



King County
Department of Local Services
Road Services Division

March 19, 2025



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Connecting Communities to a Broader Regional Road Network

Unincorporated King County Roads

- County roads and bridges keep people, goods, and utilities moving.
- Connectivity depends on big highways and small, overlooked roads and infrastructure.
- **Unincorporated King County Network:**
 - ~1500 miles of unincorporated county roads
 - 188 bridges
 - 400+ employees
 - 6 regional maintenance facilities

If the road miles of unincorporated King County were laid end-to-end they would stretch from Mexico to the Canadian border and beyond.



Issaquah-Hobart Rd SE at SE 132 Way



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- The network serves **1 million vehicle** trips a day.
- Half of the trips on the high-volume roads come from **cities and other counties.**
- Reliable transportation networks need unified regional support.



**A faster route is available.
Would you like to save
7 minutes via
an Unincorporated King
County Road?**



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King County Road Funding Challenge

Transportation needs continue to greatly out pace available resources for a road and bridge system in decline.

Impact of the Growth Management Act

- Small tax base relative to the size and age of our unincorporated road network system.
- GMA annexations disproportionately removed the tax base relative to road assets.
- Regional population growth increases traffic volume and congestion—the crumbling road infrastructure cannot meet demand.”

Washington Tax Structure

- Washington's tax system limits County's ability to leverage revenue sources to resolve its funding crisis.
- Property tax growth is capped at 1%.
- Gas tax revenues are flat.



Crews prepare for the next phase of Redmond Ridge roundabout construction at NE Alder Crest Dr.



King County Road Funding Challenge

Transportation needs continue to greatly out pace available resources for a road and bridge system in decline.



NE Tolt Hill Rd closed due to flooding

- Roads faces an **annual funding gap of more than \$200 million**.
- Nearly **\$2.5 billion in infrastructure needs** forecast for next 20 years (2024 Transportation Needs Report).
- Significantly **rising construction costs** due to supply chain issues, labor shortages, and materials costs.
- Infrastructure is well-past the end of its designed life, resulting in deteriorating asset conditions.”
- Deferring maintenance leads to an **exponential increase in the cost to repair** roads in the future.

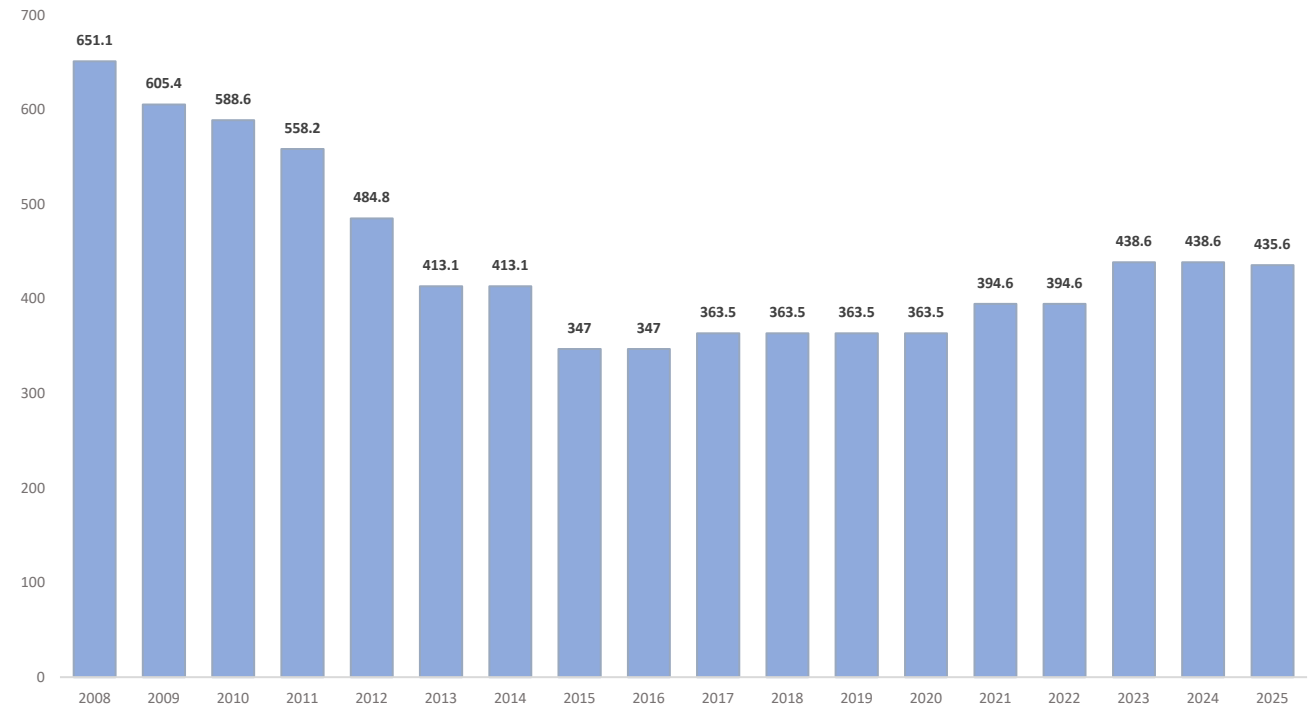


Actions Taken to Address Shortfall

- 40% reduction in staff (2008-2016)
- Reduction in services (2008-2014)
- Bridges and Roads Task Force (2015-2016)
- Levy lid lift planning (2019 and 2021)
- Aggressive pursuit of grant funding
 - Grant awards 2019 through present **\$120+ million; 54 grants**
 - Grant awards 2024 through present **\$8 million; 10 grants**

80% of grant dollars are federally funded

Road Services Division FTE Appropriation 2008-2025



Impact to Regional Customers

The Few Are Paying for the Many

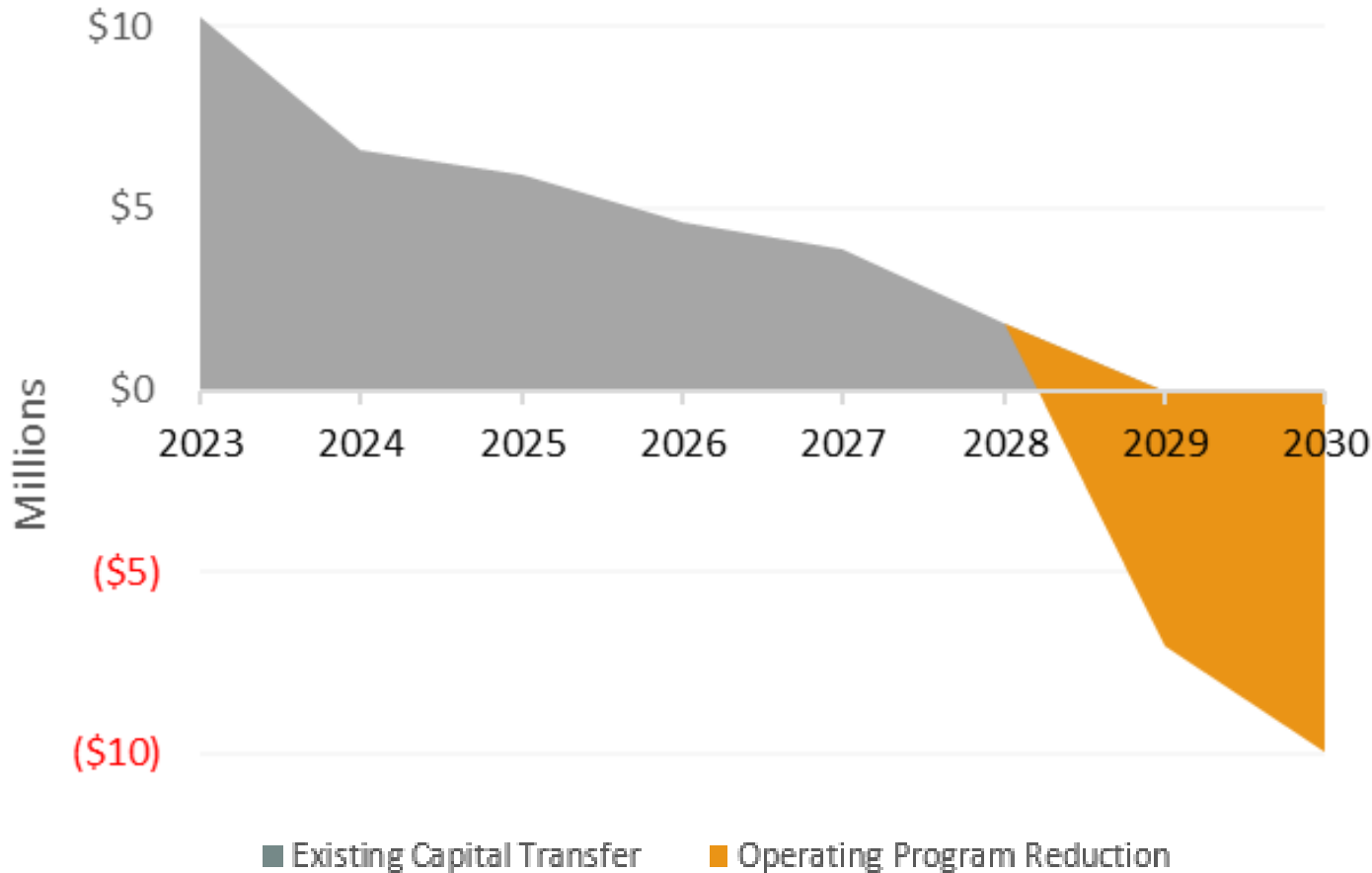
- Limited funding restricts investment to life safety and basic infrastructure maintenance.
- Unfunded needs, regional growth, and aging infrastructure are driving network decline.
- Emergency response and readiness are both at risk.

Activities at Risk

- Snow and ice response
- Storm washout repair
- Bridge maintenance and replacement
- Pavement repairs
- Sign & signal maintenance
- Drainage pipe maintenance



Dedicated Funding for Capital Projects Will Be Exhausted in 2029



Without a new funding source, we will see significant cuts by 2028



New Funding is Required to Keep Roads Open and Safe for All



Safety & Intersection Improvements



Bridge Replacements



Drainage & Flood Resilience



Pavement Preservation



ADA Barrier Removal



Facility Upgrades



Intersection Safety Improvements

Proven Safety Measures

- Sightline improvements
- Traffic signals
- Re-channelization (striping)
- Roundabouts

Rising Traffic Fatalities Demand Action

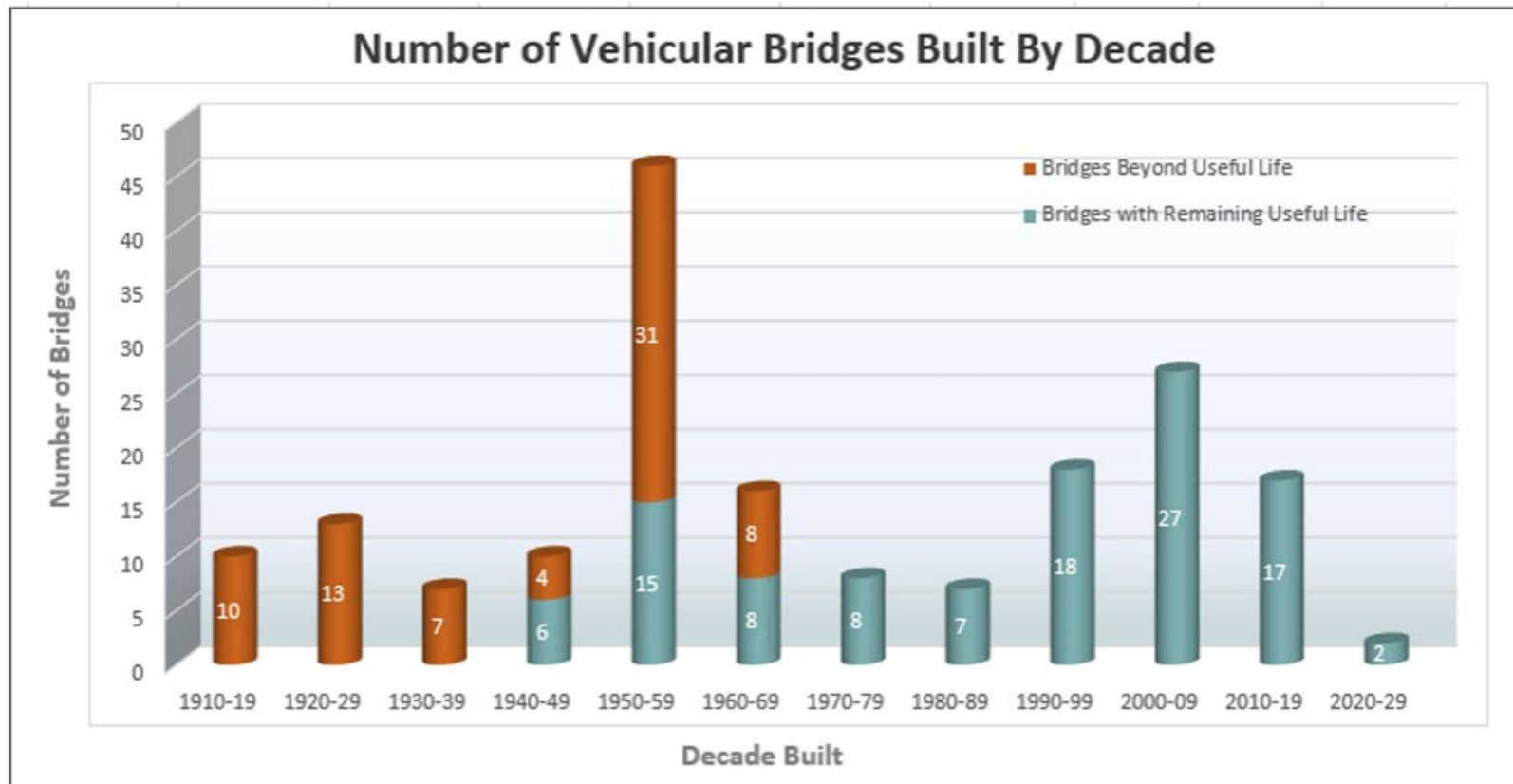
- Urgent need for safety upgrades.
- Inaction costs lives and impacts families through preventable accidents.
- Targeted funding can reduce human error risks and lower serious injury and fatality rates.



Roads installed 13 traffic calming “islands” on Renton Ave to calm traffic and prevent unsafe passing



Bridge Replacement Program

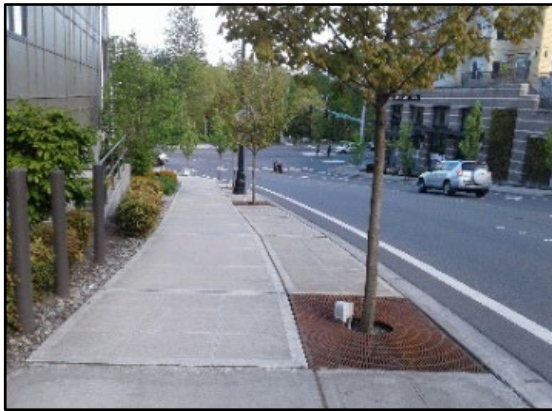


- Some bridges provide sole access to rural communities.
- There is no current funding source for “short span” (less than 20’ long) bridge replacements.
- Average age of timber bridges is 69 years (50-year service life).
- Reduce toxic creosote-treated timber, improving environmental health in streams and waterways.



Americans with Disabilities Act Transition Plan

Sidewalks



335 miles

Curb Ramps



5,200+

Crosswalks



2,600+

Pushbuttons



436

Total Estimated Need: \$551 million
Annual Funding Available¹: \$150,000

1. Roads typically completes \$100,000 - \$200,000 of ADA improvements annually as incidental elements of larger capital projects and maintenance programs. These improvements may address low, medium, or high priority barriers based on the location of the larger project or program and are not included in the Annual Funding amount above.



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Critical Infrastructure is at Risk

Increased Climate Threats

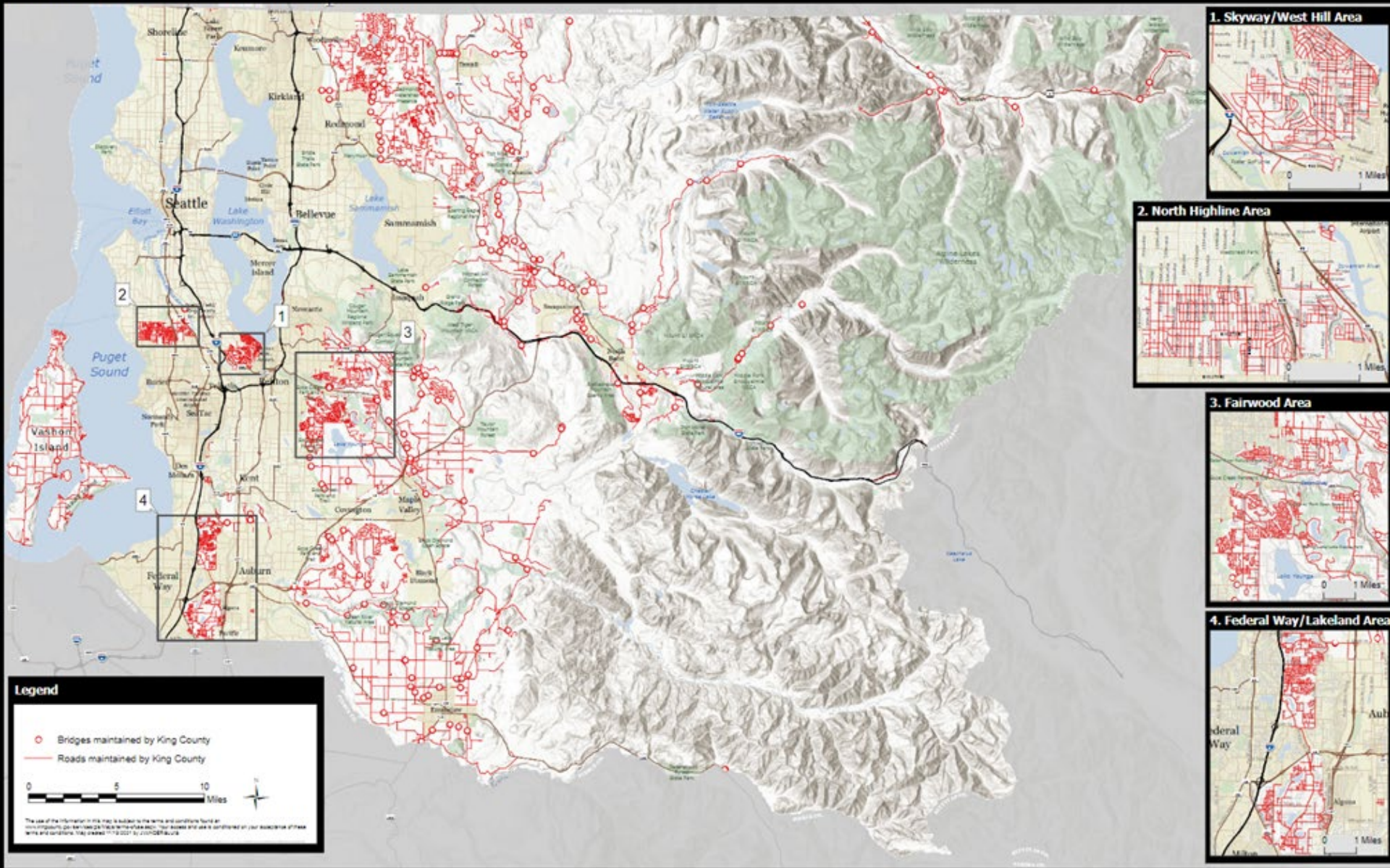
- Flooding, landslides, storms, and extreme heat increasingly damage roads.
- Vulnerable roadways need proactive investment to maintain connectivity and safety.
- Prevent costly repairs and closures by addressing climate vulnerabilities now.
- Ensure safe, reliable transportation for residents, commuters, and emergency services.



Flooding at Portage Way SW and SW Quartermaster Drive



Unincorporated King County Road Network



- Unincorporated Roads are King County's regional road network.
- 250,000 people live in the unincorporated area, and two million reside in King County.
- Roads connect us all.
- Reliable transportation networks need unified regional support.



Questions?

Contact Us!

24/7 Road Helpline - 206-477-8100 | 800-527-6237 |
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