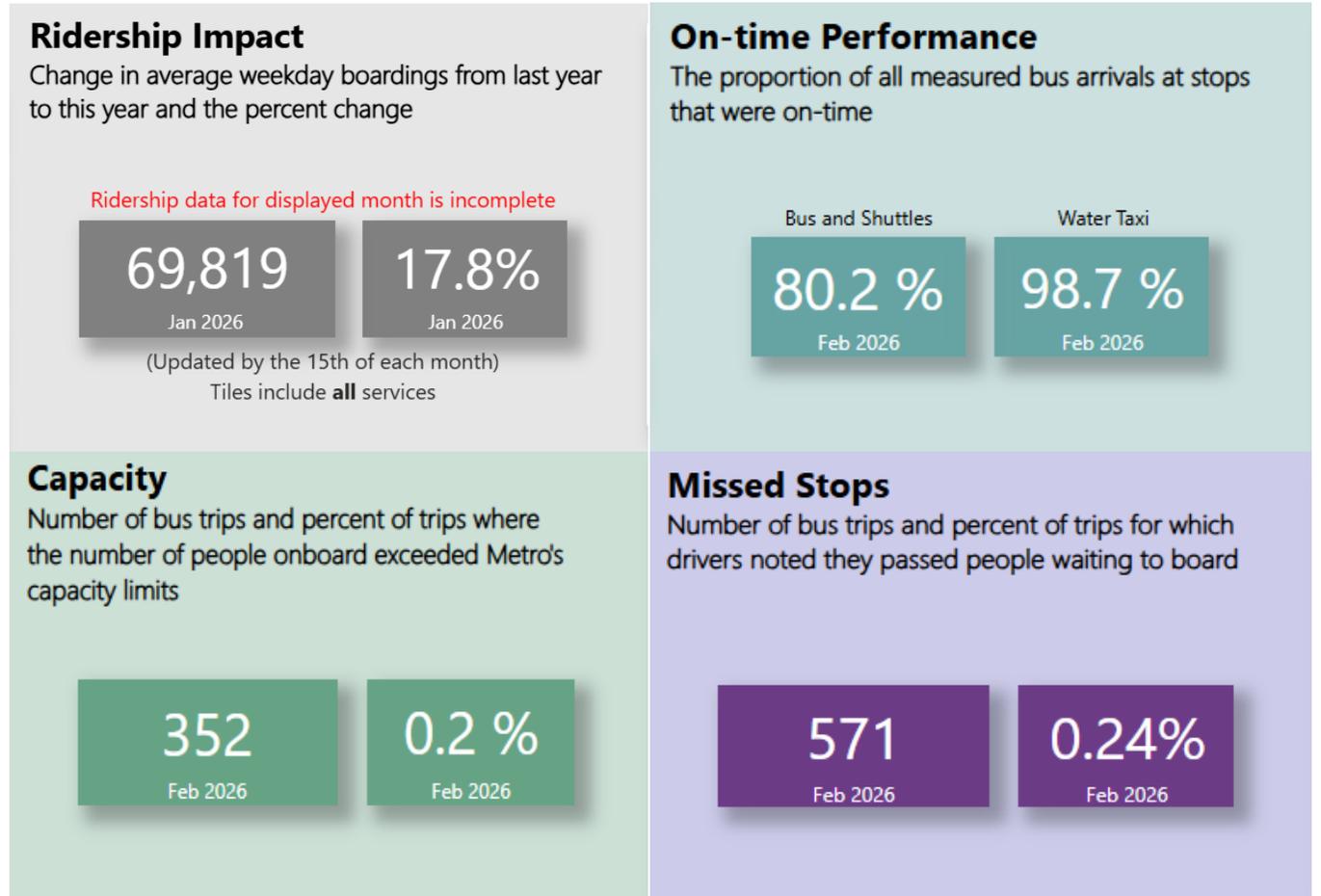
What The Dash Tells Us

- **Ridership:** How does current ridership compare to the same month last year?
- **On-Time Performance:** How often do buses depart stops on schedule?
- **Crowding:** How frequently are buses at or near capacity?
- **Missed Stops:** How often are passengers left behind because a bus is full?



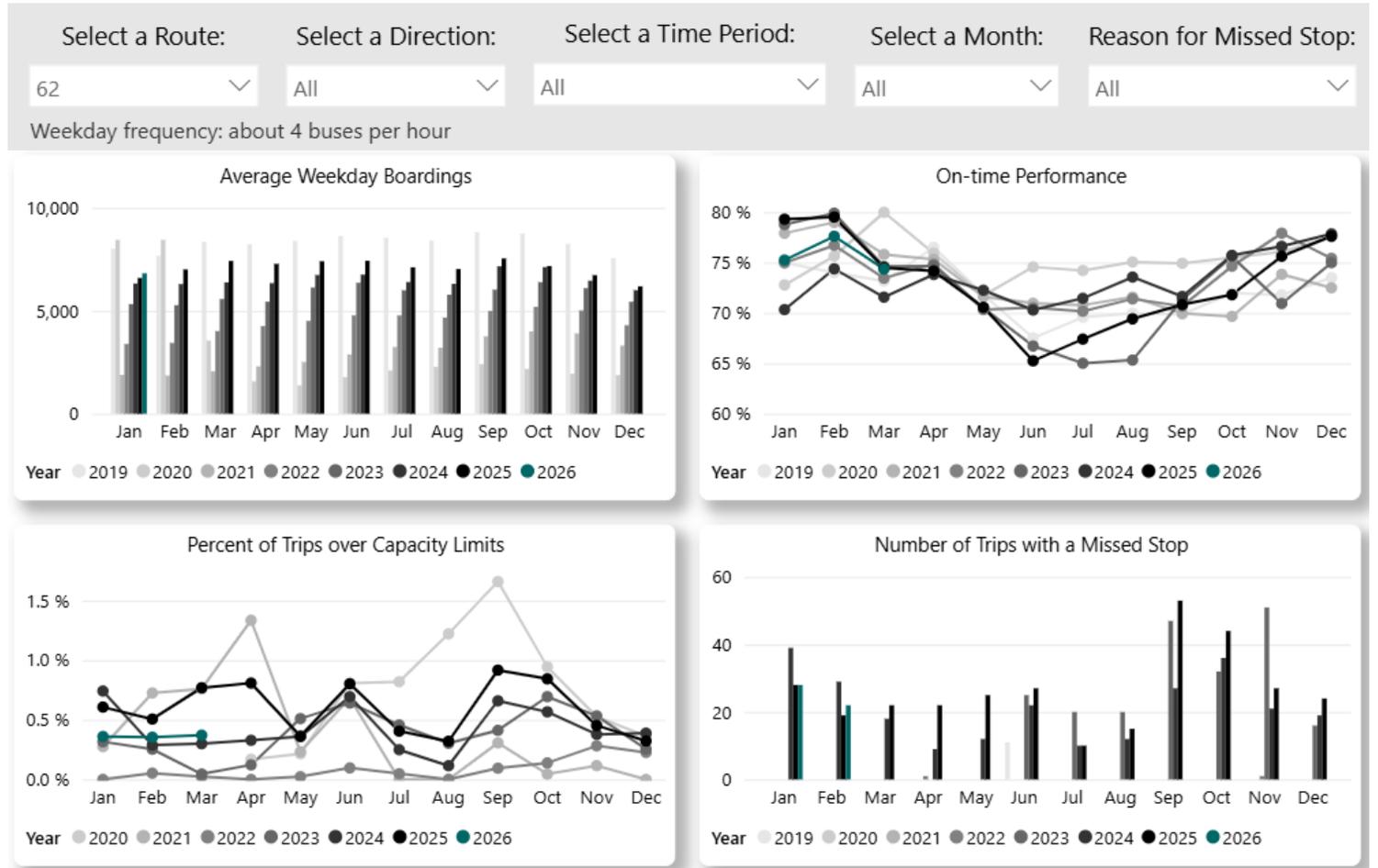
The Front Page: System at a Glance

- Landing page shows Metro-wide performance across all four metrics
- One-stop summary of the entire Metro network
- Systemwide baseline against which to understand the performance of individual routes
- Shows current month and time trends



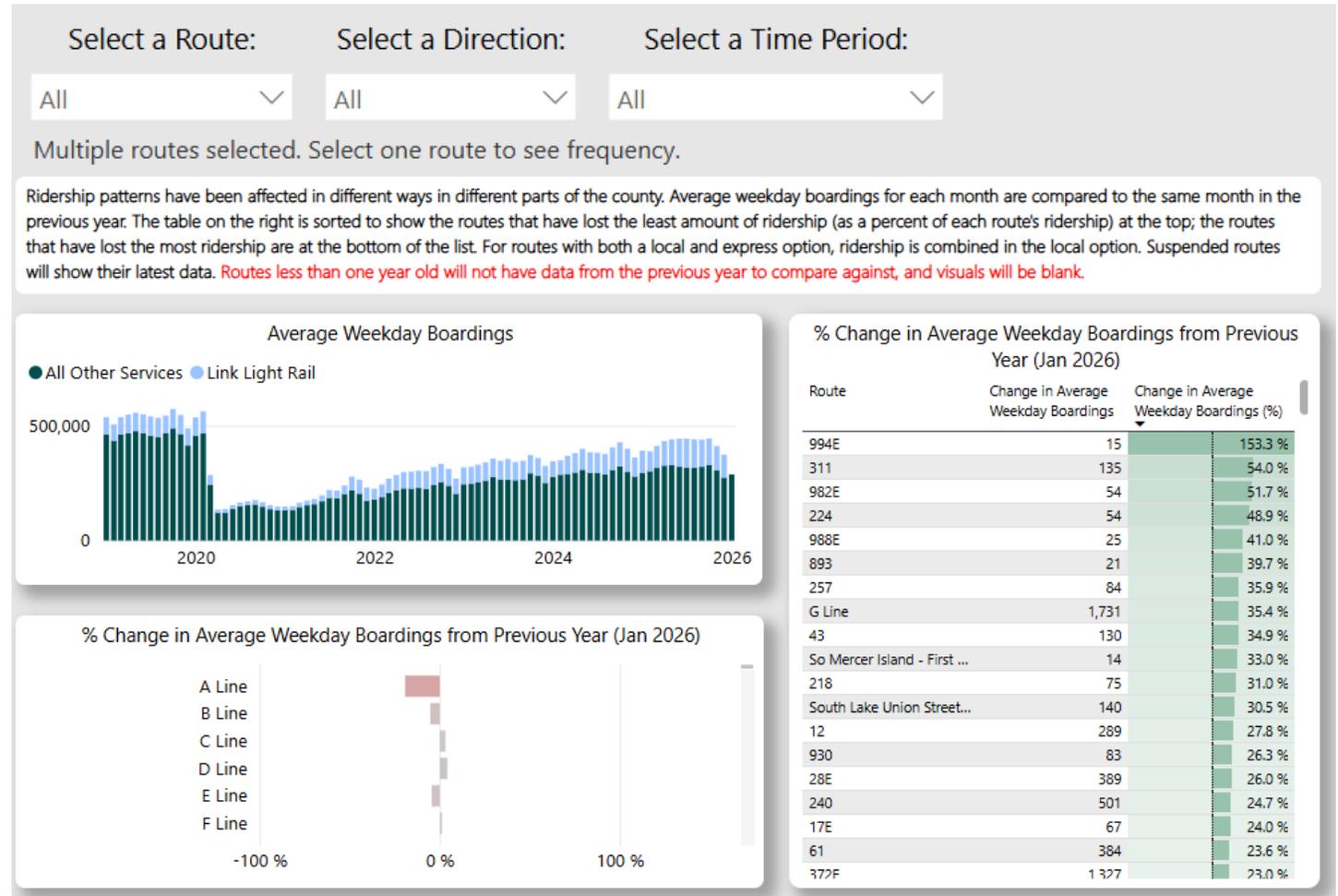
My Route: Route-Level Performance Over Time

- Select any Metro route to see its individual performance history
- View trends across all four metrics for that specific route
- Filterable by time of day, direction, and weekday / weekend
- Useful for answering questions about a specific route



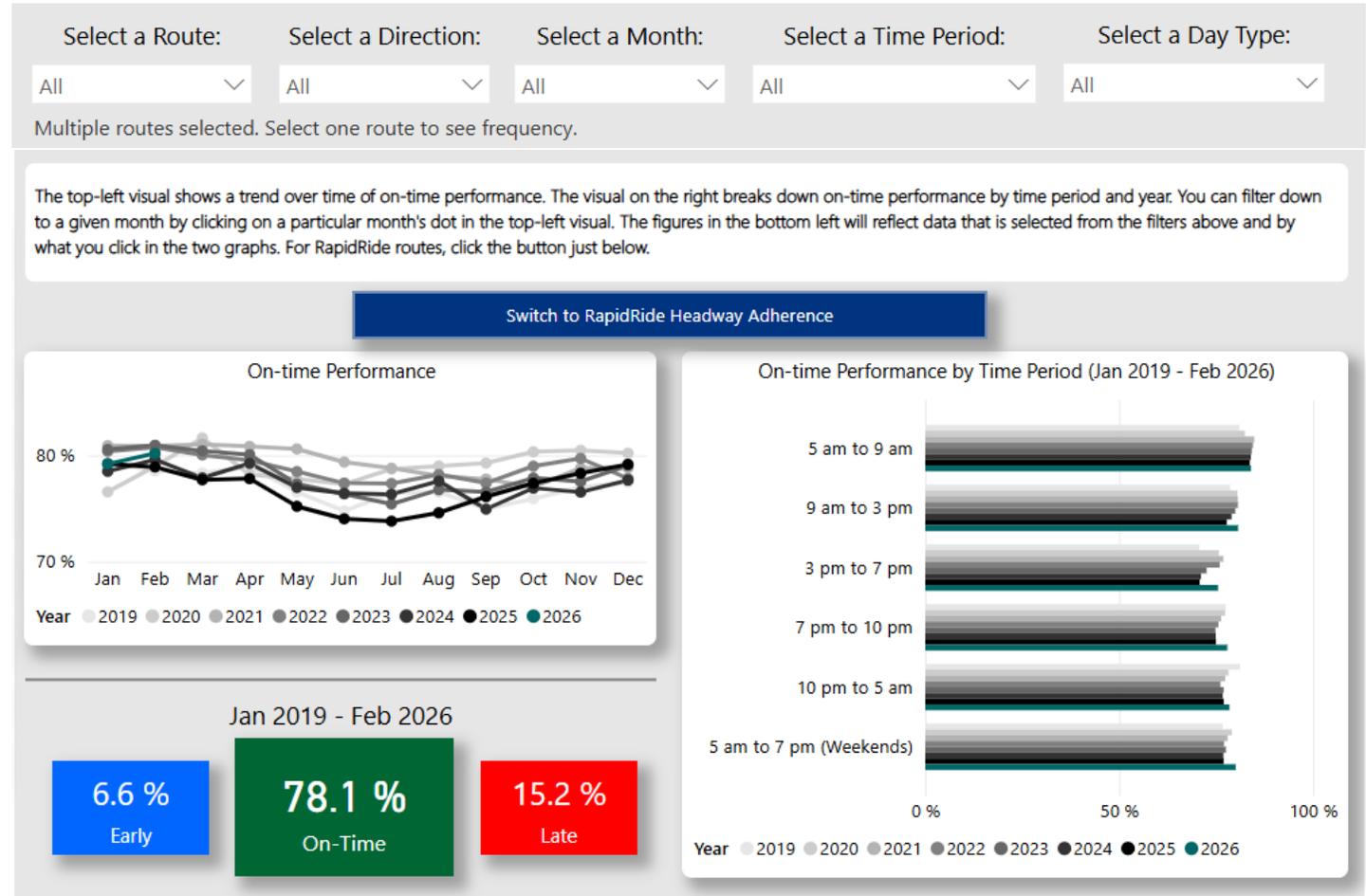
Ridership: Tracking Recovery and Change Over Time

- Compares current ridership to the same month of the prior year
- Available at the system level or filtered to specific routes or groups of routes
- Reflects Metro-operated services + Link Light Rail



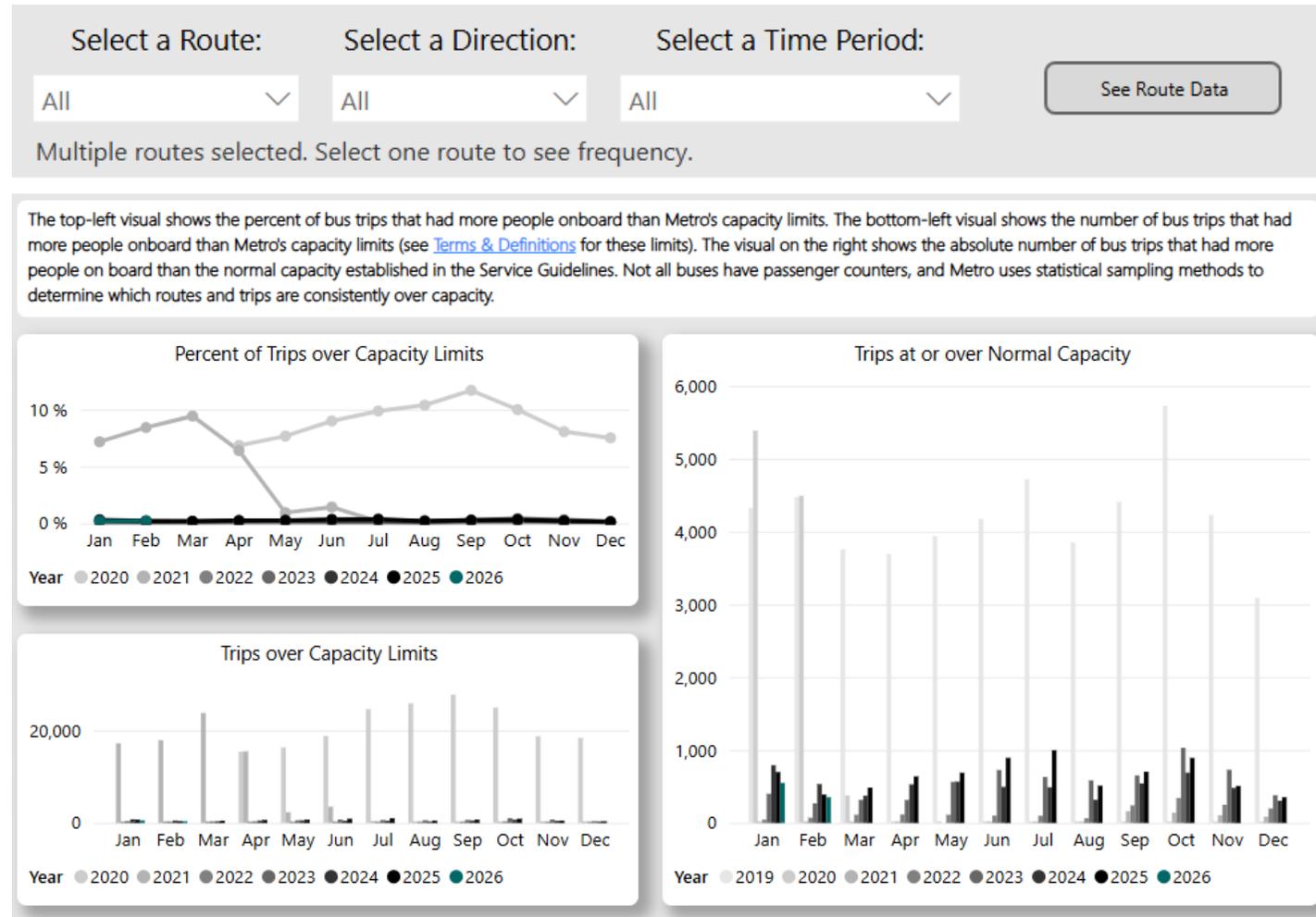
On-Time Performance: Are Buses Running on Schedule?

- Measures how frequently a trip departs a stop at its scheduled time
- Distribution by time of day
- Share of trips that are early, on time, or late



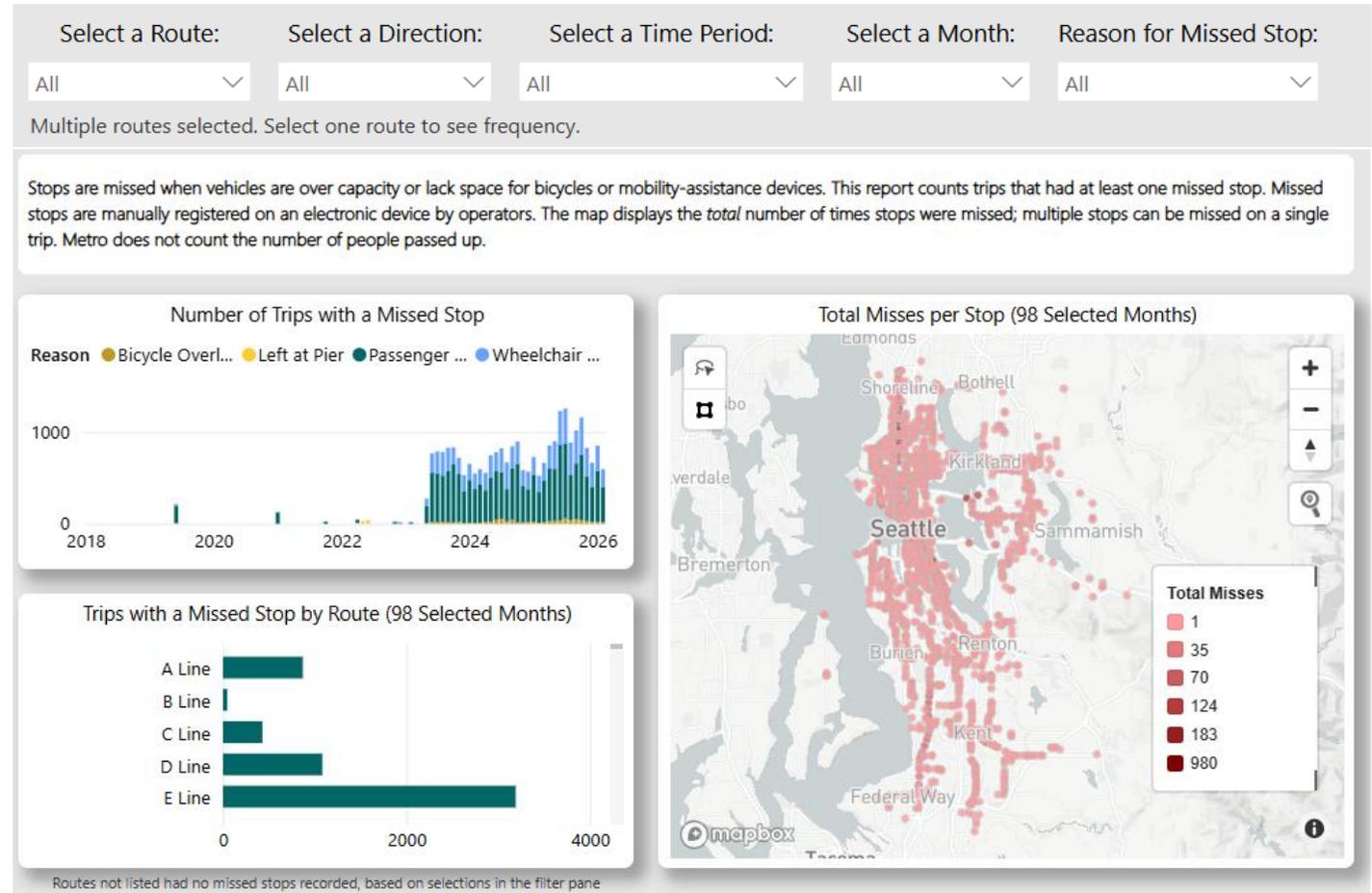
Capacity: Understanding Crowding on the System

- Shows how often buses are at or near full capacity
- Includes two measures:
 - **Normal Capacity:** Policy driven model of seats + 4 sq ft per standing passenger
 - **Capacity Limits:** Temporary dynamic limits during COVID-19



Missed Stops: When Passengers Are Left Behind

- Logged by Metro operators when passengers cannot board because:
 - Bus is too full to safely board additional passengers
 - Bike rack is full
 - Both wheelchair securement areas are occupied



Appropriate Uses and Limitations

What The Dash Is, and Isn't



IS

- A high-level transparency tool for public awareness.
- A reference point for tracking trends over time.
- A starting point for conversations about service quality.

ISN'T

- A real-time tool.
- A replacement for Metro's internal planning and performance tools.
- Designed to rank or prioritize issues for Metro to resolve.
- Designed to present or track Metro's internal targets.

Use Cases

1. A regular route 48 rider is wondering if buses are coming on time or missing stops.
 2. An elected official is wondering if a route that serves their district has the same level of ridership as it did prior to the pandemic.
 3. A county or city staff person is hearing constituent concerns about crowding and wants more information before reaching out to Metro.
- The Dash is in addition to the Strategic Plan Dashboard and System Evaluation Report that provide a full picture of system performance.
 - Always appreciate elected offices reaching out to Metro Government Relations directly with questions.



Live Demo

Closing and Questions



**King County
Regional Transit Committee**

STAFF REPORT

Agenda Item:	9	Name:	Mary Bourguignon
Proposed No.:	2026-B0037	Date:	March 18, 2026

SUBJECT

Today’s briefing will provide an update on the work of the King County Transportation District (KCTD).

SUMMARY

Washington state law¹ allows cities and counties to establish local Transportation Benefit Districts (TBDs), which are independent governments created to fund and implement transportation improvements.

In King County, 23 cities have created TBDs.

King County also has a TBD, the King County Transportation District (KCTD), which was established in 2014. The KCTD covers all of King County and is governed by a Board of Supervisors comprised of the nine King County Councilmembers.

The KCTD is an independent government, separate from King County government.

State law gives TBDs access to a number of funding sources, including sales tax, vehicle license fees, development impact fees, and local improvement districts.

The funding sources available to the KCTD supplement those available to King County as a local government, including the funding sources available to the Metro Transit Department (Metro) and the Road Services Division (Roads) of the Department of Local Services, the two County agencies that implement transportation improvements.

The KCTD held a special meeting on February 25, 2026, to discuss funding needs for King County’s unincorporated roads system and Metro. The KCTD is planning additional special meetings on March 19 and April 6 and may consider taking action to fund roads and/or transit.

Today’s briefing will summarize the KCTD’s February 25 meeting and provide an update on actions the KCTD may consider at its upcoming meetings.

¹ RCW 36.73

BACKGROUND

Transportation Benefit Districts. Washington state law² allows for the creation of local Transportation Benefit Districts (TBDs), which are independent governments created to fund and implement transportation improvements. TBDs may be established by the legislative authority of a county or city, and they can encompass territory within a jurisdiction's boundaries, the boundaries of multiple jurisdictions, or a portion of the territory within a jurisdiction's boundaries.³

State law gives TBDs access to voter-approved and councilmanic⁴ funding sources.

Some of these funding sources, such as sales tax and vehicle license fees, can be used for general transportation improvements within the boundaries of the TBD. Others, such as development impact fees, tolls, or local improvement districts, can only be used for specific development projects or for defined geographic areas.⁵

State law allows TBDs access to these revenue sources for "acquiring, constructing, improving, providing, and funding a **transportation improvement** within the district that is consistent with any existing state, regional, or local transportation plans and necessitated by existing or reasonably foreseeable congestion levels."⁶

"Transportation improvement" is defined as

"a project contained in the transportation plan of the state, a regional transportation planning organization, city, county, or eligible jurisdiction."

Such a project:

"may include investment in new or existing highways of statewide significance, principal arterials of regional significance, high-capacity transportation, public transportation, and other transportation projects and programs of regional or statewide significance including transportation demand management.

Projects may also include the operation, preservation, and maintenance of these facilities or programs."⁷

Table 1 summarizes funding sources available to TBDs, with an estimate of the potential amount that could be raised by increment if imposed by the KCTD.

² RCW 36.73

³ RCW 36.73.020

⁴ "Councilmanic" means that the Board of the TBD (or the City or County Council if the TBD has been assumed into the local government) can impose the funding source without a vote of the people.

⁵ Note that in addition to the King County Transportation District (King County's TBD), Metro and King County also have access to different funding sources. A list of these funding sources, as of May 2022, can be found in the Metro Connects Implementation Report (Motion 16155, [link](#)).

⁶ RCW 36.73.020

⁷ RCW 36.73.015(6)

Table 1. Transportation Benefit District (TBD) Funding Sources⁸

Funding Source	Authorizing Statute	Voter Approval Needed?	Maximum Rate	Maximum Term	KCTD Amount Raised per Increment
Councilmanic Vehicle License Fee	RCW 82.80.140; 36.73.040(3)(b); 36.73.065	No	\$50* <i>(over time, in increments of \$20, \$20, \$10)</i>	No restriction	\$15.5M/year per \$10 ⁹
Voted Vehicle License Fee	RCW 82.80.140; 36.73.040(3)(b); 36.73.065	Yes	\$100	No restriction	\$15.5M/year per \$10
Councilmanic Sales Tax	RCW 82.14.0455; 36.73.040(3)(a)	No	0.1%	10 years <i>(can be bonded, but TBD must vote to renew every 10 years)</i>	\$101.4M/year per 0.1% ¹⁰
Voted Sales Tax	RCW 82.14.0455; 36.73.040(3)(a)	Yes	0.2%	10 years <i>(plus 2nd 10 years with vote, can be longer if bonded)</i>	\$101.4M/year per 0.1%
Development Impact Fee	RCW 36.73.040(3)(c); 36.73.120; 39.92.040; 39.92.030	No <i>(Must be reasonably necessary as a result of the impact of development)</i>	Must be linked to development impact	One-time <i>(Can be paid over 5+ years, must be spent within 6 years)</i>	Depends on size of fee, geographic area where fee is applied
Tolls	RCW 36.73.040(3)(d)	Yes	As limited by Transportation Commission and voters	As limited by Transportation Commission and voters	Depends on size of toll, geographic area where toll is applied
Property Tax Excess Levy	RCW 36.73.060; 84.52.056; Article VII, 2(a)	Yes <i>(60% approval, plus required percentage of participation of previous election)</i>	In excess of 1% limit	1 year <i>(Up to 40 years if bonded)</i>	\$87.9M/year per \$0.10/\$1,000 AV ¹¹
Local Improvement District (LID)	RCW 36.73.080	No	Up to amount of special benefit to property owners	No more than 30 years for term of bonds	Depends on size of fee, geographic area of LID

*Note that the councilmanic vehicle license fee (VLF) is not “stackable” meaning that King County would be limited in its ability to impose this funding source within a jurisdiction that has already imposed some or all of the councilmanic VLF for its own TBD. In addition, State law includes revenue-sharing requirements for revenues from councilmanic VLFs imposed by county TBDs.

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

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

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

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

In addition to King County, 23 local jurisdictions in the county have established TBDs. Table 2 lists jurisdictions within King County that have established TBDs.

Table 2. King County Local Jurisdictions with TBDs, February 25, 2026¹²

City	Established	TBD Assumed into City Government?	Sales Tax	Vehicle License Fee (VLF)
Auburn	2011	✓	0.10%	
Bellevue	2023			
Black Diamond	2015	✓		\$20
Bothell	2015			
Burien	2009	✓		\$20
Covington	2013	✓	0.30%	\$20
Des Moines	2008	✓		\$40
Duvall	2015	✓	0.20%	
Enumclaw	2013		0.10%	\$20
Issaquah	2018		0.10%	
Kenmore	2012	✓		\$20
Kirkland	2014	✓		\$20
Lake Forest Park	2008	✓	0.10%	\$50
Maple Valley	2012	✓	0.10%	\$20
Mercer Island	2014	✓		\$20
Normandy Park	2013	✓		\$20
North Bend	2011	✓	0.20%	
Pacific	2016	✓	0.10%	
Redmond	2023	✓	0.10%	
Renton	2023	✓	0.10%	
Seattle ¹³	2010	✓	0.15%	\$50
Shoreline	2009	✓	0.20%	\$40
Snoqualmie	2010	✓	0.30%	

King County Transportation District. In 2014, King County established the King County Transportation District (KCTD) as a TBD for the county.¹⁴ Its geographic

¹² Municipal Research and Services Center, February 2026 list of Transportation Benefit Districts ([link](#))

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

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

boundaries are those of King County.¹⁵ It is governed by a Board of Supervisors made up of the members of the King County Council.¹⁶ The KCTD is a separate government that is independent from King County. If the KCTD were to raise revenues, it could contract with King County to spend the revenues. Alternatively, the KCTD could be assumed into King County.¹⁷

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

- **In February 2014, the KCTD placed a 10-year countywide transit and roads funding measure on the April ballot.**¹⁸ The measure consisted of a \$60 vehicle license fee and 0.1% sales tax. It was estimated to raise \$135 million in 2015, the first full year of collections. The proposed funding measure would have distributed 60% of the revenues raised to Metro and 40% to Roads and local jurisdictions for roadway improvements, with the distribution based on population. The funding resolution was not approved by voters.

Later that year, Seattle's TBD¹⁹ placed a six-year Seattle transit funding measure comprised of a \$60 vehicle license fee and a 0.1% sales tax on the ballot.²⁰ Seattle voters approved this measure. Seattle used revenues from the transit funding measure to purchase additional transit service from Metro through a Community Mobility Contract.²¹ In 2019, this contract supported the purchase of approximately 350,000 service hours from Metro, nearly 10% of the total fixed-route service hours Metro was operating at the time.

- **In March 2020, the KCTD met to discuss placing a countywide transit funding measure on the ballot.**²² The measure would have authorized submittal to voters of a 10-year 0.2% sales tax, which was estimated to collect \$160 million in 2021. Discussions were tabled due to the onset of the pandemic.

Subsequently, the City of Seattle²³ placed a transit funding renewal measure comprised of a 0.15% sales tax on the November 2020 ballot, which Seattle voters approved, and which expires on March 31, 2027.²⁴ In 2026, the Seattle transit funding measure is estimated to collect more than \$50 million. Revenues

¹⁵ The KCTD Board could choose to change its boundaries, if desired, with 10 days advance notice and a public hearing. Note that, per state law, King County can have only one TBD at a time (though each city within King County can have its own TBD).

¹⁶ Resolution TD2014-01

¹⁷ As examples of these approaches, the King County Flood Control District is a separate government that carries out its work through an Interlocal Agreement with King County to perform needed duties (see FCD2021-06). The King County Ferry District, on the other hand, was created as an independent government, but was assumed into King County in 2014 (Ordinances 17908, 17935, Motion FD14-01).

¹⁸ Resolution TD2014-03 ([link](#))

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

²⁰ Seattle TBD Resolution 12

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

²² Resolution TD2020-01 ([link](#))

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

²⁴ The 2020 Seattle transit funding ballot measure was authorized by the Seattle City Council through Ordinance 126115 and imposed through Ordinance 126250. It is comprised of a 0.15% sales tax.

have been used for a variety of projects, including to purchase additional transit service through a Transit Service Funding Agreement.²⁵ In 2026, the Seattle transit funding measure will fund approximately 160,000 Metro service hours.

Separately, in both 2020²⁶ and 2021,²⁷ the Executive proposed that King County (not the KCTD) submit to the voters in unincorporated King County a proposal for a six-year property tax levy lid lift to fund County roads maintenance and preservation. The 2020 measure was estimated to collect approximately \$122 to \$166 million in additional revenue over the six-year levy period; the 2021 measure was estimated to collect approximately \$178 to \$236 million in additional revenue over the six-year levy period. The Council did not act on either measure due to the economic uncertainty caused by the pandemic.

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

Roads funding needs. The Road Services Division of King County's Department of Local Services (Roads) manages a roadway network in King County's unincorporated areas that supports more than a million trips per day while providing pathways for essential public utilities. The system consists of approximately:

- 1,500 miles of County roads,
- 193 bridges,
- Numerous sidewalks and pathways,
- Traffic signs and signals,
- Drainage pipes, culverts, and other critical transportation infrastructure.

The Strategic Plan for Road Services, adopted by the Council in 2014, defines Roads' vision and mission.²⁹

Roads is supported by revenue from three primary sources:

- A dedicated property tax on unincorporated properties,³⁰
- The state gas tax, and
- Grant funding.

The property tax contributes more than 80% of Roads-specific revenues. Over the years, the combined impact of state limitations on available revenue options, implementation of the Growth Management Act, and rising construction costs has resulted in annual funding gap of over \$200 million.

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

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

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

²⁸ TD2025-02 ([link](#))

²⁹ Motion 14190

³⁰ RCW 36.82.040

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

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

Under current estimates, capital revenues will be exhausted by 2028, at which time Roads may be forced to eliminate the capital program altogether. With no new revenue available, Roads continues to make reductions in staffing, capital projects, and program delivery.

The Roads Services Division Director presented to the KCTD on February 25. Her materials can be found beginning on page 18 of the meeting materials packet for that meeting ([link](#)). Her presentation can be viewed beginning at minute 24:50 of the meeting video ([link](#))

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

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

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

In 2021, King County adopted the Metro Connects³¹ long-range plan as the County's vision for transit service. Metro Connects plans to increase annual transit service hours to 5.5 million by the late 2030s and 7.25 million by 2050, with the goal of annual ridership increasing to 150 million by the late 2030s and 200 million by 2050. Metro Connects was adopted as an unconstrained plan. Analysis conducted at the time estimated a funding gap of \$7.1 billion for capital investments and \$423 million a year for added transit service by the late 2030s.³²

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

³¹ Ordinance 19367

³² Motion 16155

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

Metro's Chief of Staff presented to the KCTD on February 25 and will repeat that presentation today. Her materials from the KCTD meeting can be found beginning on page 37 of the meeting materials packet for that meeting ([link](#)). Her presentation from the KCTD meeting can be viewed beginning at minute 50:42 of the meeting video ([link](#))

Next steps. The KCTD is planning to hold a special meeting on March 19, 2026, at 9:00 AM in the King County Council Chambers. This meeting will give KCTD Board members the chance for further discussion about roads and transit funding needs.

LINKS

- Materials from February 25 KCTD meeting including Roads and Transit slides: <https://aqua.kingcounty.gov/council/agendas/TD/20260225-KCTD-packet.pdf>
- Video from February 25 KCTD meeting including presentations from Roads and Transit: https://king.granicus.com/player/clip/11356?view_id=4&redirect=true

ATTACHMENTS

1. Metro KCTD presentation

INVITED

- DeAnna Martin, Chief of Staff, Metro Transit Department

King County Metro

Regional Transit Committee

March 18, 2026



Who We Are

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

MISSION

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



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



5,900+

Metro workforce

\$3.97B

2026–2027 Metro
operating budget



148

fixed bus routes



1,360+

Metro and Sound Transit buses



7 bases

277K

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



1M+

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

PUBLIC TRANSIT KEEPS

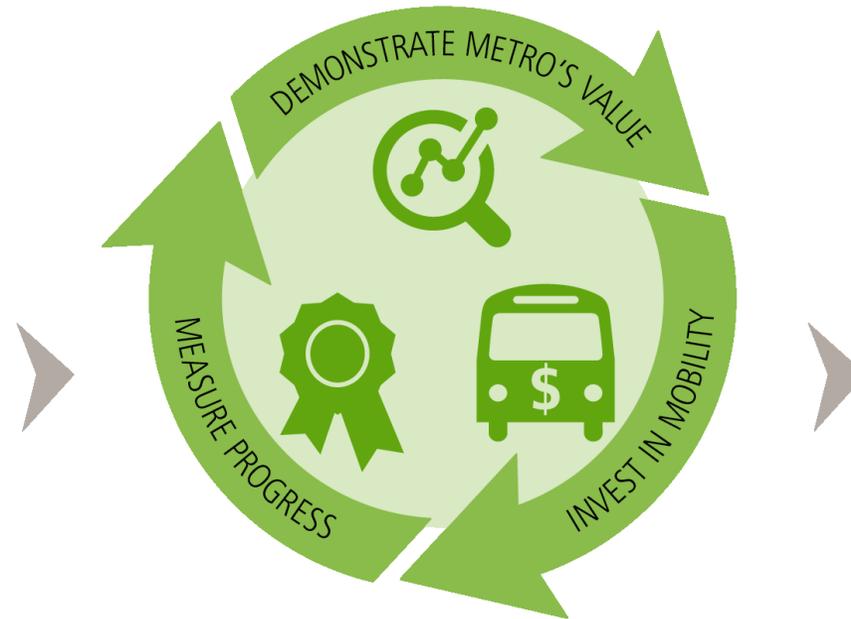
108K

cars off the road each weekday

The Long Game



A mobility agency that connects people and communities

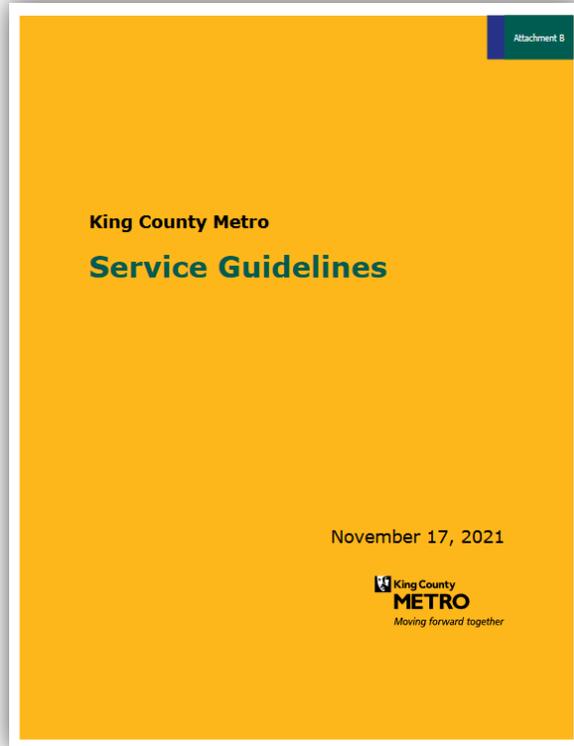


Roadmap to continuously improve, innovate, engage, and show the value of transit

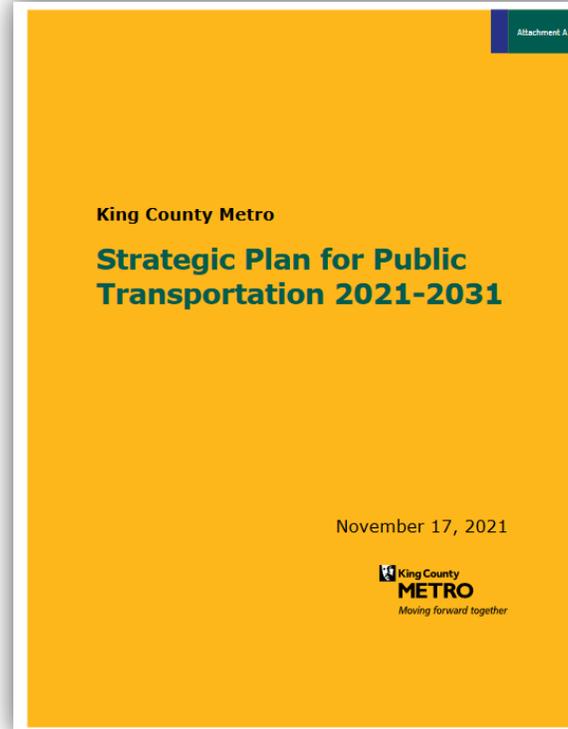


Vision of the future co-created with community

Metro's Primary Policies



Guides evaluation, modification, & growth of service by establishing criteria to analyze & plan service changes to meet shifting needs & deliver efficient, high-quality, equitable service.



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



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

Metro 2025 Highlights

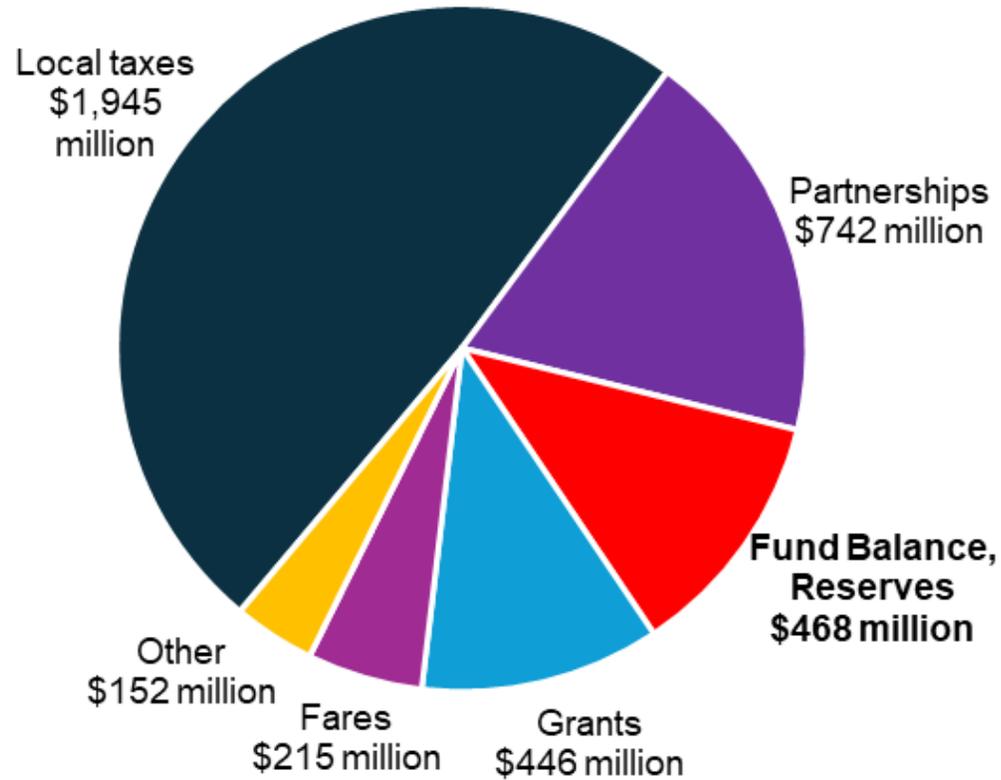
- Service and ridership grew
 - 2nd highest ridership growth in the nation
 - 7.8% increase in service hours and 5th service change Metro has added service
- RapidRide expansion
 - Received \$80 million from the FTA for the RapidRide I Line
 - Continued planning and engagement for the RapidRide K Line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



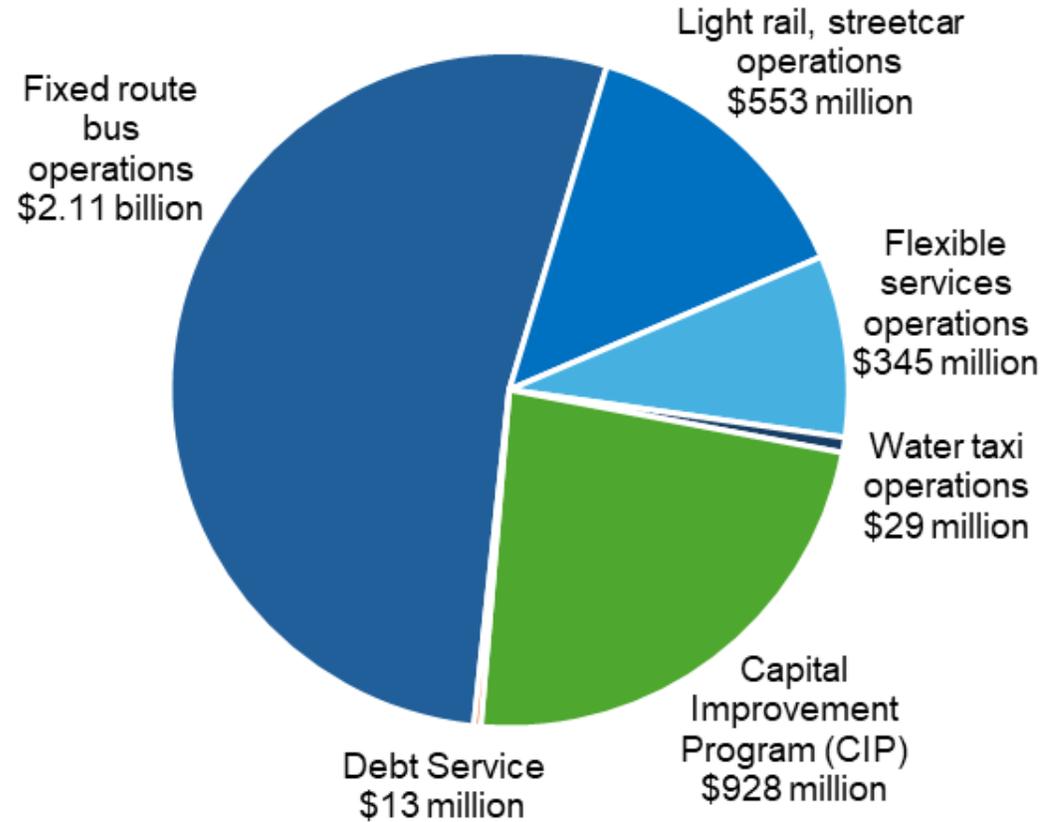
Financial picture: resource challenges ahead

Metro Transit Financials, 2026-2027

Funding Sources, Total = \$3.97 billion

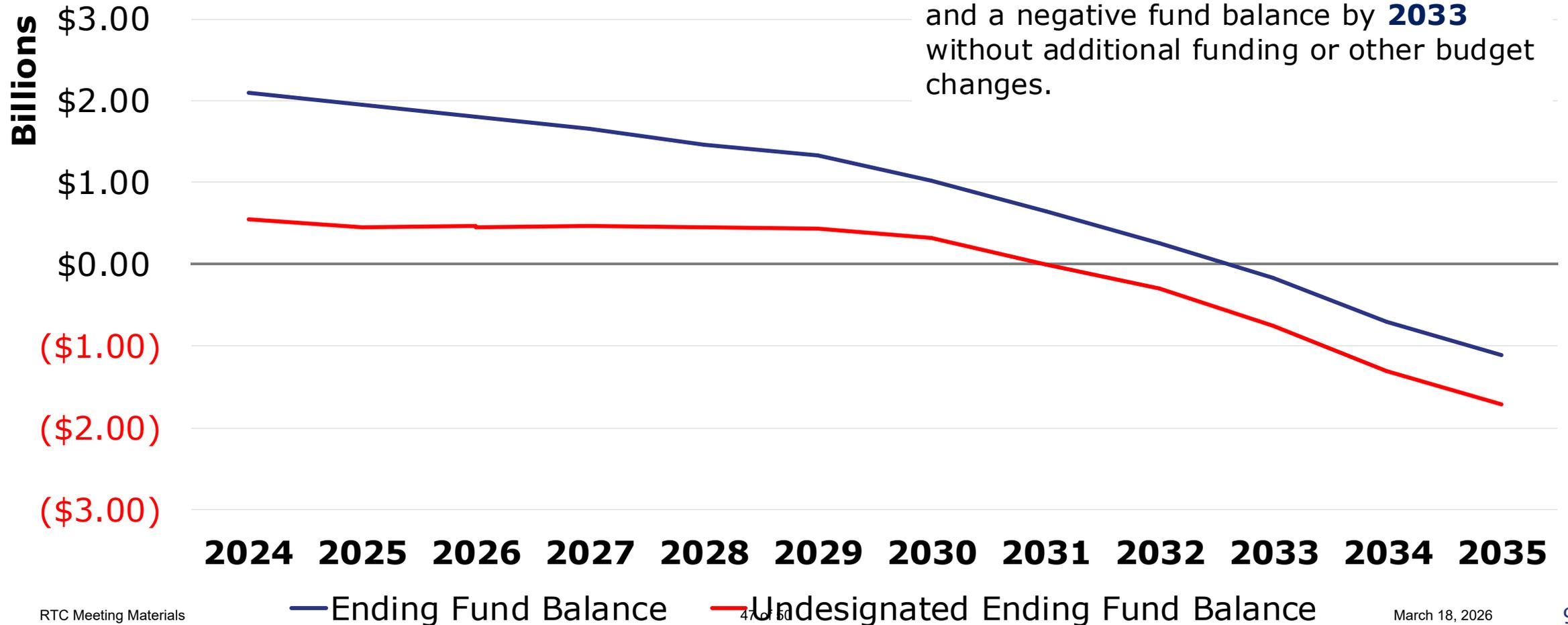


Use of Funds, Total = \$3.97 billion



Metro is in good shape now, but faces financial challenges

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



Given the financial challenges, Metro is choosing to:

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

Without new funding, difficult choices lie ahead

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

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

Closing and questions