KING COUNTY FLOOD CONTROL DISTRICT

REVISED STAFF REPORT

Agenda Item:	4	**Name:**	Michelle Clark
Proposed Legislation:	FCD2026-08	**Date:**	April 28, 2026

Proposed FCD Resolution FCD2026-08: A Resolution relating to the operation and finances of the King County Flood Control Zone District; adopting a revised 2026 budget, capital budget, six-year capital improvement program for 2026-2031, and amending Resolution FCD2026-03.3.

Proposed Resolution FCD2026-08 funds urgently needed immediate post-flood activities in response to the historic December 2025 flood.

On December 8, the first of two atmospheric rivers produced historic flooding across King County, setting all-time records for portions of the Snoqualmie and Cedar rivers. The flooding lasted three weeks, with the Flood Warning Center closing on December 31.

Of the six major rivers in King County (Cedar River, Green River, Snoqualmie River Basin, South Fork Skykomish River, Tolt River, and White River), five reached Flood Phase 4 during the storm, the Tolt River only reached Flood Phase 3. Issaquah Creek also reached Flood Phase 4. This volume and duration of flooding required an extraordinary emergency response.

On February 10, 2026, FCD2026-03.3 was adopted, amending the 2026 budget, capital budget, six-year capital improvement program for 2026-2031. The amendment included emergency repairs in December 2025 proposed for payment in 2026 from unspent appropriations from the 2025 budget totaling $2,958,457. The amendment also included $7,266,543 for capital project flood repairs identified for 2026 that were not anticipated at the time of 2026 budget adoption.

Ongoing flood recovery efforts have identified nearly 170 damaged flood facilities across all river basins in King County, representing over 32% of all flood risk reduction infrastructure in the county. The King County Flood Control District, together with its primary service provider, King County, has undertaken a reprioritization process to determine the most urgent flood risk reduction projects to advance in 2026 in response to the historic December 2025 flooding.

The amount required for capital project flood repairs in this supplemental request for the 2026 budget is $27,616,119. The list below identifies the proposed new and urgent flood-related expenses for projects to add to the 2026 budget, capital budget, and six-year capital improvement program for 2026-2031. All items on the list below are proposed for inclusion in

this 2026 budget amendment as a direct result of damage sustained during the December 2025 flood event. This list includes the damaged PL84-99 levees submitted to the United States Army Corps of Engineers ("USACE"). USACE has indicated they intend work to complete these projects prior to the start of the 2026/2027 flood season.

Project Name	**April 2026 Supplemental Request**
Miller River Road Protection 2025 Damage Repair	$437,509
Mason Thorson Ells Levee 2025 Damage Repair	$150,000
Reif Road Levee 2025 Damage Repair	$1,693,785
Reinig Road Revetment 2025 Damage Improvements	$157,500
Cedar River Pre-Construction Strategic Acquisitions	$1,000,000
Cedar River 2025 Damage Repair Mitigation	$200,000
Cedar River Residential Flood Mitigation	$8,237,325
Orchard Grove Levee 2025 Damage Repair	$100,000
Young Revetment 2025 Damage Repair	$596,000
Briscoe Meander Levee 2025 Damage Repair	$244,000
Pipeline and Okimoto Levees 2025 Damage Repair	$250,000
Somes Dolan Levee 2025 Damage Repair	$250,000
White River Levee Improvements Feasibility	$300,000
White River Urgent Flood Risk Reduction	$4,000,000
White River Acquisitions	$10,000,000
Total	$27,616,119

District staff will continue working with county staff and Supervisor offices to identify outstanding issues. There will be a Striking Amendment for this supplemental budget request at the Board meeting.

STRIKING AMENDMENT

The proposed second supplemental budget is $166,708,539. This proposed $42,370,419 increase in the capital budget addresses newly identified urgent repairs resulting from the December 2025 flood event. To date, county staff have identified nearly 170 damaged flood facilities across all river basins in King County, representing over 32% of all flood risk reduction infrastructure in the county. As low flow inspections take place during the summer, more damage to flood reduction facilities may be identified. This can include the discovery of damage to additional facilities or an increase in the extent of damage already identified to a facility. The King County Flood Control District, together with its primary service provider, King County, has undertaken a reprioritization process using risk, severity, and consequence criteria to

determine the most urgent flood risk reduction projects to advance in 2026 in response to the historic December 2025 flooding. The damaged sites were placed into categories of:

1. Urgent repairs, including PL 84-99 projects;
2. New capital projects;
3. Additions to existing projects on the Capital Improvement Plan ("CIP");
4. Acquisitions;
5. Capital Investment Strategy development
6. Facilities to decommission;
7. Policy Issues;
8. Maintenance; and
9. Monitor.

The second supplemental addresses urgent repairs to be completed in 2026 prior to the start of the 2026/2027 flood season, new capital projects that will start in late 2026, mitigation that may be required as a result of emergency and urgent repairs, and increases in acquisition budgets. The 18 additions to the 2026 budget are listed in the table below and a more detailed description follows.

Second Supplemental Projects

Project Name	Second Supplemental Request	Attachment H Line Number
Miller River Road Protection 2025 Damage Repair	$437,509	Line 1
Mason Thorson Ells Levee 2025 Damage Repair*	$150,000	Line 10
Reif Road Levee 2025 Damage Repair*	$1,693,785	Line 15
Reinig Road Revetment 2025 Damage Improvements	$157,500	Line 18
Snoqualmie River 2025 Damage Repair Mitigation	$200,000	Line 24
Snoqualmie-South Fork Skykomish Subtotal	**$2,638,794**	
Cedar River Pre-Construction Strategic Acquisitions	$6,000,000	Line 75
Cedar River 2025 Damage Repair Mitigation	$200,000	Line 81
Cedar River Residential Flood Mitigation	$8,237,325	Line 82
Orchard Grove Levee 2025 Damage Repair	$100,000	Line 96
Young Revetment 2025 Damage Repair	$596,000	Line 102
Cedar-Sammamish Subtotal	**$15,133,325**	
Briscoe Meander Levee 2025 Damage Repair*	$244,000	Line 107
Green River 2025 Damage Repair Mitigation	$200,000	Line 125
Pipeline-Okimoto (Myers Golf) Levee 2025 Damage Repair*	$250,000	Line 135
Somes Dolan Levee 2025 Damage Repair*	$250,000	Line 138
Green-Duwamish Subtotal	**$944,000**	
White River 2025 Damage Repair Mitigation	$200,000	Line 154
White River Levee Improvements Feasibility	$300,000	Line 159
White River Urgent Flood Risk Reduction	$5,429,300	Line 161
White River Acquisitions	$17,725,000	Line 162
White Subtotal	**$23,654,300**	
Grand Total	**$42,370,419**	

*: PL 84-99 Levee Repairs

PL 84-99 Levee Repairs: The USACE has agreed to partner with the District on four in-kind repairs for damage that occurred on PL84-99 levees. Mason Thorson Ells Levee 2025 Damage Repair, the Reif Road Levee 2025 Damage Repair, the Pipeline-Okimoto (Myers Golf) Levee 2025 Damage Repair, and the Some Solan Levee 2025 Dame Repair projects. The USACE will lead the work on these levee repair projects and provide a cost share with the District. The final PL84-99 levee repair the District submitted to the USACE, the Briscoe Meander Levee 2025 Damage Repair project, is being considered as part of the District's larger ask related to the Desimone Levee Repair project. The USACE is still considering whether to re-initiate its partnership with the District on this project.

Other Urgent Repairs: This second supplemental request includes 6 urgent repairs. These projects are:

- Miller River Road protection 2025 Damage Repair: This project on the Snoqualmie River will repair 70 ft of a damaged area that resulted in near vertical banks and scour. The facility reduces flood risk to Miller River Road and deters lateral migration of the river.
- Reinig Road Revetment 2025 Damage Improvements: This project on the Snoqualmie River will fully repair or rebuild a damaged and destabilized section of the Reinig Road Revetment.
- Orchard Grove Levee 2025 Damage Repair: This project on the Cedar River will repair damage caused by overtopping of the levee that created a gully on the landward side.
- Young Revetment 2025 Damage Repair: This project on the Cedar River will repair 75 feet of missing rock, undercut bank, and erosion. The Young Revetment is at high risk of further damage before or during the next major high-flow or flood event.
- White River Levee Improvements Feasibility: This project will investigate and determine the feasibility of two emerging issues on the White River – (a) ongoing seepage at the Roegner Park and Orvetz School revetments, and (b) erosion risk to the HESCO barriers along the A Street Trailer Court Revetment.
- White River Urgent Flood Risk Reduction: This project will install a seepage blanket in the Pacific Park, increase pump capacity at Government Canal, and install new HESCO flood barriers to replace existing HESCO barriers on the left and right banks of the White River upstream of A Street; from A Street to Government Canal; and extend and replace the existing HESCO barriers in Pacific Park with new ones. The project will also remove the HESCO barriers on property of the 4th Ave Apartments and remove and dispose of contaminated soils.

Increase Voluntary Acquisition Budgets: After the December 2025 floods, we have received an increase in the number of property owners looking to participate in our voluntary buyout programs. This second supplemental proposes increasing the budget for these programs on the Cedar and White Rivers.

2025 Damage Repair Mitigation Budgets: The emergency actions taken during the December 2025 flood fight potentially negatively impacted the natural environment. With the creation of these 4 projects (Snoqualmie 2025 Damage Repair Mitigation, Green 2025 Damage Repair Mitigation, Cedar 2025 Damage Repair Mitigation, and White 2025 Damage Repair Mitigation), the District acknowledges the need to address the mitigation requirements from permitting agencies for these actions.

An analysis of what current capital projects that may be paused or otherwise impacted if this second supplemental is adopted will occur during the mid-year budget discussions scheduled later this Spring.