

2010 – 2015
Capital Improvement Program

As Adopted by

Snohomish County Council

November 23, 2009

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PREFACE

The 2010-2015 Capital Improvement Program (CIP) is a component of the 2005 Capital Facilities Plan. This Snohomish County Adopted CIP was adopted by the County Council on November 23, 2009 in conjunction with the Executive's 2010 Recommended Budget. Certain amendments were made during the 2010 Budget Adoption process. The CIP has been substantially updated for the year 2010 to reflect those changes both in narratives and in tables, to reflect all council actions taken during the public hearing.

The Plan was submitted to the Snohomish County Planning Commission for their review in a public hearing on September 22, 2009. At the hearing, the Planning Commission endorsed the 2010-2015 CIP without any dissenting votes.

SECTION I: INTRODUCTION AND BACKGROUND

Snohomish County adopts a Six-Year Capital Improvement Program (CIP) as part of the biannual budget process. The CIP is a component of the Capital Facilities Plan but is a physically separate document that fulfills two separate, but related, responsibilities of the County under state and local law:

1. The Snohomish County Charter requires adoption of a CIP for all county facilities as a part of the budget process. This six-year capital plan includes 2010 budget elements as the first year of the CIP and projected elements for the years that follow.
2. In addition, the state Growth Management Act (GMA) requires adoption of a six-year financing program “that will finance . . . capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.” RCW 36.70A.070(3)(d).

Pursuant to Snohomish County Code, the County combines the CIP required by the charter and the six-year financing program required by the GMA into one document. SCC 4.26.024. More information about the GMA component of this CIP is included in Section IV.

The CIP document fulfills the County’s financial planning responsibilities under two separate mandates. It includes discussion and analysis of public facilities necessary to support development under the Growth Management Act (GMA)(GMA facilities) as well as other public facilities and services that are provided by the County but not “necessary to support development”(non-GMA facilities). The CIP distinguishes between GMA and non-GMA facilities, as does the 2005 update of the CFP, because the GMA requires additional analysis to determine whether funding meets existing needs in those services that are necessary for development.

The CIP includes a six-year capital construction and investment program for specific projects. It also includes purchases for public facilities and services owned by the County. The CIP specifies revenues that will finance such capital facilities within projected funding capacities. Part of the function of the CIP is to clearly identify sources of public money for such purposes. The CIP incorporates by reference the annual Transportation Improvement Program and its supporting documents for the surface transportation capital construction program. The CIP also includes a determination, for GMA facilities, consistent with RCW 36.70A.070(3)(e), (6) and RCW 36.70A.020(12)(Goal 12), as to whether probable funding and other measures fall short of meeting existing needs as determined by the adopted minimum level of service standards. If funding and other measures are found to be insufficient to ensure that new development will be served by adequate facilities, the GMA requires the County to take action to ensure that existing identified needs are met. This process is known as “Goal 12 Reassessment” and is discussed in Section IV.

The *2010-2015 Capital Improvement Program* divides the County’s capital projects into three broad categories: 1.) General Governmental; 2.) Transportation; and 3.) Proprietary. General Governmental activities are primarily tax and user fee supported, and are organized by facility type. Several departments are represented in the general governmental category,

including Superior Court, District Court, County Clerk, Juvenile Court, Sheriff, Prosecuting Attorney, Corrections, Medical Examiner, Human Services, Planning, Parks & Recreation, Assessor, Auditor, Finance, Treasurer, and Facilities Management.

The state growth management legislation calls for transportation to be examined as a separate comprehensive plan element (the Transportation Element). The Transportation Element is implemented by the separately adopted 2010-2015 Transportation Improvement Program (TIP). The TIP should be referred to for any details regarding the location and timing for specific projects. Summary information for transportation projects are also included in this document solely for coordination with other capital facility programming to facilitate a comprehensive look at the county's capital financing needs. Proprietary activities rely primarily on fees generated from the sale of goods and services for their operations. The proprietary category includes Surface Water and Solid Waste.

The process for developing the county's Capital Improvement Program is integrated within the biennial budget development process. The CIP will continue to be prepared annually either as part of the biennial budget or the mid-biennium review and modification. During the budget preparation process, departments submit their requests for capital dollars, including major capital facility project requests. This information is transmitted to the County Finance Department, which updates the database and works with departments to refine figures and develop improved maintenance and operation costs. The County Executive then develops a recommended Capital Improvement Program for presentation to the Council as part of the annual budget.

SECTION II: FINANCING STRATEGIES

Capital funding for general government, transportation and proprietary projects emanates primarily from operating revenues, grants, local improvement districts, latecomer fees, and mitigation fees. General governmental, transportation, and proprietary operations all use such debt financing strategies as bonding and leasing to help fund improvements. At this point the similarities between general governmental and proprietary capital projects end.

In Washington State it is generally easier to fund proprietary capital improvements than general governmental improvements. Should a council decide that it is in municipalities' best interest to carry out a proprietary improvement, it may unilaterally elect to increase charges for commodities like surface water, solid waste tipping fees, or airport leases.

In the general governmental area, however, Washington State Law limits: 1.) The sources municipalities can use to raise funds for capital improvements; 2.) The tax rates that can be charged to raise funds for capital improvements; and 3.) The amount of general obligation debt (capacity) that can be issued to raise funds for capital improvements. Another complicating factor in general governmental capital funding is reliance on voter approved bond issues. This creates uncertainty regarding if, and when, certain improvements will take place.

After reviewing the extensive list of capital requests submitted by departments, and comparing them with anticipated revenues, it is apparent that financing capital needs will be challenging in future years. In response, the *Capital Improvement Program* adopts the following five general strategies.

General Strategies

Looking across all department lines, the program calls for:

- 1.) Non-“brick & mortar” solutions be utilized wherever possible;
- 2.) Similar departmental capital needs be combined wherever possible for efficiencies and cost savings;
- 3.) Stretch Real Estate Excise Tax dollars by issuing intermediate term bonds;
- 4.) Existing resources be fully utilized prior to the purchase, or construction of new facilities;
- 5.) Revenue generating activities move to funding capital improvements from receipts, rather than relying on Real Estate Excise Tax or General Fund revenues.

Snohomish County’s six-year capital financing plan hinges on specific policies in the areas of Real Estate Excise Taxes; voter approved issues, statutory changes, and funding strategies. These policies are presented below.

Real Estate Excise

During 1999 budget deliberations, the Snohomish County Council adopted six Real Estate Excise Tax policies:

- 1.) Total debt service financed by Real Estate Excise Taxes (REET), should amount to no more than 50% of total REET revenues;
- 2.) Up to 75% of the available revenues from either REET 1, or REET 2 may be used for debt service, so long as the total used for debt repayment does not exceed 50%.
- 3.) A reserve equal to either \$500,000, or 20% of current year REET I debt service appropriation, which ever is higher, should be established from REET 1 dollars;
- 4.) Future budgets should include the following allocations: \$500,000 in REET 2 for surface water management and related endangered species projects; \$500,000 in REET 1 or 2 for direct endangered species projects; and \$500,000 in REET 1 for building repair and remodeling projects;
- 5.) When actual REET revenues exceed budget estimates, excess funds should be appropriated in the next year’s budget cycle. The first use of excess funds should be to meet reserve requirements, then consideration should be given to early retirement of outstanding debt;
- 6.) Projects financed with REET funds should be for terms that are:
 - a.) No longer than the usable life of the project, and
 - b.) For shorter terms if the County is close to the 50% debt limit.

The policies listed above represent targets. The current downturn in the real estate market has resulted in a decline in REET revenues. Therefore, the 2010-2015 CIP must utilize all available REET I for existing debt service commitments. Consequently, this CIP and REET plan exceed the targeted policies that are referenced above.

As a result of the steep downturn in real estate sales and tax revenues, the 2010-2015 REET Five-Year Plan assumes the 2010 State Legislature gives counties the flexibility to utilize 2011-2015 REET II proceeds for debt service allowed currently by REET I but not allowed by REET II. The REET I expenditures included in this CIP are totally committed to debt service.

Voted Issues

Voter approved issues add a level of uncertainty to funding capital projects. If the voters vote no, the revenue required to fund the project would not be available. The 2010-2015 Capital Improvement Program proposes no voter-approved issues. For information purposes, we have included, as Exhibit 1, possible election dates and the date council approved and Executive signed ordinances are due to the County Auditor during the period 2010–2015 that would be critical if the County sought to put voter approved issues on the ballot.

EXHIBIT 1: FUTURE ELECTION DATES AND RELATED MILESTONES

Action	2010	2011	2012	2013	2014	2015
<i>February Election:</i>						
Ordinance to Auditor	26-Dec-2009	25-Dec-2010	31-Dec-2011	29-Dec-2012	28-Dec-2013	27-Dec-2015
Election Date	9-Feb-2010	8-Feb-2011	14-Feb-2012	12-Feb-2013	11-Feb-2014	10-Feb-2015
<i>April Election:</i>						
Ordinance to Auditor	13-Mar-2010	12-Mar-2011	10-Mar-2012	9-Mar-2013	8-Mar-2014	14-Mar-2015
Election Date	27-Apr-2010	26-Apr-2011	24-Apr-2012	23-Apr-2013	22-Apr-2014	28-Apr-2015
<i>May Election:*</i>						
Ordinance to Auditor	3-Apr-2010	2-Apr-2011				
Election Date	18-May-2010	17-May-2011				
<i>August Election:</i>						
Ordinance to Auditor	25-May-2010	24-May-2011	29-May-2012	28-May-2013	27-May-2014	26-May-2015
Election Date	17-Aug-2010	16-Aug-2011	21-Aug-2012	20-Aug-2013	19-Aug-2014	18-Aug-2015
<i>November Election:</i>						
Ordinance to Auditor	10-Aug-2010	16-Aug-2011	14-Aug-2012	13-Aug-2013	12-Aug-2014	11-Aug-2015
Election Date	2-Nov-2010	8-Nov-2011	6-Nov-2012	5-Nov-2013	4-Nov-2014	3-Nov-2015

* The May Election date is for tax levies that failed previously in that calendar year and new bond issues only. May Election date is eliminated after 2011.

Financing Method

In order to stretch limited capital dollars, as well as minimize bond covenants that may limit County options, this program adopts the following policies:

- 1.) Capital projects will normally be financed for the life of the improvement. The use of debt less than ten years, is encouraged when Real Estate Excise Tax debt service exceeds 50%;
- 2.) Since the County has ample unused debt capacity, future airport, surface water, and other potential revenue bond issues will be considered as general obligation offerings. Solid Waste capital funding would need to be evaluated separately, with input from bond counsel and underwriters of existing offerings.

EXHIBIT 2: DESCRIPTION OF REVENUE SOURCES

Below is a description of the various revenue sources used to fund the Capital Improvement Program. The County Council must appropriate all revenue sources before they are used on a capital project.

Method of Funding	Description
REET I & II	Real Estate Excise Taxes (REET) are taxes applied to sale of real estate. In unincorporated areas, the County collects an amount equal to 0.5% of the transaction. The proceeds are divided equally between REET I and REET II. REET I may be used for planning, acquisition, construction, repair or improvement of roads, surface water, parks, law enforcement, fire protection, or County administration projects. REET II may be used for planning, acquisition, construction, repair or improvement of roads, surface water, or parks projects. Projects must be included in the Capital Improvement Program to qualify. As a result of the steep downturn in real estate sales and tax revenues, the 2010-2015 REET Five-Year Plan assumes the 2010 State Legislature gives counties the flexibility to utilize 2011-2015 REET II proceeds for debt service allowed currently by REET I but not allowed by REET II. The REET I expenditures included in this CIP are totally committed to debt service.
General Fund	General Fund appropriations are funds appropriated by the County Council from the County's General Fund. General Fund revenue supports general government services including most law and justice services. Sources of general fund revenue include property taxes, sale tax, fines, fees, and charges for services and investment earnings.
Special Revenue Funds	Special Revenue Funds, like the General Fund, derive revenue from taxes, charges for services, and other general governmental sources such as state shared revenues. Unlike the General Fund, Special Revenue Fund expenditures are limited by statute or ordinance to specific purposes. The Road Fund, Planning's Community

Method of Funding <i>(continued from prior page)</i>	Description
	Development Fund, and Parks' Mitigation Fund are examples of Special Revenue Funds.
Debt Proceeds	In many instances, the County funds a major capital improvement with short term or long-term debt. An example in this CIP is the Regional Justice Center. The County will identify a stream of revenue within its budget for paying debt service. Sources of this stream of revenue include the other fund elements referenced within this exhibit. In the instance of the Campus Redevelopment Initiative, the county is funding debt service through appropriations from REET I and the General Fund.
Proprietary Funds	Proprietary Funds include the following funds: Surface Water Management, Rivers, Solid Waste, Public Works Trust Fund, Fleet Management, Pits and Quarries, Park Construction, Information Services, Airport and other smaller funds. Each of these proprietary funds has a dedicated source of revenue that may be appropriated by the County Council for capital projects. Sources of proprietary funds include fees, taxes, grants, local improvement district charges, impact fees, investment earnings, and charges for services rendered.
Councilmanic Bond Funds	Councilmanic Bond Funds are proceeds of debt authorized under the authority of the County Council. While limits exist for Councilmanic and Voted Bond funds, the County's level of related bond debt is well below limits in both categories.
Voted Bond Funds	Voted Bond Funds are the proceeds of debt authorized through a public election.
Mitigation Fees	Mitigations Fees are fees charged to new construction projects within the County. The proceeds are used in Roads and Parks proprietary funds to pay for construction and land purchases that respond to impacts from growth within the County.
Other Funds	This designation of funding for CIP projects includes specific funds that are not specifically identified in the CIP because of their size. Revenues from these funds must meet the same tests as other fund sources for revenue adequacy. Other Funds include Fleet Management Fund, Pits and Quarries Fund, Information Services Fund, Emergency Management System Fund, Interlocal Funds and Airport Fund.
Prior Year Appropriations	When capital construction fund amounts are set aside from prior year appropriations, they are being reserved for projects referenced within the CIP. However, since the projects are not complete and portions or all of the related expenditures have not yet been made, the projects still are included in the CIP. The amounts are shown as funding sources in the year that they will be expended.

Revenue Estimates Many sources of government revenue are fairly predictable (e.g., property tax). However, some revenue sources (e.g., federal and state grants) are difficult to predict on a case-by-case basis, but can be reasonably predicted in the aggregate. Future year revenues are predicted based upon known commitments and historical trends adjusted for specific economic or other relevant information. The qualitative objective in projecting future revenues available to fund CIP projects is to estimate a reasonable and probable level of future funding.

SECTION III: 2010-2015 CIP PROJECT SUMMARY

This section will present a summary of capital projects contained in the 2010-2015 Capital Improvement Program. It will provide several “looks” at information presented by departments.

Capital Definition

The following rules were used in identifying projects other than real property purchase or improvements that are included in the CIP:

- 1.) Individual pieces of equipment with costs of less than \$50,000 and replacement equipment are not included.
- 2.) Large automated systems are regarded as single pieces of equipment.
- 3.) Repair or maintenance expenditures are not included unless an expenditure significantly enhances the value of the property.
- 4.) All REET expenditures are included.
- 5.) Where possible, like projects from one department are aggregated into a single CIP project.

Capital projects can be classified in the following categories:

EXHIBIT 3: CLASSIFICATION OF DEPARTMENTAL PROJECTS BY CATEGORY

Category	Sub-Category	Department/Program
General Governmental	General Services	Facilities Management Information Services PW Equipment Rental
	Parks and Recreation	Parks Department
	Law Enforcement	Corrections Sheriff 800 Megahertz Project
	REET Debt Service	Non-Departmental
Transportation	Ground Transportation	Public Works Roads
Proprietary	Surface Water	PW Surface Water Management
	Solid Waste	PW Solid Waste
	Airport Investments	Airport

On the following pages, five exhibits present various fiscal summaries of the 2010-2015 Capital Improvement Program. Exhibit 4 summarizes improvements by category and type; Exhibit 5 summarizes all projects by revenue source. Exhibit 6 compares multiple years’ investment in infrastructure. Exhibit 7 lists all REET funded projects and is also sorted by the department requesting funding for the project. Exhibit 8 includes projects by County department.

Exhibit 4: Capital Expenditures by Category & Type

Category	2010	2011	2012	2013	2014	2015	Total
General Government - Facilities	\$ -	\$ 7,189,073	\$ 6,472,338	\$ 5,423,415	\$ 4,991,200	\$ -	\$ 24,076,026
General Government - Equipment	3,812,939	3,152,624	1,782,159	3,332,907	4,361,194	4,160,556	20,602,379
Parks and Recreation - Land and Facilities	25,147,626	13,301,699	4,056,702	4,459,566	4,740,973	4,757,973	56,464,539
Law Enforcement Facilities	-	190,000	190,000	190,000	352,000	352,000	1,274,000
Debt Service & Reserves	8,817,162	8,824,816	8,820,031	8,829,030	8,825,456	8,830,636	52,947,131
Transportation - Facilities	56,527,000	49,860,000	45,517,000	35,795,000	30,353,000	29,233,000	247,285,000
Surface Water - Facilities	13,640,676	15,211,753	14,198,078	11,392,853	8,987,573	8,776,436	72,207,369
Solid Waste - Facilities	950,000	1,250,000	1,350,000	1,150,000	1,150,000	1,400,000	7,250,000
Airport - Facilities	12,700,000	18,145,000	8,945,000	11,070,000	4,320,000	13,795,000	68,975,000
Total: All Items	\$ 121,595,403	\$ 117,124,965	\$ 91,331,308	\$ 81,642,771	\$ 68,081,396	\$ 71,305,601	\$ 551,081,444

Exhibit 5: Capital Expenditures by Revenue Source

Fund Source	2010	2011	2012	2013	2014	2015	Total
Airport Funds	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000
Bond Proceeds-Other	\$ 5,332,500	\$ 7,951,250	\$ 2,765,000	\$ 8,690,000	\$ 3,365,000	\$ 7,401,250	35,505,000
County Road	\$ 23,700,370	\$ 16,910,800	\$ 23,849,800	\$ 22,888,800	\$ 17,560,800	\$ 17,983,800	122,894,370
General Fund	\$ 1,644,218	\$ 2,459,987	\$ 2,528,386	\$ 1,849,522	\$ 1,923,503	\$ 2,000,443	12,406,059
Interlocal Agreements	\$ 20,620	\$ -	\$ -	\$ -	\$ -	\$ -	20,620
Other Funds	\$ 28,806,421	\$ 39,503,714	\$ 24,048,103	\$ 18,936,178	\$ 17,939,580	\$ 13,294,242	142,528,238
Other Grants	\$ 3,260,693	\$ 5,343,000	\$ 5,280,000	\$ 2,990,000	\$ 1,300,000	\$ 1,100,000	19,273,693
Parks Mitigation	\$ 895,006	\$ 951,893	\$ 1,155,973	\$ 1,577,973	\$ 1,880,973	\$ 1,887,973	8,349,791
Prior Year Funds	\$ 22,840,643	\$ 9,904,656	\$ 151,729	\$ 16,000	\$ 16,000	\$ 16,000	32,945,028
REET I	\$ 6,358,493	\$ 6,415,180	\$ 6,345,302	\$ 7,028,290	\$ 6,952,095	\$ 6,877,836	39,977,196
REET II	\$ 3,248,175	\$ 3,160,443	\$ 3,461,143	\$ 3,579,361	\$ 3,559,158	\$ 3,570,157	20,578,437
SWM/River Funds	\$ 5,523,764	\$ 5,585,292	\$ 4,444,872	\$ 3,928,647	\$ 3,222,287	\$ 3,211,150	25,916,012
Transportation Grant	\$ 19,864,500	\$ 18,838,750	\$ 17,201,000	\$ 10,058,000	\$ 10,262,000	\$ 13,862,750	90,087,000
Total	\$ 121,595,403	\$ 117,124,965	\$ 91,331,308	\$ 81,642,771	\$ 68,081,396	\$ 71,305,601	\$ 551,081,444

EXHIBIT 6: HISTORICAL MULTI-YEAR CATEGORY DISTRIBUTIONS

Over the past several years, funding sources available to the County and project priorities have changed. The following exhibit shows the County’s investment in infrastructure for all projects in this year’s Capital Improvement Program (CIP) compared to the five previous CIPs.

While there have been some adjustments in how projects have been classified, the fundamental comparison between years is valid and provides great insight into County investments and resources in the past and present, and gives some insight into the future. This exhibit highlights major campus construction including the expanded jail as well as the change in transportation funding which has occurred as a result of citizen initiatives and related legislative actions.

Category	2005-2010 CIP	2006-2011 CIP	2007-2012 CIP	2008-2013 CIP	2009-2014 CIP	2010-2015 CIP
General Governmental - Facilities	\$ 45,824,896	\$ 54,957,283	\$ 59,520,392	\$ 52,551,190	\$ 24,649,531	\$ 24,076,026
General Governmental - Equipment	25,102,150	24,993,681	16,842,438	19,106,320	22,567,436	20,602,379
Parks and Recreation - Land and Facilities	54,813,116	64,906,028	79,539,045	77,820,783	62,700,521	56,464,539
Law Enforcement Facilities	19,078,220	717,410	992,067	12,042,913	-	1,274,000
Debt Service and Reserves	47,115,300	40,054,368	74,360,317	52,778,651	44,006,135	52,947,131
Transportation – Facilities	233,071,999	234,061,000	310,535,002	460,830,000	319,262,000	247,285,000
Surface Water – Facilities	42,013,085	52,979,201	83,748,560	78,559,566	89,397,672	72,207,369
Solid Waste – Facilities	8,852,867	11,661,961	19,932,514	11,492,460	13,500,000	7,250,000
Airport – Facilities	108,250,000	111,168,500	92,540,000	67,820,000	81,980,000	68,975,000
Total: All Items	\$ 584,121,632	\$595,499,432	\$ 738,010,335	\$833,001,883	\$ 658,063,295	\$ 551,081,444

EXHIBIT 7: REAL ESTATE TAX PROJECT LIST

Below are all projects funded by Real Estate Excise Tax (REET) or debt service that are included in this Capital Improvement Program.

REET I Program/Project	2010	2011	2012	2013	2014	2015	Total
Community Parks Debt Service	\$ 260,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 460,000	\$ 2,560,000
DJJC, Medical Examiner Debt Service	404,225	404,280	404,000	408,375	405,950	408,250	\$ 2,435,080
800 MHz, Campus Redevelopment, Parks Debt Service	2,847,464	3,324,005	3,324,006	3,324,004	3,324,005	3,324,004	\$19,467,488
Campus Redevelopment, Elections Equipment Debt Service	1,582,767	768,147	699,874	1,380,038	1,303,507	1,230,167	\$ 6,964,500
Campus Redevelopment, Willis Tucker Park Debt Service	259,798	260,898	261,523	261,648	261,518	260,918	\$ 1,566,303
Campus Infrastructure Debt Service	891,899	895,510	893,559	891,884	894,775	892,156	\$ 5,359,783
Cathcart Sheriff Precint	-	190,000	190,000	190,000	190,000	190,000	\$ 950,000
Gun Range, Impound Lot Debt Service	112,340	112,340	112,340	112,341	112,340	112,341	\$ 674,042
Total REET I	\$ 6,358,493	\$ 6,415,180	\$ 6,345,302	\$ 7,028,290	\$ 6,952,095	\$ 6,877,836	\$39,977,196

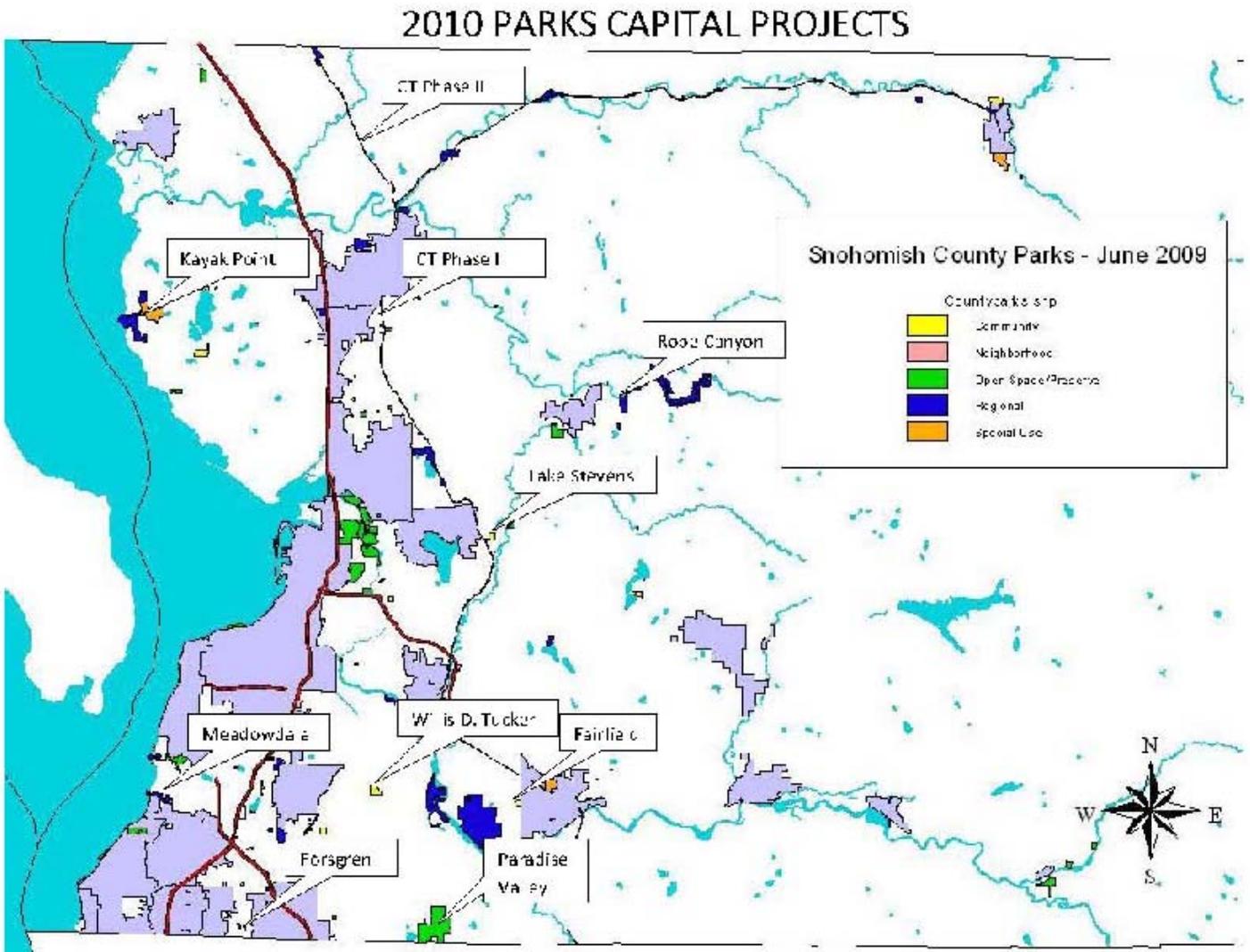
REET II Program/Project	2010	2011	2012	2013	2014	2015	Total
SWM Capital Improvement	\$ 998,120	\$ 1,005,000	\$ 1,005,000	\$ 1,005,000	\$ 1,005,000	\$ 1,005,000	\$ 6,023,120
Conservancy Parks	-	10,000	25,000	25,000	25,000	25,000	\$ 110,000
Community Parks Debt Service	673,037	516,150	785,000	881,593	850,000	850,000	\$ 4,555,780
Resource Parks	150,000	150,000	150,000	150,000	150,000	150,000	\$ 900,000
Park Acquisition & Development	1,130,243	1,150,000	1,170,000	1,190,000	1,200,000	1,210,000	\$ 7,050,243
Trails Development	144,720	175,000	175,000	175,000	175,000	175,000	\$ 1,019,720
Campus Redevelopment, Willis Tucker Park Debt Service	152,055	154,293	151,143	152,768	154,158	155,157	\$ 919,574
Total REET II	\$ 3,248,175	\$ 3,160,443	\$ 3,461,143	\$ 3,579,361	\$ 3,559,158	\$ 3,570,157	\$20,578,437

EXHIBIT 8: DEPARTMENTAL CAPITAL IMPROVEMENT PROGRAM LIST

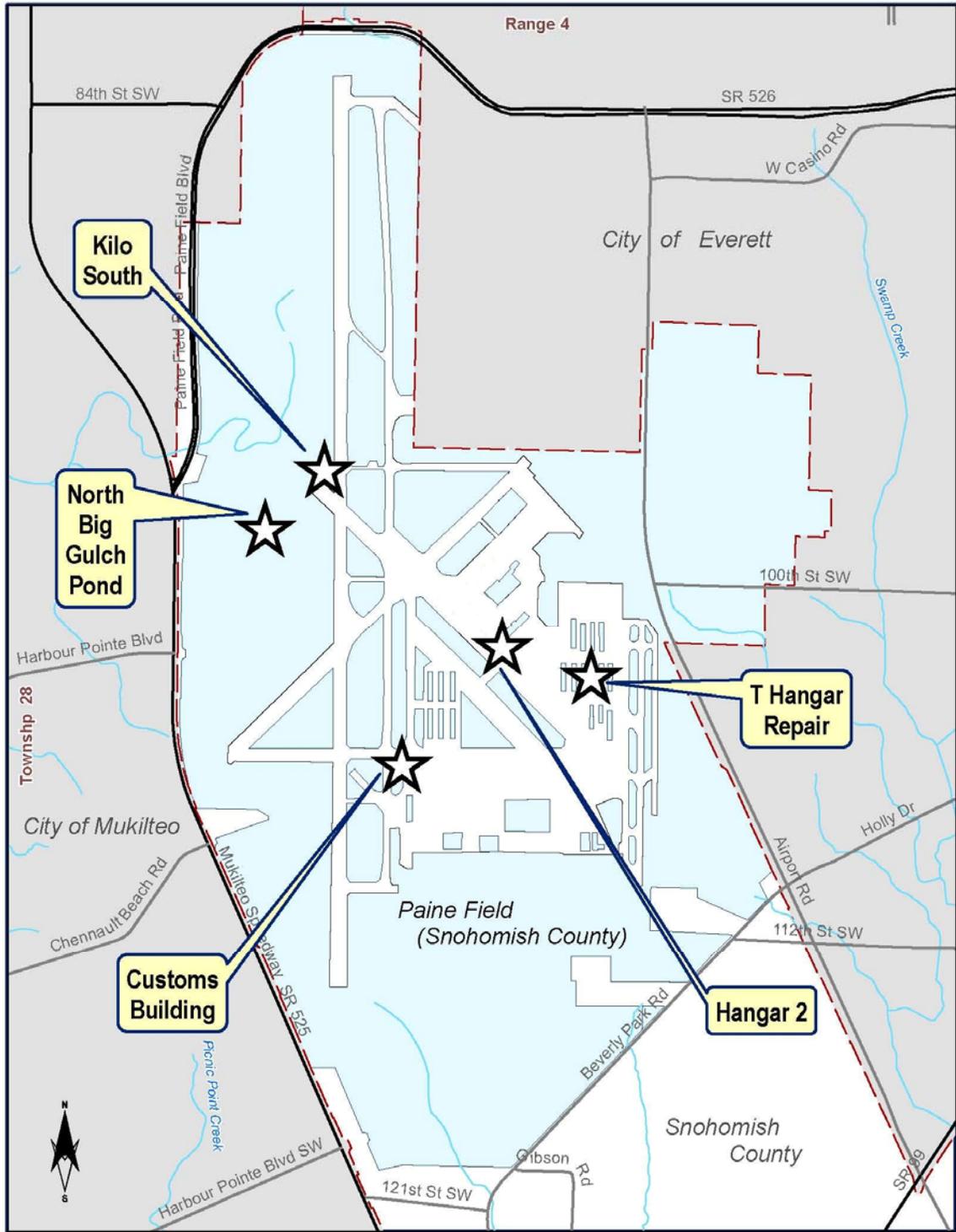
The exhibit below provides a list of all projects that are included in this CIP:

Department / Project	2010	2011	2012	2013	2014	2015	Total
Public Works							
Fleet Capital Improvement	3,812,939	3,152,624	1,782,159	3,332,907	4,361,194	4,160,556	20,602,379
Road Capital Construction	56,527,000	49,860,000	45,517,000	35,795,000	30,353,000	29,233,000	247,285,000
Solid Waste Construction	950,000	1,250,000	1,350,000	1,150,000	1,150,000	1,400,000	7,250,000
SWM Capital Improvement	13,640,676	15,211,753	14,198,078	11,392,853	8,987,573	8,776,436	72,207,369
Subtotal Public Works	74,930,615	69,474,377	62,847,237	51,670,760	44,851,767	43,569,992	347,344,748
Parks And Recreation							
Community Parks	16,955,510	10,553,765	2,359,202	2,733,566	3,001,973	3,021,973	38,625,989
Conservancy Parks	217,300	11,200	26,500	27,500	28,000	60,000	370,500
Park Acquisition & Development	1,149,918	1,150,000	1,170,000	1,190,000	1,200,000	1,210,000	7,069,918
Resource Parks	1,605,882	240,258	201,000	208,500	211,000	216,000	2,682,640
Special Use Parks	26,022	-	-	-	-	-	26,022
Trails Development	5,192,994	1,346,476	300,000	300,000	300,000	250,000	7,689,470
Subtotal Parks and Recreation	25,147,626	13,301,699	4,056,702	4,459,566	4,740,973	4,757,973	56,464,539
Debt Service and Nondepartmental							
2005B Refunding	437,887	439,204	437,176	436,873	437,888	436,059	2,625,087
800 MHz, Campus Redevelopment, Parks	3,324,004	3,324,005	3,324,006	3,324,004	3,324,005	3,324,004	19,944,028
Campus Infrastructure	454,012	456,306	456,383	455,011	456,887	456,097	2,734,696
Campus Redevelopment, Elections Equipment	3,672,841	3,673,490	3,673,460	3,678,010	3,672,710	3,677,810	22,048,321
Campus Redevelopment, Willis Tucker Park	411,853	415,191	412,666	414,416	415,676	416,075	2,485,877
DJJC, Medical Examiner	516,565	516,620	516,340	520,716	518,290	520,591	3,109,122
Subtotal Debt Service and Nondepartmental	8,817,162	8,824,816	8,820,031	8,829,030	8,825,456	8,830,636	52,947,131
Facilities Management							
Administration Buildings	-	595,000	1,756,838	1,663,077	1,721,285	-	5,736,200
Campus Enhancements	-	2,595,779	-	-	-	-	2,595,779
Courthouse/Mission/DJJC	-	3,003,294	3,867,500	3,659,338	3,269,915	-	13,800,047
Jail Facilities	-	745,000	563,000	101,000	-	-	1,409,000
Cathcart - Sheriff Precint	-	190,000	190,000	190,000	352,000	352,000	1,274,000
Off Campus District Courts	-	250,000	285,000	-	-	-	535,000
Management	-	7,379,073	6,662,338	5,613,415	5,343,200	352,000	25,350,026
Airport							
Airport Capital Programs	12,700,000	18,145,000	8,945,000	11,070,000	4,320,000	13,795,000	68,975,000
Subtotal Airport	12,700,000	18,145,000	8,945,000	11,070,000	4,320,000	13,795,000	68,975,000
Grand Total - All Projects	121,595,403	117,124,965	91,331,308	81,642,771	68,081,396	71,305,601	551,081,444

MAP 1: PARKS YEAR 2010 PROJECTS

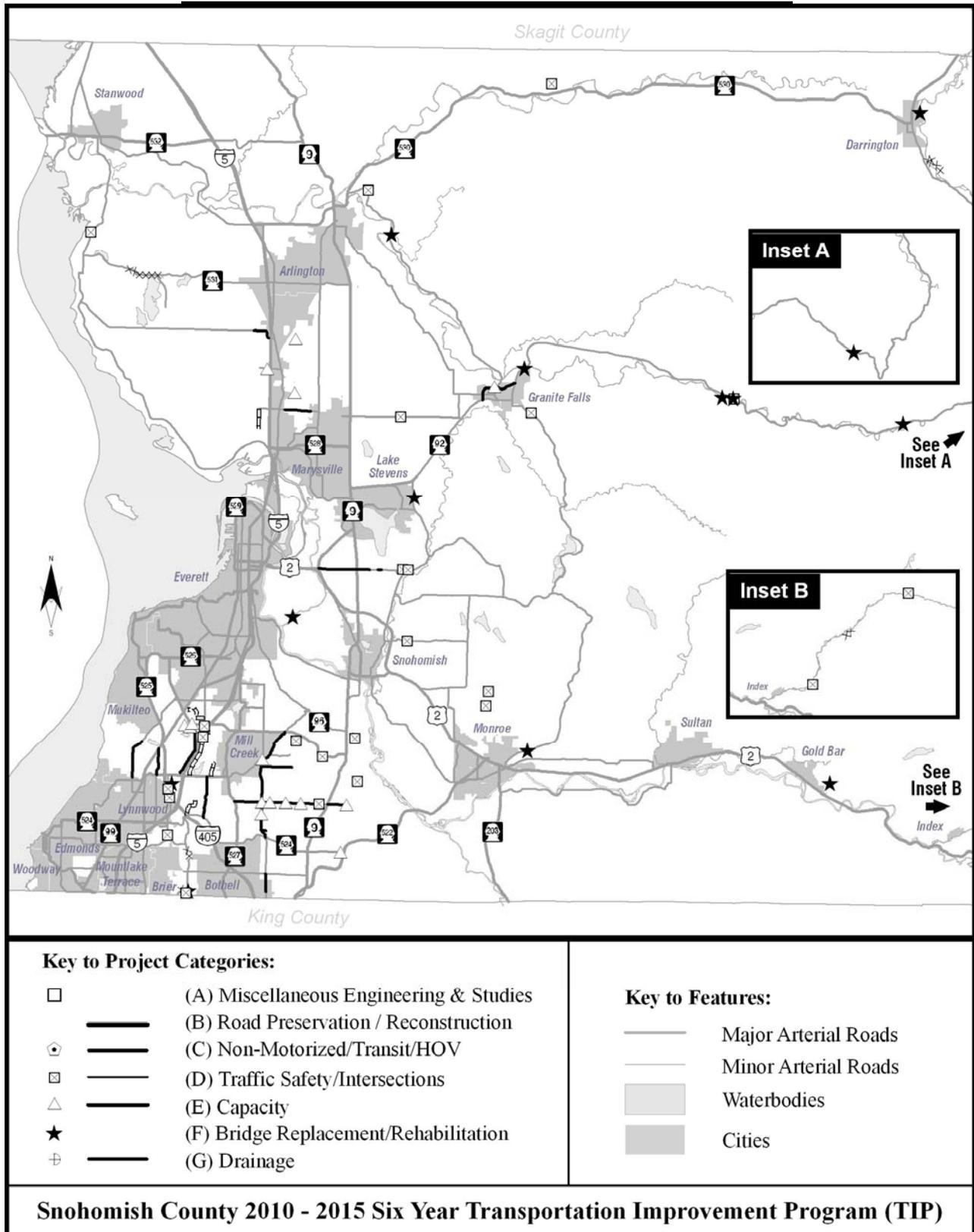


MAP 2: PAINE FIELD YEAR 2010 PROJECTS

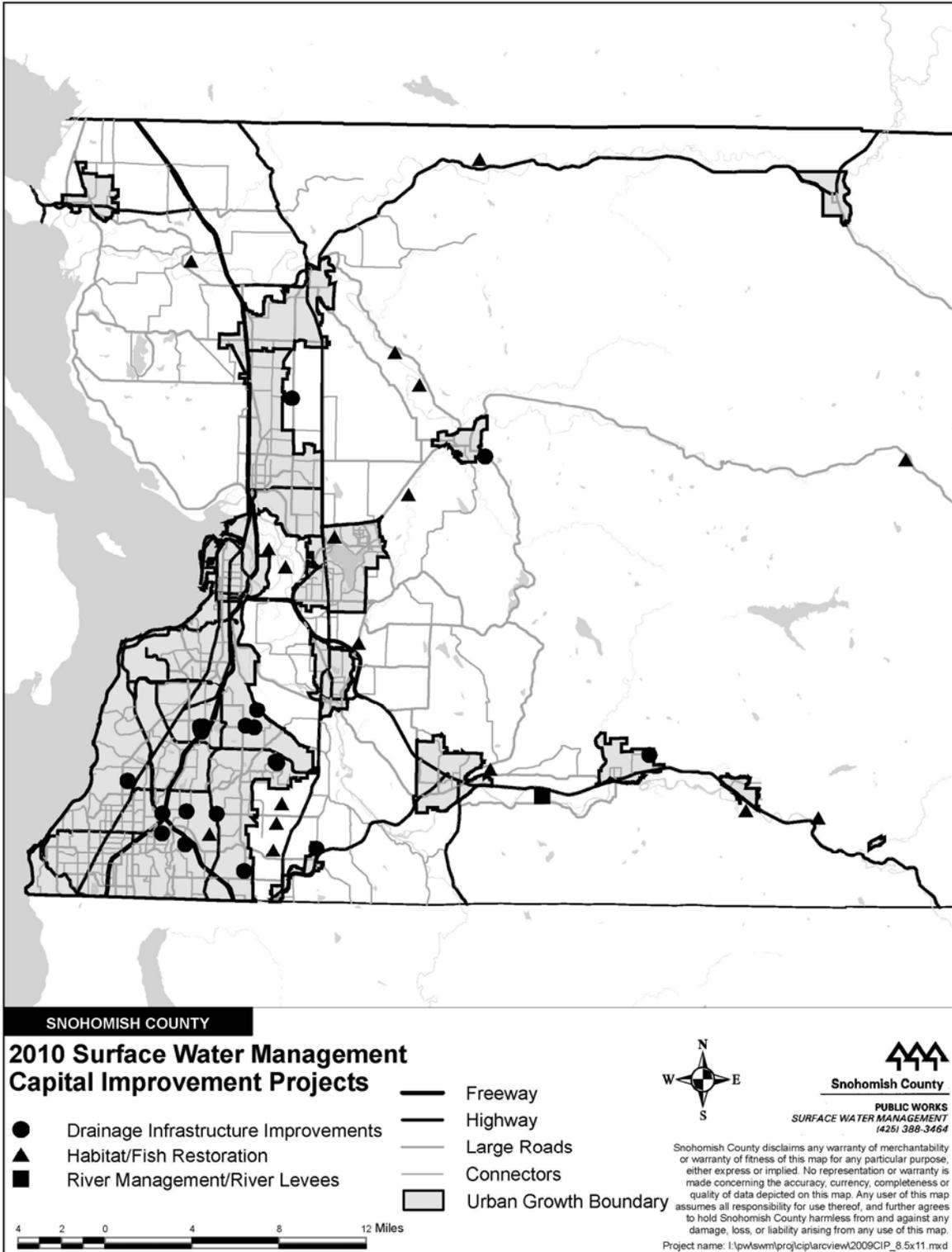


(W:\p\ng\c\art\trans\airports\paine\CIP\2009Paine8x11.mxd)

MAP 3: TRANSPORTATION IMPROVEMENT PROGRAM



MAP 4: SURFACE WATER 2010 PROJECTS



MAP 5: SOLID WASTE YEAR 2010 PROJECTS

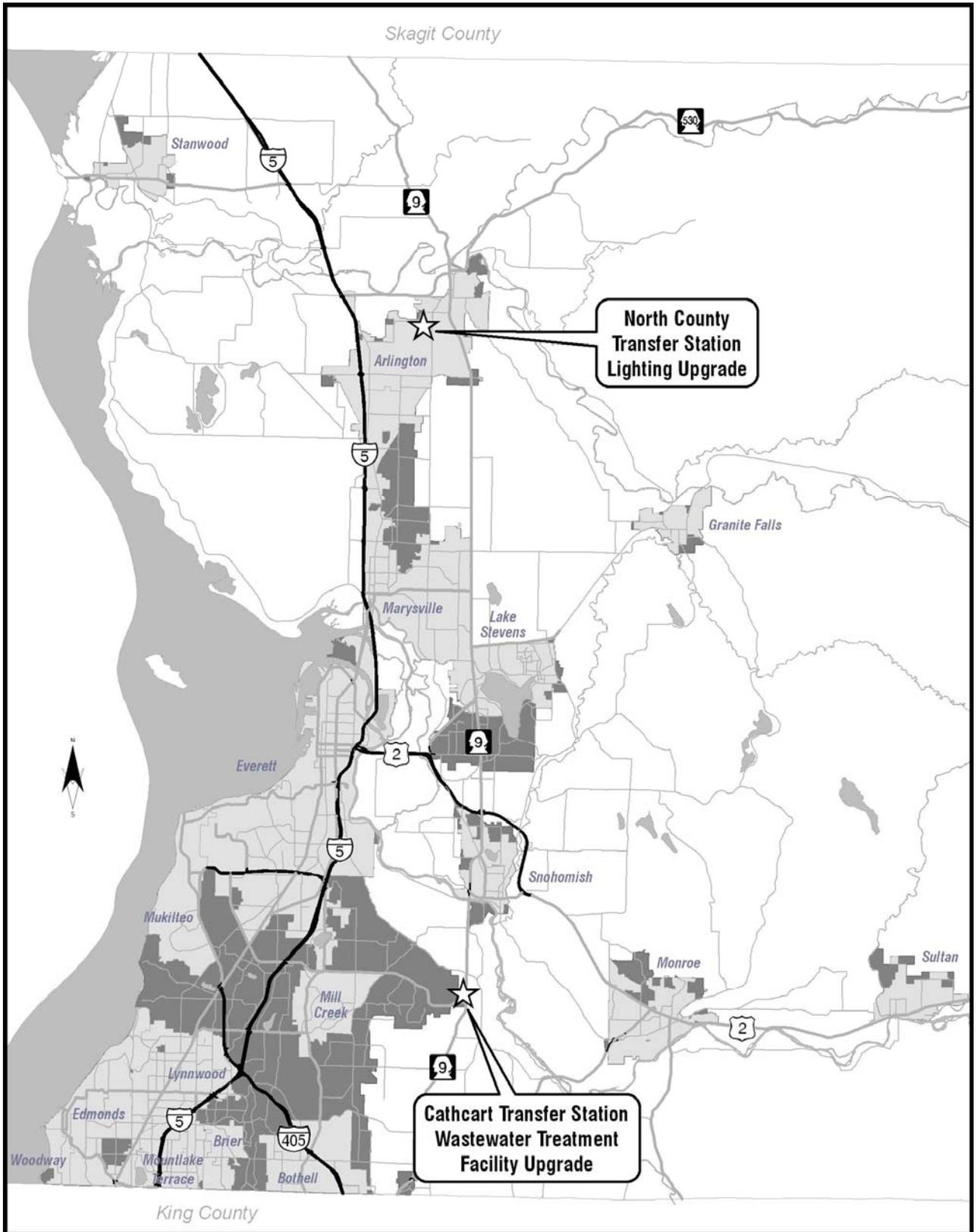


EXHIBIT 9: DESCRIPTION OF PROJECTS BY CLASSIFICATION

The following matrix provides a high level description of projects within this Capital Improvement Program by Sub-Category Classification described earlier in the Program.

Sub-Category	Summary Description of Projects Included in CIP
Parks and Recreation	Parks' CIP projects primarily focus on providing parklands and facilities on two levels. For the greater County, the Parks CIP projects focus on regional trail systems, water access opportunities, and the preservation of significant resource lands. Within urban growth areas, Parks CIP projects feature the acquisition and development of community parks that include the development of athletic fields. The Parks' CIP program also includes Evergreen State Fairgrounds maintenance and equipment funding.
REET Debt Service	Snohomish County allocates Real Estate Excise Tax funds within the Capital Improvement Program to provide debt service for its outstanding Limited Tax General Obligation (LTGO). LTGO bonds have been used to finance a variety of County capital needs, including a correctional facility, parking garage, and administration building; an 800 MHz communications system; a number of County facility remodels; and various County Parks and Surface Water/drainage projects.
Ground Transportation	<p>The Transportation Improvement Program (TIP) includes a wide variety of capital projects that are grouped into several categories:</p> <ul style="list-style-type: none"> A.) <u>Miscellaneous Engineering & Studies</u>: This category funds preliminary project planning, feasibility studies, and specialized reviews associated with initial project development; B.) <u>Overlay & Road Reconstruction</u>: PW uses a Pavement Management System that provides a systematic approach to lengthen roadway life through timely maintenance; C.) <u>Non-Motorized/Transit/High Occupancy Vehicle</u>: This category funds projects to improve pedestrian and multi-modal connections along major roadways and in growing urban areas. Improvements enhance walking conditions along popular routes between schools, transit stops, and residential and commercial areas. These facilities help to ensure resident safety, reduce vehicle trips, and improve access to public transportation and park and ride opportunities; D.) <u>Traffic Safety/Intersections</u>: These projects provide safety improvements at spot locations and are designed to improve traffic flow and eliminate hazards. Projects include turn lane additions, neighborhood traffic calming devices, traffic signals, guard rail installation, railroad crossing improvements, and road bank stabilization. Flood repair projects are included in this category; E.) <u>Capacity Improvements</u>: Projects in this category are designed to increase vehicle carrying capacity on the County road system and provide satisfactory levels-of-service to meet transportation system concurrency requirements; F.) <u>Bridge Replacement and Rehabilitation</u>: This category funds replacement/ rehabilitation of deficient County bridges identified through Federal and State inspections; G.) <u>Drainage</u>: Drainage projects improve/preserve drainage infrastructure on the County road system;

Sub-Category	Summary Description of Projects Included in CIP
	<p>H.) <u>Brightwater Mitigation</u> projects that have been programmed and scopes defined based on an agreement entered into with King County to compensate for the impacts of the Brightwater Treatment facility.</p>
<p>Airport Investments</p>	<p>Many Airport capital projects are multi-year construction projects and respond to existing or prospective customer needs that preserve and increase the asset and revenue base of the Airport. These include airfield upgrades, new building construction; road construction for improved transportation access to these new developments; and miscellaneous repairs to existing facilities and pavement. Aviation related capital improvements on the Airport are eligible for 95% funding from the FAA administered Airport Improvement Program. The FAA funds runway and safety improvements, obstruction removal and other capital projects to meet or maintain FAA standards and preserve enhance capacity.</p>
<p>Surface Water</p>	<p>Surface Water projects are undertaken for the purposes stated in Snohomish County Code Titles 25 and 25A. The projects primarily address local surface water needs (drainage, and flood control) and in so doing, also respond to Federal Endangered Species and Clean Water Acts' mandates to protect habitat and water quality.</p> <p>The 2010 CIP addresses projects identified in the 2002 Drainage Needs Report and the Lake Stevens Subarea Plan. Since 2003, a higher emphasis and additional funds were provided for designing and constructing drainage infrastructure within the UGAs. Meanwhile, the program sustains other traditional CIP efforts such as drainage complaint response and assistance, assessment and scheduled replacement of aging infrastructure needs through system inventory and analysis.</p> <p>This CIP continues completion of the construction program funded by a special surcharge for drainage improvements in the County's Urban Growth Areas., with primary emphasis on completing projects identified in the County's Drainage Needs Report.</p> <p>Water quality improvements include retrofitting aged detention facilities and integrating water quality features into most CIP projects. This program includes drainage, water quality, and habitat projects funded by the E-CIDI bonds.</p> <p>Habitat restoration investments continue to emphasize projects that can serve mitigation purposes required for other public projects (such as roads and drainage facilities) with additional emphasis on priorities identified in the recently completed, county-supported salmon recovery plans. Projects range from large-scale acquisitions (habitat preservation/ restoration) to culvert replacements (fish blockage removal) to urban stream restoration.</p>
<p>Solid Waste</p>	<p>Solid Waste facility improvements include completion of a headworks system at Cathcart to better handle wastewater particulates and improve overall water treatment and discharge quality. Also, improvements at the Moderate Risk Waste (MRW) of a better ventilation system and a clean room for employee decontamination will improve employee safety and health. Updates at the temporary Cathcart Transfer Station includes improvements to reduce the possibility of litter being blown and residual waste on tires being tracked into the local environment; improvements necessary to meet Health Department requirements.</p>
<p>Fleet Management</p>	<p>Fleet Management's 2010 CIP primarily consists of equipment</p>

Sub-Category	Summary Description of Projects Included in CIP
	replacement for individual items costing over \$50,000 totaling \$3,812,939. Construction of the Public Works Consolidated Maintenance Facility at Cathcart was completed in 2008 and improved maintenance capabilities for the County.

SECTION IV: STATEMENT OF ASSESSMENT ON GMA GOAL 12

The *statement of assessment* is a response to the requirement contained in Snohomish County's *CFP* for a "statement of assessment" regarding the adequacy of funding and regulatory mechanisms to support minimum service levels for facilities necessary to serve development.

The *statement of assessment* also carries out the county's duty under the GMA to ensure that the county is in compliance with RCW 36.70A.070(3) and RCW 36.70A.020 (Goal 12). Goal 12 states: "that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards."

Specifically, the *CFP* requires the county to consider the following:

Will levels of service for those public facilities necessary for development, which are identified within the *CFP*, be maintained by the projects included in the *CIP*?

Will potential funding shortfalls in necessary services provided by the county and other governmental agencies warrant a reassessment of the comprehensive plan?; and

Do regulatory measures reasonably ensure that new development will not occur unless the necessary facilities are available to support the development at the adopted minimum level of service?

If the *statement of assessment* concludes that a reassessment is appropriate, then a work program must be developed that includes the reassessment of the comprehensive plan "to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent" (RCW 36.70A.070 [e]). The reassessment will include analysis of potential options for achieving coordination and consistency between all three elements.

2010-2015 Snohomish County CIP Global Statement of Assessment:

The 2010-2015 *CIP* provides sufficient funding to meet needs identified in Growth Management Act, Goal 12, based upon reviews of the following items:

- The public facilities considered "necessary to support development" that are included within the 2010-2015 Capital Improvement Plan;
- Adopted minimum levels of service for facilities necessary for development;
- The reasonable probability of the revenue streams identified to fund these projects;
- The adequacy of regulatory measures to ensure that new development will not occur unless the necessary facilities are available to support adopted minimum levels of service.

Exhibit 10: Snohomish County Summary Global Statement of Assessment
THIS EXHIBIT SUMMARIZES IMPORTANT SECTIONS OF THE “COMPLETE TEXT OF STATEMENTS OF ASSESSMENT” (SECTION VI OF THIS DOCUMENT).

Planning and Development Services staff completed a review (10-year comprehensive plan update) of comprehensive plan elements that the Snohomish County Council adopted in December 2005. The 10-year comprehensive plan update included complete reassessments of land use and transportation elements based on additional growth forecasted for the year 2025. The departments of Snohomish County annually evaluate issues of funding, levels of service and land use for facilities necessary to support development based on the updated GMA comprehensive plan and most recent land use and economic actions taken by the cities and the county.

The following paragraphs are important summaries from Section VI, the Complete Text of Statements of Assessment.

The Alderwood Water and Wastewater District has imposed an allocation program limiting the issuance of sewer service in the Picnic Point area. This is in response to capacity concerns with the Picnic Point Wastewater treatment plant. The new infrastructure is currently under construction. Expanded operations should commence in late 2010. There are no other outstanding wastewater issues in any other districts in the county at this time.

All of the school districts have met their minimum level of service standards.

Revenue and expenditure analyses related to the county’s adopted Transportation Element (TE) project no funding shortfalls for (capacity increasing) transportation projects for the current six-year (2010-2015) transportation improvement program (TIP). The total number of arterial units currently in arrears has decreased from seven to four.

Six-Year Statement of Assessment:

None of the capital facilities evaluated in this 2010-2015 Capital Improvement Program (specifically in Section VI) are projected to experience shortfalls in funding as defined by GMA Goal 12 between 2010 and 2015. No immediate reassessment actions are recommended or required given the current status of all Snohomish County capital facilities that are “necessary to support development.”

Long Term Evaluation:

Municipal annexations of unincorporated areas of Snohomish County are cause for county revenue uncertainty. Road impact fee-mitigation funds could be significantly reduced in a ten to twelve year period, unless reciprocal mitigation fund agreements are in place. Park impact fees could be affected during the same time period and the availability of local funds to support operations and maintenance of future parks could be impacted as well. The timing of these annexations is uncertain but it will be a subject of increasing scrutiny in following statements of assessment over the next two to three years. PDS and Public Works staff does not expect any shortfalls in funding due to annexations in the next two to three years.

**SECTION V: DEPARTMENTAL CAPITAL IMPROVEMENT
PROGRAM DETAIL**

Descriptions, justifications, projected costs, and funding sources for each project are summarized in this section. The order the worksheets are presented is driven by the county department initiating the request and by the fund of that department.

Similar projects from one department are sometimes aggregated into a single CIP project. An example is the Public Works County Road Bridge Replacement and Rehabilitation Project. This project represents a series of similar projects that are proposed by Public Works. They are grouped into a single project because of a similar purpose, type of expense and funding source. Detail on a project-by-project basis is included in the county's 2010-2015 Transportation Improvement Program.

Funding source is driven by the year of project expense rather than the year of funding receipt or project authorization.



Snohomish County Capital Improvement Project 2010-2015

Department: 06 Public Works

Short Name: 102 - Road Fund Capital Improvement Plan

Description: This package reflects adjustments to the Road Fund capital budget. There are many corrections to salaries and benefits where position information downloaded incorrectly from Highline into BDT. The proposal reflects a declining program, which is responding to changes in revenues and future expenditures.

REVENUE ASSUMPTIONS:

Public Works has taken a conservative approach to estimating capital revenues, based upon several factors. First, declining fuel tax revenues from the state reflect changing habits (more transit usage; more fuel efficient cars) brought about by fluctuating fuel costs, concern over climate change and the sustainability movement. Local economic conditions have resulted in significantly reduced collection of impact mitigation fees; current collections are on pace to total half of what has been expected in past years. Projections of future fee collections have been scaled back. In addition, the anticipated annexations will remove areas from mitigation fee eligibility and may result in an overall change in the fee structure. State and federal grant sources are also declining, and are increasingly competitive. A notable exception is the availability of federal stimulus funds, which Snohomish County as a whole has been successful in leveraging. Overall, the revenue outlook for the next six years reflects substantial reductions in comparison to past years.

SNOHOMISH COUNTY’S CHANGING ROLE

Snohomish County works with the State, local cities and private development to provide an integrated transportation network. The County’s role is to focus on arterial roadways which connect state and local roads, and provide access to urban centers and growth areas. Road improvements are needed to increase roadway capacity, maintain adopted levels of service, and to enhance safety. Maintaining continuity is essential to providing reasonable and predictable travel times.

With the 2010 budget submittal, Public Works has begun to reflect some of the anticipated changes that annexation will bring to the county’s role. Since the 1995 adoption (and 2005 update) of Snohomish County’s Comprehensive Plan, Snohomish County Public Works has assumed the role of an urban services provider within the urban growth areas, in addition to the rural unincorporated areas. As cities annex, areas currently served by the county will revert to city control. Ultimately, the County’s role will transition back to a focus on unincorporated, rural roadways and services. Both expenditures and revenues are likely to be reduced. Cities have, however, expressed interest in negotiating agreements for a variety of transportation services, which will prompt Public Works to place more of an emphasis on regional service provision.

The 2010 budget submittal reflects an assumption that the currently active Marysville annexation is likely to be successful, resulting in reduced expenditures in both the capital and maintenance programs.

CIP - Capital:

Fund: SubFund: 102 102 County Road Division: 610 County Road - TES Program: 103 TES Capital

Object	2010	2011	2012	2013	2014	2015
Salaries	\$979,045	\$0	\$0	\$0	\$0	\$0
Personnel Benefits	\$286,084	\$0	\$0	\$0	\$0	\$0
Supplies	\$10,000	\$0	\$0	\$0	\$0	\$0
Services And Charges	\$950,000	\$0	\$0	\$0	\$0	\$0
Capital Outlays	\$50,000	\$0	\$0	\$0	\$0	\$0
Interfund Payments For Service	\$24,010	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$2,299,139	\$0	\$0	\$0	\$0	\$0



Snhomish County Capital Improvement Project 2010-2015

Department: 06 Public Works

Short Name: 102 - Road Fund Capital Improvement Plan

Fund: SubFund: 102 102 County Road Division: 620 Road Maintenance Program: 203 RM Capital

Object	2010	2011	2012	2013	2014	2015
Salaries	\$1,015,954	\$0	\$0	\$0	\$0	\$0
Personnel Benefits	\$152,386	\$0	\$0	\$0	\$0	\$0
Supplies	\$511,106	\$0	\$0	\$0	\$0	\$0
Services And Charges	\$364,022	\$0	\$0	\$0	\$0	\$0
Interfund Payments For Service	\$683,532	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$2,727,000	\$0	\$0	\$0	\$0	\$0

Fund: SubFund: 102 102 County Road Division: 630 Engineering Services Program: 303 ES Capital

Object	2010	2011	2012	2013	2014	2015
Salaries	\$5,688,613	\$0	\$0	\$0	\$0	\$0
Personnel Benefits	\$1,625,992	\$0	\$0	\$0	\$0	\$0
Supplies	\$197,500	\$0	\$0	\$0	\$0	\$0
Services And Charges	\$4,629,590	\$0	\$0	\$0	\$0	\$0
Capital Outlays	\$36,131,896	\$49,760,000	\$45,017,000	\$35,795,000	\$30,303,000	\$28,883,000
Interfund Payments For Service	\$1,541,866	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$49,815,457	\$49,760,000	\$45,017,000	\$35,795,000	\$30,303,000	\$28,883,000

Fund: SubFund: 102 102 County Road Division: 650 County Road Administratio Program: 503 Admin Operations Capital

Object	2010	2011	2012	2013	2014	2015
Salaries	\$90,415	\$0	\$0	\$0	\$0	\$0
Personnel Benefits	\$26,989	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$117,404	\$0	\$0	\$0	\$0	\$0

CIP-Capital Totals: **\$54,959,000** **\$49,760,000** **\$45,017,000** **\$35,795,000** **\$30,303,000** **\$28,883,000**

CIP - Funding Source:

Funding Source	2010	2011	2012	2013	2014	2015
Transportation Grant	\$11,675,000	\$8,645,000	\$10,621,000	\$7,778,000	\$9,407,000	\$7,569,000
Other Funds	\$21,120,000	\$25,033,000	\$11,375,000	\$5,958,000	\$4,216,000	\$4,511,000
County Road	\$22,164,000	\$16,082,000	\$23,021,000	\$22,059,000	\$16,680,000	\$16,803,000
Totals:	\$54,959,000	\$49,760,000	\$45,017,000	\$35,795,000	\$30,303,000	\$28,883,000

CIP - Operating:

Category Name	2010	2011	2012	2013	2014	2015
Other Operating	\$0	\$0	\$0	\$0	\$0	\$0
Totals:	\$0	\$0	\$0	\$0	\$0	\$0



Snohomish County Capital Improvement Project 2010-2015

Department: 06 Public Works

Short Name: 102-Applying dept requested administrative changes

Description:

CIP - Capital:

Fund: SubFund: Division: Program:
102 102 County Road 620 Road Maintenance 203 RM Capital

Object	2010	2011	2012	2013	2014	2015
Supplies	\$30,000	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$30,000	\$0	\$0	\$0	\$0	\$0

Fund: SubFund: Division: Program:
102 102 County Road 630 Engineering Services 303 ES Capital

Object	2010	2011	2012	2013	2014	2015
Services And Charges	\$443,000	\$0	\$0	\$0	\$0	\$0
Capital Outlays	\$1,095,000	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$1,538,000	\$0	\$0	\$0	\$0	\$0

CIP-Capital Totals:	\$1,568,000	\$0	\$0	\$0	\$0	\$0
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CIP - Funding Source:

Funding Source	2010	2011	2012	2013	2014	2015
Transportation Grant	\$922,000	\$0	\$0	\$0	\$0	\$0
County Road	\$646,000	\$0	\$0	\$0	\$0	\$0
Totals:	\$1,568,000	\$0	\$0	\$0	\$0	\$0



Snohomish County Capital Improvement Project 2010-2015

Department: 06 Public Works

Short Name: 102-Larch & Locust Way Intersection Improvement

Description:

CIP - Capital:

Fund: SubFund: Division: Program:
102 102 County Road 630 Engineering Services 303 ES Capital

Object	2010	2011	2012	2013	2014	2015
Capital Outlays	\$0	\$0	\$0	\$0	\$50,000	\$350,000
Program Subtotal:	\$0	\$0	\$0	\$0	\$50,000	\$350,000
CIP-Capital Totals:	\$0	\$0	\$0	\$0	\$50,000	\$350,000

CIP - Funding Source:

Funding Source	2010	2011	2012	2013	2014	2015
County Road	\$0	\$0	\$0	\$0	\$50,000	\$350,000
Totals:	\$0	\$0	\$0	\$0	\$50,000	\$350,000



Snohomish County Capital Improvement Project 2010-2015

Department: 06 Public Works

Short Name: 415, 103, & 130 - SWM Capital Improvement Plan

Description: This priority package represents the six year capital improvement program (CIP) for Surface Water Management.

The CIP is broken down into four major areas:

HABITAT RESTORATION PROJECTS

- SWM Fund 415 program 113
- River Fund 103 program 132
- Grant Control Fund 130

NEIGHBORHOOD DRAINAGE PROJECTS

- SWM Fund 415 program 117
- SWM Fund 415 program 118

RIVER and FLOOD CONTROL PROJECTS

- River Fund 103 program 130
- River Fund 103 program 133
- Grant Control Fund 130

DEBT SERVICE

- SWM Fund 415 program 119

HABITAT RESTORATION PROJECTS

Habitat restoration projects are focused on both small stream and large river projects with the goals of improving in-stream habitat conditions for salmon (focused on the ESA mandate) and ensuring that Snohomish County meets its other legal requirements related to habitat improvements, such as correcting fish blockage problems at County roads. Habitat improvements and land acquisition funded by the Brightwater mitigation funds are also included. Many projects are grant funded, relying on REET 2 and WMA service charges for grant match. Significant grant revenue is anticipated for 2010, helping to offset the decline in REET 2 funds. Work will occur both inside the WMA service area and outside through the River Management Fund.

NEIGHBORHOOD DRAINAGE PROJECTS

The neighborhood drainage program provides engineering planning and analysis, project design, and project construction for drainage and water quality problems throughout the County. Projects are funded by SWM UGA service charges, WMA service charges and REET 2 funds. Projects are developed as a direct result of citizen requests via SWM's Drainage Complaint Program and through implementation of the County's Drainage Needs Report (DNR), 2002. Goals include reducing County road flooding, and improving water quality functions of stormwater facilities. \$250,000 of this project specifically addresses the Structural Stormwater Control requirement in the County's NPDES municipal stormwater permit.

FLOOD CONTROL PROJECTS

The flood control component of the CIP is focused on solving problems and providing river engineering services to protect County roads, working with landowners thru the Cooperative Bank Stabilization program, and implementing home elevation projects thru FEMA Hazard Mitigation Grants. Demand for river engineering services continues to remain high as a result of regular flood damage such as the January 2009 and November 2006 floods.

DEBT SERVICE

This portion of the six year Plan is comprised of repayment of debt service for the Drainage Needs



Snohomish County Capital Improvement Project 2010-2015

Department: 06 Public Works

Short Name: 415, 103, & 130 - SWM Capital Improvement Plan

Report (DNR) and E-CIDI bond and Public Works Trust Fund (PWTF) loans .

CIP - Capital:

Fund:	SubFund:	Division:	Program:			
103	103	River Management	357 Surface Water Managemen	130	River Mgr Flood Control	
Object	2010	2011	2012	2013	2014	2015
Salaries	\$189,066	\$0	\$0	\$0	\$0	\$0
Personnel Benefits	\$56,496	\$0	\$0	\$0	\$0	\$0
Supplies	\$70,260	\$0	\$0	\$0	\$0	\$0
Services And Charges	\$171,867	\$809,000	\$812,000	\$812,000	\$812,000	\$812,000
Intergovt/Interfund	\$89,109	\$0	\$0	\$0	\$0	\$0
Interfund Payments For Service	\$123,873	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$700,671	\$809,000	\$812,000	\$812,000	\$812,000	\$812,000

Fund:	SubFund:	Division:	Program:			
103	103	River Management	357 Surface Water Managemen	132	Major River CIP Projects	
Object	2010	2011	2012	2013	2014	2015
Salaries	\$165,540	\$0	\$0	\$0	\$0	\$0
Personnel Benefits	\$48,495	\$0	\$0	\$0	\$0	\$0
Supplies	\$45,074	\$0	\$0	\$0	\$0	\$0
Services And Charges	\$48,531	\$4,923,641	\$5,037,300	\$2,974,300	\$1,299,300	\$1,114,300
Capital Outlays	\$180,000	\$0	\$0	\$0	\$0	\$0
Interfund Payments For Service	\$98,204	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$585,844	\$4,923,641	\$5,037,300	\$2,974,300	\$1,299,300	\$1,114,300

Fund:	SubFund:	Division:	Program:			
130	358	River Management Gran	357 Surface Water Managemen	130	River Mgr Flood Control	
Object	2010	2011	2012	2013	2014	2015
Services And Charges	\$85,000	\$0	\$0	\$0	\$0	\$0
Capital Outlays	\$620,000	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$705,000	\$0	\$0	\$0	\$0	\$0

Fund:	SubFund:	Division:	Program:			
130	358	River Management Gran	357 Surface Water Managemen	132	Major River CIP Projects	
Object	2010	2011	2012	2013	2014	2015
Salaries	\$173,650	\$0	\$0	\$0	\$0	\$0
Personnel Benefits	\$46,833	\$0	\$0	\$0	\$0	\$0
Supplies	\$125,000	\$0	\$0	\$0	\$0	\$0
Services And Charges	\$349,926	\$0	\$0	\$0	\$0	\$0
Capital Outlays	\$552,640	\$0	\$0	\$0	\$0	\$0
Interfund Payments For Service	\$490,410	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$1,738,459	\$0	\$0	\$0	\$0	\$0

Fund:	SubFund:	Division:	Program:			
415	415	Surface Water Managem	357 Surface Water Managemen	113	Capital Improvements	
Object	2010	2011	2012	2013	2014	2015
Salaries	\$450,315	\$0	\$0	\$0	\$0	\$0
Personnel Benefits	\$113,035	\$0	\$0	\$0	\$0	\$0
Supplies	\$247,492	\$0	\$0	\$0	\$0	\$0
Services And Charges	\$475,247	\$3,613,179	\$2,789,500	\$2,062,500	\$1,227,500	\$1,200,672
Capital Outlays	\$1,985,000	\$0	\$0	\$0	\$0	\$0
Interfund Payments For Service	\$447,899	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$3,718,988	\$3,613,179	\$2,789,500	\$2,062,500	\$1,227,500	\$1,200,672



Snohomish County Capital Improvement Project 2010-2015

Department: 06 Public Works

Short Name: 415, 103, & 130 - SWM Capital Improvement Plan

Fund: SubFund: 415 415 Surface Water Managem Division: 357 Surface Water Managemen Program: 117 Drainage Rehab/Investigatio

Object	2010	2011	2012	2013	2014	2015
Salaries	\$293,048	\$0	\$0	\$0	\$0	\$0
Personnel Benefits	\$92,315	\$0	\$0	\$0	\$0	\$0
Supplies	\$13,000	\$0	\$0	\$0	\$0	\$0
Services And Charges	\$1,211	\$801,930	\$803,761	\$804,761	\$805,761	\$805,761
Capital Outlays	\$5,863	\$0	\$0	\$0	\$0	\$0
Interfund Payments For Service	\$414,150	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$819,587	\$801,930	\$803,761	\$804,761	\$805,761	\$805,761

Fund: SubFund: 415 415 Surface Water Managem Division: 357 Surface Water Managemen Program: 118 Infrastructure

Object	2010	2011	2012	2013	2014	2015
Salaries	\$662,272	\$0	\$0	\$0	\$0	\$0
Personnel Benefits	\$194,446	\$0	\$0	\$0	\$0	\$0
Supplies	\$17,200	\$0	\$0	\$0	\$0	\$0
Services And Charges	\$531,753	\$3,525,637	\$3,255,781	\$3,299,101	\$3,400,781	\$3,400,781
Capital Outlays	\$1,795,000	\$0	\$0	\$0	\$0	\$0
Interfund Payments For Service	\$634,835	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$3,835,506	\$3,525,637	\$3,255,781	\$3,299,101	\$3,400,781	\$3,400,781

Fund: SubFund: 415 415 Surface Water Managem Division: 357 Surface Water Managemen Program: 119 DNR Program

Object	2010	2011	2012	2013	2014	2015
Debt Service: Principal	\$1,113,815	\$1,113,814	\$1,113,814	\$1,113,814	\$1,113,814	\$1,113,814
Debt Service: Interest & Other	\$422,806	\$424,552	\$385,922	\$326,377	\$328,417	\$329,108
Program Subtotal:	\$1,536,621	\$1,538,366	\$1,499,736	\$1,440,191	\$1,442,231	\$1,442,922

CIP-Capital Totals: **\$13,640,676** **\$15,211,753** **\$14,198,078** **\$11,392,853** **\$8,987,573** **\$8,776,436**

CIP - Funding Source:

Funding Source	2010	2011	2012	2013	2014	2015
SWM/River Funds	\$5,523,764	\$5,585,292	\$4,444,872	\$3,928,647	\$3,222,287	\$3,211,150
REET II	\$998,120	\$1,005,000	\$1,005,000	\$1,005,000	\$1,005,000	\$1,005,000
Prior Year Funds		\$16,000	\$16,000	\$16,000	\$16,000	\$16,000
Other Grants	\$3,293,851	\$5,343,000	\$5,280,000	\$2,990,000	\$1,300,000	\$1,100,000
Other Funds	\$2,913,951	\$2,433,661	\$2,623,406	\$2,623,406	\$2,613,486	\$2,613,486
Interlocal Agreements	\$20,620	\$0	\$0	\$0	\$0	\$0
County Road	\$890,370	\$828,800	\$828,800	\$829,800	\$830,800	\$830,800
Totals:	\$13,640,676	\$15,211,753	\$14,198,078	\$11,392,853	\$8,987,573	\$8,776,436

CIP - Operating:

Category Name	2010	2011	2012	2013	2014	2015
Salaries/Benefits	\$2,357,977	\$0	\$0	\$0	\$0	\$0
Other Operating		\$0	\$0	\$0	\$0	\$0
Totals:	\$2,357,977	\$0	\$0	\$0	\$0	\$0



Snohomish County Capital Improvement Project 2010-2015

Department: 06 Public Works

Short Name: 502 - Fleet Capital Improvement Plan

Description: The Fleet Manager annually prepares a 10 Year Equipment Replacement Plan. The equipment from this plan for the ensuing fiscal year is budgeted within the Maintenance and Operations Package if they are classified as other capital (e.g. less than \$50k each). Those items that will cost \$50k or more are included in the Capital Improvement Plan (CIP). In addition, building improvements valued at more than \$50k are included in the CIP. Following are the lists of capital equipment items being replaced.

2010 EQUIPMENT:

User Department/Fund	Description	Repl. Cost
Airport	93 Aerial Bucket Truck	\$ 107,355
	89 Case Backhoe	\$ 110,276
	95 Tiger Mower	\$ 115,463
Road Fund	96 Int'l 10/12 Yard Dump Truck	\$ 143,651
	96 Int'l 10/12 Yard Dump Truck	\$ 143,651
	96 Int'l 10/12 Yard Dump Truck	\$ 143,651
	96 Int'l 10/12 Yard Dump Truck	\$ 143,651
	96 Int'l 10/12 Yard Dump Truck	\$ 143,651
	96 Int'l 10/12 Yard Dump Truck	\$ 143,651
	96 Int'l 10/12 Yard Dump Truck	\$ 143,651
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	96 Int'l 10/12 Yard Dump Truck	\$ 143,651
	96 Int'l 10/12 Yard Dump Truck	\$ 143,651
	96 Int'l 10/12 Yard Dump Truck	\$ 143,651
	ER&R Fund	00 NewHolland Tractor w/mower
00 NewHolland Tractor w/mower		\$ 73,513
Solid Waste	03 Tennant Centurion Sweeper	\$ 263,559
	03 Tennant Centurion Sweeper	\$ 263,559
	03 Tennant Centurion Sweeper	\$ 263,559
	90 Ingram Pneumatic Tire Rir	\$ 77,261
	88 Toyota Forklift	\$ 98,981
	99 Komatsu Excavator	\$ 109,500
	02Volvo L150 Loader	\$ 388,937
	2010 TOTAL	\$3,812,939

2010 equipment replacement may change based upon Department manager work needs. A thorough review of all scheduled replacement equipment is done with each Department every year and based on maintenance and specific work requirements, the type of equipment and schedule for its replacement can change.

Goal Attainment: The 2009 goal for this package was, "Equipment replacement - Equipment will be ordered within the fiscal year and within budget." Through May, 98 percent of all equipment has been ordered and within budget.



Snohomish County Capital Improvement Project 2010-2015

Department: 09 Parks And Recreation

Short Name: DEBT SERVICE & COMMUNITY PARKS-ACQUISITION/DEVELOP

Description: COMMUNITY PARKS-ACQUISITION AND DEVELOPMENT. The acquisition and/or development of Community Parks is supported by a level of service and a designation as "necessary for development" in the Council approved 2001 and 2007 Comprehensive Parks and Recreation Plans for Snohomish County. Parks has established criteria for project selection sensitive to the downturn in revenues generated by the current state of the economy. Park Impact Mitigation Fees and REET II that fund most parks construction projects have been affected by the downturn in the housing market. Criteria for project selection include a focus on return on investment, sustainability, and fostering partnerships with school districts, cities and community based non-profit organizations. Community Park capital projects proposed for funding include:

CATHCART/MARTHA LAKE AIRPORT ACQUISITION DEBT REPAYMENT: The properties on which Willis Tucker Community Park and Martha Lake Airport Community Park are being developed were originally purchased with the proceeds of an interfund loan to be repaid over time with a combination and amount of funding proscribed by the Department of Budget and Finance. For the 2010 budget year the payment is \$534,973 of Park Impact Mitigation funding collected in the surrounding park service area and \$260,000 of REET 1. Payment continues through the six-year capital improvement program horizon.

BRIGHTWATER PARK ACQUISITION AND/OR DEVELOPMENT: Mitigation funds generated by a contribution from King County to support the acquisition and/or development of a variety of parks within 4 miles of the King County/Metro Brightwater Sewage Treatment Plant in southeast Snohomish County. No local funding is proposed. Prior Year Funding of \$16,600,000 to be expended in 2010. It is anticipated that the remaining \$8,000,000 of prior year dollars will be expended in 2011.

CAVALERO COMMUNITY PARK DEVELOPMENT: A master development plan needs to be developed with participation by local citizens, non-profit youth sports organizations, the local school district and the City of Lake Stevens. This process will be followed by the accumulation of funding to initiate the design and engineering process and, when funding is available, construction of the park in phases, if necessary. There is no funding proposed for the 2010 budget year. There is funding proposed, however, in the later years of the six-year capital improvement program to address the planning and development process.

FAIRFIELD COMMUNITY PARK DEVELOPMENT: Continuing development of a soccer facility near Monroe leveraging a donation and volunteer labor from a local community-based nonprofit youth sports organization. After the recent completion of the initial development there remains the need for parking development, sanitary facilities, and other park amenities. Parks has proposed using \$13,344 of Park Impact Mitigation funding collected in the surrounding park service area in the 2010 budget year. There are future funds proposed as part of the six-year capital improvement program.

FORSGREN COMMUNITY PARK DEVELOPMENT: Parks has recently completed upgrades to the baseball and soccer fields at the park. There are minor improvement to park amenities that will complete the renovation of the park. Parks has proposed using \$29,143 of Park Impact Mitigation funding that was collected in the surrounding park service area in the 2010 budget year.

LAKE STEVENS COMMUNITY PARK DEVELOPMENT: Parks has recently completed Phase I development of the park. There are needed facilities and park amenities, including a restroom/concession facility, that remain to be developed. Parks has proposed using \$138,390 of Park Impact Mitigation funding that has been collected in the surrounding park service area in the 2010 budget year. Additional funding for facilities is included in the six-year capital improvement program.

LAKEWOOD COMMUNITY PARK DEVELOPMENT: Accumulation of funding to develop facilities at a park in the Lakewood Area. Park Impact Mitigation funding may be used to develop new RV camping facilities at Twin Lakes Park or at a property that could be acquired over the course of the six-year capital improvement program horizon. There is no funding proposed for the 2010 annual budget. Future funding is projected over the course of the six year capital improvement program.

MARTHA LAKE AIRPORT COMMUNITY PARK DEVELOPMENT: Phase 1 of the Martha Lake



Snohomish County Capital Improvement Project 2010-2015

Department: 09 Parks And Recreation

Short Name: DEBT SERVICE & COMMUNITY PARKS-ACQUISITION/DEVELOP

Airport Community Park development will be completed this fall. There remains the addition of some park amenities and the development of a portion of the property across the street from the main park development. Part of this development may include an off-leash dog park. There is no funding requested for the 2010 budget year. Funding is proposed for later years in the six-year capital improvement program.

MARYSVILLE/COMMUNITY PARK ACQUISITION AND/OR DEVELOPMENT: Long-term accumulation of Park Impact Mitigation funding collected in the surrounding park service area to fund the acquisition and/or development of community park facilities. This area was specifically designated as an area for community park development in the 2001 Comprehensive Parks and Recreation Plan for Snohomish County. There is no funding proposed for the 2010 budget year. Additional funding is proposed, however, over the course of the six-year capital improvement program.

PAINE FIELD COMMUNITY PARK DEVELOPMENT: Phase 1 development of Paine Field Community Park was completed this year. Future development includes the completion and irrigation of a new soccer field which has already been graded as part of Phase 1 development. No funding has been proposed for the 2010 budget year. Funding has been proposed, however, over the course of the six-year capital improvement program horizon.

PELZ COMMUNITY PARK DEVELOPMENT: Parks proposes long-term accumulation of funding to support the development of an active park on the Pelz property. This will require the completion of a master development plan with the assistance of citizens from the surrounding community, community-based nonprofit youth sports organizations, the local school district and others. There is no funding proposed for the 2010 budget. Funding has been proposed, however, over the course of the six-year capital improvement program horizon.

PILCHUCK RIVER COMMUNITY PARK DEVELOPMENT: Long-term accumulation of Park Impact Mitigation Funding collected in the surrounding park service area to support the design, engineering and construction of a community park designated necessary for development in the 2001 Comprehensive Parks and Recreation Plan for Snohomish County. There has already been a master development plan completed and approved by the County Council. There is no funding proposed for the 2010 budget year. Funding has been proposed, however, over the course of the six-year capital improvement program horizon.

WHITEHORSE COMMUNITY PARK DEVELOPMENT: There is no funding proposed for the 2010 budget year. There is, however, funding proposed over the course of the six-year capital improvement program to support bringing public water to the facility, building a restroom and providing access to and development of camping facilities at the park.

WILLIS TUCKER COMMUNITY PARK DEVELOPMENT: Engineering and development of needed parking facilities, phase 2 restrooms, picnic shelters and associated park amenities to complete the development of the park. This park was designated as necessary for development in the Council approved 2001 Comprehensive Parks and Recreation Plan for Snohomish County. Parks has proposed \$68,113 of Park Impact Mitigation funding collected in the surrounding park service area and \$331,887 of REET II for the 2010 budget year. Additional funding has been proposed over the course of the six-year capital improvement program horizon.

ENHANCED COMMUNITY INFRASTRUCTURE DEVELOPMENT INITIATIVE (ECIDI) DEBT REPAYMENT: Funding to service the debt on the development of 15 park projects, all of which have been completed including 7 playgrounds, 1 spray park, 2 ballfield improvements and other projects. The required debt service payment for the 2010 budget year is \$341,150 of REET II. Payments will continue over the course of the six-year capital improvement program horizon.

RCO GRANT No. 04-1383A - NORTH COUNTY ACQUISITION: \$467,278 returned to the State of Washington Recreation and Conservation Office. Property acquisition process failed.

PRIOR YEAR PARK MITIGATION FUNDING: \$948,248 reserved for matching funds for the failed North County Acquisition Grant moved within park service area to Centennial Trail Phase I Stage 3 (the "Gap" - 152nd St. trailhead to City of Arlington) to serve as match for anticipated Federal trail



Snohomish County Capital Improvement Project 2010-2015

Department: 09 Parks And Recreation

Short Name: RESOURCE PARKS-DEVELOPMENT

Description: RESOURCE PARKS-DEVELOPMENT. Snohomish County Parks has developed and currently operates and maintains a number of properties that feature a major resource that serves as a backdrop or palette for recreational development. Those resources range from forests; lake, river or salt water waterfronts; historic rural properties or unique natural features. Development on these properties includes day use, picnicking, camping, boating, hiking, horseback riding, or other fairly passive recreational activities. These parks also offer considerable return on investment. This is especially true for activities like camping. Camping is a core competency for Parks. Snohomish County Parks offers the most substantial camping opportunity in the County including tent camping, yurts, cabins and cottages. Resource parks included in Parks six-year capital improvement program include:

LAKE GOODWIN COMMUNITY PARK DEVELOPMENT: This waterfront park has been heavily used by the public, especially in the summer months. Additional parking is needed to accommodate the number of users the park attracts. There is also remaining portions of the master development plan that have not as yet been constructed including trails and the optional pad for a privately-owned trailer that may come with a caretaker. There is no funding proposed for the 2010 budget year. There is, however, prior year funding of \$91,068 that will be expended in 2010 to address these issues.

LORD HILL REGIONAL PARK DEVELOPMENT: Lord Hill Regional Park is the largest Snohomish County Park boasting over 1500 acres. The purchase of a large parcel of land along the Snohomish River several years provided an opportunity to establish an alternative entrance to the park, parking and access to the Snohomish River waterfront for viewing and fishing. There is no new funding proposed for the 2010 budget. Parks, however, will be using \$175,422 of prior year funding to construct access and parking on the portion of Lord Hill that is adjacent to the Snohomish River in 2010.

MEADOWDALE BEACH PARK DEVELOPMENT: This park offers a wonderful walk from the top of the park through Lunds Gulch. Access to Puget Sound for walkers is through a culvert underneath the railroad tracks. This culvert and areas behind the culvert in the park are regularly impacted by flooding and require funding to repair erosion and remove material from the washout. Steps need to be taken to mitigate for the impacts of the flooding. Parks has proposed using \$2,547 of Park Mitigation funds that were collected in the surrounding park service area to address these problems. Additional funding is proposed for the later years of the six-year capital improvement program.

MCCOLLUM REGIONAL PARK DEVELOPMENT: The outdoor pool at the park is heavily used in the summer months. Ongoing improvements are required at the pool to keep it up to date and operating properly. No funding is proposed for the 2010 budget year. It is anticipated that \$455,260 of prior year funding will be expended in 2010 to address pool renovation.

NORGAARD PARK DEVELOPMENT: This park is only lightly developed at this time. The park is, however, an important asset that requires a master development plan and will be an important future engineering and development project. There are no funds proposed for the 2010 budget year. Some funding has been proposed for the later part of the six-year capital improvement program.

RIVER MEADOWS PARK IMPROVEMENTS: Parks recently completed a new Yurt Village camping facility at the park. Future camping development is proposed. No funding has been proposed for the 2010 budget year.

ROBE CANYON TRAILHEAD AND TRAIL DEVELOPMENT: Funding is proposed for the construction of a more defined parking area at the Robe Canyon Trailhead on the Mountain Loop Highway. Improvements are also needed to the adjacent trail as it connects with the parking area. Parks has proposed using \$2,019 of Park Mitigation funds for the 2010 budget year. Additional funding is proposed over the course of the six-year capital improvement program horizon. It is also anticipated that \$107,883 in prior year funding will be expended in 2010 for this project.

KAYAK REGIONAL PARK DEVELOPMENT: Parks needs to bring public water to Kayak Park and to the Golf Course. The current system is serviced by two wells and one reservoir. The water demands of both the park and the golf course exceed the amount of water that can be drawn from the well. Parks has proposed using \$13,762 of Park Mitigation funding collected in the surrounding park service area



Snohomish County Capital Improvement Project 2010-2015

Department: 09 Parks And Recreation

Short Name: SUPPORT- PARK ACQUISITION AND DEVELOPMENT

CIP - Funding Source:

Funding Source	2010	2011	2012	2013	2014	2015
Totals:	\$1,149,918	\$1,150,000	\$1,170,000	\$1,190,000	\$1,200,000	\$1,210,000



Snohomish County Capital Improvement Project 2010-2015

Department: 09 Parks And Recreation

Short Name: TRAILS-DEVELOPMENT

Description: TRAILS-DEVELOPMENT. Trails are an important current Parks asset. The Centennial Trail, for example, attracts nearly 500,000 users annually. Trails are a major part of Snohomish County Parks future. The Centennial Trail is an ongoing project that currently provides 17+ miles of paved, non-motorized, multi-purpose trail with a parallel natural surface equestrian trail bringing a wide-variety of enthusiastic users from Snohomish to just south of Arlington. Funds requested will help bring the trail into Arlington and from Arlington to Skagit County. Small improvement have been made to the 27-mile Whitehorse Trail corridor. Future development of the trail depends on annual contributions of local resources and state and federal grant opportunities. Trail projects include:

CENTENNIAL TRAIL-PHASE II DEVELOPMENT/ARLINGTON TO SKAGIT COUNTY: Parks is in the final stages of the permit process for this portion of the Centennial Trail. Parks has estimated that Phase II will go to construction in fall, 2009. Funding, which includes a \$2,000,000 grant from the State of Washington Recreation and Conservation Office (RCO), may still not be sufficient to fund all of the elements included in the trail design. Additional funding will help ensure completion of all elements of trail design through the funding of potential alternates that will be included in the bid document. Parks has proposed \$4,440 of Park Impact Mitigation funding and \$75,600 of REET II funding for 2010. Additional funding requests have been identified in the six-year capital improvement program. It is anticipated the \$4,000,000 in prior year funding will be expended in 2010 as part of the construction of this portion of the trail.

CENTENNIAL TRAIL PHASE I STAGE 3 DEVELOPMENT/152ND STREET TRAILHEAD TO CITY OF ARLINGTON: This portion of the Centennial Trail, commonly referred to as the "Gap" will accomplish the connection with the City of Arlington's portion of the trail. Trail users have been riding their bicycles from the City to the trailhead along 67th NE, a 50 mph highway with no shoulders. This is a dangerous condition that the completion of this phase will mitigate. Funds are requested to help match a potential \$2,000,000 that may be appropriated by the US Congress as part of the Surface Transportation Act, High Priority Projects. Permitting should be completed this year. Parks is proposing \$87,940 of Park Impact Mitigation funds and \$69,120 of REET II funds for 2010. Additional funding has been annually proposed in the six-year capital improvement program. It is anticipated the \$1,066,476 in prior year funding will be expended in 2011 as part of the construction of this portion of the trail.

WHITEHORSE TRAIL DEVELOPMENT: The Whitehorse Trail corridor stretches 27-miles from the just north of the City of Arlington to the City of Darrington. The Whitehorse Trail will connect with the Centennial Trail just north of the City of Arlington on the Centennial Trail corridor. When Phase II of the Centennial Trail is completed, Parks will turn its attention to the Whitehorse Trail. Parks has been keeping the corridor brushed and clean in anticipation of eventual development. There are 13 trestles along the Whitehorse Trail corridor. Each will require decking and fencing. Trailhead facilities will be provided at Trafton. There is no funding proposed for 2010. Funding requests are projected for the later part of the six-year capital improvement program.

PRIOR YEAR PARK MITIGATION FUNDING: \$948,248 moved from matching funds for the failed North County Acquisition Grant within park service area to Centennial Trail Phase I Stage 3 (the "Gap" - 152nd St. trailhead to City of Arlington) to serve as match for anticipated Federal trail construction grant (see Prior Year Park Mitigation Funding below).

PRIOR YEAR PARK MITIGATION FUNDING: \$7,646 moved from matching funds for the failed North County Acquisition Grant within park service area to Centennial Trail Phase 2 (City of Arlington to Skagit County) to serve as match for Recreation and Conservation Office (RCO) trail construction grant.



Snohomish County Capital Improvement Project 2010-2015

Department: 17 Debt Service

Short Name: Debt P249 800MHZ, 01 CRI (CIP)

Description: This package covers the Debt service for 800 Mhz, PARKS NIPS, and 2001 CRI Bonds

Funding source for
800 MHZ

REET 1

Parks NIPS

prior yr fund balance returned from parks

2001 Bonds CRI (reet portion)
REET 1

CIP - Capital:

Fund: SubFund:		Division:		Program:		
<u>215</u>	<u>215</u>	<u>Limited Tax Debt Serv</u>	<u>715</u>	<u>Limited Tax Debt Service</u>	<u>249</u>	<u>2001 Bond Issue</u>
Object	2010	2011	2012	2013	2014	2015
Debt Service: Principal	\$1,560,396	\$1,639,634	\$1,724,351	\$1,814,797	\$1,915,252	\$2,020,262
Debt Service: Interest & Other	\$1,763,608	\$1,684,371	\$1,599,655	\$1,509,207	\$1,408,753	\$1,303,742
Program Subtotal:	\$3,324,004	\$3,324,005	\$3,324,006	\$3,324,004	\$3,324,005	\$3,324,004
CIP-Capital Totals:	\$3,324,004	\$3,324,005	\$3,324,006	\$3,324,004	\$3,324,005	\$3,324,004

CIP - Funding Source:

Funding Source	2010	2011	2012	2013	2014	2015
REET I	\$2,847,464	\$3,324,005	\$3,324,006	\$3,324,004	\$3,324,005	\$3,324,004
Prior Year Funds	\$476,540	\$0	\$0	\$0	\$0	\$0
Totals:	\$3,324,004	\$3,324,005	\$3,324,006	\$3,324,004	\$3,324,005	\$3,324,004



Snohomish County Capital Improvement Project 2010-2015

Department: 17 Debt Service

Short Name: Debt P269 03 CRI, Election Equip (CIP)

Description: This package for the 2003 Bond which includes CRI, Gun Range and Election Equip

Funding Sources

CRI
REET 1

Gun Range
REET 1

Election Equip

Auditors Elections Equipment cumulative reserve

CIP - Capital:

Fund: SubFund:		Division:			Program:	
<u>215</u>	<u>215</u>	<u>Limited Tax Debt Serv</u>	<u>715</u>	<u>Limited Tax Debt Service</u>	<u>269</u>	<u>2003 Bond Issue</u>
Object	2010	2011	2012	2013	2014	2015
Debt Service: Principal	\$1,707,000	\$1,793,000	\$1,849,000	\$1,946,000	\$2,038,000	\$2,145,000
Debt Service: Interest & Other	\$1,965,841	\$1,880,490	\$1,824,460	\$1,732,010	\$1,634,710	\$1,532,810
Program Subtotal:	\$3,672,841	\$3,673,490	\$3,673,460	\$3,678,010	\$3,672,710	\$3,677,810
CIP-Capital Totals:	\$3,672,841	\$3,673,490	\$3,673,460	\$3,678,010	\$3,672,710	\$3,677,810

CIP - Funding Source:

Funding Source	2010	2011	2012	2013	2014	2015
REET I	\$1,582,767	\$768,147	\$699,874	\$1,380,038	\$1,303,507	\$1,230,167
Other Funds	\$445,856	\$445,356	\$445,200	\$448,450	\$445,700	\$447,200
General Fund	\$1,644,218	\$2,459,987	\$2,528,386	\$1,849,522	\$1,923,503	\$2,000,443
Totals:	\$3,672,841	\$3,673,490	\$3,673,460	\$3,678,010	\$3,672,710	\$3,677,810



Snohomish County Capital Improvement Project 2010-2015

Department: 17 Debt Service

Short Name: Debt P279 2003a bonds CRI, Willis Tucker (CIP)

Description: This package is for the debt service for the 2003a Bonds including project CRI and Willis Tucker Park

Funding Source

CRI
REET 1

Willis Tucker Park

REET 2

CIP - Capital:

Fund:	SubFund:	Division:			Program:		
<u>215</u>	<u>215</u>	<u>Limited Tax Debt Serv</u>	<u>715</u>	<u>Limited Tax Debt Service</u>	<u>279</u>	<u>2003 Refunding Bond</u>	
Object	2010	2011	2012	2013	2014	2015	
Debt Service: Principal	\$205,000	\$215,000	\$220,000	\$230,000	\$240,000	\$250,000	
Debt Service: Interest & Other	\$206,853	\$200,191	\$192,666	\$184,416	\$175,676	\$166,075	
Program Subtotal:	\$411,853	\$415,191	\$412,666	\$414,416	\$415,676	\$416,075	
CIP-Capital Totals:	\$411,853	\$415,191	\$412,666	\$414,416	\$415,676	\$416,075	

CIP - Funding Source:

Funding Source	2010	2011	2012	2013	2014	2015
REET II	\$152,055	\$154,293	\$151,143	\$152,768	\$154,158	\$155,157
REET I	\$259,798	\$260,898	\$261,523	\$261,648	\$261,518	\$260,918
Totals:	\$411,853	\$415,191	\$412,666	\$414,416	\$415,676	\$416,075



Snohomish County Capital Improvement Project 2010-2015

Department: 17 Debt Service

Short Name: Debt P289 (CIP) 2005a Bonds

Description: This package is for the CIP portion of the 2005 a bond for

CRI admin
Admin west remodel
other campus remodel
mission remodel
gunrange impound lot

Funding Source REET 1

CIP - Capital:

Fund: SubFund:	Division:			Program:		
<u>215</u> <u>215</u> <u>Limited Tax Debt Serv</u>	<u>715</u> <u>Limited Tax Debt Service</u>			<u>289</u> <u>2005A Bond Issue</u>		
Object	2010	2011	2012	2013	2014	2015
Debt Service: Principal	\$201,529	\$211,808	\$218,467	\$225,102	\$235,304	\$242,736
Debt Service: Interest & Other	\$252,483	\$244,498	\$237,916	\$229,909	\$221,583	\$213,361
Program Subtotal:	\$454,012	\$456,306	\$456,383	\$455,011	\$456,887	\$456,097
CIP-Capital Totals:	\$454,012	\$456,306	\$456,383	\$455,011	\$456,887	\$456,097

CIP - Funding Source:

Funding Source	2010	2011	2012	2013	2014	2015
REET I	\$454,012	\$456,306	\$456,383	\$455,011	\$456,887	\$456,097
		\$0	\$0	\$0	\$0	\$0
Totals:	\$454,012	\$456,306	\$456,383	\$455,011	\$456,887	\$456,097



Snohomish County Capital Improvement Project 2010-2015

Department: 17 Debt Service

Short Name: Debt P299 (CIP) 2005B Bonds

Description: This package for debt service for 2005B bonds including interest for
 CRI admin
 Admin west remodel
 other campus remodels
 gun range impound lot
 800mz bonds refinanced in 2005b

Fund source REET 1

CIP - Capital:

Fund:	SubFund:	Division:			Program:		
<u>215</u>	<u>215</u>	<u>Limited Tax Debt Serv</u>	<u>715</u>	<u>Limited Tax Debt Service</u>	<u>299</u>	<u>2005B Refunding Bonds</u>	
Object	2010	2011	2012	2013	2014	2015	
Debt Service: Principal	\$264,205	\$278,432	\$290,626	\$304,855	\$321,112	\$335,338	
Debt Service: Interest & Other	\$173,682	\$160,772	\$146,550	\$132,018	\$116,776	\$100,721	
Program Subtotal:	\$437,887	\$439,204	\$437,176	\$436,873	\$437,888	\$436,059	
CIP-Capital Totals:	\$437,887	\$439,204	\$437,176	\$436,873	\$437,888	\$436,059	

CIP - Funding Source:

Funding Source	2010	2011	2012	2013	2014	2015
REET I	\$437,887	\$439,204	\$437,176	\$436,873	\$437,888	\$436,059
Totals:	\$437,887	\$439,204	\$437,176	\$436,873	\$437,888	\$436,059



Snohomish County Capital Improvement Project 2010-2015

Department: 18 Facilities Management

Short Name: 2010-2015 Capital Plan - Administration Buildings

Description: Our capital plan will give County leadership a clear picture of our facilities needs within a six-year timeframe. This gives the County the opportunity and sufficient time to explore options and timing to obtain and/or reserve the necessary funds, whether through existing fund sources or the issuance of voter approved or general obligations bonds.

To facilitate discussion, we have broken down our 2010-2015 capital plan into five parts based on facilities functions: Administration Buildings, Jail Facilities, Off-Campus District Courts, Courthouse/Mission/DJJC and Campus Enhancements. Future year projects beyond 2010 include:

ADMIN WEST VOICE EVACUATION UPGRADE: An emergency event can be confusing and disorienting for building occupants. Although other devices such as horns and strobes provide a "warning", the loud sound of these devices can create anxiety and the purpose of the warning may not be immediately apparent to the occupants.

Integrated or stand-alone voice evacuation messaging systems are designed to provide building occupants with specific, authoritative, calming, and intelligible directions to guide them to safe exits during an emergency. For these reasons and more, they are now becoming a requirement in some jurisdictions for buildings having public assembly of 300 or more.

A voice system is more effective in evacuating occupants and will get people out of a structure faster in a real fire emergency. Add to this the capability of additional emergency specific communication such as Tornado, Severe Weather, Earthquake or Hazmat incidences and a Voice evacuation system becomes invaluable to the basic operation of a facility and the safety of its occupants. NFPA 101®, the Life Safety Code® mandates voice systems for areas of assembly with 300 or more occupancy. It is also required in high rise structures greater than 75', typically 7 stories or more.

Adding the system to Admin West will bring us into compliance with new codes and allow Facilities Management to combine the Admin East and Admin West systems into a single system delivering the same message(s). Estimated Cost: \$200,000.

ELEVATOR CONTROLLER UPGRADE is needed for two of the elevators in Admin West. Two of the four elevator controllers were upgraded when they were damaged during the CRI construction project. The upgrade would allow for greater reliability and better sequencing and response to floor calls. This request would fund upgrades to the two remaining elevators. Estimated Cost \$85,000.

SECOND FLUID COOLER DIS DATA CENTER/TELEPHONE CLOSETS - The fluid cooler is an essential component of the cooling system that provides cooling to the main DIS computer room and telephone closets in the Drewel building. The existing fluid cooler is a single point of failure for the system and when it fails the cooling system will be unable to keep the spaces at operating temperatures. This will result in a shutdown of the DIS servers that house all of the County's email and documents. Estimated Cost: \$150,000.

ADMIN WEST SECURITY ENHANCEMENT INSTALLATION – This project will add card readers to the east stairwell, similar to the Drewel Building, and add security enhancements to the 1st floor and at all office lobbies that do not now have security. Cost: \$100,000.

INSTALL SELF-SERVE PARKING GARAGE PAYMENT SYSTEM - This is the installation of garage payment kiosks similar to what is commonly used at airports. The installation of this equipment would eliminate the need for staffing the garage with the number of attendants currently required to



Snohomish County Capital Improvement Project 2010-2015

Department: 18 Facilities Management

Short Name: 2010-2015 Capital Plan - Administration Buildings

manually operate the system. Estimate that payback for this system would be less than 1 year.
Estimated Cost: \$60,000.

Other future projects for Admin West include seismic upgrade of the structural components of the building, carpet replacement and interior finish upgrades.

Moving forward on any of the projects outlined above is contingent upon funding.

CIP - Capital:

Object	2010	2011	2012	2013	2014	2015
Capital Outlays	\$0	\$595,000	\$1,756,838	\$1,663,077	\$1,721,285	\$0
Program Subtotal:	\$0	\$595,000	\$1,756,838	\$1,663,077	\$1,721,285	\$0
CIP-Capital Totals:	\$0	\$595,000	\$1,756,838	\$1,663,077	\$1,721,285	\$0

CIP - Funding Source:

Funding Source	2010	2011	2012	2013	2014	2015
Other Funds	\$0	\$595,000	\$1,756,838	\$1,663,077	\$1,721,285	\$0
Totals:	\$0	\$595,000	\$1,756,838	\$1,663,077	\$1,721,285	\$0



Snohomish County Capital Improvement Project 2010-2015

Department: 18 Facilities Management

Short Name: 2010-2015 Capital Plan - Campus Enhancements

Description: Our capital plan will give County leadership a clear picture of our facilities needs within a six-year timeframe. This gives the County the opportunity and sufficient time to explore options and timing to obtain and/or reserve the necessary funds, whether through existing fund sources or the issuance of voter approved or general obligations bonds.

To facilitate discussion, we have broken down our 2010-2015 capital plan into five parts based on facilities functions: Administration Buildings, Jail Facilities, Off-Campus District Courts, Courthouse/Mission/DJJC and Campus Enhancements.

ARLINGTON SHOPS ROOF REPLACEMENT: This covers the roof replacement at the Arlington Shops on the covered storage/shed buildings. These buildings were built in the 1970's and still have the original metal roofs. Estimated cost: \$150,000.

Projects beyond 2010 include:

CARNEGIE BUILDING (SEISMIC UPGRADES/WINDOWS REPLACEMENT/ROOFTOP GAS/AIR CON AHUs REPLACEMENT): Seismic upgrades are needed to the Carnegie building so the building can withstand an earthquake. A mechanical engineer has inspected the roof top HVAC equipment for the Carnegie building; the equipment is at its useful life and needs replacing. In addition, the wooden window frames are rotting and the window are sinking through the frames necessitating the window replacement, plus painting and tuck pointing are also needed for the Carnegie building. Total estimated cost: \$2,195,779 of which \$882,000 is expected to be grant funded.

DJJC (HVAC CONTROLS AND CARPET REPLACEMENT): The Staefa HVAC control system is no longer manufactured or supported. Repair parts are getting increasingly more difficult to locate. These controls are integral to the HVAC and must be in place for the system to properly function. Controls would be moved to the County standard, which is Johnson Controls. The carpet in the office area on the 2nd floor of DJJC is failing due to heavy traffic and poor cleaning practice in the past. The carpet has been "band aided" to mitigate tripping hazards, but requires replacement to insure a safe working environment. Total estimated cost: \$130,000.

MULTI SERVICE CENTER (ADD PAVING AND REPACE EXISTING LOT): The parking area for the lower level has never been paved and is a constant maintenance issue to insure potholes do not form and/or manhole covers do not become exposed. The upper lot was patched in 2009 to extend the life, but this will only last for 2 - 3 years. The entire upper lot needs to be repaved to insure that it remains free of trip hazards for the public and employees. Estimated cost: \$40,000.

CATHCART (HVAC CONTROLS INSTALLATION): Currently, Facilities Maintenance has the ability to remotely monitor some HVAC alarms for the Cathcart. The additional controls will give the maintenance team the ability to remotely monitor all key functions of the HVAC system, perform diagnostics and change operating parameters, saving man-power hours. Total estimated cost: \$80,000.

Moving forward on any of the projects outlined above is contingent upon funding.

CIP - Capital:

Fund:	SubFund:	Division:	Program:
<u>311</u>	<u>311</u>	<u>811 Construction Support</u>	<u>419 Facilities Planning & Constr</u>
Object	2010	2011	2012
	2013	2014	2015



Snohomish County Capital Improvement Project 2010-2015

Department: 18 Facilities Management

Short Name: 2010-2015 Capital Plan - Campus Enhancements

Fund: SubFund: 311 311 Facility Construction Division: 811 Construction Support Program: 419 Facilities Planning & Constr

Object	2010	2011	2012	2013	2014	2015
Capital Outlays	\$0	\$2,595,779	\$0	\$0	\$0	\$0
Program Subtotal:	\$0	\$2,595,779	\$0	\$0	\$0	\$0
CIP-Capital Totals:	\$0	\$2,595,779	\$0	\$0	\$0	\$0

CIP - Funding Source:

Funding Source	2010	2011	2012	2013	2014	2015
Other Funds	\$0	\$2,595,779	\$0	\$0	\$0	\$0
Totals:	\$0	\$2,595,779	\$0	\$0	\$0	\$0



Snohomish County Capital Improvement Project 2010-2015

Department: 18 Facilities Management

Short Name: 2010-2015 Capital Plan - Courthouse/Mission/DJJC

Description: Our capital plan will give County leadership a clear picture of our facilities needs within a six-year timeframe. This gives the County the opportunity and sufficient time to explore options and timing to obtain and/or reserve the necessary funds, whether through existing fund sources or the issuance of voter approved or general obligations bonds.

To facilitate discussion, we have broken down our 2010-2015 capital plan into five parts based on facilities functions: Administration Buildings, Jail Facilities, Off-Campus District Courts, Courthouse/Mission/DJJC and Campus Enhancements.

Future year projects beyond 2010 include:

ELEVATOR MODERNIZATION - COURTHOUSE: The 2 main elevators in the Courthouse are still operating with the control system that was installed during the original construction. Breakdowns are a common occurrence and repair parts are no longer available or have to be found on the used market. It is not uncommon for the repair company to send out a component, have it rebuilt and then re-install. This causes repair delays of up to 2 weeks. The amount of traffic that is common in the Courthouse along with the number of trials, causes huge wait times for the elevators and this has caused jurors to be late for trials. The dollars for the upgrade would not be lost if the new justice center is built in the next 5 years because these elevators would go through this same upgrade process. Estimated Cost \$632,052.

VIETNAM WAR MEMORIAL: The Vietnam War memorial that is located in the courtyard of the County Courthouse is in very poor condition. The pre-cast concrete surrounding the base is separating from its foundation, creating a danger to the public. The pre-cast concrete over the bronze sculpture has water penetration, impacting the structural rebar and causing the concrete to crack. The plantings around the sculpture that were installed when the pool was filled and have managed to survive are overgrown and need to be replaced. Estimated Cost \$100,000.

SECOND FLOOR ACM ENCAPSULATION - 2ND FLOOR COURTHOUSE: The Courthouse has asbestos throughout the building and this project would encapsulate the asbestos versus removing it. This would allow Facilities Maintenance to work above the ceiling without using an outside contractor or putting our employees at risk. This floor houses the Superior Court courtrooms, which require a higher level of maintenance and above ceiling access. Estimated Cost \$150,000.

SEWER LINES REPLACEMENT- COURTHOUSE: The sewer lines throughout the Courthouse are failing causing raw sewage to leak into occupied spaces. This would start the process of replacing the worst of the sewer lines throughout the facility and the associated asbestos abatement. Estimated Cost \$250,000.

DOMESTIC WATER PLUMBING REPLACEMENT- MISSION BUILDING: The water lines in the Mission Building are galvanized pipe, which has a build-up of rust on the interior of the piping, causing restricted water flows and discoloration to the drinking water. The rusty water also impacts the porcelain fixtures in the restrooms. This project would replace the water lines with copper lines, wherever possible. Estimated Cost \$135,242.

ACM ABATEMENT - MISSION BUILDING: The Mission Building has asbestos insulation that covers all domestic and chilled water piping. This project would remove the insulation and re-install non-ACM insulation, which will allow Facilities Maintenance to make repairs on the system without using an outside contractor. Estimated Cost \$236,000.

HVAC UPGRADES - MISSION - This would replace all of the HVAC equipment in the Mission



Snohomish County Capital Improvement Project 2010-2015

Department: 18 Facilities Management

Short Name: 2010-2015 Capital Plan - Courthouse/Mission/DJJC

building. The existing equipment is well past its useful life, is extremely inefficient and requires intensive maintenance to keep the systems running. The air distribution system to the 1st floor is inadequate and does not meet current requirements for outside air makeup. Estimated Cost: \$1,500,000 in 2011, \$500,000 in future years.

Other future CIP projects include: Courthouse- seismic and fire alarm upgrades, north and east windows re-caulking, carpet replacement and interior finish upgrades; Mission Building - seismic and additional HVAC upgrades and east side windows replacement.

Moving forward on any of the projects outlined above is contingent upon funding.

CIP - Capital:

Fund:	SubFund:	Division:	Program:			
311	311	811	419			
<u>Facility Construction</u>		<u>Construction Support</u>	<u>Facilities Planning & Constr</u>			
Object	2010	2011	2012	2013	2014	2015
Capital Outlays	\$0	\$3,003,294	\$3,867,500	\$3,659,338	\$3,269,915	\$0
Program Subtotal:	\$0	\$3,003,294	\$3,867,500	\$3,659,338	\$3,269,915	\$0
CIP-Capital Totals:	\$0	\$3,003,294	\$3,867,500	\$3,659,338	\$3,269,915	\$0

CIP - Funding Source:

Funding Source	2010	2011	2012	2013	2014	2015
Other Funds	\$0	\$3,003,294	\$3,867,500	\$3,659,338	\$3,269,915	\$0
Totals:	\$0	\$3,003,294	\$3,867,500	\$3,659,338	\$3,269,915	\$0



Snohomish County Capital Improvement Project 2010-2015

Department: 18 Facilities Management

Short Name: 2010-2015 Capital Plan - Jail Facilities

Description: Our capital plan will give County leadership a clear picture of our facilities needs within a six-year timeframe. This gives the County the opportunity and sufficient time to explore options and timing to obtain and/or reserve the necessary funds, whether through existing fund sources or the issuance of voter approved or general obligations bonds.

To facilitate discussion, we have broken down our 2010-2015 capital plan into five parts based on facilities functions: Administration Buildings, Jail Facilities, Off-Campus District Courts, Courthouse/Mission/DJJC and Campus Enhancements.

MODULE LIGHTING AND CEILING REPLACEMENT AND REPAIRS: The detention modules in the Wall St. facility are 25 years old and in need of upgrading. Security fencing is beginning to rust though on the recreation decks, lighting is very poor, guard stations are falling apart and replacement ceiling tile is no longer available. This project would restore one module per year over the next 4 years. Estimated Cost \$386,000

OAKES JAIL FACILITY KITCHEN VENTILATION: There is inadequate ventilation in the “dish pit” resulting in mold and mildew growth on the walls and ceiling. The maintenance staff is removing the mold and mildew on a quarterly basis by using bleach. This requires the maintenance person to suit up in a bio-suit along with masks, gloves and booties. Maintenance and Corrections staff and inmates are being exposed to indoor air quality issues with the mold and with the bleach. This package will provide funding to install an exhaust fan and duct work along with increasing the supply of fresh air to the space. Estimated Cost: \$50,000.

CORRECTIONS FACILITY UPS REDUNDANCY: The uninterruptable power supplies (UPS) that support the security system in both buildings do not have a back-up system and are a single point of failure for the system. The security system manages all door locks, personal alarm system and PDA’s for communication. If the UPS module supporting these systems fail, the facility and the Corrections Officers are at risk. Estimated Cost \$15,000 in 2011, \$ 25,000 in 2012.

WALL STREET HYDRONIC RETROFIT: This project would tie the heating and cooling system for Wall Street into the central plant for Oakes. This would reduce operating costs and maintenance costs, provide redundancy to the system and decommission equipment that is at the end of its life. Estimated Cost \$30,000.

WALL STREET JAIL FACILITY UPS EMERGENCY LIGHTING: During a power outage the entire facility goes dark for the 10 – 15 seconds required to start the emergency generator and have it pick up the electrical load. During this brief period of time, Maintenance and Corrections staff are at risk from inmates when they are working in the housing units and inmates are at risk from each other. This package would install an uninterruptible power supply (UPS) that would insure that lighting remains on during the transition period. Estimated Cost: \$15,000.

WALL STREET JAIL FACILITY FIRE ALARM UNIFICATION: This project would complete the tie-in of the fire monitoring and detection system of the Wall St. building to the Oakes Ave. building. This would allow for a single point of monitoring and system reset via the newer system installed for the Oakes Ave. building. Estimated Cost \$25,000.

WALL STREET JAIL FACILITY FIRE SYSTEM ABATEMENT/FIRE VALVE REMOVAL: Sectional control valves were installed during the original jail construction that gave the ability to shut down a portion of the fire sprinkler system. These valves are not monitored by the fire alarm system and there is no way to determine if the valve is open or closed. The Fire Marshall inspected the facility



Snohomish County Capital Improvement Project 2010-2015

Department: 18 Facilities Management

Short Name: 2010-2015 Capital Plan - Jail Facilities

and notified Facilities Maintenance that the valves do not meet code and need to be removed. There are 12 valves total that will be removed and a section of piping installed in their place. Estimated Cost: \$20,000.

WALL STREET JAIL FACILITY EXTERIOR PRESSURE WASH, CAULKING AND SEALING:

The exterior of the Wall St. building has not been cleaned, caulked and re-sealed since the original construction in 1986. The building is experiencing water migrating into the inner wall on the east side that is causing issues with the plaster and the metal lath that holds the plaster. Failure to make repairs will cause further damage that could impact the structural integrity of the building exterior. Estimated Cost: \$118,000.

WALL STREET JAIL FACILITY ELEVATORS - PROX CARD UPGRADES: Access to the mechanical mezzanines in both locations is achieved by the use of a keyed switch in the elevators. There are many individuals that have the ability to access these spaces plus keys can be handed off to others. Adding card readers to access these spaces will give Facilities the ability to restrict access and to be able to run reports to determine who accessed the space when. This package would provide for a new card reader in the Wall Street "visitors" elevator (no longer used for visitors) and the Oakes service elevator. Estimated Cost: \$10,000.

WALL STREET JAIL FACILITY ROOF REPLACEMENT: The Wall Street facility roof has a 20-year EDPM roof that is over its life expectancy and needs to be replaced. Failure to do so will cause damage to the 5th floor detention module and may result in lost revenues if the cells cannot be occupied. Estimated Cost: \$155,000.

WALL STREET JAIL FACILITY OUTDOOR RECREATION AND MODULE CAMERAS:

Currently, there are areas in the recreation decks that cannot be observed by the Correction Officer when they are at their station in the housing module. The addition of one camera per recreation module will eliminate this safety concern. Estimated Cost: \$30,000.

OAKES AND WALL STREET JAIL FACILITY SECURITY SYSTEM SERVER REDUNDANCY AND UPGRADES:

The servers that operate the jail security system (including door lock status), personal alarm system and PDA communication system do not have any redundancy. Failures to the servers have caused serious security issues and Corrections has had to go into lock down until the system is restored. This will allow for automatic transfer to a back-up server when the primary server fails. Estimated Cost \$30,000 in 2010, \$50,000 in 2011.

OAKES AND WALL STREET JAIL FACILITY SECURITY SYSTEM UPGRADES:

The current card reader system is at maximum capacity in the new jail and the old jail does not have a system. There have been numerous requests for additional card readers in the new jail and with keys as the only alternative in the old jail, tracking who accessed what and when is extremely difficult. Expanding the system by adding security panels will give Facilities the ability to accommodate the requests by Corrections staff and to also better monitor and control access to spaces. Estimated Cost: \$60,000 in 2011, \$200,000 in 2012.

Other future CIP packages will include connecting the hydronic HVAC connections to Central Plant, pneumatic HVAC controls with DDC replacement, new CCTV security cabling, new data com wiring. This will create a centralized heating and cooling plant for both buildings. Other items are additional hydronic connections and further upgrades to the security systems.

Moving forward on any of the projects outlined above is contingent upon funding.



Snohomish County Capital Improvement Project 2010-2015

Department: 18 Facilities Management

Short Name: 2010-2015 Capital Plan - Jail Facilities

CIP - Capital:

Fund: SubFund: **311 311 Facility Construction** Division: **811 Construction Support** Program: **419 Facilities Planning & Constr**

Object	2010	2011	2012	2013	2014	2015
Capital Outlays	\$0	\$745,000	\$563,000	\$101,000	\$0	\$0
Program Subtotal:	\$0	\$745,000	\$563,000	\$101,000	\$0	\$0
CIP-Capital Totals:	\$0	\$745,000	\$563,000	\$101,000	\$0	\$0

CIP - Funding Source:

Funding Source	2010	2011	2012	2013	2014	2015
Other Funds	\$0	\$745,000	\$563,000	\$101,000	\$0	\$0
Totals:	\$0	\$745,000	\$563,000	\$101,000	\$0	\$0



Snohomish County Capital Improvement Project 2010-2015

Department: 18 Facilities Management

Short Name: 2010-2015 Capital Plan - Off Campus Dist Courts

Description: Our capital plan will give County leadership a clear picture of our facilities needs within a six-year timeframe. This gives the County the opportunity and sufficient time to explore options and timing to obtain and/or reserve the necessary funds, whether through existing fund sources or the issuance of voter approved or general obligations bonds.

To facilitate discussion, we have broken down our 2010-2015 capital plan into five parts based on facilities functions: Administration Buildings, Jail Facilities, Off-Campus District Courts, Courthouse/Mission/DJJC and Campus Enhancements.
Projects beyond 2010 include:

EVERGREEN DISTRICT COURT ENTRANCE REMODEL/EXPANSION AND SECURITY SCREENING INSTALLATION: When the security screening was installed at the District Court, the inner vestibule doors were removed to accommodate the magnetometer. This was a band aid approach at best and resulted in HVAC issues due to the set of doors being removed and provided inadequate space to conduct security screening. This project would enlarge the vestibule, re-install the inner doors and provide proper ingress and egress that would accommodate the screening equipment and prevent the public from circumventing the screening process. There will be a similar request for Cascade District Court in 2012. (\$175,000)

CASCADE DISTRICT COURT PARKING AREA REPAVEMENT: The parking lot at Cascade is undersized and is need of repaving. This project would expand the parking lot to the east, reduce planting islands and repave the remainder of the parking lot. (\$50,000)

SOUTH DISTRICT COURT EXTERIOR SIDEWALK PAVERS: The large pavers at SDC have shifted, lifted and settled over the years and have now become a trip hazard. Facilities Management has caulked between the pavers, but this is a temporary fix at best. This project would remove the pavers and install a continuous sidewalk, which would eliminate all safety hazards to the employees and public. (\$25,000)

Other projects include entrance remodel/expansion and security screening installation at the Cascade District Court; parking area re-pavement at South District Court.

Moving forward on any of the projects outlined above is contingent upon funding.

CIP - Capital:

Fund:	SubFund:	Division:	Program:				
311	311	Facility Construction	811 Construction Support	419	Facilities Planning & Constr		
Object	2010	2011	2012	2013	2014	2015	
Capital Outlays	\$0	\$250,000	\$285,000	\$0	\$0	\$0	
Program Subtotal:	\$0	\$250,000	\$285,000	\$0	\$0	\$0	
CIP-Capital Totals:	\$0	\$250,000	\$285,000	\$0	\$0	\$0	

CIP - Funding Source:

Funding Source	2010	2011	2012	2013	2014	2015
Other Funds	\$0	\$250,000	\$285,000	\$0	\$0	\$0
Totals:	\$0	\$250,000	\$285,000	\$0	\$0	\$0



Snohomish County Capital Improvement Project 2010-2015

Department: 21 Airport

Short Name: Snohomish County Airport - Capital program

Description: 2010 Airport Anticipated Capital Program:
 Capital Budget drivers at the Airport include maintenance and support of existing airfield facilities and buildings and responding to customer demand for facilities and aviation services. This development contributes to the economic growth and vitality of the County. The Capital projects listed from 2010-2015 address these needs and are driven by the Airport's Master Plan.

Aviation capital improvements are eligible, but not guaranteed, for 95% grant funding by the Federal Aviation Administration (FAA). FAA grants are prioritized by type and are highly competitive. Airfield projects are funded only if they meet FAA guidelines and rank high on the national priority list. FAA Grant Funding is listed in Revenues. Airfield capital projects are targeted to aviation capacity, preservation and safety for runways, taxiways and ramps. Commercial or industrial capital projects are tied to existing or future tenant demand and availability of construction and debt-service funding.

Capital costs related to Commercial Air Service have been factored into the CIP budget in 2010, but will not be utilized unless approved by Council. A supplemental budget for cost of operations and maintenance of a terminal will be submitted if the Council approves the proposals from Horizon and Allegiant to begin scheduled passenger service.

The Airport's 2010 capital projects of \$12.7 million include FAA projects totaling \$7.65 million with anticipated FAA grant revenue totaling \$7.267 million (95% funding). Grant projects include an estimated \$6.3 million in Kilo South improvements, \$1 million in projected terminal grant funding and miscellaneous security, ramp and other capital repairs to the airfield.

2010 bond funded capital projects of \$5.3 million include \$1.5 million towards T-Hangar renovations, \$500 thousand for a U.S. Customs Building, \$2 million to complete the partially grant funded projected terminal building and miscellaneous building, road, ramp and sewer repairs.

CIP - Capital:

Object	2010	2011	2012	2013	2014	2015
Capital Outlays	\$12,700,000	\$18,145,000	\$8,945,000	\$11,070,000	\$4,320,000	\$13,795,000
Program Subtotal:	\$12,700,000	\$18,145,000	\$8,945,000	\$11,070,000	\$4,320,000	\$13,795,000
CIP-Capital Totals:	\$12,700,000	\$18,145,000	\$8,945,000	\$11,070,000	\$4,320,000	\$13,795,000

CIP - Funding Source:

Funding Source	2010	2011	2012	2013	2014	2015
Transportation Grant	\$7,267,500	\$10,093,750	\$6,080,000	\$2,280,000	\$855,000	\$6,293,750
Bond Proceeds-Other	\$5,332,500	\$7,951,250	\$2,765,000	\$8,690,000	\$3,365,000	\$7,401,250
Airport Funds	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Totals:	\$12,700,000	\$18,145,000	\$8,945,000	\$11,070,000	\$4,320,000	\$13,795,000

CIP - Operating:

Category Name	2010	2011	2012	2013	2014	2015
Totals:		\$0	\$0	\$0	\$0	\$0

SECTION VI: COMPLETE TEXT OF STATEMENTS OF ASSESSMENT

Part 6.1 Executive Summary

This statement examines agency funding and county regulatory measures for public facilities necessary to support development, as identified in the county’s Capital Facilities Plan. These facilities are: roads (capacity projects) and transit routes, surface water facilities, parks, schools, water supply and wastewater systems (in urban areas), and electric power. The purpose of this examination is to determine if there are any probable funding shortfalls or regulatory inadequacies that could jeopardize implementation of the comprehensive plan or satisfaction of Goal 12 of the Growth Management Act (GMA) to provide adequate public facilities. The relevant county departments and non-county agencies have prepared facility-specific statements in Parts 6.2 and 6.3.

Executive Summary Table

Statement of Assessment Summary Table	Roads/ Transportation	Parks	Surface Water	Water Supply	Wastewater Facilities	Electric Power Facilities	Public Schools
Are current minimum levels of service (LOS) being met?	No – Four arterials in arrears- deficiencies to be resolved by 2015.*	Yes	Yes	DOH standards are being met.	Ecology standards are being met	Yes	Yes
Funding is adequate for capital projects over the next six years/Are there any projected shortfalls?	Yes – No shortfalls predicted by 2015.	Yes	Yes	Yes	Yes	Yes	Yes
Corresponding minimum levels of service should be met over the next six years?	Minimum LOS should be met by 2015	Yes	Yes	DOH standards should be met.	Ecology standards should be met	Yes	Yes
Will regulatory measures appropriately ensure that new development will not occur unless the necessary facilities are available to support the development at the adopted minimum level of service?	Yes – Concurrency regulations.	Yes – impact fees are also required	Yes	Yes – Developers generally pay directly for permitted infrastructure extensions	Yes – Developers generally pay directly for permitted infrastructure extensions	N/A	N/A

**Note: The 2009-2014 CIP reported six arterial units in arrears. The number was actually seven because one arterial was in two transportation service areas. Three arterial units have improved and are no longer in arrears.*

No immediate reassessment actions are recommended or required at this time given the current status of all the capital facilities (page 35-2005 Capital Facilities Plan) that are “necessary to support development.” None of the capital facilities evaluated for the 2010-2015 Capital Improvement Program (specifically for the global statement of assessment) are projected to experience shortfalls in funding as defined by GMA Goal 12 between 2010 and 2015. Snohomish County should initiate a reassessment program if required by unanticipated fiscal outcomes that may jeopardize the achievement or provision of any minimum levels of service.

Municipal annexations of unincorporated areas of Snohomish County are cause for county revenue uncertainty. Impact fees for roads and parks could decrease significantly in a ten to twelve year period unless reciprocal mitigation-fund agreements are in place. The timing of these annexations is uncertain but it will be a subject of increasing scrutiny in following statements of assessment in the next two to three years.

Part 6.1a Introduction

Snohomish County’s Capital Facilities Plan calls for a “statement of assessment” to be prepared as part of the 6-year capital improvement programming (CIP) process. The statement must address the adequacy of projected funding and of existing regulatory mechanisms to achieve minimum service levels for public facilities identified within the Capital Facilities Plan as necessary to serve development. The statement will specifically assess the following questions:

- Will levels of service for those public facilities necessary for development, which are identified within the Capital Facilities Plan, be maintained by the projects included in the Capital Improvement Program (CIP)?;
- Will potential funding shortfalls in necessary services provided by the county and other governmental agencies warrant a reassessment of the comprehensive plan?; and
- Do regulatory measures reasonably ensure that new development will not occur unless the necessary facilities are available to support the development at the adopted minimum level of service?

Each type of facility listed is examined from three perspectives: the sufficiency of the capital improvement program(s) to achieve minimum acceptable levels of service (LOS); the adequacy of the funding that supports the CIP; and the adequacy of regulatory mechanisms to ensure that facilities expand in concert with development. All of these facilities are supported by CIPs prepared and adopted by their respective purveyor agencies. Many of these CIPs contain standards that define their level of service – or they embody an implicit service standard.

This statement summarizes the county’s on-going evaluation of capital funding and county regulatory mechanisms. The ability of these tools to provide (at adopted levels of service) the infrastructure needed to support the planned development required to accommodate the state’s population and employment forecasts for Snohomish County is of primary interest. This global statement draws from facility-specific statements prepared by the affected county departments. If there are anticipated funding shortfalls from projected funding levels, and, if those anticipated funding shortfalls would cause the level of service to drop below established minimum standards, the county must reassess its comprehensive plan. The purpose of the reassessment, when warranted, is to identify, evaluate and select appropriate plan modifications needed to maintain internal consistency between the parts of the plan.

If the county determines that a reassessment is necessary, then a work program must be developed that includes the reassessment of the comprehensive plan “...to ensure that the land use element, capital

facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent” (RCW 36.70A.070 [e]). The reassessment would include analysis of potential options for achieving coordination and consistency. If such a reassessment is required, there are a range of options to consider:

- “Reduce the standard of service, which will reduce the cost; or
- Increase revenues to pay for the proposed standard of service (higher rates for existing revenues, and/or new sources of revenue); or
- Reduce the average cost of the capital facility (i.e., alternative technology or alternative ownership or financing), thus reducing the total cost (and possibly the quality); or
- Reduce the demand by restricting population (i.e., revise the land use element), which may cause growth to occur in other jurisdictions; or
- Reduce the demand by reducing consumption or use of the facility (i.e., transportation demand management, recycling solid waste, water conservation, etc.), which may cost more money initially, but which may save even more money later; or
- Any combination of [the options listed above]. ”

Reassessments should be undertaken only when there is substantial risk that the implementation of the plan would be frustrated if basic plan amendments were not made because many of these considerations directly involve policies set forth in the adopted comprehensive plan.

An important indicator of whether or not public facilities are being adequately provided to support the comprehensive plan is the county’s recent performance in actually accommodating growth. The most recent Growth Monitoring Report (GMR), published June 2008, indicates that population and employment growth in Snohomish County has generally tracked closely with the state and regional forecasts that are the basis for the county’s GMA Comprehensive Plan.

The impact of any identified funding or regulatory problem on the ability of the comprehensive plan to accommodate projected growth is a key consideration in determining if a formal reassessment of the comprehensive plan is warranted. This will be discussed in future sections of this statement where a problem or potential problem is identified and its consequences evaluated. Service level adequacy is addressed in Section VII-The Minimum Level of Service Reports. That subject is the focus for much of the remainder of this statement.

This statement addresses those public facilities expressly identified in the Capital Facilities Plan as necessary to support development. The list of facility types is presented on page 35 of the 2005 Capital Facilities Plan Update and includes the following facilities provided by Snohomish County: roads, surface water management facilities, and parks. It also includes the following facilities provided by other public agencies: transit routes, sanitary sewer systems, public water supply systems, electric power systems, and schools. These are all individually addressed in the separate statements that accompany this global statement.

Snohomish County completed a review of all plan elements in 2005 as part of the 10-year comprehensive plan update. The 10-year comprehensive plan update included a complete reassessment of land use and transportation in the context of additional growth forecasted for the year 2025. Snohomish County addressed issues of funding, levels of service and land use as part of the 10-year comprehensive plan update process.

Multi-year Capital Improvement Programs (CIPs) demonstrate that funding is adequate for all of the facilities/projects (county and non-county) addressed by this statement of assessment for 2010 to 2015.

These CIPs, in turn, are usually based on longer-range capital facilities plans that identify long-term facility needs. Level of service (LOS) targets and minimum standards are usually defined or embodied within the longer-range plan. The CIPs are typically funded at a level that produces a facility LOS somewhere between the agencies preferred or targeted LOS and the minimum acceptable LOS.

CIPs are updated annually in Snohomish County and approved as part of the annual budget process. Many cities and special districts that provide the other facilities addressed herein follow a similar practice. Some public agencies may follow a biennial schedule for updating their CIP. Other agencies, whose service areas are largely built out or are simply not growing very fast, may only produce a CIP as part of their longer range system plan, which may not be updated more frequently than once every ten years or more. There are a few service providers in Snohomish County that fall within this latter category. More specific information about each facility category is presented in the following sections (6.2 – 6.3).

Part 6.2 Assessment of County Capital Facilities

Part 6.2a Roads/Transportation

Sufficiency of Capital Improvement Program

The county's Transportation Element (TE) is a primary component of its GMA Comprehensive Plan. It adopts transportation level-of-service (LOS) standards and identifies major road projects needed to support the development planned in the future land use map (FLUM) found within the *General Policy Plan*. The design of these capacity roadway projects incorporates measures to support transit compatibility criteria (where appropriate) established in the transportation element for transit route levels of service. The Transportation Needs Reports (TNR) tracks the major projects identified in the TE that are considered necessary to support the FLUM and maintain the county's adopted level of service. Some of these projects also provide the cost basis for the county's GMA transportation impact fees and are thus referred to as the "impact fee projects." The TNR is also the foundation for the 6-year Transportation Improvement Program (TIP) that is updated and approved annually and reflected within the county CIP.

Funding Adequacy

The TNR includes an analysis of costs that is used in preparing the annual budget and TIP/CIP. Appendix D of the TNR is updated as needed to reflect changes in the impact fee projects (e.g., annexations, scope changes, and cost changes). Appendix G of the TNR provides a summary of the progress made by the Department of Public Works to provide the capacity improvements identified in the TE needed to support the FLUM.

The next six-year period of the capital program for roads is implemented in the 2010-2015 Transportation Improvement Program (TIP) which is referenced in this 2010-2015 CIP. A detailed summary of the overall 2005-2025 annual assessment for roads is included in the "Statement of Assessment/Six-Year Project Evaluation" part of this section. This annual assessment for roads concludes that the county has a viable strategy to support the county's future land-use vision for capacity project needs as reflected in the 2025 FLUM. This evaluation is in concert with revenue strategies identified in the TE and with the ongoing implementation of regulatory measures ("Adequacy of Regulatory Mechanisms" below).

Adequacy of Regulatory Mechanisms

The county has adopted a transportation concurrency system through Snohomish County Code (SCC) Chapter 30.66B SCC that restricts development if the level of service on a transportation facility falls below the adopted level of service standard. This regulatory system supplements the construction program of the county to assist in assuring that new development will be supported by adequate facilities as defined by the adopted level of service standard. This concurrency system incorporates the level of service adjustments for transit compatibility as set forth in the Transportation Element.

The county's concurrency management system works as follows: when a segment of arterial road falls below the adopted level of service or, within six years, is forecasted to fall below adopted LOS, and there are no projects programmed or fully funded to raise the level of service within six years, that segment is designated as an "arterial unit in arrears." No development can be approved that would add three or more peak hour trips to an arterial unit in arrears until additional capacity is funded to raise the level of service to the adopted standard. Developments generating more than 50 peak-hour trips also must look at future conditions to evaluate whether or not they will cause an arterial unit to fall into arrears or impact an arterial unit expected to fall into arrears within six years. If a unit in arrears is improved to its maximum extent and there is no effective way to add additional capacity, the unit may then be determined by the county council to be at "ultimate capacity." Developments adding three or more peak-hour trips to arterial units designated as ultimate capacity are only permitted if they are transit compatible or provide additional transportation demand management (TDM) measures.

The county monitors the level of service on each county arterial and summarizes this in an annual concurrency report. The most recent edition, issued April 2009, addresses the level of service on county arterial units as of April 2009. The county, as of that date, had three arterial units designated as "ultimate capacity," four arterial units in arrears and another 17 arterial units at risk of falling into arrears.

All four of the arterial units in arrears connect with a state highway. Motorists traveling on these four county arterial units, attempting to cross or turn on to the state highway, experience more delay, on average, than the county tolerates under its adopted level-of-service standard. State intersections are not under county jurisdiction, so the county cannot unilaterally construct improvements. Consequently, the problem is not necessarily related to any potential shortfalls in county revenue. The provisions of the county's concurrency system will restrict development, in all such cases, until the level of service is restored or a financial commitment is in place to restore it within six years. The county will make improvements, where possible, or implement strategies through its own TIP, but the state ultimately controls what improvements are made to its highways and intersections. The county will continue to initiate the identification and determination of feasible improvements to remedy the deficiencies and to work with the state to coordinate improvements on the state system.

Statement of Assessment/Six Year Project Evaluation

"Road fund" is the term used to describe the domain of activities by the Snohomish County Department of Public Works (DPW) related to the ongoing provision of transportation infrastructure and services. This 2009 annual assessment demonstrates the extent to which DPW is "on-track" to achieve the county's twenty-year vision for transportation as originally adopted in the 1995-2015 Transportation Element (1995 TE) and then updated ten years later in the 2005-2025 Transportation Element (2005 TE).

The analysis examines a broad set of measures of effectiveness, for the overall time range of 1995 to 2025, to help assess the progress being made by DPW in constructing the major capacity road projects identified as needed to support the county's future land use map (FLUM).

Construction and Programming of Major Road Improvements

DPW evaluates the construction and programming of the major road improvements to evaluate the “progress” being made towards implementing the 2005 TE. This analysis begins with the adoption of the GMA Transportation Element in 1995 and shows the progress on completing the major capacity road projects originally identified as needed to support the GMA future land use map (FLUM). The 2005 update to the TE identified many more major road projects which were added to the ‘continuum’ of analysis. Key MOEs (measures of effectiveness), in terms of major road projects, include the total number of projects, the total length of projects in miles, the total amount of new lane miles, the number of new signals or roundabouts, miles of sidewalks, parcels of right-of-way acquired, and project costs. Fuel prices are also changing driving habits and patterns. This could affect long-term need for infrastructure.

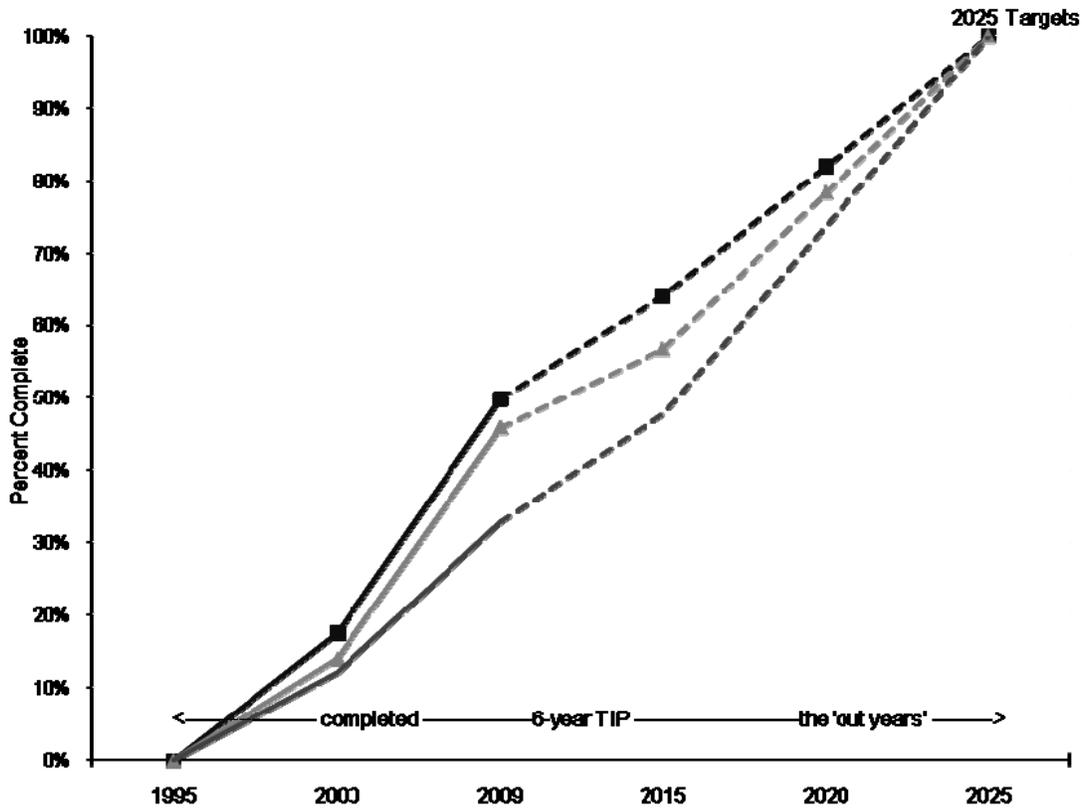
The 1995 TE and 2005 TE, together, identify 127 major road projects as needed to be completed by 2025 to support the FLUM. Eleven of these 127 projects were annexed into cities before they were constructed by the county. Of the remaining 116 projects, DPW completed 38 (33%) by 2009, as shown in the following table. The proposed 2010-2015 TIP programs complete another 17 projects, bringing the total to 55. Sixty-one more projects will need to be completed by 2025 in order to achieve 100% completion of all of the capacity projects needed to support the FLUM. These are allocated to the periods ending in 2020 and 2025.

Progress on Completing Projects – 1995-2025

	1995	2000	2009	2015	2020	2025
Projects						
Completed	0	14	24	17	40	21
Cumulative	0	14	38	55	95	116
Cumulative						
Percent	0%	12%	33%	48%	82%	100%

If three of the MOEs are combined into a single table and plotted, the resulting graphic (shown on the next page) provides a visual representation of the progress to date as well as the amount that has to be accomplished to complete all 116 projects by 2025 and thus achieve 100% of all of the MOEs.

**Progress on Improvements Identified in the Transportation Element (TE)
to Support the Future Land Use Map (FLUM);
from the Adoption of the Initial TE in 1995
to the Horizon Year of the Current TE in 2025**



Amounts Needed to Reach 100% of Identified Improvements:

- 74 lane miles have been completed
- ▲— 55 miles of sidewalks have been completed
- 38 projects have been completed
- - -■- - - A total of 148 lane miles constructed by 2025
- - -▲- - - 120 miles of sidewalks completed by 2025
- - - - - 116 projects completed by 2025

The following chart demonstrates that achieving 100% completion of all 116 major projects by 2025 will require different rates of progress for different MOEs. This can be expressed as a rate per year for different time-periods as shown in the following table.

Average Rates Per Year Achieved or Needed				
	95-00	01-09	10-15	16-25
Lane Miles	5	5	3	5
Miles	2	2	1	3
Parcels	84	88	68	144
2009 \$M	13	22	25	49
Signals	2	4	4	6
Sidewalks	3	4	2	5
Projects	3	3	3	6

DPW completed, on average, 40% of the items identified as MOEs during the time period (1995-2009) which used up 47% of the overall time between 1995 and 2025 (shown in the following table). DPW can be said to be ‘approximately on schedule’ (based on this analysis) by completing 40% of its tasks in 47% of the time. If DPW accomplishes the program set out in the proposed 2010-2015 TIP, then by 2015, it will have reached an estimated 54% of its MOEs in 67% of the total time. The rates of progress will need to increase in the final ten years of the program (between 2016 and 2025) in order to achieve 100% completion of all of 116 major projects by 2025.

Time Period	Cumulative MOEs	Cumulative Years
1995-2009	40%	47%
2010-2015	54%	67%

Effects of Future Annexations

Forty-six of the 116 major projects (shown in the table below) to be accomplished by 2025 are completely within municipal urban growth areas that are anticipated to be annexed within that time period. The strategies to accomplish the projects will change as the annexing cities assume primary responsibility for their completion. The county negotiates master annexation agreements with cities as annexations occur, in addition to project-specific interlocal agreements.

Annexing City	Number of Projects
Bothell	16
Lake Stevens	7
Lynnwood	12
Marysville	9
Mukilteo	2
Total	46

These agreements more specifically address project funding, including grants and mitigation fees. The county has reciprocal mitigation agreements with several cities, which may affect the terms of the ILA. DPW is working to identify a set of principles to be used in the negotiation and potential cost sharing for these projects, in order to assure that county taxpayer dollars are allocated fairly.

The number of major projects to be accomplished by the county will decrease with annexations. The potential changes in available revenues are more difficult to accurately predict, depending upon terms negotiated in the annexation agreements and project specific interlocal agreements. These factors may significantly affect the rates of progress reported in future statements of assessment. The timing of the annexations is uncertain, but will be an increasingly relevant issue, requiring scrutiny, when reporting on the status of capacity projects as a whole. Municipal annexations of unincorporated areas of Snohomish County are also cause for county revenue uncertainty in a ten to twelve year period specifically for road impact fees.

Progress on Financial Strategies

The following table shows each revenue strategy and upward range of revenues identified in the 2005 TE, a 2009 revised estimate, and a “progress report” of whether or not, and to what degree, the county has made progress in implementing the strategy. The local economy has seen significant changes over the past year in at least one funding source that will impact transportation—Real Estate Excise Tax (REET). REET (not a primary funding source) has been used in the past five years to accelerate funding for transportation projects. The proposed 2010 – 2015 TIP assumes that no REET revenues will be available for transportation. Forecasted revenues for state-distributed fuel taxes also reflect a smaller rate of increase, largely due to changes in driving habits. High prices for gasoline have begun to affect commuter patterns, thus resulting in scaled back revenue projections from the Washington State County Road Administration Board. DPW will still be able to support the projected level of progress through the use of fund balance during the six-year period covered by this assessment. Progress is being made where it is currently feasible (e.g., 1% property tax increase for 2008, impact fee increase in 2006).

Strategy	2005 TE (2005 \$M)	2009 AA (2009 \$M)	Progress Report for 2009 Assessment and Assumptions
Property Tax Increase (1% each year)	\$102	\$90	County elected officials approved the 1% for 2007. Latest analysis increases the total upward range for 1% increase.
Extend REET (2011 - 2025)	\$17	\$0	County Finance recommendation, to be reassessed annually, based upon significantly decreased REET collections.
Increase Impact Fees	\$132	\$101	County elected officials increased impact fees beginning in 2006 which is expected to generate an additional \$31M. Due to economic situation, this estimate is the same as 2007 Annual Assessment
RTID	\$150	\$0	Failure of Proposition 1 in November of 2007 limits this strategy at this time.
Increase in State Fuel Tax (2016-2025)	\$15	\$15	Would require action by the Legislature.
Use of Bonds		\$50	The county could take advantage of current relatively low interest rates by using bonds to borrow additional capital investment for the 2010-2015 six-year capital improvement program.
Cathcart Lease Options		\$80	All or a portion of the county-owned 205 acres of valuable land available near Highway 9 at Cathcart Way could be leased for development.
TBD options:			The State Legislature authorized the county to form a Transportation Benefit District during the 2007 session. The following strategies are based on unincorporated county formation.
Motor Vehicle License Fee	\$80	\$80	\$20 motor vehicle fee, \$5 million a year over 16 years for unincorporated county only.
Sales Tax 10 year levy		\$60	Assumes 0.1% increase for 10 years for unincorporated county only.
Additional Property Tax		\$29	Assumes a \$0.05/\$1000 assessed value over 16 years for unincorporated county only.

This section of the annual assessment has provided a summary of overall progress being made by the Department of Public Works (DPW) in implementing the Transportation Element (TE) of the GMA Comprehensive Plan. Analysis of a broad set of measures of effectiveness (MOEs) suggests that the county is making reasonable progress in constructing by 2025 the capacity road improvement projects needed to support the FLUM. The annual rate of expenditures on capacity projects, for the period 2015 to 2025, is expected to increase above the annual rates between 1995 and 2014. This will require increased revenues, but may be offset by the effects of annexation. If, in a worst-case scenario, none of the revenue strategies were to succeed, then Snohomish County would seek to construct capacity improvements needed to support the FLUM by shifting project allocations from non-capacity to capacity improvements.

Part 6.2b Surface Water Facilities

Sufficiency of Capital Improvement Program

The adopted LOS for surface water facilities is primarily based on two standards that are defined in the Capital Facilities Plan. The first standard consists of storm water regulations for new development, as defined in section 30.63A of the Snohomish County Code. All new development must comply with the defined storm water regulations in order to obtain permit approval. The second standard requires a minimum investment in surface water capital facilities by the county of \$8.35 million over a six year period. The capital improvement program for the Surface Water Management (SWM) division of the Public Works Department is specifically dedicated to investments in surface water capital facilities. The construction of other types of county projects, such as roadway construction projects, must also satisfy the county's storm water regulations and therefore includes additional investments in surface water capital facilities.

The county adopted a new target LOS for surface water facilities, in addition to these two standards, as part of the county's 2005 update of the comprehensive plan. The target is that, by 2025, the most frequent known urban flooding problems that occur within county right-of-way or that are associated with drainage systems maintained by the county would be resolved. Specifically, the most frequent flooding problems would be defined as those that occur at least an average of once every two years.

Funding Adequacy for CIP

Much of the funding for meeting the LOS standard based on storm water requirements for new development would come from the private sector as new growth is approved. However, some of the funding would also come from the public sector as public projects, such as roadway and park projects, are approved.

The primary funding source for meeting the LOS standard, based on a minimum public investment in surface water capital facilities of \$8.35 million over the next six years, is the budget for the Surface Water Management (SWM) division of the Public Works Department. The revenue sources currently used by the county for surface water capital facilities include base SWM service charges (limited to SWM district boundaries), SWM service charge increases to address specific drainage problems within existing UGAs (referred to as "SWM UGA surcharge," real estate excise taxes (REET2, usable throughout the county), and County Road funds (limited to right-of-way use). The county has maintained or exceeded the minimum level of investment in surface water capital facilities since the adoption of the 1995-2000 Capital Plan. A total of \$72.2 million has been identified for surface water capital facilities in the current 2010-2015 CIP, which is significantly higher than the adopted standard.

The primary funding source for meeting the LOS target based on solving all known 2-year flooding problems along drainage systems maintained by the county by 2025 is, likewise, the budget for the SWM division. Funds from new development have helped address a few of these problems as well. The county council previously adopted increases in SWM service charges (SWM UGA surcharges) in order to expand the county's investment in drainage infrastructure needs. The first service charge increase applied only to the Southwest UGA for 2003 and 2004 in order to fund the construction of some of the higher priority drainage projects in that UGA. A similar service charge increase was then adopted in 2004 for most of the UGAs within SWM fee areas, sunseting in 2009, to continue to fund the construction of the identified higher priority drainage projects located in the UGAs. The county council approved the extension of the SWM-UGA surcharge for from 2009-2015 as part of the 2009 SWM budget approval process. Additional funds may be needed to achieve the LOS target described in the 2005 CFP of solving all known 2-year flooding problems by 2025. However, the list of projects that addresses 2-year flooding problems will likely change over time, as drainage problems are resolved through public and private investment and as new drainage problems arise, so further analysis may be needed to determine whether additional funding will be needed.

Funding for SWM's capital program is impacted by reductions in the General Fund (REET2) sources, as well as by reductions in SWM base and UGA surcharge service charges due to annexations. REET2 has funded a large portion of SWM's capital program in past years. REET2 revenues assigned to the SWM capital program have declined from \$4.3 million in 2008 to a proposed \$1 million in 2010 due to the economic turndown in the real estate market. SWM base service charge revenues are expected to drop in 2010 by approximately \$690,000 because of the impacts of annexations. The SWM UGA surcharge funding is also directly impacted by annexations, with a loss of approximately \$250,000 in projected 2010 revenues due to the Marysville annexation, expected to occur in late 2009. The loss of capital revenue outside the UGA surcharge areas is generally not proportional to the reduced capital funding, although, projects would also be somewhat reduced within the UGAs. This is especially emphasized for salmon recovery-type projects: they are often located outside the UGAs and even outside of the SWM service charge geographical boundaries, and are highly dependent on REET2 and grants.

SWM will continue to achieve its minimum LOS given that the LOS is \$8.35 million over six years, and in 2010, SWM's annual construction program (ACP) totals \$13.6 million.

Adequacy of Regulatory Mechanisms

Current county regulations are only relevant to the surface water LOS standard that applies to new development. This standard is achieved by requiring appropriate storm water facilities for all new private developments and public construction projects, per SCC 30.63A, before the development and construction permits are approved. Revisions to SCC 30.63A are currently being considered in order to better reflect the more stringent requirements of the county's updated NPDES¹ permit.

Statement of Assessment

This section describes the county's surface water management program in relationship to the adopted LOS for surface water management, which includes two standards and one recently adopted target.

One of the adopted surface water LOS standards consists of storm water regulations for new development, as defined in section 30.63A of the Snohomish County Code. All new development, including both private development and public construction projects, must comply with the defined storm water regulations in order to obtain permit approval.

¹ NPDES = National Pollutant Discharge Elimination System

The other adopted surface water LOS standard is based on meeting a minimum public investment in surface water capital facilities of \$8.35 million over the next six years. The Surface Water Management budget has annually provided more than sufficient funding to implement the adopted minimum public investment in surface water capital facilities. A total of \$72.2 million has been identified for surface water capital facilities in the current 2010-2015 CIP, which is significantly higher than the adopted standard. Snohomish County has maintained or exceeded the minimum level of investment in surface water capital facilities since the adoption of the 1995-2000 Capital Plan. The revenue sources currently used by the county for surface water capital facilities include base SWM service charges (limited to SWM district boundaries), SWM UGA surcharge (specifically for drainage projects located within existing UGAs), real estate excise taxes (REET2, usable throughout the county), and County Road funds (limited to right-of-way use).

The county also adopted a target LOS for surface water facilities, which involves solving all known 2-year flooding problems along drainage systems maintained by the county by 2025. The county council adopted increases in SWM service charges in order to expand the county's investment in drainage infrastructure needs. The service charge increase currently in effect was adopted in 2004 for all UGAs within SWM fee areas, sunsetting in 2009, in order to construct higher priority drainage projects identified in the UGAs. The county council approved the extension of the SWM UGA surcharge from 2009-2015 as part of the 2009 SWM budget approval process. Additional funds may be needed to achieve the LOS target described in the 2005 CFP of solving all known 2-year flooding problems by 2025. Further analysis may be needed to determine if additional funding will be needed after drainage problems are resolved through public and private investment and as new drainage problems arise.

Part 6.2c Parks and Recreational Facilities

Sufficiency of Capital Improvement Program

The Comprehensive Park and Recreation Plan for Snohomish County, adopted by the county council late in 2006, contains a level of service methodology that focuses on community parks and special use facilities that takes into consideration an inventory of existing facilities, community demand for property acquisition and facilities, projections of population growth, geography, and estimation of future revenues.

The level-of-service standard in the Park Plan meets the first test required by the Capital Facility Plan. The projects proposed in the Capital Improvement Plan will maintain the identified park level of service within the comprehensive plan's assumed rate and distribution of population growth. Park acquisition and facility development projects planned through the six-year horizon of the Capital Improvement Plan are designed to meet the proposed park levels of service addressing the needs of existing and projected future population growth both in terms of numbers and geographic distribution.

The Department of Parks and Recreation (Parks) updated the Comprehensive Park and Recreation Plan for Snohomish County in 2001 and in 2007. The 2007 update includes policy and park project changes directed by changes made in the county's 10-year update (in 2005) to the General Policy Plan. The planning horizon has been extended to 2025, projecting service to the additional projected population and respecting the expansion of Urban Growth Areas.

Funding Adequacy for CIP

The county projects that, if the current economic trends and priorities continue, Parks projects should receive of up to \$30 million in revenue through park mitigation fee collections and Real Estate Excise Tax

revenues allocated by the county council over the six-year period covered by the Capital Improvement Plan, through the annual budget process. This projection is down slightly from last year's 6-year forecast. The infusion of community park acquisition and development funding awarded to Parks as part of the Metro/King County Brightwater Project Mitigation Agreement will help Parks meet its level of service commitments, however, Parks anticipates diminished funding to be available through the Parks Impact Mitigation Fees and Real Estate Excise Tax in 2009, 2010 and 2011. It appears that the program can maintain the minimum service levels called for in the approved Parks Plan. These revenues will support the property acquisition and facility development projects needed to serve the existing population and new development. The Snohomish County Department of Parks and Recreation continues to establish partnerships with youth sports associations, community-based non-profit associations such as PTA's, cities and school districts, some of which have contributed significant funding to the creation or rehabilitation of sports fields, playgrounds, and other capital facilities. Future partnerships will only add to the facility development resources available to Parks.

Adequacy of Regulatory Mechanisms

Snohomish County began collecting park impact mitigation fees from residential development under the authority of SEPA in 1991. This program was re-designed as a GMA based program in 2004. It is governed by Chapter 30.66A SCC and involves standardized mitigation amounts on a per unit basis for single-family and multi-family residential development. The program has generated a substantial share of the revenues available for park land acquisition and facility development, and also provides an option for land dedication in lieu of payments. Impact mitigation revenues are now an important funding source for park projects in the county CIP.

Statement of Assessment

The approved 2001 Comprehensive Park and Recreation Plan for Snohomish County recommended that, per the selection of potential services listed in Goal 12 of GMA, community parks be designated as necessary for development. The approved 2007 Comprehensive Park and Recreation Plan for Snohomish County recommended that, per the selection of potential services listed in Goal 12 of GMA, special use parks also be designated as necessary for development. Formal action to adopt this designation for special use parks however has not been enacted and levels of service values have not been adopted for those facilities. The 2001 Comprehensive Park and Recreation Plan for Snohomish County, adopted by the county council in December 2001, set the policy direction for park activities in this regard and led to like actions in the Capital Facilities Plan and Capital Improvement Plan. Designating community parks as necessary for development also provided the opportunity to amend Chapter 30.66A SCC, park mitigation, changing it from a SEPA-based mitigation program to a GMA-based impact fee program. The ordinance enacting this revised program was approved by the county council in 2005.

The 2007 Comprehensive Park and Recreation Plan for Snohomish County proposed a level of service methodology that takes into consideration an inventory of existing facilities, community demand for property acquisition and facilities, projections of population growth, geography, and estimation of future revenues.

Summaries on Parks activities based on requirements of the Capital Facility Plan:

- The levels of service proposed in the 2001 and 2007 Comprehensive Park and Recreation Plans for Snohomish County meet the first test required by the Capital Facility Plan. The projects proposed in the Capital Improvement Plan will maintain the identified park levels of service. Park acquisition

and facility development projects projected through the six-year horizon of the Capital Improvement Plan are designed to meet the defined proposed park levels of service, addressing the needs of existing and projected future population growth both in terms of numbers and geographic distribution.

- There are no projected shortfalls in funding for necessary park services that will warrant a reassessment of the comprehensive plan as per the second test. Parks will generate revenue through park impact fee collections. Real Estate Excise Tax I and Real Estate Excise Tax II revenues are expected to be allocated by the county council through the annual budget process over the six-year period covered by the Capital Improvement Plan. These revenues, and the additional revenues provided through the Metro/King County Brightwater Development Mitigation Agreement, will support up to \$30 million of property acquisition and facility development projects addressing the park and recreation needs of the existing population and new development. The Snohomish County Department of Parks and Recreation has established partnerships with area cities, school districts, community-based non-profit organizations and youth sports associations, some of which have contributed significant funding to the creation or rehabilitation of park facilities.
- Future partnerships will only add to the facility development resources available to Parks. A slowing of the economy may negatively affect the revenue stream in this CIP, as could a reduction in REET II revenue if the county council prioritizes some or all of this revenue for another county program. However, grant revenue available through the State of Washington Recreation and Conservation Office, the Salmon Recovery Board, the Department of Natural Resources and the federal government through the National Park Service or the SAFE-TEA program may be available to augment capital resources obtainable by Parks. These grants have not been factored into the projected revenue stream and are, in all cases, competitive on a regional or statewide basis. The Department of Parks and Recreation has a history of success in grant writing resulting in 30% to 50% of project costs of acquisition and development of some projects being covered by non-county revenue. This history provides cautious optimism that there will be no funding shortfalls in necessary park facilities and services to warrant a reassessment of the comprehensive plan.
- There is no evidence that necessary park facilities will be unavailable to support the development at the adopted minimum levels of service, a consideration required by the third test. The property acquisition and park development program projected through the six-year horizon of the Capital Improvement Plan are designed to meet the proposed park levels of service addressing the needs of existing and projected future population growth both in terms of numbers and geographic distribution.
- Municipal annexations could affect park impact fees in ten to twelve years and the availability of local funds to support operations and maintenance of future parks could be impacted as well.

A review of these considerations concluded that, under existing policies and programs, development would be supported by adequate park facilities at levels of service that meet or exceed minimum standards in the comprehensive plan.

Part 6.3 Assessment of Non-County Capital Facilities

Part 6.3a Water Supply Facilities

Sufficiency of Capital Improvement Program

The Washington State Department of Health (DOH) has basic operational requirements and standards for all water supply systems. Each water system comprehensive plan includes a description of the purveyor's system design standards. These standards usually address the design and performance of the transmission, storage, and distribution components, including facilities for storage and pressure maintenance. Standards for fire flow, for example, are a primary determinant of pipe size and pipe looping in the distribution system, as well as for the size and location of reservoirs. These standards are influenced heavily by fire insurance ratings and DOH standards, although they are a matter of local choice. They apply to facilities built by a district, as well as to facilities built by developers and other private parties that are dedicated to a district, or connected to a district's system. These standards generally constitute the LOS for the system. Snohomish County is currently working directly with the public water system purveyors in order to get a better depiction of how new population growth is changing infrastructure requirements.

Special districts are not directly addressed by the GMA, but, most district water plans prepared over the past ten years have followed GMA guidelines and specifications. District plans are subject to review by the county and cities they serve plus final approval by Snohomish County. These counties and cities are subject to the GMA and have effectively applied GMA standards to the review of these plans. Special districts that have prepared comprehensive water plans during the past ten years have incorporated the appropriate city and county land use and populations forecasts into their projections of future demand. This review aids in achieving consistency between the county's land use plan and the district's system plan for water supply.

Funding Adequacy

Each water district's system plan typically includes a 6 to 10 year capital improvement program that corresponds to the "financing plan" required by the GMA. The CIP is similar to those adopted by counties and cities – it identifies projects, costs, and funding sources to carry out the plan over the chosen time period. There are two primary sources of construction funds for large water system projects constructed by the purveyor: 1) utility local improvement district (ULID) financing that derives from special property tax assessments levied against owners within a defined district or benefit area; and 2) revenue bonds backed by regular rate charges and hook-up fees levied against all system customers. These primary sources may be supplemented by other funds, such as those from state grants and loans and other locally generated sources. ULIDs typically fund projects associated with the geographical expansion of the system into a developed, but previously un-served area. Revenue bonds are typically used to fund all other types of district projects not provided by private developers. Operating funds may also be used to fund smaller projects or capital replacement and maintenance programs for the distribution pipe system.

Utility funds are usually reliable funding sources, and the purveyors in Snohomish County have all been operating their utilities for many years. Accordingly, there is no reason to expect that any district or city will experience a probable funding shortfall that could jeopardize achievement of minimum service levels, although major capital facilities improvements are a challenge to fund for the smaller cities and districts. It is common for large capital projects to experience delays during design, permitting and construction. A large project in South County served by the city of Everett water supply system known as the Clearview Project was completed in 2003 by a partnership of several water purveyors, including the Cross Valley

Water District, Silver Lake Water and Sewer District and the Alderwood Water and Wastewater District. The project consisted of four components, including a new transmission main and reservoir complex to serve the Southwest UGA. This project provided necessary redundancy into the overall system and provides a back feed to the city of Everett in the event of the source of supply being lost to the city of Everett.

Adequacy of Regulatory Mechanisms

State statute, at RCW 58.17.110, requires that local authorities review plat applications to see that adequate provisions are made for a variety of public facilities, including potable water supply. Snohomish County, through Chapter 30.41A SCC and other provisions of county code, requires development applications to demonstrate that a source of potable water is capable of serving the proposed development. A letter is generally required from the purveyor stating that the water system is available and capable of serving the proposal if the area is within the district or service boundaries of public water systems, which generally cover most areas within the established UGA boundaries. Applicants are usually required to demonstrate that ground water is available and adequate – both quantitatively and qualitatively - to serve the development for proposals outside of UGA or defined water service areas. These reviews, performed by the Snohomish County Health District for well, systems usually assure not only that public or potable water supply is available, but that the expansion of the distribution system into the new development will meet the purveyor's construction standards and can be maintained following installation.

Statement of Assessment

Service standards for public water supply systems are established by a variety of public agencies. The State of Washington, through regulations administered by the Department of Health, establishes drinking water quality standards that affect water supply systems. Casualty insurance and fire protection agencies also play a role in determining levels of service for water distribution systems that support fire suppression, as most municipal and urban district systems in Snohomish County do. These state regulations play a major role in establishing LOS standards. The individual purveyors may also establish additional service standards, consistent with state regulations, through their comprehensive system plans.

Public water supply and distribution facilities are provided by cities, special purpose districts, associations and companies in Snohomish County. The city of Everett serves as a regional water supplier through its major supply, treatment, and transmission facilities in the Sultan watershed. The city's water supply complex, over the past 30 years, has been the major water supplier for a growing and urbanizing domestic market. The centralized Everett water system results in more unified facility and performance standards among its system customers, which include several cities and special districts serving most urbanized populations within the county.

A city or district is generally required, under state law, to update a comprehensive system plan when it needs to construct a water supply facility—transmission line, treatment facility, pump station, etc.—that is not accounted for in its current system plan. These facilities may be needed to accommodate unanticipated growth or growth occurring beyond the current plan's horizon year, in response to changes in state water quality regulations, or to address any other source of demand on the system. DOH requires system plans in the growing areas of the county to be updated (and approved by DOH) every six years. The following is a list of jurisdictions that have amended and/or revised their comprehensive water supply plans since the year 2000: city of Arlington, city of Bothell, city of Brier, city of Everett, city of Gold Bar, city of Marysville, city of Mountlake Terrace, city of Stanwood, Alderwood Water and Wastewater District, Highland Water District, Mukilteo Water District, Olympic View Water and Sewer District, and Snohomish County PUD #1.

CIP and LOS Linkage: Each water system comprehensive plan typically includes a description of the purveyor's system design standards. These standards usually address the design and performance of the system's supply, transmission, and distribution components, including facilities for storage and pressure maintenance. Standards for fire flow, for example, are a primary determinant of pipe size and pipe looping in the distribution system, as are the size and location of reservoirs. These standards are influenced heavily by fire insurance ratings, although they are a matter of local choice. They apply to facilities built by the district, as well as to facilities built by developers and other private parties that are dedicated to the district, or connected to the district's system. These standards define the LOS for the system.

Most district water plans prepared over the past five years have followed GMA guidelines and specifications. District plans are subject to review and/or approval by the counties and cities that they serve. These counties and cities are subject to the GMA and they have effectively applied GMA standards to the review of these plans. Special districts that have prepared comprehensive water plans during the past five years have incorporated the appropriate city and county land use and population forecasts into their projections of future demand. This review aids in achieving consistency between the county's land use plan and the district's system plan for water supply.

The cities and special districts that provide public water service to Snohomish County have a long and generally good record of preparing and implementing capital facility programs. Most of the cities and districts that supply water to the urban growth areas have now updated their system plans since the adoption of the comprehensive plan in 1995 and those plans are consistent and mutually supportive of one another. New water system plan updates have been compared with new growth forecasts for the year 2025 adopted as part of the 2005 Comprehensive Plan Update. The Everett supply system serves much of urbanized Snohomish County and serves as a de facto regional planning and coordination agency for its wholesale service area. It also controls water rights that can ensure adequate water supply for county residents for many years. A small portion of the county is also served by the city of Seattle supply system from the Tolt River Watershed in the SW UGA. State law and county code allow the county to ensure that adequate provisions are made for public water supply systems within the UGAs, and such provisions are being made. Therefore, the public water supply systems appear to be positioned to support the growth anticipated in the comprehensive plans of the cities and the county.

Snohomish County and the water purveyors have begun meeting on a regular basis to discuss potential water supply infrastructure problems that may be the result of future land use decisions. Summaries of these discussions will appear in future statements of assessment.

Part 6.3b Wastewater Collection and Treatment Facilities

Sufficiency of Capital Improvement Program

The Washington State Department of Ecology has basic operational requirements and standards for all wastewater systems and treatment facilities. Each wastewater system comprehensive plan also includes a description of the purveyor's system design standards. These standards usually affect the treatment and collection systems, including facilities to handle combined system overflows, where storm and sanitary wastewater are collected in combined sewer systems. They apply to facilities built by a district, as well as facilities built by developers and other private parties that are dedicated to a district, or connected to a district's system. These generally constitute the LOS for the system. Snohomish County is currently working directly with the wastewater system purveyors to establish specific minimum LOS standards for

each of the wastewater treatment systems throughout the county in order to get a better depiction of how new population growth is changing infrastructure requirements.

Each comprehensive wastewater system plan also includes a capital improvement program. Most system plans prepared over the past ten years have followed GMA guidelines and specifications although special districts are not directly subject to the GMA. District plans are subject to review by cities and approval by Snohomish County. The county and cities are bound by the GMA and have effectively applied GMA planning standards to the review of these plans. Special districts that have prepared comprehensive wastewater plans during the past ten years have incorporated the appropriate city and county land use and population forecasts into their projections of future wastewater flows. Population forecasts are often more conservative than Snohomish County land use and population forecasts.

Future wastewater system plan updates will be compared with new growth forecasts for the year 2025 adopted as part of the 2005 Comprehensive Plan Update.

Funding Adequacy

Each wastewater system plan typically includes a six to 10-year financing plan (or CIP) as required by the GMA. Each CIP is similar to those adopted by counties and cities in that they identify projects, estimated costs, and funding sources. There are two primary sources of construction funds for projects constructed by the purveyor: utility local improvement district (ULID) financing that derives from special property tax assessments levied against owners within a defined district or benefit area; and revenue bonds backed by regular rate charges and hook-up fees levied against all system customers. These primary sources may be supplemented by other funds, such as those from state grants and loans and other locally-generated sources. ULIDs typically fund projects associated with the geographical expansion of the system into a developed, but previously un-served area. Revenue bonds are typically used to fund all other types of district projects not provided by private developers and too large to be funded from operating revenues.

The cities and districts that serve unincorporated UGAs have capital improvement programs that call for upgrades, expansions and extensions of the major system components – trunk lines, lift stations and treatment facilities. These plans indicate that the system providers will be able to stay ahead of the projected service demands on their facilities. Significant new treatment capacity is expected to be needed in certain areas before the year 2010 to accommodate urban growth area expansion – notably in the Sultan and Granite Falls UGAs. These jurisdictions petitioned Snohomish County to include expansions of their UGA as part of the 10-year update to the county’s comprehensive plan. This will be a subject for continued scrutiny in the overall facilities monitoring process because of the long lead times required to bring new treatment facilities on line. The city of Sultan and Olympic View Water and Sewer District are currently revising their comprehensive sewer plans. The Alderwood Water and Wastewater District has prepared a new plan and submitted it to the county for approval.

Adequacy of Regulatory Mechanisms

State statute, at RCW 58.17.110, requires that local authorities review plat applications to see that adequate provisions are made for a variety of public facilities, including “sanitary wastes.” Snohomish County, through Chapter 30.29 SCC and other provisions of county code, requires development applications within urban areas to demonstrate that a public wastewater collection system is available and capable of serving the proposed development. A letter is generally required from the purveyor stating that the wastewater system is available and capable of serving the proposal within the district or service boundaries of public wastewater systems, which generally cover most areas within the established UGA boundaries. These reviews usually assure, not only that public sewerage infrastructure and treatment systems are available, but

that the expansion of the system into the new development will meet the purveyor's construction standards and can be maintained following installation. Developments within UGAs have generally not had trouble obtaining such assurances from wastewater system operators, except in limited instances within "un-sewered" urban enclaves or where the rate of development has prompted a district or city to temporarily impose a hook up moratorium."

Statement of Assessment

Service standards for public wastewater systems--as with public water supply systems--are established by a variety of public agencies. The state of Washington, through regulations administered by the Department of Ecology, establishes maximum contaminant levels for wastewater effluent that affect the design and location of wastewater treatment systems. The individual service purveyors also establish service standards through their comprehensive system plans. These system plans must meet the environmental and health standards established at the state and federal levels, but they also incorporate local choices about other performance features of the system, such as lift station performance, odor control, and reliability.

Wastewater collection and treatment is a required public service in Snohomish County. The treatment plants themselves are considered "essential public facilities" under the GMA within Snohomish County for development within urban growth areas. This service is provided by cities and special purpose districts. A city or district will generally update a comprehensive system plan when it needs to construct a facility--trunk sewer, treatment facility, lift station, etc.--not accounted for in its current system plan. An operating agency must begin preliminary design on the expansion of the plant's capacity when a treatment facility reaches 80% of its rated capacity under its NPDES permit. Therefore, system planning tends to be done on an irregular basis and is based on the growth rates in particular UGA's. Most plans are updated at least every 7-10 years.

Wastewater treatment is a significant growth management issue in Snohomish County because it has evolved in a de-centralized manner and is expensive to provide. A major treatment project called "Brightwater" is in the construction phase by King County. The Brightwater project involves a major new treatment facility sized at 36 mgd presently, with room for future expansions to serve the north and northeast portions of the King County METRO service area. This includes much of the areas served by the Alderwood, Cross Valley and Silver Lake Water and Sewer Districts that are currently served by the West Point Treatment Plant in north Seattle and the Renton Treatment Plant south of Lake Washington. This plant will be the largest in Snohomish County and will serve much of the south half of the Southwest UGA when completed and operating in the next four years (projected date of September 2011).

The Lake Stevens Sewer District has completed "phase I" of its southwest interceptor that increases capacity in the conveyance system in its service area. Phase II of the project has begun in parallel with Snohomish County street improvements in the area; between 20th Street and 87th Street plus between 87th Street and 83rd Street. Lake Stevens is also pursuing the relocation of its current treatment plant to a new upland location and is constructing this facility over the next five years. Final completion of all work is anticipated by 2017 as described in their 2005 Comprehensive Sewer Plan.

The Alderwood Water and Wastewater District has imposed an allocation plan limiting the issuance of sewer service in response to capacity concerns with the Picnic Point Wastewater treatment plant. The plant expansion is currently under construction. Increased capacity operations should commence in late 2010. Certificates of sewer availability should begin to be available in mid 2010. The allocation plan will sunset after completion of the project.

Snohomish County has recently approved comprehensive sewer plans from the following jurisdictions: Ronald Sewer District, Olympus Terrace Sewer District, Lake Stevens Sewer District, and Mukilteo Sewer District. Snohomish County is currently reviewing a comprehensive sewer plan from Alderwood Water and Wastewater District.

If and/or when critical wastewater projects encounter significant delays, moratoria will always remain a possibility.

There are no other outstanding district wastewater issues in the county at this time.

CIP and LOS Linkage: Each wastewater system comprehensive plan typically includes a description of the purveyor's system design standards. These standards usually affect the treatment and collection systems, including facilities for dealing with combined system overflows, where storm and sanitary wastewater are collected in combined sewer systems. They apply to facilities built by the district, as well as to facilities built by developers and other private parties that are dedicated to the district, or connected to the district's system. These standards define the LOS for the system.

Each comprehensive wastewater system plan also includes a capital improvement program. Most district system plans prepared over the past five years have followed GMA guidelines and specifications although special districts are not directly subject to the GMA. District plans are subject to review and/or approval by the counties and cities that they serve. These counties and cities are bound by the GMA and have effectively applied GMA planning standards to the review of these plans. Special districts that have prepared comprehensive wastewater plans since 1995 (and most system plans have been updated since that time) have generally incorporated the appropriate city and county land use specifications. Future wastewater system plan updates will be compared with new growth forecasts for the year 2025 adopted as part of the 2005 Comprehensive Plan Update.

Snohomish County has no indication that proposed funding sources for wastewater collection and treatment system projects identified in city and district plans will not be available to support those projects. However, the schedule for construction could slip on some of the proposed projects if grant funding or loans are not secured for certain projects within the smaller jurisdictions and districts. Accordingly, there is no reason to expect that any district or city will experience a probable funding shortfall that could jeopardize achievement of the minimum service levels prescribed in its plan.

Snohomish County and the wastewater purveyors have begun meeting on a regular basis to discuss potential sewer infrastructure problems that may be the result of future land use decisions. Summaries of these discussions will appear in future statements of assessment.

Part 6.3c Electric Power Facilities

Sufficiency of Capital Improvement Program

Snohomish County is served by the Snohomish County Public Utility No. 1 (PUD) for its electric power needs. The PUD Charter requires that service be made available to all residential units and commercial establishments within Snohomish County and Camano Island. The PUD is a non-profit; community owned and governed utility that provides electric distribution services. The PUD has a board of elected commissioners who set policy. The electricity tariffs (electric rates) are based only on cost of service because the PUD is a non-profit, publicly owned utility. The PUD is the largest publicly owned utility in the Northwest and the 13th largest in the United States by electric customers served, with approximately

327,000 as of June 2009. The PUD is also the largest customer of the Bonneville Power Administration (BPA) with 7,175,000 megawatt-hours per year of consumer sales forecast for 2010.

The PUD electric system planning objectives are to: anticipate and accommodate consumers' changing energy needs, provide continued operation and dependability of their electric system assets, ensure sufficient reliability and capacity and upgrades to meet future service needs, and comply with federal, state, and local regulations. The PUD provides a yearly electric facility plan summary outlining capital expansions, upgrades, and asset management plans and operation/maintenance plans for the next seven years. This electric facility plan is used as the input to the annual financial budget process. Electric consumer forecasts and overall system impacts are assessed each year as part of the PUD capital plan process. The PUD facilities will be expanded significantly between January 2010 and December 2016 to accommodate the expected 44,300 in customer growth including additional rights-of-way and substation sites and generation interconnection plus smart grid initiative projects. Snohomish County government comprehensive land use plan resources, *Buildable Lands Reports*, Growth Management Act assessments, and future development project Environmental Impact Statements are used to identify needed future electric transmission and distribution system expansions. The electric system expansion can be cost effectively achieved with this knowledge of long-range county growth expectations.

The PUD Electric Facilities Plan includes system improvements that support efforts over the next seven years to maintain the service reliability. Service reliability is greatly impacted by right-of-way maintenance practices (to avoid fallen trees), equipment failures, car pole accidents, and the ability to reroute supply from different sources. The service reliability is also impacted by the dependability of sources of supply (BPA and others) and the layout of the transmission and distribution networks. The source of power supply for the PUD is approximately 80% from BPA, 10% from PUD owned generation, and 10% from open market. The PUD completed a comprehensive Integrated Resource Plan in December 2004 which addresses future trends in the power supply and outlines a direction for the PUD to cost effectively manage power supply volatility risks such as more aggressive conservation measures and renewable generation to help mitigate the potential of a volatile supply situation.

Funding Adequacy

The PUD's 2010-2016 capital program is divided into four categories with a total capital cost over the seven years of about \$817M. This is estimated planned expenditures based on mean growth projections. This \$817M also serves as the establishment of a minimum level of investment for infrastructure to serve new population growth. These expenditures could increase or decrease depending on revised growth projections. About 52% of the capital plan's funding is allocated to the category, "Electric Systems." This category includes major capital expansions, major upgrades, asset management and miscellaneous capital outlay. About \$100M is programmed to support these capacity-expanding projects over the next seven years. Another \$86.4M is allocated for major component upgrades that are prompted by customer growth, replacement of aged equipment, industry safety standards, land use changes, and infrastructure expansions such as a water supply, waste treatment facilities, new roadways, and other improvements directly related to the geographical expansion of the service area and to the connection of new customers to the system. Major expansion projects are oriented to provide increased electric system capacity to meet expected load growth which is projected to increase at a similar pace to the projected growth in customers. The remainder of the Electric System category is divided between the categories of "Assets Management" and "Capital Outlay," which support the operation and maintenance of the system. About 28% of the capital plan's funding is allocated to the category, "Customer Service." This category includes distribution line extensions, meters, transformers, and other improvements directly related to the geographical expansion of the service area and to the connection of new customers to the system. The plan also includes two new categories: Generation interconnection and the Smart Grid Initiative. The Generation interconnection and

the Smart Grid projects account for approximately \$115M (14.1%) of the total PUD capital plan seven year costs.

Funding for the PUD's capital program is provided primarily from charges for service. Bonds can be issued against future revenues from rate charges to customers to raise the capital needed for major system upgrades and expansions, such as new transmission lines and substations. Most of the "customer work" portion of the capital program is funded directly by the customer, whether it is distribution system expansion to serve a new subdivision or a new transformer to serve a new industrial customer. The PUD's capital funding sources are generally stable and reliable, although they can be impacted by the cost of purchasing outside power. Those costs increased significantly in 2001 and are reflected in current purchase agreements and rates, although no funding shortfalls that would threaten needed improvement projects are currently anticipated. PDS will continue to monitor the situation.

Adequacy of Regulatory Mechanisms

Snohomish County takes into account the availability of electrical service in its decision-making process for development proposals. Chapters 30.41A and 30.41B SCC specifically require proof of electrical availability before a final plat or short plat can be certified by the county. This requirement assures that adequate electrical system facilities are available or can be made available to any plat before lots are legally created and can be used for building purposes. A similar review of power availability occurs at the building permit stage.

Statement of Assessment

Snohomish County is served by the Snohomish County Public Utility District No. 1 (PUD) for its electric power needs. The PUD charter requires that service be made available to all residential units and commercial establishments within Snohomish County and Camano Island. The PUD is a non-profit community owned and governed utility that provides electric distribution services. The PUD has a board of elected commissioners who set policy. The electricity tariffs (electric rates) are only based on cost of service because the PUD is a non-profit, publicly owned utility. The PUD is the largest publicly owned utility in the Northwest and thirteenth largest in the United States by electric customers served, with 327,000 as of June 2009. The PUD is also the largest customer of the Bonneville Power Administration (BPA) with 7,175,000 megawatt-hours per year of consumer sales forecast for 2010. The PUD generates a portion of its needed electric power through a co-owned hydroelectric facility within the county and a co-owned coal-fired plant in central Washington. It also purchases power generated at a co-generation facility in Everett, as well as from the Bonneville Power Administration (BPA), and on the open wholesale power market, as required.

PUD prepared a long-range (20-year) system plan in 2002 that identified system improvements necessary to meet the forecasted demand for power from 2003-2022.

CIP and LOS Linkage: The PUD electric system planning objectives are to: anticipate and accommodate changing consumer energy needs, provide continued operation and dependability of their electric system assets, ensure sufficient reliability and capacity and upgrades to meet future service needs, and comply with federal, state, and local regulations. The PUD provides a yearly electric system facility plan summary outlining capital expansions, upgrades, and asset management plans and operation/maintenance plans for the next seven years. This electric facility plan is used as the input to the annual financial budget process. Electric consumer forecasts and overall system impacts are assessed each year as part of the PUD capital plan process. Electric power is also a capital facility that is defined as "necessary to support development" in the Snohomish County capital facilities plan and therefore, has a corresponding minimum level of

service. The PUD has established a “minimum level of investment” as their standard. This standard is a minimum amount of funding that would be required over a seven year period to accommodate customer growth; that amount is \$817M. This amount is an estimate, assuming that more could actually be spent to service population growth.

The PUD facilities will be expanded significantly between January 2010 to December 2016 to accommodate the expected 44,300 in customer growth, including additional rights-of-way and substation sites. Snohomish County government comprehensive land use plan resources, *Buildable Lands Reports*, Growth Management Act assessments, and future development project Environmental Impact Statements are used to identify needed future electric transmission and distribution system expansions. The electric system expansion can be cost effectively achieved with this knowledge of long range county growth expectations.

The PUD electric facilities plan includes system improvements that support efforts over the next seven years to maintain the service reliability. Service reliability is greatly impacted by right-of-way maintenance practices (to avoid fallen trees), equipment failures, car pole accidents, and the ability to reroute supply from different sources. The service reliability is also impacted by the dependability of sources of supply (BPA and others) and the layout of the transmission and distribution networks. The source of power supply for the PUD is approximately 80% from BPA, 10% from PUD owned generation, and 10% from open market. The PUD completed a draft comprehensive Integrated Resource Plan in May 2005 which addresses future trends in the power supply and outlines a direction for the PUD to cost effectively manage power supply volatility risks such as more aggressive conservation measures and renewable generation to help mitigate the potential of a volatile supply situation.

The availability of adequate electrical system facilities is generally not an issue in Snohomish County because of the mandates within the charter of the county’s public utility provider of electrical power. The unforeseen land use expansion within Snohomish County, at times, impacts availability of substation sites and line right-of-way generally increases electric design and construction costs. The PUD does engage in capital planning and, historically, has been able to generate the fiscal resources necessary to implement its capital program.

Part 6.3d Public Schools

Sufficiency of Capital Improvement Program

The 6-year CIP within each district’s plan typically includes a mix of new permanent school facilities and the installation of new or relocated portable classrooms. The districts would maintain their minimum LOS if carrying out the CIP results in not exceeding (for example) a specific maximum average class size throughout all facilities. The districts would still meet their minimum LOS standard as long as the combination of portable classrooms and permanent school facilities can accommodate all students in classes and the average class size is under the maximum allowed in the districts capital facilities plan. Each school district may establish a different methodology for determining LOS and does so in the individual CFPs that are updated every other year pursuant to Snohomish County requirements for school impact fees.

The state’s practices in allocating its matching construction funds require school districts to demonstrate that “un-housed” students will justify a new school or a school addition before it will approve those funds. This practice is in direct conflict with the GMA directives for public facilities and results in school CIPs that routinely show construction projects lagging behind the demand for space. This often requires districts to undergo a short-term decline in LOS before a new capacity-expanding project comes on line.

Snohomish County provided the school districts population forecasts based on results of the county's 10-Year Comprehensive Plan Update to be used in their student enrollment forecasting. The school districts are currently operating based on the 2008-2013 CFPs adopted by Snohomish County in December 2008. The county's review and adoption process of the school district's CFPs constitutes a regular programmed reassessment of this particular component of the comprehensive plan.

Funding Adequacy

Each school district's CFP includes a six-year financing plan (or CIP) as required by the GMA. The CIP is similar to those adopted by counties and cities – it identifies projects, costs, and funding sources. There are two primary sources of construction funds for public schools: local voter-approved bond issues based on property tax levies and state matching funds. These primary sources may be supplemented by other local funds, such as those generated by the sale of assets and by impact fee collections. The schools' CFPs generally indicate whether a particular capital project is to be funded by the proceeds from an approved bond issue or by a future bond issue not yet approved by the voters. It will also indicate the state matching funds that are anticipated. Virtually all school CIPs are characterized by a degree of uncertainty because voter approval of future bond issues cannot be assured.

Snohomish County school districts have been generally successful in recent years in passing bond measures needed to fund school construction projects. This is an indication that the county's school districts are capable of accurately preparing and implementing credible CFPs. The Snohomish School District passed a bond issue in May 2008 that will allow it to move forward with its improvement program. None of the school districts have expressed any extraordinary concerns about the passage of any upcoming bond issues in their 2008-2013 CFPs. However, bond failures persist as a long-term concern for school districts because of the possibility of enrollment exceeding permanent school capacity in many school districts throughout the county – even in school districts that have seen overall enrollment growth slow in recent years.

Revised enrollment projections in the 2008-2013 CFPs predict fewer increases from those predicted in the 2006-2011 CFPs. This is evidenced by a number of changes in housing occupancy patterns (student generation rates) in multi-family and single family dwellings.

The school districts will begin developing new CFPs in February 2010 for adoption by Snohomish County in December 2010. This presents an opportunity for any districts having particular difficulty funding their CIP projects to make appropriate adjustments. The county's review and adoption process constitutes a regular programmed reassessment of this particular component of the comprehensive plan.

Impact fees: Chapter 30.66C SCC was transformed in 1999 from a SEPA-based program to a GMA development regulation. It provides for the payment of school impact fees by builders of new residential development to address the impacts on the public school system. Fees are based on information contained within each individual school district's CFP and will vary with the particular circumstances of each district.

The payment of the impact fee is a required part of permit approval and fees are collected by Snohomish County at the building permit application stage. Impact fees alone cannot provide enough revenue to build a new school; however, they are an important supplemental part of the school-funding picture. Fee revenues are typically used by the districts to buy and install portable classrooms, to buy sites for future schools, or to supplement the construction budget for classroom additions or similar capital projects.

Adequacy of Regulatory Mechanisms

Snohomish County school districts prepare GMA-compliant capital facilities plans and submit them for review and adoption by the county every two years. They then undertake construction projects from these plans. School CFPs also provide the technical and legal basis for the calculation and imposition of school impact fees, which Snohomish County collects from residential developments within unincorporated areas under the authority of Chapter 30.66C SCC.

Schools are not a “concurrency facility” within the county’s GMA Comprehensive Plan, so there is no concurrency management system for schools in Chapter 30.66C SCC as there is for transportation in Chapter 30.66B SCC. However, the county provides school districts the opportunity to comment on residential development proposals within their district boundaries as a part of the county’s development-application review process. State statute, at RCW 58.17.110, directs local authorities to review plat applications to see that a variety of public facilities have adequate provisions, including schools and walkways to ensure safe walking conditions for school children. This creates an opportunity – either through SEPA or as part of the development approval process – to secure from the development additional off-site facilities, such as bus pullouts or walkways that assist the schools in achieving their mission.

Chapter 30.66C SCC provides for the payment of school impact fees by builders of new residential development to address the impacts of plats and other residential development activity on the public school system. Fees are based on information contained within each individual school district’s CFP and will vary with the particular circumstances of each district. The payment of the fee is a required part of permit approval. Snohomish County collects fees at the building permit application stage.

Statement of Assessment

CIP and LOS Linkage: Each school district establishes level-of-service (LOS) standards for public schools in its CFP. These standards can address such things as building construction, maximum class size, optimum school capacity, and the use of portable classrooms. Some standards are set by the state and are generally uniform across the state. Others are subject to local discretion and may vary widely from district to district. Each school CFP includes a description of the district’s program-related educational standards that relate to school capacity. These standards typically include a maximum average classroom size, which is a part of the district’s level of service standard. Most Snohomish County school districts would like to house all students in permanent classrooms. However, the districts also recognize the need for portable classrooms to provide interim school capacity while permanent capacity is being designed and completed – particularly during periods of high enrollment growth. Most district plans reflect the continued use of portable classrooms. A district’s minimum acceptable LOS is, in many cases, expressed as a certain maximum average class size for basic elementary, middle, and high school classes.

The 6-year CIP within each district’s plan typically includes a mix of new permanent school facilities and the installation of new or relocated portable classrooms. If carrying out the CIP results in fewer numbers or a smaller percentage of students housed within portables, the district is progressing towards its preferred goal of housing all students in permanent school facilities. The district would still meet its minimum LOS standard as long as a combination of portable classrooms and permanent school facilities can accommodate all students and maintain average class sizes less than the maximum average size (minimum LOS). The state’s practice of matching construction funds requires school districts to demonstrate that “un-housed” students will justify a new school or a school addition before it will consider the district eligible for these funds. This results in school CIPs that routinely show construction projects lagging behind the demand for space. This generally requires districts to undergo a short-term increase in “un-housed” students or decrease in level of service before a new construction project is completed. However, if a district is able to

complete its construction projects according to the planned timetable, it will often moderately reduce the percentage of students in portable classrooms – at least over the long-term.

The school districts, collectively and individually, appear to be carrying out their CFPs/CIPs sufficiently. All the school districts have achieved their minimum levels of service based on the information in the proposed 2008-2013 CFPs and the 2008 School LOS Report.

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Resource documents available for viewing (V) or sale (S) at the Department of Planning and Development Services (PDS) include the following:

- 1994-1999 (and to 2013) Capital Facility Requirements by Henderson/Young & Co. (V)
- School capital facility plans for each school district (V)
- Water and sewer system plans from individual districts and cities (V)
- PUD electric system plan and capital improvement program (V)
- Utility Inventory Report (summary report prepared by PDS) (S)
- Documents of the county's GMA Comprehensive Plan, including the General Policy Plan, the Capital Facilities Plan, and the Transportation Element (S)

Resource documents available at the Department of Public Works:

- Transportation Needs Reports (TNR)
- Concurrency Reports
- Transportation Improvement Program (TIP)

SECTION VII: STATEMENT OF ASSESSMENT
MINIMUM LEVEL OF SERVICE REPORTS

The following information summarizes minimum level of service status for Surface Water Management, Roads (Transportation), Public Schools and Electric Power. The information directly corresponds to information in the particular “Statement of Assessment” text sections. There is no specific minimum LOS information currently available for Public Water Supply and Public Wastewater Collection and Treatment Systems, but Snohomish County is working directly with the purveyors to establish specific minimum LOS protocols and begin collecting data. The first minimum LOS report for these categories is expected to be available in the 2010-2015 CIP.

7a – Minimum Levels of Investment Report 2009

Minimum LOS for Surface Water Management and Electric Power is expressed in terms of “minimum level of investment” in infrastructure over time. The following table summarizes their information.

Capital Facility	Minimum Level of Investment Standard	Actual Level of Projected Investment	Comments
Surface Water Management	\$8.35 million should be invested over a 6 year period	\$72.2 million between 2010 and 2015	Funds provided by Snohomish County.
Electric Power	\$817 million should be invested over a seven year period	\$817 million between 2010 and 2015	This is based on current population projections. If there were an unexpected decline in growth, the investment would decrease accordingly. Funds Provided by Snohomish PUD.

7b – Roads/Transportation Level of Service Report 2009

The 2009 concurrency report summarizes the level-of-service (LOS) of Snohomish County's arterial road system and the strategies by the Department of Public Works to remedy LOS deficiencies. This report covers the period from April 2008 (the date of publication of the previous report) to April 2009.

Concurrency Management System

A review of Snohomish County's concurrency management system is available on the county's web site. The web site includes the full 2009 concurrency report, previous concurrency reports, and many other documents related to the county's traffic mitigation and concurrency regulations. (The site is called the '30.66B' site because Chapter 30.66B is the county's traffic mitigation and concurrency ordinance.) The internet address is as follows:

www1.co.snohomish.wa.us/Departments/Public_Works/Divisions/TES/ProgramPlanning/3066B/ /

Arterial Units in Arrears (AUIA)

Snohomish County Code defines arterial unit in arrears (AUIA) as any arterial unit operating (or within six years forecast to operate) below the adopted LOS standard, unless a financial commitment is in place for improvements (or strategies) to remedy the deficiency within six years. Any new development that adds more than three directional peak-hour trips to an AUIA cannot be deemed concurrent and cannot be approved. There are currently four arterial units in arrears that are summarized below. The four arterial units in arrears are located along three major corridors that either have large volumes of projected traffic (pipeline) within the next six years or are impacted by intersecting State routes.

Four (4) Arterial Units are in Arrears

- 20th Street SE from US 2 Westbound trestle entrance to SR 9 (AU#238)
- Airport Way from SR 9 to 99th Avenue SE (AU#353)
- Marsh Road from Lowell Larimer Road to SR 9 (AU#198)
- Seattle Hill Road from 35th Avenue SE to SR 96 (AU#202)

Three (3) Arterial Unit are No Longer in Arrears

1. 35th Avenue SE from 168th Street SE to Seattle Hill Road (AU#204)
- 2/3. York Road/35th Avenue SE from Grannis Road to SR 524 (AU#337/AU#420) Note: York Road is actually in 2 TSAs and is counted as two arterial units.

Seventeen (17) Arterial Units are at Risk of Falling into Arrears

1. 4th Avenue W from 112th Street SW to Everett City Limits (AU#352)
2. 4th Avenue W from 128th Street SW to 112th Street SW (AU#229)
3. 20th Street SE from SR 9 to South Lake Stevens Road (AU#316)
4. 35th Avenue SE from 168th Street SE to Seattle Hill Road (AU#204)
- 5/6. 35th Avenue SE from Grannis Road to 168th Street SE (AU#207 & AU#336)
7. Airport Road /128th Street SW from SR 99 to I-5 (AU#228)
8. Airport Way from 99th Avenue SE to Snohomish City Limits (AU#235)
9. Bunk Foss/Ritchey Roads from SR 9 to South Machias Road (AU#256)

10. Gibson Road from SR 99 to 128th Street SW (AU#293)
11. Lincoln Way from Beverly Park Road to Admiralty Way (AU#453)
12. Meadow Road from 164th Street SW to 148th Street SW (AU#454)
13. Meridian Avenue S from Meadow Place SW to SR 96 (AU#298)
14. Poplar Way from Lynnwood City Limits to Brier City Limits (AU#278)
15. Springhetti Road from Broadway Avenue to Airport Way (AU#445)
- 16/17. York Road/35th Ave. SE from SR 524 to Grannis Road (AU#337 & AU#420)

Three (3) Arterial Units at Ultimate Capacity

1. 164th Street SE/SW from I-5 NB Ramps to Mill Creek City Limits (AU#218)
2. 164th Street SW from Lynnwood City Limits to I-5 SB Ramps (AU#219)
3. Snohomish-Woodinville Road from King Co. Line to SR 522 (AU#211)

SCC 30.66B.110(1) says, “When the county council determines that excessive expenditure of public funds is not warranted for the purpose of maintaining adopted LOS standards on an arterial unit, the county council may designate, by motion, such arterial unit as being at ultimate capacity. Improvements needed to address operational and safety issues must be identified in conjunction with such ultimate capacity designation.” The county currently has three arterial units at ultimate capacity. See previous concurrency reports for a discussion about this road.

Table 1: Summary of Level-of-Service (LOS) Status

Below is the annual summary of the current and past LOS status of arterial units:

	'01	'02	'03	'04	'05	'06	'07	'08	'09	% of Total ('09)
LOS above screening level ^a	185	225	261	258	255	252	250	251	259	86%
LOS below screening level ^a	<u>60</u>	<u>42</u>	<u>34</u>	<u>37</u>	<u>340</u>	<u>64</u>	<u>53</u>	<u>50</u>	<u>42</u>	<u>14%</u>
Total number of arterial units	245	267	295	295	295	316	303	301	301	100%
Breakout of arterial units below the screening level:										
Monitoring level	18	20	10	10	18	25	23	19	10 ^b	3.3%
Operational analysis level	33	15	17	21	14	30	22	21 ^d	25 ^c	8.4%
Arterial units in arrears	8	6	6	5	7	8	7	7 ^e	4	1.3%
Arterials at Ultimate Capacity	1	1	1	1	1	1	1	1	3	1.0%
Total below screening level	60	42	34	34	40	64	53	50	42	14%

^a See *Review of Concurrency Management System* described above for an explanation of the various 'tiers' of the concurrency management system. In simple terms, arterial units above the screening level are those clearly passing the LOS test. Below the screening level, as congestion increases, the level of analysis typically goes from monitoring to operational analysis which determines if the arterial unit is in arrears.

^b One of these arterial units has two numbers (209 and 332) because it is on the border between transportation service areas (TSAs) and thus counts as two arterial units.

^c Two of these arterial units have two numbers (337 and 420) and (336 and 207) because they are on the border between transportation service areas (TSAs) and thus each counts as two arterial units.

^d Two of these arterial units have two numbers (336/207 and 209/332) because they are on the border between transportation service areas (TSAs) and thus each counts as two arterial units.

^e One of these arterial units has two numbers (337 and 420) because it is on the border between transportation service areas (TSAs) and thus counts as two arterial units.

7c – Parks and Recreation Level of Service Report 2009

MINIMUM LEVEL OF SERVICE STANDARD (stated in 2005 CFP):

Parks Category	Target LOS	Minimum LOS
Community–Land	One park equivalent per 15,000 additional residents	One additional Community park (land) per 21,000 additional residents
Community–Facilities	One Community Facility for every 25,000 people	One new fully developed Community (facility) for every 28,500 in population

Note: LOS based upon additional population added to unincorporated areas from 2000 population figure of 291,142 (census data) and new land and facilities added since 2001.

Baseline data:

Population: 291,142 (2000 census figure)

Change in population: 37,143 (328,285 - 2009 estimate – 291,142)

New Community Parks (Land) since 2001 – Miner’s Corner, Cavalero, Paine Field and Fairfield. Loss of Lundeen. Net gain is 3 new Community Parks (Land) since 2001. (King and Allen Creek would have been counted but have been classified as other types of parks or transferred to other jurisdictions.

New Community Parks (Facilities) since 2001 – Lake Stevens (75%), Lake Goodwin (100%), Willis D. Tucker (80%), Paine Field (100%), and Whitehorse (100%) Community Parks. Loss of Lundeen Park. Net gain of 3.55 new Community Park (Facilities) since 2001.

REPORTED LOS:

Parks Category	2008 LOS	Target LOS	Minimum LOS
Community–Land	1 park per 12,381 additional residents	1 park equivalent per 15,000 additional residents	One additional Community park (land) per 21,000 additional residents
Community–Facilities	1 new facility per 10,463 additional residents	1 Community Facility for every 25,000 people	One new fully developed Community (facility) for every 28,500 in population

ACTIONS REQUIRED: None

COMMENTS: Parks is well on track to continue meeting the defined LOS for park land and facilities. Continued development and/or opening of four additional park facilities are planned for 2009/2010. These facilities are: Lake Stevens Community Park, Martha Lake Airport Community Park, Miner’s Corner Community Park and Fairfield Community Park.

7d – Public Schools Level of Service Report 2009

School District	MINIMUM LOS# Elementary	CURRENT LOS Elementary ²	MINIMUM LOS Middle	CURRENT LOS Middle	MINIMUM LOS High	CURRENT LOS High ²
LOS Standard						
Arlington No.16	27	21.4	30	20.2	32	20.8
Maximum average class size						
Darrington No.330	N/R	N/R	N/R	N/R	N/R	N/R
Edmonds No.15	12,813	9,686	3,453	3,078	8,365	6,505
Maximum number of students the district will accommodate						
Everett No.2	KG=25 G1-5=27	KG=19.4 G1-5=22.7	31	24.7	35	24.3
Maximum average class size						
Granite Falls No.332	N/R	N/R	N/R	N/R	N/R	N/R
Lake Stevens No.4	25	X =97%	28	X = 99%	31	X=98%
Maximum class size in a majority of classrooms x > 50%	131 classrooms	127 classrooms	105 classrooms	104 classrooms	66 classrooms	65 classrooms
Lakewood No.306	26	X=89 %	28	X=88%	30	86%
Maximum class size in a majority of classrooms x > 50%	45	40	186	164	155	134
Marysville No.25	29	27	32	32	34	34
Maximum average class size						
Monroe No.103	26	X =90%	30	X =99%	30	X =95%
Maximum class size in a majority of classrooms x > 50%	131 classrooms	118 classrooms	103 classrooms	102 classrooms	80 classrooms	76 classrooms
Mukilteo No.6	8,154	6,120	4,500	3,233	5,208	4,242
Maximum number of students the district will accommodate						
Northshore No.417 ⁴	24	22	27	20	27	23
Maximum average class size						
Snohomish No.203	35	27	35	32	40	34
Maximum average class size in a majority of classrooms. x > 50%						
Stanwood-Camano No.401 ⁴	25	X=100%	29	X=100%	32	X=100%
Maximum class size in a majority of classrooms x > 50%	120 classrooms	120 classrooms	66 classrooms	66 classrooms	80 classrooms	80 classrooms
Sultan No.311	K-3 =24 G4-5 =28	K-3 =21 G4-5 =21.6	30	24.8	32	23.8
Maximum average class size						