

TNR APPENDIX P-2: DESCRIPTIONS OF THE APPENDICES

Appendix A: Major Projects and Their Status

The road projects listed in Appendix A have been identified as major projects in the County's 2005-2025 Transportation Element (TE) or in previous Transportation Needs Reports (TNRs). Some of these major projects are included in the impact fee cost basis and others are not (see more explanation in Appendix A). The appendix provides information on whether or not the project is now a fee project and what fee category it is in, that is, "Critical Arterial System Improvement," "Arterial Level of Service Improvement," or "Completed."

Appendix B: Cost Estimating Model

Appendix B shows the current unit costs, major assumptions, and changes from the previous iteration. The cost estimates for the major road widenings and new alignments are estimated using a model that takes basic data about each of the projects and applies various assumptions and unit costs. The model is based primarily on Department of Public Works road projects that have recently gone to bid.

All construction improvements are assumed to follow the Snohomish County Engineering Design and Development Standards. Among other things, these standards designate the lane and shoulder widths required for arterial road configurations. The construction of curb, gutter, and sidewalk was assumed for arterials in the urban growth areas designated by the Snohomish County Comprehensive Plan. For the rural arterial segments, shoulder and open ditch drainage construction were assumed.

Appendix C: Transportation Service Areas (TSAs)

The Transportation Needs Report establishes "Transportation Service Areas" (TSAs) for the purpose of calculating, imposing, and administering the traffic mitigation requirements of County regulations. In most cases, new developments are only required to establish concurrency and mitigate traffic impacts within the TSA in which they are located. Mitigation includes GMA-based impact fees, and may include mitigation for impacts on inadequate road conditions and adequate access and circulation provisions. Appendix C provides detailed descriptions of the TSA boundaries and a map of their location.

Appendix D: Impact Fee Cost Basis

The Transportation Needs Report establishes the basis for Snohomish County's GMA-based traffic impact fee. Appendix J also provides information about the County's impact fee program.

Appendix E-1: Information on Identified Major Improvements

Appendix E-1 provides basic information on each of the major widenings and new alignments identified in the Transportation Element. Projects are arranged in alphabetical order. Information includes the road name, location (UGA and TSA), the project limits, project description, current and future lanes, estimated ultimate right of way, and whether or not the project is currently on the six-year transportation improvement program (TIP).

Appendix E-2: Information on Numbers of Lanes of Major Improvements

For each major project in the TNR, Appendix E-2 provides the number of current lanes, future travel lanes, and future turn lanes.

Appendix F: Identification of Improvements Needed to Support Planned Development

Appendix F provides a narrative description of the County's traffic forecasting model that is used to identify the major widenings and new alignments needed to support new development.

Appendix G: Revenue and Expenditure Forecasts

Appendix G summarizes ongoing analysis of the County's revenue and expenditure forecasts. This helps to determine if the impact fee levels are appropriate and whether or not revenues in general are balanced with overall needs.

Appendix H: Credits for Taxes Paid by New Development for Projects in Impact Fee Cost Basis

This appendix provides a narrative description of the methodology used by the County to provide a credit for taxes paid by development that help to fund the impact fee projects. Providing this credit is a legal requirement and is intended to avoid "double-dipping" in which a developer (or the new occupants or users of the development) end up paying twice for the same road improvements, first through an impact fee, and second through other taxes (e.g. fuel taxes).

Appendix I: Funding Sources

RCW 82.02.060(c) states that the method of determining impact fees shall incorporate the availability of other means of public funding. The County provides a credit for taxes possibly paid by new development that fund capacity projects (Appendix H). For the most part, this credit is the County's way of meeting the requirement of RCW 82.02.060(c). However, as a check, the County also does some analysis to answer the following question. With the current fee schedule, is the County collecting too much money? That is, does the amount from fees plus the amount from federal, state, and other (non road fund) sources add up to more than 100%. If so, then the County might have to lower the rates in the fee schedule. Appendix I summarizes that analysis.

Appendix J: Snohomish County's Impact Fee Program: Policy Overview

Appendix J provides a narrative overview of the policies and regulations governing impact fees in general, and Snohomish County's program in particular.

Appendix K: Twelve Categories of Transportation Improvements and the Improvement Evaluation Process

Appendix K provides a narrative overview of the identification and evaluation of all categories of road improvements. The appendix provides a table showing the different categories. The categories include the two categories of major road projects which are the focus of appendices A through J, but also ten other categories of improvements. The appendix also provides a description of the improvement evaluation process for each of the categories that provides relative priority ratings for each improvement.

Appendix L: Identified Road Improvements, All Categories Alphabetically by Road Name

Appendix L lists all of the currently identified road improvements for all categories of improvements. In this appendix the improvements are listed in alphabetical order by road name. This appendix is useful for determining whether or not improvements have been identified for any given road. If an improvement is found, the road number can be noted to look up the same improvement in Appendix M to see if it overlaps with any other improvements.

Appendix M: Identified Road Improvements, All Categories Alphabetically by Road Number

Appendix M also lists all of the currently identified road improvements for all categories of improvements. In this appendix the improvements are listed in alphabetical order by road number and milepost. This enables one to determine if other improvements are identified for the same or adjacent sections of the road.

Appendix N: Priority Pools by Category

Appendix N shows priority pools for each of the categories of improvements. In the “priority pools” all the improvements with the same priority rating (high, medium, or low) are grouped together. Within the pools, the improvements are arranged alphabetically. This is the final result of the improvement evaluation process.

The purpose of the improvement evaluation process is to provide information that management and staff use in developing the Snohomish County six-year transportation improvement program (TIP). Programming of improvements, however, is not based solely on these priority ratings but the priority pools are one of the tools that management and staff use to make programming decisions.

Appendix O: Identified Projects by Category

Appendix O lists the projects and project information for each category of improvement. Projects are arranged alphabetically within categories.

Appendix P: Miscellaneous Documents

This appendix includes other miscellaneous documents to provide additional information including:

P-1. Overview of the TNR

A brief overview of the main objectives and uses on the Transportation Needs Report (TNR).

P-2. Description of Appendices

Provides a brief description of each appendix in the TNR

P-3. Design Standard Assumptions Used for Major Projects

Summarizes the key design standard assumptions used in scoping the major projects.

P-4. Drainage Needs Report (DNR) Projects Near Major Widening and Non-Motorized Projects

The Drainage Needs Report (DNR) resulted from a major planning effort conducted by the Surface Water Management (SWM) division of Snohomish County Public Works. It included identification of surface water improvements throughout unincorporated Snohomish County. One of the objectives of DPW is to look for opportunities to coordinate transportation improvements with surface water improvements. This appendix identifies DNR projects that are located close to TNR projects in two categories, Major Projects, and Non-Motorized Projects.

P-5. TNR Projects Located in Urban Centers

Snohomish County is working on planning strategies to develop two urban centers in unincorporated county. One is located near 128th ST SW and Interstate 5. The other is located near 164th ST SW and Interstate 5. This appendix identifies those TNR projects which lie within the proposed boundaries of the urban centers.

P-6. Table of Appendices

The purpose of organizing the TNR in appendices is to allow for updates of individual sections. This table identifies, for each of the appendices, the past updates and the most current version.