

2003-2008 CAPITAL IMPROVEMENT PROGRAM TABLE OF CONTENTS

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PREFACE

The 2003-2008 Capital Improvement Program (CIP) is a component of the Capital Facilities Plan. It was approved, as amended, by the Snohomish County Council in its annual budget hearing on November 20, 2002.

This CIP reflects the impacts of Initiative 776, which the voters passed in November of 2003. Initiative 776 repeals the annual \$15 registration fees paid by motorists in four counties including Snohomish County. These registration fee revenues have been used by the County Public Works Roads programs for road construction and maintenance. The impact on the TIP and CIP of Initiative 776 is a reduction over the six-year period of \$51,050,000.

SECTION I: INTRODUCTION AND BACKGROUND

As part of the annual budget process, the county adopts a Six-Year Capital Improvement Program (CIP). 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 2003 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 for 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 for development”(non-GMA facilities). As does the 2001 update of the CFP, the CIP distinguishes between GMA and non-GMA facilities 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 and purchases for public facilities and services owned by the County, and 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. For GMA facilities, the CIP also includes a determination, consistent with RCW 36.70A.070(3)(e), (6) and RCW 36.70A.020(12)(Goal 12), 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 *2003-2008 Capital Improvement Program*, like the 2003-2008 CIP, 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 2003 – 2008 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 annual budget development process. 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 total indebtedness, 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; and
- 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.

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 2003-2008 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 2003 – 2007 that would be critical if the County sought to put voter approved issues on the ballot.

The 2002 Washington State Legislature initiated two major transportation strategies that would affect Snohomish County: The legislature passed a transportation budget referendum (Referendum 51) to the people which would provide \$430 million to Snohomish County for major highway projects, about \$110 for ferry terminals for Mukilteo and Edmonds, and additional amounts for commuter rail. The funding is subject to voter approval through a statewide ballot in November 2002. Second, they crafted a tool for King, Pierce and Snohomish Counties that allows these Counties to form a Regional Transportation Improvement District which would be able to raise additional funds through voter approved taxes to be used for major regional transportation improvements.

EXHIBIT 1: FUTURE ELECTION DATES AND RELATED MILESTONES

Action	2003	2004	2005	2006	2007
<i>February Election:</i>					
Ordinance to Auditor	21-Dec-02	20-Dec-03	25-Dec-04	24-Dec-05	23-Dec-06
Election Date	4-Feb-03	3-Feb-04	8-Feb-05	7-Feb-06	6-Feb-07
<i>March Election:</i>					
Ordinance to Auditor	25-Jan-03	24-Jan-04	22-Jan-05	21-Jan-06	26-Jan-07
Election Date	11-Mar-03	9-Mar-04	8-Mar-05	7-Mar-06	13-Mar-07
<i>April Election:</i>					
Ordinance to Auditor	8-Mar-03	13-Mar-04	12-Mar-05	11-Mar-06	10-Mar-07
Election Date	22-Apr-03	27-Apr-04	26-Apr-05	25-April-06	24-Apr-07
<i>May Election:</i>					
Ordinance to Auditor	5-Apr-03	3-Apr-04	2-Apr-05	1-Apr-06	31-Mar-07
Election Date	20-May-03	18-May-04	17-May-05	16-May-06	15-May-07
<i>September Election:</i>					
Ordinance to Auditor	2-Aug-03	7-Aug-04	6-Aug-05	5-Aug-06	4-Aug-07
Election Date	16-Sep-03	21-Sep-04	20-Sep-05	19-Sept-06	18-Sept-07
<i>November Election:</i>					
Ordinance to Auditor	20-Sep-03	18-Sep-04	24-Sep-05	23-Sep-06	22-Sep-07
Election Date	4-Nov-03	2-Nov-04	8-Nov-05	7-Nov-06	6-Nov-07

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.
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 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.
Grants	Grants are amounts received from the federal and state government and other entities in response to a grant application from the County. They usually fund a specific project or type of project within a given type of facility. For example, the County might receive a grant that funds a portion of a specific road project.
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	Mitigation 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.

The citizens of Washington State voted in November of 2002 to approve Initiative 776, which requires license tab fees of \$30 per year for cars, sport utility vehicles, motorcycles, motor homes, and light trucks. It also repeals certain laws allowing local governments to impose taxes or fees on motor vehicles for transportation purposes, including excise taxes on vehicles for high capacity transportation services. Initiative 776 also repeals annual \$15 registration fees paid by motorists in four counties. Snohomish County is one of the four Counties in which County registration fees would be affected. This revenue is used by the County Public Works Roads Program for road construction and maintenance. Impact of the initiative on the Transportation Improvement Program was \$51 million.

SECTION III: 2003 - 2008 CIP PROJECT SUMMARY

This section will present a summary of capital projects contained in the 2003-2008 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, four exhibits present various fiscal summaries of the 2003-2008 Capital Improvement Program. Exhibit 4 summarizes improvements by category and type; Exhibit 5 summarizes all projects by revenue source. Exhibit 6 lists all REET funded projects and is also sorted by the department requesting funding for the project. Exhibit 7 includes projects by County department.

EXHIBIT 4: CAPITAL EXPENDITURES BY CATEGORY & TYPE

Category	2003	2004	2005	2006	2007	2008	6 Yr Total
General Governmental Facilities	\$ 52,633,273	\$ 20,892,976	\$ 5,845,000	\$ 11,002,500	\$ 6,640,841	\$ -	\$ 97,014,590
General Governmental Equipment	2,337,143	2,504,770	2,709,956	1,708,320	3,344,409	5,547,790	18,152,388
Parks and Recreation Facilities	12,602,898	1,903,131	2,931,948	5,707,679	2,060,743	2,145,656	27,352,055
Parks and Recreation Land	21,216,041	4,532,820	2,544,985	3,402,781	2,461,013	2,852,549	37,010,189
Law Enforcement Facilities	57,996,643	42,363,280	-	297,500	-	-	100,657,423
REET Debt Service & Reserves	7,439,535	6,221,076	6,717,287	5,920,487	5,720,486	5,314,841	37,333,713
Transportation – Facilities	54,700,000	43,095,000	39,076,000	33,506,000	18,885,000	12,369,000	201,631,000
Surface Water – Facilities	6,758,511	6,421,550	3,085,000	2,975,000	3,020,000	3,005,000	25,265,061
Solid Waste – Facilities	13,850,000	7,862,096	840,000	6,500,000	950,000	500,000	30,502,096
Airport – Facilities	4,425,000	9,175,000	9,925,000	32,925,000	19,375,000	38,825,000	114,650,000
Airport – Equipment	-	30,000	230,000	830,000	230,000	830,000	2,150,000
Total: All Items	\$233,959,044	\$145,001,699	\$73,905,176	\$104,775,267	\$62,687,492	\$71,389,836	\$691,718,515

EXHIBIT 5: CAPITAL EXPENDITURES BY REVENUE SOURCE

Fund Source	2003	2004	2005	2006	2007	2008	Total
Airport Fund	\$972,500	\$1,822,500	\$1,412,500	\$1,862,500	\$1,512,500	\$1,922,500	\$9,505,000
Bond Proceeds	105,079,774	65,966,466	8,300,000	28,595,000	16,000,000	32,400,000	256,341,240
County Road	1,104,968	235,000	235,000	235,000	235,000	235,000	2,279,968
Transportation Grants	32,634,500	25,868,500	26,376,500	29,118,500	13,859,500	7,758,500	135,616,000
Parks Mitigation	1,714,418	1,688,599	1,499,774	1,569,093	1,636,743	1,636,743	9,745,370
REET I	6,480,075	5,249,330	5,754,790	5,451,990	5,251,990	4,846,345	33,034,521
REET II	6,500,963	5,804,770	5,783,812	5,343,501	5,442,600	5,457,123	34,332,769
SWM/River	1,631,200	1,746,550	-	-	-	-	3,377,750
Other Funds	47,898,758	29,314,656	17,935,956	27,367,320	18,327,250	16,264,790	157,108,730
Other Grants	620,400	900,000	125,000	290,000	290,000	290,000	2,515,400
Prior Year Funding	29,321,488	6,405,328	6,481,844	4,942,363	131,909	578,835	47,861,767
Total	\$233,959,044	\$145,001,699	\$73,905,176	\$104,775,267	\$62,687,492	\$71,389,836	\$691,718,515

EXHIBIT 6: REAL ESTATE TAX PROJECT LIST

REET I	2003	2004	2005	2006	2007	2008	Total
River/SWM Flood Control Bank Stabilization CIP	\$190,000	\$190,000	\$190,000	\$190,000	\$190,000	\$190,000	\$1,140,000
SWM Habitat & Infrastructure Mitigation CIP	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Community/Combination/LAND	\$410,000	\$460,000	\$460,000	\$460,000	\$460,000	\$460,000	\$2,710,000
Special Use/LAND	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Support/FACILITIES	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000
1993 Bond Issue Debt Service	\$521,820	\$0	\$0	\$0	\$0	\$0	\$521,820
1995 Bond Issue Debt Service	\$496,265	\$497,340	\$502,800	\$200,000	\$0	\$0	\$1,696,405
1997 Bond Issue Debt Service	\$405,645	\$405,645	\$405,645	\$405,645	\$405,645	\$0	\$2,028,225
2001 Parks Debt Service	\$476,540	\$476,540	\$476,540	\$476,540	\$476,540	\$476,540	\$2,859,241
Debt Service for 800 MHZ	\$1,379,805	\$1,379,805	\$1,379,805	\$1,379,805	\$1,379,805	\$1,379,805	\$8,278,830
REET I Reserves Space Plan	\$2,500,000	\$1,800,000	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000	\$13,500,000
Total REET I	\$6,480,075	\$5,249,330	\$5,754,790	\$5,451,990	\$5,251,990	\$4,846,345	\$33,034,521

REET II	2003	2004	2005	2006	2007	2008	Total
2001 Bond Issue - S WM DNR	\$1,158,497	\$1,158,496	\$1,158,497	\$1,158,497	\$1,158,496	\$1,158,496	\$6,950,979
River/SWM Flood Control & Bank Stabilization	\$11,875	\$0	\$0	\$0	\$0	\$0	\$11,875
SWM Drainage Improvement & Water Quality	\$667,848	\$870,000	\$870,000	\$895,000	\$895,000	\$895,000	\$5,092,848
SWM Drainage Rehabilitation & Investigation	\$628,097	\$565,000	\$565,000	\$565,000	\$565,000	\$565,000	\$3,453,097
SWM Habitat & Infrastructure Mitigation	\$833,683	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$4,033,683
Parks Community/Facilities	\$1,764,146	\$900,000	\$800,000	\$750,000	\$900,000	\$900,000	\$6,014,146
Parks - Fair	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Parks Resource/Facilities	\$100,083	\$100,000	\$0	\$165,000	\$100,000	\$100,000	\$565,083
Parks Support/Facilities	\$785,771	\$793,024	\$806,315	\$820,004	\$834,104	\$848,627	\$4,887,845
Parks Trails/Facilities	\$0	\$225,000	\$400,000	\$300,000	\$300,000	\$300,000	\$1,525,000
1995 Bond Issue Debt Service	\$500,963	\$503,250	\$494,000	\$0	\$0	\$0	\$1,498,213
Total REET II	\$6,500,963	\$5,804,770	\$5,783,812	\$5,343,501	\$5,442,600	\$5,457,123	\$34,332,769

EXHIBIT 7: DEPARTMENTAL CAPITAL IMPROVEMENT PROGRAM LIST

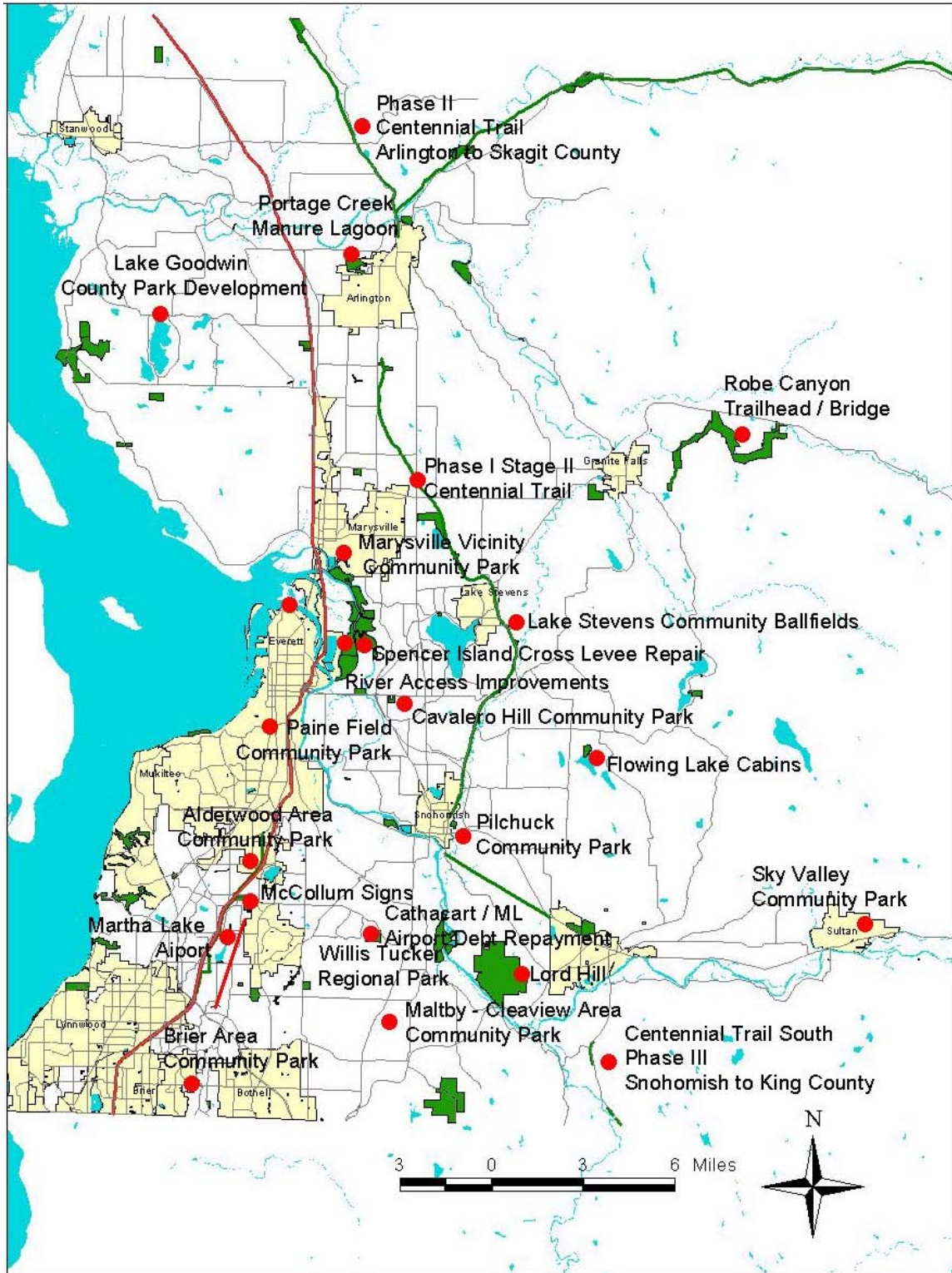
The exhibit below provides a list of all projects that are included in this CIP.

Project Description	2003	2004	2005	2006	2007	2008	Total
Public Works							
Roads: Traffic Safety	15,721,000	3,416,000	3,264,000	730,000	829,000	1,345,000	25,305,000
Roads: Miscellaneous Engineering	507,000	378,000	328,000	216,000	221,000	227,000	1,877,000
Roads: Overlay Projects	3,971,000	3,665,000	3,798,000	3,916,000	4,053,000	4,202,000	23,605,000
Roads: Non Motorized Projects	3,073,000	1,616,000	260,000	270,000	280,000	291,000	5,790,000
Roads: Capacity	26,533,000	23,211,000	19,606,000	19,236,000	12,894,000	5,672,000	107,152,000
Roads: Bridges	3,812,000	9,559,000	11,253,000	8,551,000	-	-	33,175,000
Roads: Road Drainage	581,000	1,250,000	567,000	587,000	608,000	632,000	4,225,000
Roads: Neighborhood Impr.	502,000	-	-	-	-	-	502,000
Maintenance Building Project	1,414,000	855,700	670,000	10,605,000	6,640,841	-	20,185,541
2001 Bond Issue -Drainage Needs	1,158,497	1,158,496	1,158,497	1,158,497	1,158,496	1,158,496	6,950,979
Solid Waste Capital Projects	13,850,000	7,862,096	840,000	6,500,000	950,000	500,000	30,502,096
CIP Fleet Management	2,337,143	2,504,770	2,709,956	1,708,320	3,344,409	5,547,790	18,152,388
Fleet Mgt Arlington Fleet Facility	2,176,142	-	-	-	-	-	2,176,142
Fleet Management Capital Projects	560,000	3,225,000	4,875,000	100,000	-	-	8,760,000
River/SWM Flood Control Bank Stabilization	307,499	300,000	300,000	300,000	300,000	300,000	1,807,499
SWM - DNR Implementation	370,191	250,000	-	-	-	-	620,191
SWM Drainage Improvement	748,603	895,000	870,000	895,000	940,000	925,000	5,273,603
SWM Drainage Rehabilitation	737,752	700,000	700,000	700,000	700,000	700,000	4,237,752
SWM Habitat & Infrastructure Mitigation	1,699,585	1,690,000	915,000	1,080,000	1,080,000	1,080,000	7,544,585
SWM Infrastructure Design	1,263,681	840,000	300,000	-	-	-	2,403,681
SWM Urban Drainage/Water Quality	1,631,200	1,746,550	-	-	-	-	3,377,750
Subtotal Public Works	82,954,293	65,122,612	52,414,453	56,552,817	33,998,746	22,580,286	313,623,207
Parks and Recreation							
Community/Combination/Land	7,220,409	1,681,703	2,630,748	1,593,117	1,496,743	1,581,656	16,204,376
Community/Facilities	7,732,341	1,325,155	1,168,841	2,177,777	1,486,909	1,863,922	15,754,945
Conservancy/Land	912,621	89,768	-	-	-	-	1,002,389
Conservation Futures	10,893,888	-	-	-	-	-	10,893,888
Fair - Fund 180	355,000	164,000	164,000	164,000	164,000	164,000	1,175,000
Resource/Facilities	295,141	1,877,301	27,029	165,000	100,000	100,000	2,564,471
Special Use/Facilities	158,678	40,000	40,000	-	-	-	238,678
Special Use/Land	50,000	-	-	-	-	-	50,000
Support/Facilities	1,798,406	833,024	846,315	860,004	874,104	888,627	6,100,480
Trails/Facilities	4,402,455	425,000	600,000	4,150,562	400,000	400,000	10,378,017
Subtotal Parks and Recreation	33,818,939	6,435,951	5,476,933	9,110,460	4,521,756	4,998,205	64,362,244
Debt Service							
1993 Bond Issue - Debt Service	521,820	-	-	-	-	-	521,820
1995 Bond Issue - Debt Service	496,265	497,340	502,800	200,000	-	-	1,696,405
1995 Bond Issue - Debt Service	500,963	503,250	494,000	-	-	-	1,498,213
1997 Bond Issue - Debt Service	405,645	405,645	405,645	405,645	405,645	-	2,028,225
2001 Parks - Debt Service	476,540	476,540	476,540	476,540	476,540	476,540	2,859,241
Debt Service for 800 MHZ	1,379,805	1,379,805	1,379,805	1,379,805	1,379,805	1,379,805	8,278,830
REET I Reserves Space Plan	2,500,000	1,800,000	2,300,000	2,300,000	2,300,000	2,300,000	13,500,000
Subtotal Debt Service	6,281,038	5,062,580	5,558,790	4,761,990	4,561,990	4,156,345	30,382,734

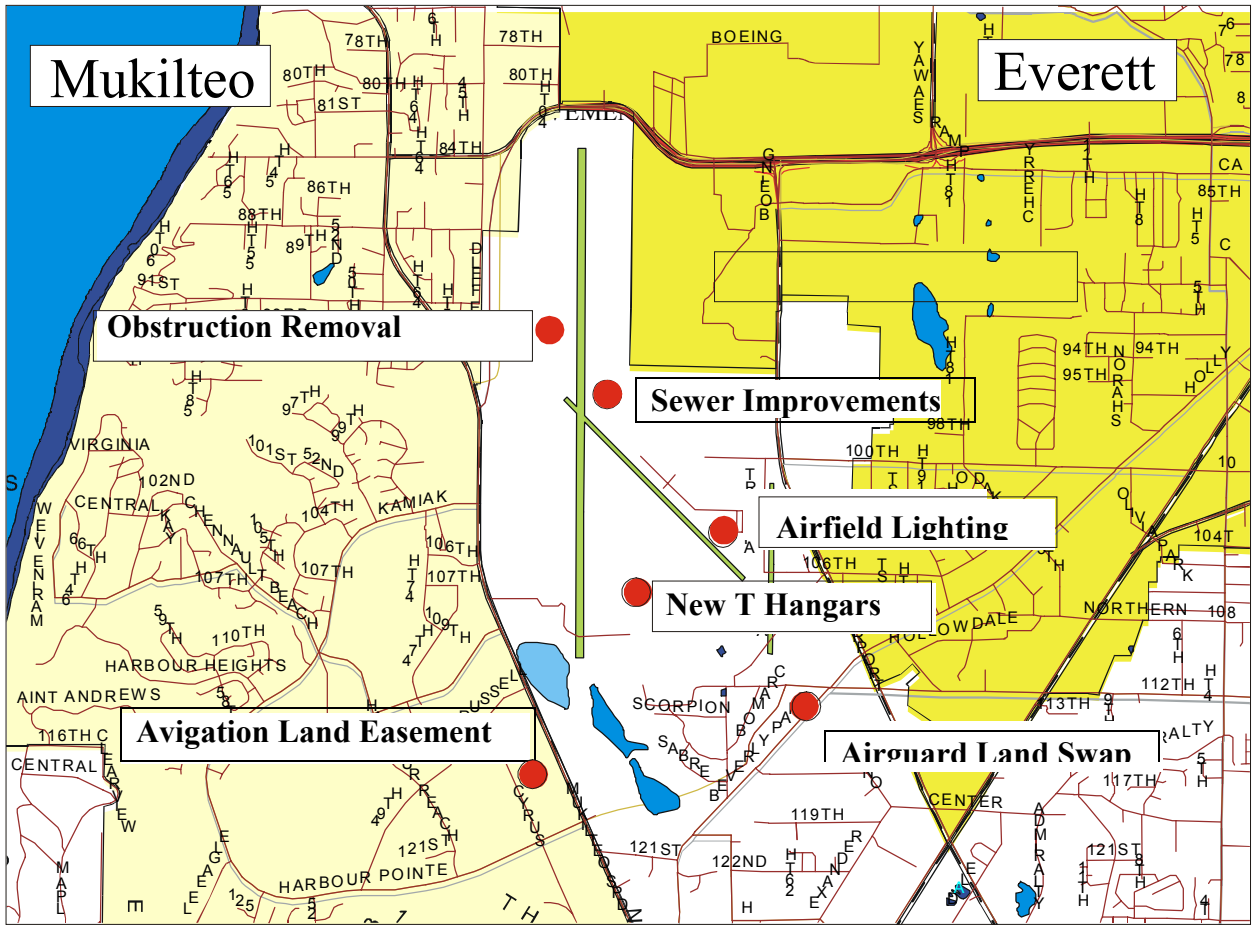
Snohomish County 2003-2008 Capital Improvement Program

Project Description	2003	2004	2005	2006	2007	2008	Total
Facilities							
Administration and Parking Facility	42,846,964	13,398,276	300,000	-	-	-	56,545,240
Campus and Jail Improvements	7,439,000	6,828,000	-	595,000	-	-	14,862,000
District Court Chillers	-	209,090	-	-	-	-	209,090
County Jail Expansion	47,763,310	38,740,190	-	-	-	-	86,503,500
County Records Building	5,750,000	-	-	-	-	-	5,750,000
Sheriff's Impound Lot/Gun Range	2,680,500	-	-	-	-	-	2,680,500
Subtotal Facilities Management	106,479,774	59,175,556	300,000	595,000	-	-	166,550,330
Airport							
Airport Property Improvements	1,100,000	2,650,000	2,700,000	1,100,000	650,000	700,000	8,900,000
Building Repairs	200,000	1,100,000	400,000	500,000	400,000	400,000	3,000,000
FAA Funded Projects	2,725,000	-	-	-	-	-	2,725,000
Future Airport Building Construction	-	5,000,000	6,000,000	27,000,000	16,000,000	32,400,000	86,400,000
Future FAA Funded Projects	-	425,000	825,000	4,325,000	2,325,000	5,325,000	13,225,000
Future Large Equipment Purchases	-	30,000	230,000	830,000	230,000	830,000	2,150,000
Land Purchases	400,000	-	-	-	-	-	400,000
Subtotal Airport	4,425,000	9,205,000	10,155,000	33,755,000	19,605,000	39,655,000	116,800,000
Grand Total	233,959,044	145,001,699	73,905,176	104,775,267	62,687,492	71,389,836	691,718,515

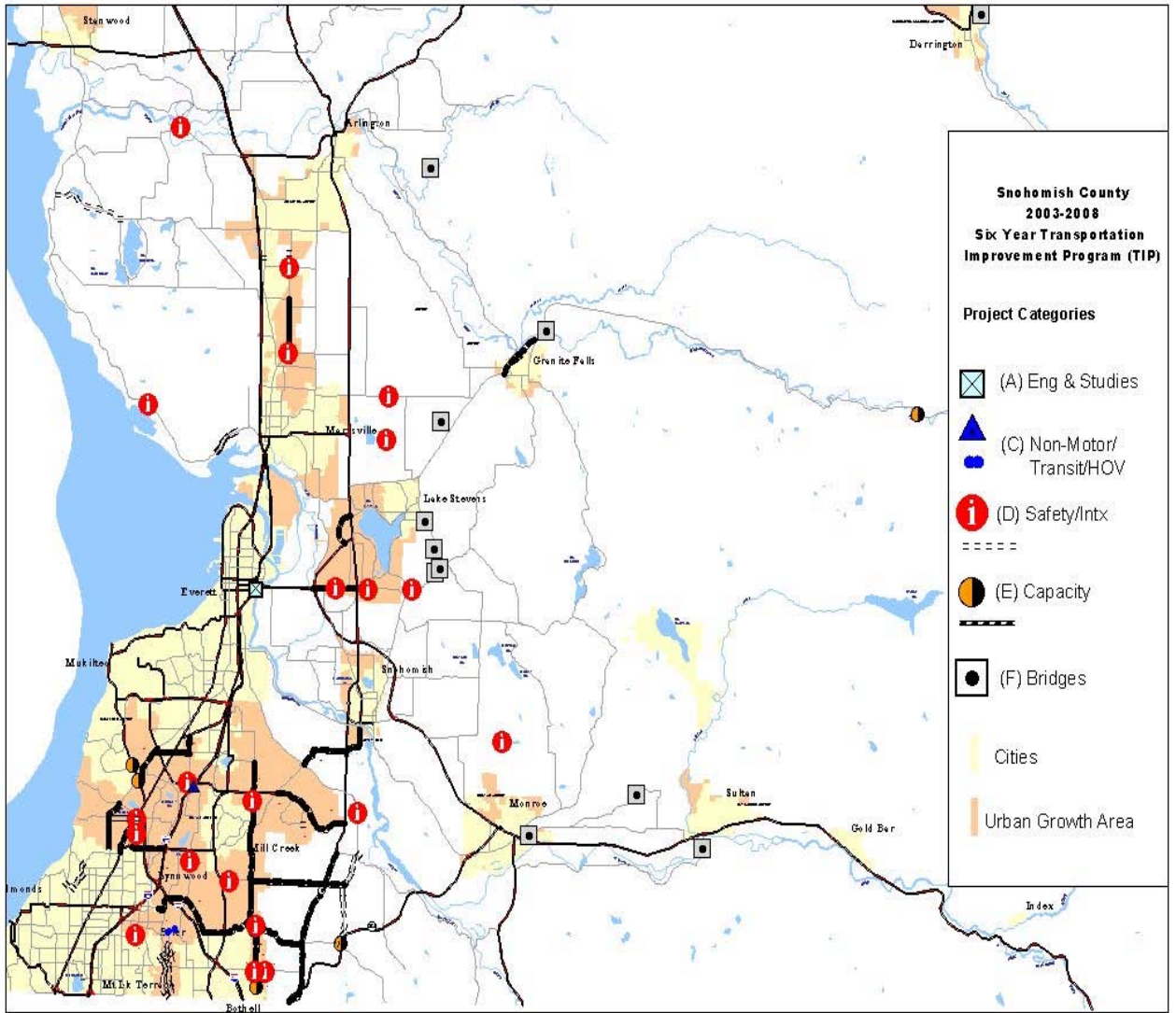
MAP 1: MAJOR PARKS PROJECTS - 2003-2008



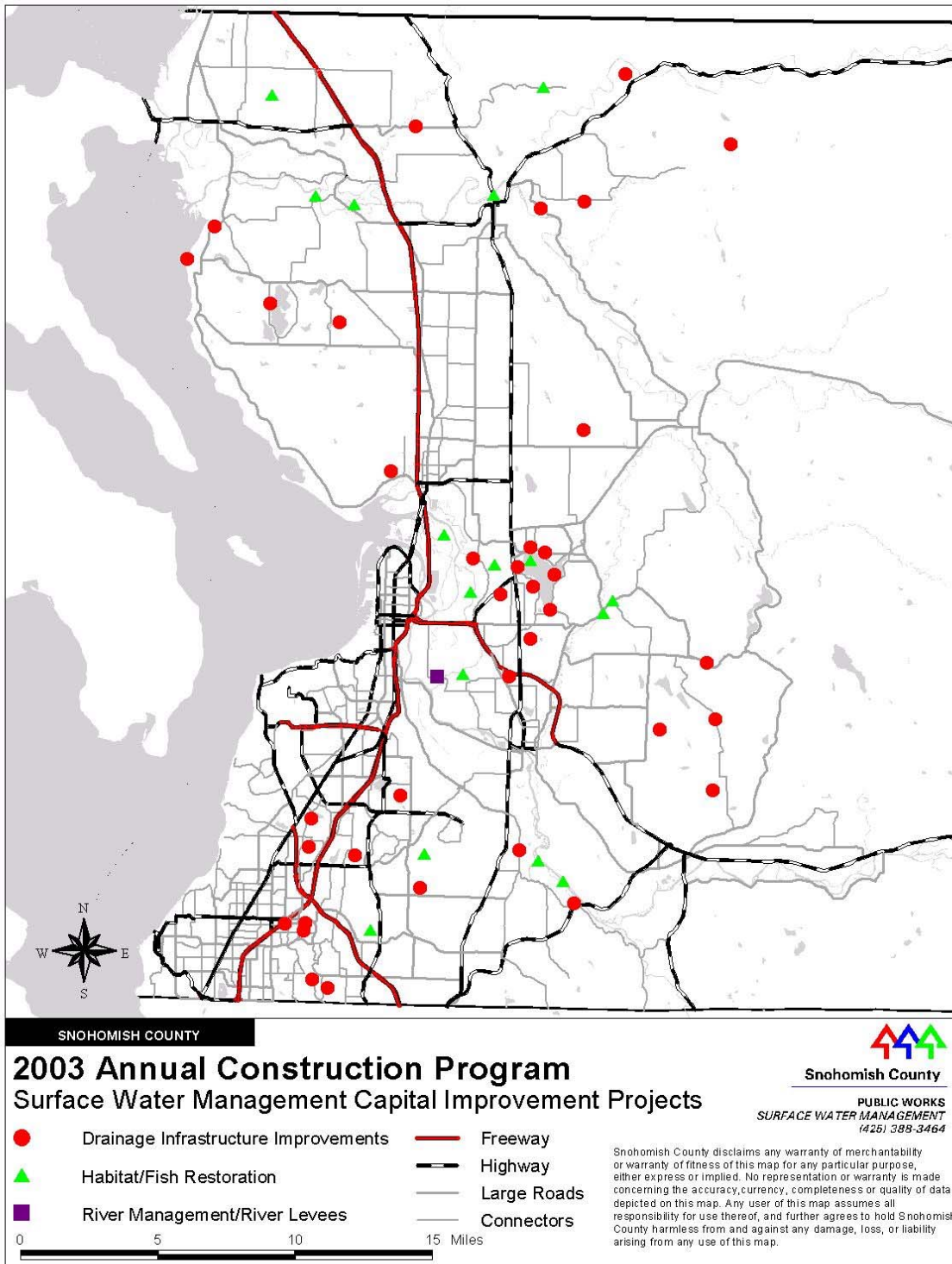
MAP 2: PAINE FIELD YEAR 2003 PROJECTS



MAP 3: TRANSPORTATION IMPROVEMENT PROGRAM CAPACITY PROJECTS



Map 4: Surface Water Year 2003 Projects



MAP 5: SOLID WASTE YEAR 2003 CAPITAL PROJECTS

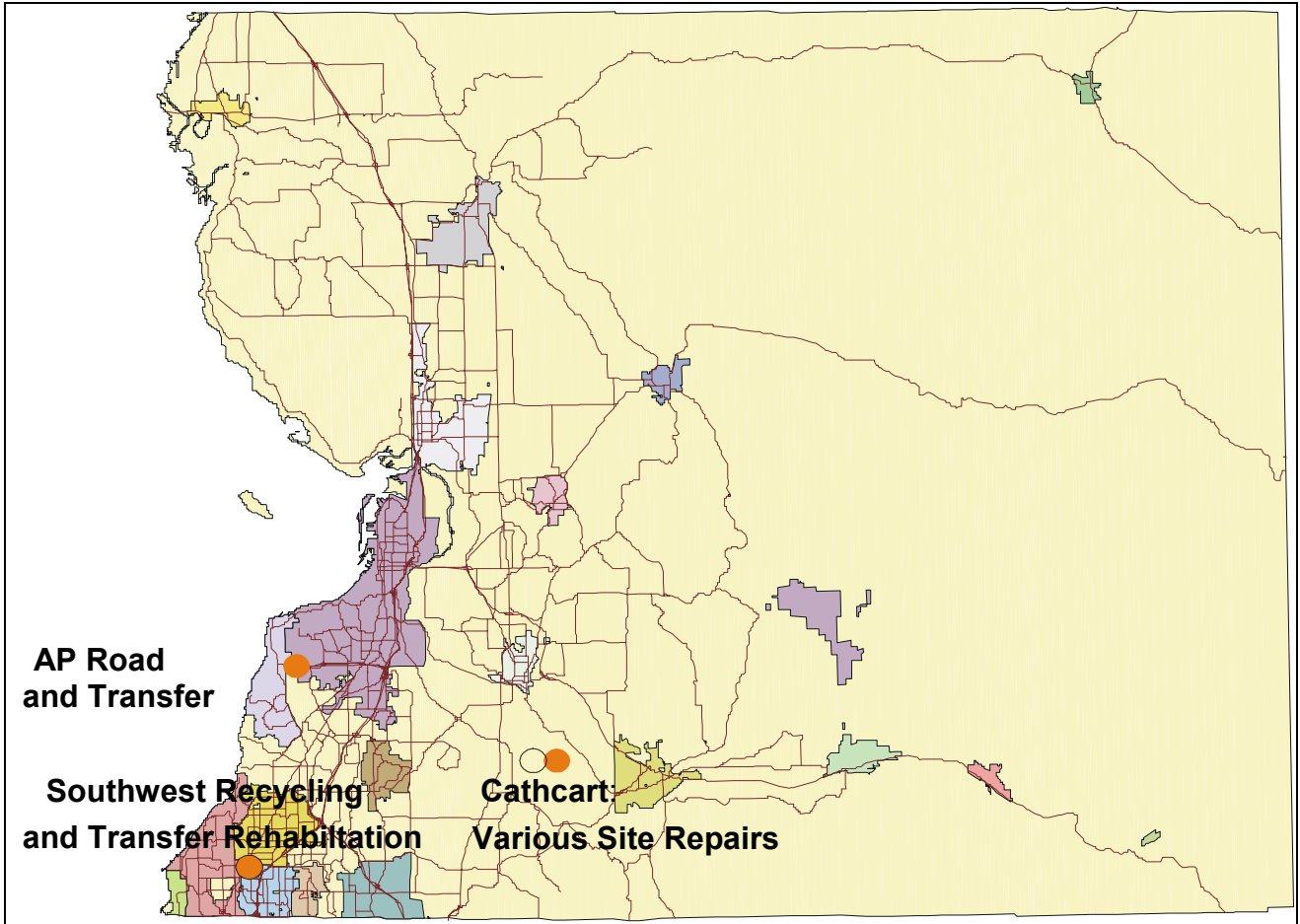


Exhibit 8: Description of Projects by Classification

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

Sub-Category	Summary Description of Projects Included in 2003-2008 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.
Law Enforcement	Law Enforcement projects include reserves for funding an expanded jail, major maintenance for the current jail, a training facility/shooting range and a storage facility for the Sheriff's Department, and the funding for the 800 Megahertz emergency radio system.
REET Debt Service	Real Estate Excise Tax Funds are set aside within the Capital Improvement Program to provide debt service for prior year bond issues (including final payment on 1995 issue of Fair bond debt), payment for surface water drainage needs analysis and related capital projects, the Denney Juvenile Justice Center Bond, and reserves to fund facility expansions and major facility repairs included in the General Services and Law Enforcement sub-categories of this plan.
Ground Transportation	The year 2003 annual construction program (ACP) includes a wide variety of capital projects. These projects are grouped into eight categories. 1) Traffic Safety projects are needed to maintain safe and efficient operation of county road system and include standard signal, guard rail, illumination and other warrant analyses as well as correcting inadequate road condition. 2) Capacity projects increase vehicle carrying capacity on the road system. 3) Bridge projects are bridge improvements, most of which are replacements identified as needed through federal and state bridge condition inspection findings. 4) Drainage improvements are needed to maintain satisfactory condition of roadway. 5) The Non Motorized/Transit/HOV project category consist projects to encourage use of alternate forms of transportation and thereby increase people carrying capacity on and off roadways. 6) The Road Overlay Program consists of numerous projects where roads are resurfaced.7). Neighborhood Infrastructure projects are projects funded by a special program to improve neighborhoods. 8). Miscellaneous Engineering projects are relatively small projects and engineering studies not else where categorized. These projects are listed in detail in the 2003-2008 TIP.
Airport Investments	Many Airport capital projects are multi-year construction projects and

Sub-Category	Summary Description of Projects Included in 2003-2008 CIP
	<p>respond to existing or prospective customer needs that increase the asset and revenue base of the Airport. These include new building construction; road construction for improved transportation access to these new developments; and miscellaneous building repairs to existing structures. Aviation related capital improvements on the Airport are eligible for 90% funding from the FAA administered Airport Improvement Program. The FAA funds miscellaneous runway safety work, fire equipment, obstruction removal and other capital projects to meet or maintain FAA regulations.</p>
Surface Water	<p>Surface Water projects are undertaken for the purposes stated in Titles 25 and 25A in the Snohomish County Code. The projects primarily address local surface water needs (drainage, and flood control) and in so doing, also respond to mandates to protect habitat and water quality pursuant to the federal Endangered Species Act and the Clean Water Act.</p> <p>The 2003 CIP addresses projects identified in the 2002 Drainage Needs Report and the Lake Stevens Subarea Plan. In 2003 a higher emphasis and additional funds are 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. This year's progress also provides an increased investment in flood control facility repair and maintenance.</p> <p>Water quality improvements include retrofitting aged detention facilities and integrating water quality features into most CIP projects. The 2003 Executive Budget does not include expanded facilities requirements that may arise out of the pending renewal of the County's NPDES storm-water permit in 2004. Investments in habitat restoration projects are continued with an emphasis on projects that can serve mitigation purposes required for other public projects (such as roads and drainage facilities). Projects range from large-scale acquisitions (habitat preservation/restoration) to culvert replacements (fish blockage removal).</p>
Solid Waste	<p>Solid Waste has been experiencing growing capacity problems over the past several years with the increasing amount of solid waste being brought to existing facilities for disposal. In addition, the County has been notified by the City of Everett that the city wishes to terminate the lease on the existing site of the Everett Recycling and Transfer station as soon as the county is able to locate and construct a replacement for that facility. To address these issues, the Solid Waste Management Division's projects focus capital construction efforts on replacement and/or reconstruction of two of the three current transfer stations (in Everett and Mountlake Terrace). In order to do this, a temporary solid waste recycling and transfer station has been constructed near the unused Regional Landfill at the Cathcart site. This facility was used while the Everett station was closed for an upgrade, and will also be utilized when the Southwest Recycling and Transfer Station is closed for reconstruction. This is expected to be in 2003-2004. Additionally, construction of the Airport Road facility to replace the Everett transfer station started in August 2001, and should be completed by June 2003.</p>

SECTION IV: STATEMENT OF ASSESSMENT ON GMA GOAL 12

This section of the CIP includes a *statement of assessment* that concludes whether the CIP provides sufficient funding for GMA necessary facilities to meet existing identified needs. The statement of assessment carries out the County's duty under the GMA to ensure that the County is in compliance with Goal 12 and RCW 36.70A.070(3) and (6) over the six-year period. This GMA requirement is summarized best by Goal 12 (itself), which 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."

The *statement of assessment* responds to the following issues:

- 1) Whether levels of service for those public facilities necessary for development, which are identified within the Capital Facilities Plan, will be maintained by the projects included in the CIP;
- 2) Whether potential funding shortfalls in necessary services provided by the County and other governmental agencies warrant a reassessment of the comprehensive plan; and
- 3) Whether regulatory measures are reasonably ensuring that new development will not occur unless the necessary facilities are available to support the development at the adopted minimum level of service.

2003 - 2008 Snohomish County CIP Statement of Assessment:

Based upon reviews of:

- The public facilities necessary for development that are included within the 2003 – 2008 Capital Improvement Plan;
- Adopted minimum levels of services for facilities necessary for development;
- The reasonable probability of the revenue streams identified to fund these projects; and
- 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.

The 2003 – 2008 Capital Improvement Plan may experience a funding shortfall as identified in Growth Management Act Goal 12.

Exhibit 9, on the following page of this report, is the Executive Summary of the 2003 – 2008 Snohomish County Global Statement of Assessment. Section VI of this document provides the full text of the global statement of assessment and of department statements of assessment.

EXHIBIT 9: GLOBAL STATEMENT AND PROCESS SUMMARY GIVEN THAT THE STATEMENT OF ASSESSMENT CONCLUDES THAT 2003 – 2008 CIP MAY FALL SHORT OF MEETING EXISTING NEEDS

There are three specific funding issues that are major factors in this year's statement of assessment: 1) selected school districts with large numbers of "unhoused" students having difficulty passing required school construction bond issues; 2) the impact of Initiative 776 and regional and state transportation ballot measures on road improvement plans; and 3) the continuing impacts of Initiative 747, which has significantly reduced current and projected future County Road funds.

Due to these funding related issues, this analysis concludes that, as in the 2002-2007 CIP, the 2003-2008 CIP may experience a funding shortfall, as identified in Growth Management Act Goal 12. Uncertainties exist because of ballot issues in 2002 and 2003 that may positively or negatively affect transportation revenues.

The county has begun a partial reassessment program focused on transportation, as called for in the 2002-07 CIP in order to respond to revenue shortfalls created by Initiative 747's impact on capacity transportation projects in the Transportation Improvement Program. Step One of that program explores potential alternative revenue sources, which have been identified, to mitigate the impacts of I-747. The program specifies additional steps if alternative revenues are not identified or realized.

On the basis of the information included in the attached statements and summarized herein, it is determined that the county's current reassessment program will also address the issues identified in the 2003-2008 CIP.

The vote of the citizens of Washington State on upcoming ballot issues could result in a better or worse revenue outlook. The outcomes are difficult to predict at this time. Therefore, the reassessment program should progress beyond Step one if required by the consequences of ballot measures, including Initiative 776, Proposition 51, and a regional funding package that may be put in front of Puget Sound voters in 2003, as well to adjust for any other material changes in County transportation funding. The reviews of plan elements scheduled over the next two years as part of the GMA program review and the 10-year comprehensive plan update will provide adequate opportunity for any necessary plan adjustments.

Section V: Detail Departmental Capital improvement program

On the pages that follow are descriptions, justifications, projected costs, and funding sources for each project summarized in the earlier sections of this Program. The worksheets are presented in an order driven by county department initiating the request and by the fund of that department.

In some instances, like projects from one department are aggregated into a single CIP project. An example of such a project is the second project in the package: Public Works County Road Bridge Replacement and Rehabilitation. This project actually represents a series of similar projects that are being proposed by Public Works. They have been grouped into a single project because of a similar purpose, type of expense, and funding source. In the instance of this particular project, detail on a project-by-project basis is included in the County's 2003 - 2008 Transportation Improvement Program.

Funding source is driven by the year of project expense rather than being driven by the year of funding receipt or project authorization. Due to the multi-year nature of some projects, prior year appropriations, while spent in 2003, will not appear in the 2003 budget.



Snohomish County Capital Improvement Project 2003-2008

Department: 06 Public Works

Short Name: _CNCL_102 - Road Fund CIP D Traffic Safety Improvm

Description: Traffic safety improvements and emergency construction projects to maintain safe and efficient operation on the county road system. Shown as item "D" on the 2003-2008 Transportation Improvement Program.

Projects needed to maintain safe and efficient operation of county road system. Projects are selected based on meeting standard signal, guardrail, illumination and other warrant analyses as well as determination of Inadequate Road Condition through adopted county procedure. Projects are prioritized based on deficiency of existing conditions, traffic volume, accident experience and cost benefit analysis.

Justification: This element of the of the 2003-2008 TIP provides ongoing funding for traffic safety improvements and emergency construction projects to maintain safe and efficient operation on the county road system.

CIP - Capital:

Object	2003	2004	2005	2006	2007	2008
Salaries/Benefits	\$2,778,000	\$677,000	\$534,000	\$120,000	\$173,000	\$226,000
Land	\$602,000	\$162,000	\$460,000	\$0	\$35,000	\$0
Capital Costs	\$12,341,000	\$2,577,000	\$2,270,000	\$610,000	\$621,000	\$1,119,000
CIP-Capital Totals:	\$15,721,000	\$3,416,000	\$3,264,000	\$730,000	\$829,000	\$1,345,000

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Transportation Grant	\$7,434,000	\$1,958,000	\$795,000	\$35,000	\$60,000	\$120,000
Other Funds	\$8,287,000	\$1,458,000	\$2,469,000	\$695,000	\$769,000	\$1,225,000
Totals:	\$15,721,000	\$3,416,000	\$3,264,000	\$730,000	\$829,000	\$1,345,000



Snohomish County Capital Improvement Project 2003-2008

Department: 06 Public Works

Short Name: _CNCL_102 - Road Fund CIP; A: Miscellaneous Engine

Description: Engineering and right of way acquisition performed for road projects which are not specifically identified elsewhere on the program and to respond to changed conditions and emergency situations not anticipated during development of the annual construction program. This is shown as category "A" on the 2003-2008 Transportation Improvement Program (TIP).

Justification: This element of the 2003-2008 TIP provides ongoing funding for engineering and right of way acquisition for miscellaneous road projects.

CIP - Capital:

Fund: SubFund:		Division:			Program:		
102	102 County Road	630 Engineering Services			303	ES Capital	
Object	2003	2004	2005	2006	2007	2008	
Salaries/Benefits	\$470,000	\$338,000	\$287,000	\$173,000	\$176,000	\$179,000	
Land	\$37,000	\$40,000	\$41,000	\$43,000	\$45,000	\$48,000	
CIP-Capital Totals:	\$507,000	\$378,000	\$328,000	\$216,000	\$221,000	\$227,000	

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008	
Transportation Grant	\$188,000	\$62,000	\$0	\$0	\$0	\$0	
Other Funds	\$319,000	\$316,000	\$328,000	\$216,000	\$221,000	\$227,000	
Totals:	\$507,000	\$378,000	\$328,000	\$216,000	\$221,000	\$227,000	



Snohomish County Capital Improvement Project 2003-2008

Department: 06 Public Works

Short Name: _CNCL_102 - Road Fund CIP; B: Overlay Projects

Description: The Road Overlay Program consists of numerous countywide projects where arterials and local access roads are resurfaced. Shown as category "B" on the 2003-2008 Six Year transportation Improvement Program. Overlay and road reconstruction as needed to maintain safe and satisfactory road conditions on the arterial and local access roads. Includes some road shoulder widening. Work locations are prioritized using computerized pavement management system based on regular physical inspection of road conditions.

Justification: This element of the 2003-2008 TIP provides ongoing funding for road resurfacing and continued maintenance of the road system.

CIP - Capital:

Object	2003	2004	2005	2006	2007	2008
Salaries/Benefits	\$545,000	\$550,000	\$567,000	\$583,000	\$601,000	\$621,000
Capital Costs	\$3,426,000	\$3,115,000	\$3,231,000	\$3,333,000	\$3,452,000	\$3,581,000
CIP-Capital Totals:	\$3,971,000	\$3,665,000	\$3,798,000	\$3,916,000	\$4,053,000	\$4,202,000

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Transportation Grant	\$567,000	\$581,000	\$596,000	\$611,000	\$626,000	\$641,000
Other Funds	\$3,404,000	\$3,084,000	\$3,202,000	\$3,305,000	\$3,427,000	\$3,561,000
Totals:	\$3,971,000	\$3,665,000	\$3,798,000	\$3,916,000	\$4,053,000	\$4,202,000



Snohomish County Capital Improvement Project 2003-2008

Department: 06 Public Works

Short Name: _CNCL_102 - Road Fund CIP; C: Non Motorized Projec

Description: Bikeway and trail construction both adjacent to existing road system and off system to provide alternative transportation opportunities and projects for arterial HOV lanes, transit-related walkways and other transit supportive projects. Includes all projects within category "C" on the 2003-2008 Transportation Improvement Program.
 Transportation system management and transit supportive projects to encourage use of alternate forms of transportation and increase people carrying capacity as identified in the 1995 Transportation Element of the Snohomish County Comprehensive Plan.

Justification: This element of the of the 2003-2008 TIP provides ongoing funding for non-motor vehicle alternative transportation projects and HOV lanes.

CIP - Capital:

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

Object	2003	2004	2005	2006	2007	2008
Salaries/Benefits	\$1,030,000	\$251,000	\$64,000	\$67,000	\$69,000	\$71,000
Land	\$78,000	\$82,000	\$29,000	\$30,000	\$32,000	\$34,000
Capital Costs	\$1,965,000	\$1,283,000	\$167,000	\$173,000	\$179,000	\$186,000
CIP-Capital Totals:	\$3,073,000	\$1,616,000	\$260,000	\$270,000	\$280,000	\$291,000

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Transportation Grant	\$2,111,000	\$1,107,000	\$0	\$100,000	\$0	\$150,000
Other Funds	\$962,000	\$509,000	\$260,000	\$170,000	\$280,000	\$141,000
Totals:	\$3,073,000	\$1,616,000	\$260,000	\$270,000	\$280,000	\$291,000



Snohomish County Capital Improvement Project 2003-2008

Department: 06 Public Works

Short Name: _CNCL_102 - Road Fund CIP; E: Capacity

Description: To increase vehicle carrying capacity on the road system. Shown as categories "E" on the 2003-2008 Transportation Improvement Program.

Projects identified in the 1990 Road Needs Report and the 1995 Transportation Element of the Snohomish County Comprehensive Plan and Transportation Needs Report. Necessary to provide for satisfactory level of service and meet transportation system concurrency requirements.

Justification: This element of the of the 2003-2008 TIP provides ongoing funding for the County's multi-year roadway capacity projects.

CIP - Capital:

Object	2003	2004	2005	2006	2007	2008
Salaries/Benefits	\$6,160,000	\$5,168,000	\$3,086,000	\$3,216,000	\$1,896,000	\$896,000
Land	\$3,100,000	\$4,917,000	\$3,858,000	\$930,000	\$483,000	\$401,000
Capital Costs	\$17,273,000	\$13,126,000	\$12,662,000	\$15,090,000	\$10,515,000	\$4,375,000
CIP-Capital Totals:	\$26,533,000	\$23,211,000	\$19,606,000	\$19,236,000	\$12,894,000	\$5,672,000

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Transportation Grant	\$17,236,000	\$15,211,000	\$15,241,000	\$17,519,000	\$11,081,000	\$1,515,000
Other Funds	\$9,297,000	\$8,000,000	\$4,365,000	\$1,717,000	\$1,813,000	\$4,157,000
Totals:	\$26,533,000	\$23,211,000	\$19,606,000	\$19,236,000	\$12,894,000	\$5,672,000



Snohomish County Capital Improvement Project 2003-2008

Department: 06 Public Works

Short Name: _CNCL_102 - Road Fund CIP; F: Bridge Replacement &

Description: Replacement and rehabilitation of deficient county bridges. Shown as category "F" on the 2003-2008 Transportation Improvement Program. Identified as needed through federal and state bridge condition inspection findings and County Annual Bridge Condition Report. Priorities for improvements to the county's inventory of 185 bridges which are structurally deficient and/or functionally obsolete are reported in the 1997 Supplemental Transportation Needs Report.

Justification: This element of the of the 2003-2008 TIP provides ongoing funding for the County's bridge maintenance, rehabilitation and repair program.

CIP - Capital:

Object	2003	2004	2005	2006	2007	2008
Salaries/Benefits	\$1,511,000	\$1,776,000	\$1,686,000	\$1,179,000	\$0	\$0
Land	\$519,000	\$166,000	\$0	\$0	\$0	\$0
Capital Costs	\$1,782,000	\$7,617,000	\$9,567,000	\$7,372,000	\$0	\$0
CIP-Capital Totals:	\$3,812,000	\$9,559,000	\$11,253,000	\$8,551,000	\$0	\$0

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Transportation Grant	\$2,646,000	\$6,567,000	\$9,002,000	\$6,961,000	\$0	\$0
Other Funds	\$1,166,000	\$2,992,000	\$2,251,000	\$1,590,000	\$0	\$0
Totals:	\$3,812,000	\$9,559,000	\$11,253,000	\$8,551,000	\$0	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 06 Public Works

Short Name: _CNCL_102 - Road Fund CIP; G: Road Drainage

Description: Improve and preserve road the drainage system on the county road system. Shown as category "G" on the 2003-2008 Transportation Improvement Program.
 Drainage improvements needed to maintain satisfactory condition of roadway. Location of projects prioritized by severity of localized flooding and drainage problems. Drainage improvements on roads scheduled for overlay are given priority.

Justification: This element of the of the 2003-2008 TIP provides ongoing funding for maintenance and construction of drainage systems within the road right of way.

CIP - Capital:

Fund: SubFund:		Division:			Program:		
102 102 County Road		630 Engineering Services			303 ES Capital		
Object	2003	2004	2005	2006	2007	2008	
Salaries/Benefits	\$259,000	\$300,000	\$255,000	\$264,000	\$273,000	\$285,000	
Land	\$31,000	\$0	\$0	\$0	\$0	\$0	
Capital Costs	\$291,000	\$950,000	\$312,000	\$323,000	\$335,000	\$347,000	
CIP-Capital Totals:	\$581,000	\$1,250,000	\$567,000	\$587,000	\$608,000	\$632,000	

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Other Funds	\$581,000	\$1,250,000	\$567,000	\$587,000	\$608,000	\$632,000
Totals:	\$581,000	\$1,250,000	\$567,000	\$587,000	\$608,000	\$632,000



Snohomish County Capital Improvement Project 2003-2008

Department: 06 Public Works

Short Name: _CNCL_102 - Road Fund CIP; H: Neighborhood Improve

Description: Council initiated program to fund engineering, right of way acquisition, and construction of neighborhood improvement projects throughout the county. Fourteen projects have been selected from proposals submitted by citizens and organizations. This is shown as category "H" on the 2003-2008 Transportation Improvement Program (TIP).

Justification: This element of the of the 2003-2008 TIP provides funding for the County's Neighborhood Improvement Program.

CIP - Capital:

Object	2003	2004	2005	2006	2007	2008
Salaries/Benefits	\$30,000	\$0	\$0	\$0	\$0	\$0
Capital Costs	\$472,000	\$0	\$0	\$0	\$0	\$0
CIP-Capital Totals:	\$502,000	\$0	\$0	\$0	\$0	\$0

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Other Funds	\$502,000	\$0	\$0	\$0	\$0	\$0
Totals:	\$502,000	\$0	\$0	\$0	\$0	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 06 Public Works

Short Name: CNCL_188 - Maintenance Building Project

Description: Building a replacement for the Snohomish Road Maintenance Facility at Cathcart or another location.

Justification: The Snohomish facilities are old, in poor condition, and ill suited to the present and future needs of the Department. Many of the structures at the Snohomish site were apparently already located there when the site was acquired in about the 1930's. There is insufficient space at the site for material storage needs, resulting in inefficiencies in maintenance operations. The Snohomish Chamber of Commerce has requested that Public Works move its facility from the City. One option to be considered is combining the Snohomish and Paine Field Road Maintenance facilities at a new site. The Paine Field site has similar deficiencies, the majority of structures being constructed by the US Army in the 1940's. Preliminary work on determining facility needs has occurred, and it is anticipated that consultants will be hired in late 2002 to begin more detailed assessment of alternatives. This project is funded jointly with ER&R, for which \$500,000 was appropriated in the 2002 budget.

The Pit and Quarries Fund has and will continue to have cash and investment balances exceeding its long term needs. These balances are from proceeds of past and future sales and leases of Pit and Quarries Fund properties. Properties that had mining potential were transferred to the Equipment and Repair and Revolving Fund from the County Road Fund in January 1978 and subsequently transferred to the Pit and Quarries Fund in November 1986. These excess reserves will be utilized for the construction of a proposed maintenance facility, and have been budgeted and accounted for in the Facility Construction Fund. The fund transfer from the Pit and Quarries to the Facility Construction Fund was approved by the County Council in 2001.

CIP - Capital:

Object	2003	2004	2005	2006	2007	2008
Professional Services	\$1,414,000	\$800,000	\$610,000	\$500,000	\$0	\$0
Machinery & Equipment	\$0	\$0	\$0	\$10,000,000	\$6,587,841	\$0
Interfund Prof Services	\$0	\$55,000	\$55,000	\$100,000	\$50,000	\$0
Interfund Indirect Cost	\$0	\$700	\$5,000	\$5,000	\$3,000	\$0
CIP-Capital Totals:	\$1,414,000	\$855,700	\$670,000	\$10,605,000	\$6,640,841	\$0

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Other Funds	\$560,000	\$855,700	\$670,000	\$10,605,000	\$6,640,841	\$0
County Road	\$854,000	\$0	\$0	\$0	\$0	\$0
Totals:	\$1,414,000	\$855,700	\$670,000	\$10,605,000	\$6,640,841	\$0

CIP - Operating:

Category Name	2003	2004	2005	2006	2007	2008
Other Operating	\$0	\$0	\$0	\$0	\$120,000	\$0
Totals:	\$0	\$0	\$0	\$0	\$120,000	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 06 Public Works

Short Name: _CNCL_402 - Solid Waste Capital Improvement Plan

Description: Solid Waste CIP 2003 - 2008

Justification: While completion of two new solid waste transfer stations as noted in the 2003 Annual Construction Plan will improve customer service, continued facility repair, maintenance, and upgrades of other solid waste facilities is also necessary. Recycling, flare and compactor shell replacement, and general maintenance are all required in future years.

While facility maintenance and renovation are estimated at \$500,000 each year, special requirements in 2004 included recycling costs of \$307,000 and compactor shell replacement estimated at \$400,000. In 2005, flare replacement at the Cathcart landfill is estimated to cost \$140,000. These maintenance efforts help insure citizens are provided an efficient and effective waste handling program.

CIP - Capital:

Fund: SubFund:		Division:			Program:		
402 402 Solid Waste Manageme		405 Engineering & Constructo			437 Solid Waste-Capital		
Object	2003	2004	2005	2006	2007	2008	
Construction Progress	\$13,850,000	\$6,480,000	\$0	\$0	\$0	\$0	
Fund: SubFund:		Division:			Program:		
402 402 Solid Waste Manageme		405 Engineering & Constructo			705 Engineering & Constructio		
Object	2003	2004	2005	2006	2007	2008	
Construction Progress	\$0	\$1,382,096	\$840,000	\$6,500,000	\$950,000	\$500,000	
CIP-Capital Totals:	\$13,850,000	\$7,862,096	\$840,000	\$6,500,000	\$950,000	\$500,000	

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Other Funds	\$13,850,000	\$7,862,096	\$840,000	\$6,500,000	\$950,000	\$500,000
Totals:	\$13,850,000	\$7,862,096	\$840,000	\$6,500,000	\$950,000	\$500,000



Snohomish County Capital Improvement Project 2003-2008

Department: 06 Public Works

Short Name: _CNCL_415 - 2001 Bond Issue - REET II DNR

Description: REET II fund Debt Service on Capital Projects included in the 2001 Bond Issue for Surface Water Management.

Justification: This is not a separate project but serves as documentation of REET II debt service commitments.

CIP - Capital:

Object	2003	2004	2005	2006	2007	2008
Principal	\$439,785	\$461,774	\$484,863	\$509,106	\$534,561	\$561,289
Interest	\$718,712	\$696,722	\$673,634	\$649,394	\$623,935	\$597,207
CIP-Capital Totals:	\$1,158,497	\$1,158,496	\$1,158,497	\$1,158,500	\$1,158,496	\$1,158,496

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
REET II	\$1,158,497	\$1,158,496	\$1,158,497	\$1,158,497	\$1,158,496	\$1,158,496
Totals:	\$1,158,497	\$1,158,496	\$1,158,497	\$1,158,497	\$1,158,496	\$1,158,496



Snohomish County Capital Improvement Project 2003-2008

Department: 06 Public Works

Short Name: _CNCL_502 - CIP Fleet Management

Description: Equipment and facilities costing more than \$50,000

Justification: Of the 226 items of equipment to be purchased as part of the 2003 ER&R Equipment Replacement Plan, 19 items cost more than \$50,000 each and therefore are included in the Capital Improvement Plan. Equipment replacement is funded via the rental rates charged to customers of the fund and accumulated over the equipment's economic life. Replacement is needed to provide customers with safe, efficient, and reliable equipment.

One excavator @ \$212,572 for Road Maintenance	\$ 212,572
Four backhoes @ \$73,143 each for Road Maintenance	292,572
One shoulder maintainer @ \$52,023 for Road Maintenance	52,023
Three sweepers @ \$175,351 for Road Maintenance	526,053
Three thermolays @ \$178,095 for Road Maintenance	534,285
One cab/chassis with manlift @ \$83,411 for Road Maintenance	83,411
Two flusher trucks @ \$114,800 for Road Maintenance	229,600
One aerial manlift truck @ \$153,958 for Traffic	153,958
One backhoe @ \$70,410 for Solid Waste	70,410
One flusher truck @ \$114,800 for Solid Waste	114,800
TOTAL 2003 CIP	\$2,337,143

CIP - Capital:

Fund:	SubFund:	Division:	Program:			
502	502 Equipment Rental & Rev	600 Equipment Rental & Revol	860 Fleet Mgt - Maint & Opera			
Object	2003	2004	2005	2006	2007	2008
Machinery & Equipment	\$2,337,143	\$2,504,770	\$2,709,956	\$1,708,320	\$3,344,409	\$5,547,790
CIP-Capital Totals:	\$2,337,143	\$2,504,770	\$2,709,956	\$1,708,320	\$3,344,409	\$5,547,790

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Other Funds	\$2,337,143	\$2,504,770	\$2,709,956	\$1,708,320	\$3,344,409	\$5,547,790
Totals:	\$2,337,143	\$2,504,770	\$2,709,956	\$1,708,320	\$3,344,409	\$5,547,790



Snohomish County Capital Improvement Project 2003-2008

Department: 06 Public Works

Short Name: _CNCL_502 - Fleet Management Future Capital Projec

Description: These are upcoming projects that need to be addressed by Fleet Management in the coming years. Funding will come from accumulated fund balance. At this point, figures are preliminary and the scope and dates of the projects may change upon review.

Justification: Snohomish facility replacement included with Paine Field facility \$6,950,000 (2003-2005) 2003 expense (\$560,000)
 Alternative fuel law compliance infrastructure costs - \$2,200,000 (2004/2007)
 New shop equipment - \$450,000 (2004 - 2005)

CIP - Capital:

Fund: SubFund:		Division:			Program:		
502	502	Equipment Rental & Rev	600	Equipment Rental & Revol	860	Fleet Mgt - Maint & Opera	
Object	2003	2004	2005	2006	2007	2008	
Buildings and Structures	\$560,000	\$3,225,000	\$4,875,000	\$100,000	\$0	\$0	
CIP-Capital Totals:	\$560,000	\$3,225,000	\$4,875,000	\$100,000	\$0	\$0	

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Prior Year Funds/Fund Balance	\$560,000	\$3,225,000	\$4,875,000	\$100,000	\$0	\$0
Totals:	\$560,000	\$3,225,000	\$4,875,000	\$100,000	\$0	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 06 Public Works

Short Name: _CNCL_SWM - DNR Implementation CIP

Description: Category C/D: Implementation of fish passage, aquatic habitat and floodplain pump station feasibility projects from the Lake Stevens and Mill Creek East UGA plans.

Justification:

CIP - Capital:

Fund:	SubFund:	Division:	Program:				
415	415	Surface Water Managem	357	Surface Water Managemen	999		
Object	2003	2004	2005	2006	2007	2008	
Construction Progress	\$370,191	\$250,000	\$0	\$0	\$0	\$0	
CIP-Capital Totals:	\$370,191	\$250,000	\$0	\$0	\$0	\$0	

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008	
Prior Year Funds	\$370,191	\$250,000	\$0	\$0	\$0	\$0	
Totals:	\$370,191	\$250,000	\$0	\$0	\$0	\$0	



Snohomish County Capital Improvement Project 2003-2008

Department: 06 Public Works

Short Name: CNCL_SWM Urban Drainage and Water Quality

Description: Surface Water projects are undertaken for the purposes stated in Titles 25 and 25A in the Snohomish County Code. The projects primarily address local surface water needs (drainage, and flood control) and in so doing, also respond to mandates to protect habitat and water quality pursuant to the federal Endangered Species Act and the Clean Water Act.

The 2003 CIP presses forward with priority projects identified in the 2002 Drainage Needs Report and the Lake Stevens Subarea Plan. These provide a foundation for systematic inventorying, analysis and prioritization of improvements to the constructed and natural drainage systems within the Urban Growth Areas (UGAs) of the County. In 2003 a higher emphasis and additional funds are provided for designing and constructing priority drainage infrastructure within the UGAs. Meanwhile, the program sustains other traditional CIP efforts such as drainage complaint response and assistance. This year's progress also provides an increased investment in flood control facility repair and maintenance.

Water quality improvements include retrofitting aged detention facilities and integrating water quality features into most CIP projects. The 2003 Executive Budget does not include expanded facilities requirements that may arise out of the pending renewal of the County's NPDES storm-water permit in 2004. Judicious investments in habitat restoration projects are continued with an emphasis on projects that can serve mitigation purposes required for other public projects (such as roads and drainage facilities). Projects range from large-scale acquisitions (habitat preservation/restoration) to culvert replacements (fish blockage removal).

Justification: As our urban growth areas (UGAs) continue to develop and accommodate 85% of countywide growth, our urban network of constructed and natural drainage systems will fall behind -- unless we make strategic investments to upgrade and protect them. Increased investment in urban drainage infrastructure is prudent to prepare for the future and reduce flooding of roads, homes and private property, while collaterally providing protection for water quality and habitat.

Because the most pressing drainage needs and the projects which respond to those needs are located entirely within the unincorporated UGA, the Executive has recommended generating the revenue with the same area -- via a SWM rate adjustment solely within the UGA portion of the county WMAs/Clean Water District.

CIP - Capital:

Fund: SubFund:	Division:		Program:			
415	415	Surface Water Managem	357	Surface Water Managemen	999	
Object	2003	2004	2005	2006	2007	2008
Construction Progress	\$1,631,200	\$1,746,550	\$0	\$0	\$0	\$0
CIP-Capital Totals:	\$1,631,200	\$1,746,550	\$0	\$0	\$0	\$0

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
SWM Funds	\$1,631,200	\$1,746,550	\$0	\$0	\$0	\$0
Totals:	\$1,631,200	\$1,746,550	\$0	\$0	\$0	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 09 Parks and Recreation

Short Name: _CNCL_Community/Combination/LAND

Description: This category reflects land acquisition for community and combination prks. Community parks provide a setting for active and passive recreational activities. They typically serve a number of neighborhoods, and are located in growing areas. Combination parks provide for similar kinds of activities, but also have a feature that would be considered regional, such as water access.

Justification: The 2001 Snohomish County Comprehensive Parks & Recreation Plan highlights the need to preserve park land in urbanizing areas for community use. Land acquisition is a high priority, given the pace at which development is proceeding. Sufficient land suitable for active and passive park development should be set aside now, for future park use.

CIP - Capital:

Object	2003	2004	2005	2006	2007	2008
Sky Valley Mitig Land	\$17,558	\$0	\$0	\$0	\$0	\$0
Reet 1 Land	\$0	\$0	\$0	\$0	\$0	\$0
Paine Field REET 1 Acq	\$224,265	\$0	\$0	\$0	\$0	\$0
Paine Field Other Land	(\$650,000)	\$0	\$0	\$0	\$0	\$0
Op Tr Out Fund 215 '99 Debt	\$825,411	\$0	\$0	\$0	\$0	\$0
Land	\$128,828	\$0	\$0	\$0	\$0	\$0
Lakewood- REET 1 Acquisition	\$111,010	\$0	\$0	\$0	\$0	\$0
Brier Community Park Mitig Lnd	\$86,371	\$0	\$0	\$0	\$0	\$0
Alderwood Mitigation Land	\$209,484	\$0	\$0	\$0	\$0	\$0

Object	2003	2004	2005	2006	2007	2008
Prior Year Appropriations	\$6,267,482	\$218,104	\$1,220,974	\$164,024	\$0	\$84,913
Land	\$0	\$1,463,599	\$1,409,774	\$1,429,093	\$1,496,743	\$1,496,743
CIP-Capital Totals:	\$7,220,409	\$1,681,703	\$2,630,748	\$1,593,117	\$1,496,743	\$1,581,656

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
REET I	\$410,000	\$460,000	\$460,000	\$460,000	\$460,000	\$460,000
Prior Year Funds	\$6,267,482	\$218,104	\$1,220,974	\$164,024	\$0	\$84,913
Parks Mitigation	\$1,192,927	\$1,003,599	\$949,774	\$969,093	\$1,036,743	\$1,036,743
Other Funds	(\$650,000)	\$0	\$0	\$0	\$0	\$0
Totals:	\$7,220,409	\$1,681,703	\$2,630,748	\$1,593,117	\$1,496,743	\$1,581,656

CIP - Operating:

Category Name	2003	2004	2005	2006	2007	2008
Salaries/Benefits	\$0	\$500	\$0	\$500	\$0	\$500
Totals:	\$0	\$500	\$0	\$500	\$0	\$500



Snohomish County Capital Improvement Project 2003-2008

Department: 09 Parks and Recreation

Short Name: _CNCL_Community/FACILITIES

Description: This category reflects spending on a variety of park facilities that would be found at community or combination parks to serve multiple recreational uses. Such facilities include athletic fields (baseball, soccer, softball, football etc.), community centers, amphitheatres, playgrounds, walkways, picnic shelters, interpretive trails, and necessary infrastructure (parking lots, restrooms, drainage etc.)

Justification: Snohomish County citizens voiced the desire for more developed park facilities to serve their growing communities through the 2001 Comprehensive Parks and Recreation Plan. Accordingly, plans for the development of several community park sites are featured in this spending plan. Examples include development at the Martha Lake Airport site, Willis Tucker Regional Park, as well as sites to be acquired over the next 6-12 years.

CIP - Capital:

Object	2003	2004	2005	2006	2007	2008
Willis Tucker Other Const	\$0	\$0	\$0	\$0	\$0	\$0
Reet 2 Construction	\$1,364,146	\$0	\$0	\$0	\$0	\$0
Paine Field REET 2 Const	\$100,000	\$0	\$0	\$0	\$0	\$0
Paine Field Other Construct	(\$200,000)	\$0	\$0	\$0	\$0	\$0
Improvements-Reet 2	\$200,000	\$0	\$0	\$0	\$0	\$0
Construction - REET 2	\$100,000	\$0	\$0	\$0	\$0	\$0
Construction	\$149,644	\$0	\$0	\$0	\$0	\$0

Object	2003	2004	2005	2006	2007	2008
Prior Year Appropriations	\$6,018,551	\$40,155	\$18,841	\$1,027,777	\$86,909	\$463,922
Construction	\$0	\$1,285,000	\$1,150,000	\$1,150,000	\$1,400,000	\$1,400,000
CIP-Capital Totals:	\$7,732,341	\$1,325,155	\$1,168,841	\$2,177,777	\$1,486,909	\$1,863,922

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
REET II	\$1,764,146	\$900,000	\$800,000	\$750,000	\$900,000	\$900,000
Prior Year Funds	\$6,018,551	\$40,155	\$18,841	\$1,027,777	\$86,909	\$463,922
Parks Mitigation	\$192,890	\$385,000	\$350,000	\$400,000	\$500,000	\$500,000
Other Grants	(\$43,471)	\$0	\$0	\$0	\$0	\$0
Other Funds	(\$199,775)	\$0	\$0	\$0	\$0	\$0
Totals:	\$7,732,341	\$1,325,155	\$1,168,841	\$2,177,777	\$1,486,909	\$1,863,922

CIP - Operating:

Category Name	2003	2004	2005	2006	2007	2008
Supplies	\$0	\$9,870	\$0	\$0	\$20,250	\$0
Salaries/Benefits	\$0	\$61,500	\$0	\$0	\$40,500	\$0
Other Operating	\$0	\$9,870	\$0	\$0	\$20,250	\$0
Totals:	\$0	\$81,240	\$0	\$0	\$81,000	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 09 Parks and Recreation

Short Name: _CNCL_Conservancy/LAND

Description: This category reflects acquisition of significant natural area sites for habitat preservation, public use/and or access. Such sites may include wetlands, open space, woodlands, shorelines, waterfronts, and other important characteristics which reflect the County's rich natural heritage. Existing and potential projects focus on benefit to threatened or endangered species, in addition to preserving important open space networks and greenways in growing areas.

Justification: Natural area preservation continues to be an essential component of the County's Park system. The 2001 Snohomish County Comprehensive Parks & Recreation Plan highlights the need to continue such acquisitions, particularly those which provide critical habitat for protected species under the federal Endangered Species Act.

CIP - Capital:

Fund: SubFund:		Division:			Program:		
309 309 Parks Construction Fun		985 Parks and Recreation - Ad			945 Resource Conservancy		
Object	2003	2004	2005	2006	2007	2008	
Land	(\$333,883)	\$0	\$0	\$0	\$0	\$0	
Fund: SubFund:		Division:			Program:		
999 999		999			999		
Object	2003	2004	2005	2006	2007	2008	
Prior Year Appropriations	\$1,246,504	\$89,768	\$0	\$0	\$0	\$0	
CIP-Capital Totals:	\$912,621	\$89,768	\$0	\$0	\$0	\$0	

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Prior Year Funds	\$1,246,504	\$89,768	\$0	\$0	\$0	\$0
Other Grants	(\$333,883)	\$0	\$0	\$0	\$0	\$0
Totals:	\$912,621	\$89,768	\$0	\$0	\$0	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 09 Parks and Recreation

Short Name: _CNCL_Conservation Futures

Description: The Snohomish County Conservation Futures Program has responsibility for administering funds for the purpose of acquiring interests or rights in real property located within Snohomish County, which meet open space and conservation requirements as per RCW 84.34.230 and SCC 4.14. Funding for the program is available through the collection of \$0.0625 per \$1,000.00 of assessed valuation against all taxable real property within Snohomish County.

Justification: The Snohomish County Conservation Futures Program coordinates, administers and manages, through an effective public information process and inter-local cooperation, a significant open space acquisition program. It also provides technical assistance to Snohomish County departments, municipalities, and special purpose districts for the acquisition of eligible and appropriate open space projects. In addition, the Snohomish County Conservation Futures Program preserves, protects and otherwise conserves, for future public use and enjoyment, selected open space, farm and agricultural land, and timberland through acquisition, easement, development right, covenant, or other contractual methods.

CIP - Capital:

Fund: SubFund: **185 185 Conservation Futures T** Division: **985 Parks and Recreation - Ad** Program: **191 Conservation Futures**

Object	2003	2004	2005	2006	2007	2008
TDR Agriculture Lands	\$3,600,000	\$0	\$0	\$0	\$0	\$0
Land-Bond Projects	\$3,681,153	\$0	\$0	\$0	\$0	\$0
Land 1998	\$1,583,219	\$0	\$0	\$0	\$0	\$0
Interfund Indirect Cost	\$23,911	\$0	\$0	\$0	\$0	\$0
Debt Service - Fund 215	\$2,005,605	\$0	\$0	\$0	\$0	\$0
CIP-Capital Totals:	\$10,893,888	\$0	\$0	\$0	\$0	\$0

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Prior Year Funds	\$8,093,888	\$0	\$0	\$0	\$0	\$0
Other Funds	\$2,800,000	\$0	\$0	\$0	\$0	\$0
Totals:	\$10,893,888	\$0	\$0	\$0	\$0	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 09 Parks and Recreation

Short Name: _CNCL_Resource/FACILITIES

Description: This category reflects facility development at parks typically designated as "Resource" lands. Such facilities include appropriate development of public access sites and infrastructure. These may include fishing/boating or viewing docks, boardwalks, beach areas, shelters, interpretive exhibits and kiosks. Restoration projects also fall into this category.

Justification: The 2001 Snohomish County Comprehensive Parks and Recreation Plan demonstrated the public's desire for the County to develop natural area sites with appropriate facilities for recreation, education and passive enjoyment. Accordingly, this spending plan features the passive development and/or restoration at several regional natural areas such as Lake Goodwin Community park, the Twin River Quarry site adjacent to Lord hill Regional Park, Portage Creek Wildlife Area, sites throughout the Snohomish River estuary, and a variety of interpretive projects.

CIP - Capital:

Fund: SubFund: Division: Program:
309 309 Parks Construction Fun 985 Parks and Recreation - Ad 946 Resource

Object	2003	2004	2005	2006	2007	2008
Spencer Island REET 2 Const	\$100,083	\$0	\$0	\$0	\$0	\$0
Robe Canyon Mitig Const	\$45,518	\$0	\$0	\$0	\$0	\$0
River Estuary Grant Const	(\$27,000)	\$0	\$0	\$0	\$0	\$0
Portage Creek Mitigation Const	\$154,959	\$0	\$0	\$0	\$0	\$0
Construction	\$21,581	\$0	\$0	\$0	\$0	\$0

Fund: SubFund: Division: Program:
999 999 999 999

Object	2003	2004	2005	2006	2007	2008
Prior Year Appropriations	\$0	\$1,677,301	\$27,029	\$0	\$0	\$0
Construction	\$0	\$200,000	\$0	\$165,000	\$100,000	\$100,000
CIP-Capital Totals:	\$295,141	\$1,877,301	\$27,029	\$165,000	\$100,000	\$100,000

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
REET II	\$100,083	\$100,000	\$0	\$165,000	\$100,000	\$100,000
Prior Year Funds	\$0	\$1,677,301	\$27,029	\$0	\$0	\$0
Parks Mitigation	\$228,979	\$100,000	\$0	\$0	\$0	\$0
Other Grants	(\$53,084)	\$0	\$0	\$0	\$0	\$0
Other Funds	\$19,163	\$0	\$0	\$0	\$0	\$0
Totals:	\$295,141	\$1,877,301	\$27,029	\$165,000	\$100,000	\$100,000

CIP - Operating:

Category Name	2003	2004	2005	2006	2007	2008
Supplies	\$0	\$3,120	\$0	\$0	\$0	\$0
Salaries/Benefits	\$0	\$48,000	\$0	\$0	\$0	\$0
Totals:	\$0	\$51,120	\$0	\$0	\$0	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 09 Parks and Recreation

Short Name: _CNCL_Special Use/FACILITIES

Description: This category reflects the development of facilities which serve a specific user group. There are two different scales of special use facilities: single use facilities, (such as a golf course or shooting range) and dedicated recreation areas (skateboard parks, off-leash dog areas.) Special use facilities typically generate revenue, and may involve significant public/private partnerships, such as tournament-scale regional athletic facilities.

Justification: A number of special use facilities were highlighted in the 2001 Snohomish County Comprehensive Parks and Recreation Plan. These include a shooting range, a tournament-scale regional athletic field partnership project, skateboard facilities in north and south Snohomish County, and various camping facilities.

CIP - Capital:

Fund: SubFund:		Division:			Program:		
<u>309 309 Parks Construction Fun</u>		<u>985 Parks and Recreation - Ad</u>			<u>947 Special Use</u>		
Object	2003	2004	2005	2006	2007	2008	
Camping Other Const	\$210	\$0	\$0	\$0	\$0	\$0	
Fund: SubFund:		Division:			Program:		
<u>999 999</u>		<u>999</u>			<u>999</u>		
Object	2003	2004	2005	2006	2007	2008	
Prior Year Appropriations	\$158,468	\$0	\$0	\$0	\$0	\$0	
Construction	\$0	\$40,000	\$40,000	\$0	\$0	\$0	
CIP-Capital Totals:	\$158,678	\$40,000	\$40,000	\$0	\$0	\$0	

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Prior Year Funds	\$158,468	\$40,000	\$40,000	\$0	\$0	\$0
Other Funds	\$210	\$0	\$0	\$0	\$0	\$0
Totals:	\$158,678	\$40,000	\$40,000	\$0	\$0	\$0

CIP - Operating:

Category Name	2003	2004	2005	2006	2007	2008
Supplies	\$0	\$0	\$500	\$0	\$0	\$0
Salaries/Benefits	\$0	\$0	\$10,080	\$0	\$0	\$0
Totals:	\$0	\$0	\$10,580	\$0	\$0	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 09 Parks and Recreation

Short Name: _CNCL_Support/FACILITIES

Description: This category reflects support needs to assist in the administration and management of parks and park projects. These include: general improvements, infrastructure improvements, park structure renovation and improvements, trail enhancements etc. Expenditures also include pre-acquisition property costs, capital fund management, and capital planning staff.

Justification: Funding is needed for the capital planning, acquisition, and management of park land and facilities.

CIP - Capital:

Fund: SubFund: **309 309 Parks Construction Fun** Division: **985 Parks and Recreation - Ad** Program: **949 Support**

Object	2003	2004	2005	2006	2007	2008
Salaries	\$350,244	\$0	\$0	\$0	\$0	\$0
Reet 2 Construction	\$99,932	\$0	\$0	\$0	\$0	\$0
Land	\$40,000	\$0	\$0	\$0	\$0	\$0
Interfund Indirect Costs	\$136,183	\$0	\$0	\$0	\$0	\$0
Interfund Co Premium	\$1,923	\$0	\$0	\$0	\$0	\$0
Construction	\$100,000	\$0	\$0	\$0	\$0	\$0
COLA Conting-Salary	\$7,005	\$0	\$0	\$0	\$0	\$0
Benefits	\$80,484	\$0	\$0	\$0	\$0	\$0
ADA Reet 2 Const	\$10,000	\$0	\$0	\$0	\$0	\$0

Fund: SubFund: **999 999** Division: **999** Program: **999**

Object	2003	2004	2005	2006	2007	2008
Prior Year Appropriations	\$972,635	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$833,024	\$846,315	\$860,004	\$874,104	\$888,627
CIP-Capital Totals:	\$1,798,406	\$833,024	\$846,315	\$860,004	\$874,104	\$888,627

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
REET II	\$785,771	\$793,024	\$806,315	\$820,004	\$834,104	\$848,627
REET I	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000
Prior Year Funds	\$972,635	\$0	\$0	\$0	\$0	\$0
Totals:	\$1,798,406	\$833,024	\$846,315	\$860,004	\$874,104	\$888,627



Snohomish County Capital Improvement Project 2003-2008

Department: 09 Parks and Recreation

Short Name: _CNCL_Trails/FACILITIES

Description: This category reflects development of a county-wide recreational trail system connecting parks, community centers, natural areas and cultural/historical features. Facilities will provide opportunities for walking, bicycling and/or horseback riding in parks and on trails.

Justification: The 2001 Snohomish County Comprehensive Parks and Recreation Plan outlines a plan to complete the Centennial Trail, sections of the Whitehorse Express Trail, and to support sub-regional trails such as the Lowell to Snohomish Trail and the Three Creeks Trail.

CIP - Capital:

Fund: SubFund:		Division:		Program:			
309 309 Parks Construction Fun		985 Parks and Recreation - Ad		948 Trails			
Object	2003	2004	2005	2006	2007	2008	
Construction	\$13,500	\$0	\$0	\$0	\$0	\$0	
Const-Mitigation	\$99,622	\$0	\$0	\$0	\$0	\$0	
Fund: SubFund:		Division:		Program:			
999 999		999		999			
Object	2003	2004	2005	2006	2007	2008	
Prior Year Appropriations	\$4,289,333	\$0	\$0	\$3,650,562	\$0	\$0	
Construction	\$0	\$425,000	\$600,000	\$500,000	\$400,000	\$400,000	
CIP-Capital Totals:	\$4,402,455	\$425,000	\$600,000	\$4,150,562	\$400,000	\$400,000	

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
REET II	\$0	\$225,000	\$400,000	\$300,000	\$300,000	\$300,000
Prior Year Funds	\$4,289,333	\$0	\$0	\$3,650,562	\$0	\$0
Parks Mitigation	\$99,622	\$200,000	\$200,000	\$200,000	\$100,000	\$100,000
Other Funds	\$13,500	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
Totals:	\$4,402,455	\$425,000	\$600,000	\$4,150,562	\$400,000	\$400,000

CIP - Operating:

Category Name	2003	2004	2005	2006	2007	2008
Supplies	\$0	\$6,940	\$0	\$2,160	\$0	\$0
Salaries/Benefits	\$0	\$90,800	\$0	\$54,800	\$0	\$0
Totals:	\$0	\$97,740	\$0	\$56,960	\$0	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 17 Debt Service

Short Name: CNCL_1993 Bond Issue - REET I Funded Debt Service

Description: REET I Fund Debt Service on Capital Projects for the Fairgrounds included on the 1993 Bond Issue.

Justification: This is not a separate project but serves as documentation of REET I debt service commitments.

CIP - Capital:

Object	2003	2004	2005	2006	2007	2008
Interest	\$0	\$0	\$0	\$0	\$0	\$0
Debt Srv Pm Go Bnds	\$521,820	\$0	\$0	\$0	\$0	\$0
CIP-Capital Totals:	\$521,820	\$0	\$0	\$0	\$0	\$0

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
REET I	\$521,820	\$0	\$0	\$0	\$0	\$0
Totals:	\$521,820	\$0	\$0	\$0	\$0	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 17 Debt Service

Short Name: _CNCL_1995 Bond Issue REET II Funded Debt Service

Description: REET II Fund Debt Service on Capital Projects (Surface Water and Parks) included in the 1995 Bond Issue. The 1995 bond issue was refunded in March, 2001. The numbers below represent the total of the refunded and non-refunded debt.

Justification: This is not a separate project, but serves as documentation of REET II Debt Service commitments.

CIP - Capital:

Fund: SubFund:		Division:		Program:			
215 215 Limited Tax Debt Servic		715 Limited Tax Debt Service		229 93/95 Refunding			
Object	2003	2004	2005	2006	2007	2008	
Interest	\$65,963	\$43,250	\$19,000	\$0	\$0	\$0	
Debt Srv Pm Go Bnds	\$435,000	\$460,000	\$475,000	\$0	\$0	\$0	
CIP-Capital Totals:	\$500,963	\$503,250	\$494,000	\$0	\$0	\$0	

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
REET II	\$500,963	\$503,250	\$494,000	\$0	\$0	\$0
Totals:	\$500,963	\$503,250	\$494,000	\$0	\$0	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 17 Debt Service

Short Name: CNCL_2001 Parks - REET I Funded Debt Service

Description: REET I Fund Debt Service on Capital Projects for Parks included in the 2001 Bond Issue.

Justification: This is not a separate project but serves as documentation of REET I debt service commitments.

CIP - Capital:

Fund: SubFund:		Division:		Program:			
215 215 Limited Tax Debt Servic		715 Limited Tax Debt Service		249 2001 Bond Issue			
Object	2003	2004	2005	2006	2007	2008	
Debt Service Prn GO Bonds	\$180,903	\$189,948	\$199,445	\$209,417	\$219,888	\$230,883	
Debt Service Interest GO Bonds	\$295,637	\$286,592	\$277,095	\$267,123	\$256,652	\$245,657	
CIP-Capital Totals:	\$476,540	\$476,540	\$476,540	\$476,540	\$476,540	\$476,540	

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
REET I	\$476,540	\$476,540	\$476,540	\$476,540	\$476,540	\$476,540
Totals:	\$476,540	\$476,540	\$476,540	\$476,540	\$476,540	\$476,540



Snohomish County Capital Improvement Project 2003-2008

Department: 17 Debt Service

Short Name: _CNCL_Debt Service for 800 MHZ

Description: A regional public safety radio system that provides effective communication among public safety organizations in Snohomish County. This project sheet reflects debt service for Snohomish County's contribution to the projects, administered by the Snohomish County Emergency Radio System, a public organization separate from the County structure.

Justification: Required to be included in CIP to allow REET1 funding.

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>239</u>	<u>99</u>	<u>Bond Issue</u>
Object	2003	2004	2005	2006	2007	2008	
Interest for 800 MHZ	\$276,982	\$267,807	\$258,233	\$247,945	\$236,922	\$225,259	
Debt Srv Prn Go Bonds 800	\$193,159	\$201,559	\$209,958	\$220,455	\$230,953	\$243,550	
CIP-Capital Totals:							
	\$1,379,805	\$1,379,805	\$1,379,805	\$1,379,805	\$1,379,805	\$1,379,805	\$1,379,805

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</u>	<u>Bond Issue</u>
Object	2003	2004	2005	2006	2007	2008	
Debt Service Prn GO Bonds	\$401,320	\$421,386	\$442,455	\$464,578	\$487,807	\$512,197	
Debt Service Interest GO Bonds	\$508,344	\$489,053	\$469,159	\$446,827	\$424,123	\$398,799	
CIP-Capital Totals:							
	\$1,379,805	\$1,379,805	\$1,379,805	\$1,379,805	\$1,379,805	\$1,379,805	\$1,379,805

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
REET I	\$1,379,805	\$1,379,805	\$1,379,805	\$1,379,805	\$1,379,805	\$1,379,805
Totals:	\$1,379,805	\$1,379,805	\$1,379,805	\$1,379,805	\$1,379,805	\$1,379,805



Snohomish County Capital Improvement Project 2003-2008

Department: 17 Debt Service

Short Name: _CNCL_REET I Reserves Space Plan

Description: Based on the long-term Space Plan to finance various capital projects, it is recommended that future proceeds from REET I be reserved for this purpose.

Justification: The Space Plan is a long-term strategy aimed at addressing the County's facility needs. Two of the major components of this plan are the construction of the Regional Justice Center and the Administration Building.

CIP - Capital:

Fund: SubFund:		Division:			Program:		
215	215 Limited Tax Debt Serv	715 Limited Tax Debt Service	249	2001 Bond Issue			
Object	2003	2004	2005	2006	2007	2008	
Debt Service Prn GO Bonds	\$2,500,000	\$1,800,000	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000	
CIP-Capital Totals:	\$2,500,000	\$1,800,000	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000	

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
REET I	\$2,500,000	\$1,800,000	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000
Totals:	\$2,500,000	\$1,800,000	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000



Snohomish County Capital Improvement Project 2003-2008

Department: 18 Facilities Management

Short Name: CNCL Administration and Parking Facility

Description: Construction of a new administration building and an underground parking facility on County Campus as part of the Campus Redevelopment Initiative project.

Justification: Council Motion 00--180 indicated Council's desire to keep the county government downtown but move out of commercial leased spaces. The Campus Redevelopment Initiative (CRI) grew out of that direction. After master planning was accomplished in October 2001, Council opted for a development option that provided for a new administration building sited next to the existing administration facility. Underground parking for that new building as well as the new jail was called for as well. This funding line carries out those structures. Building and occupying the new administration building will save significant amounts of commercial lease expenses and is a vital element of affording the new jail. Specific designs for the new building will be developed following programming in the summer of 2002.

CIP - Capital:

Object	2003	2004	2005	2006	2007	2008
Parking Cost Recovery-	(\$174,038)	\$0	\$0	\$0	\$0	\$0
Basic Design Fees	\$2,565,648	\$0	\$0	\$0	\$0	\$0
Building Leases	\$320,839	\$0	\$0	\$0	\$0	\$0
Campus Relocation Expenses	\$249,000	\$300,000	\$300,000	\$0	\$0	\$0
Construction in Progress	\$24,283,332	\$11,832,634	\$0	\$0	\$0	\$0
General Owner Contingency	\$837,622	\$626,103	\$0	\$0	\$0	\$0
Machinery and Equipment	\$465,226	\$465,226	\$0	\$0	\$0	\$0
Other Parking Expenses	\$0	\$0	\$0	\$0	\$0	\$0
Additional Design Fees	\$2,163,905	\$0	\$0	\$0	\$0	\$0
Parking Cost Recovery-Evt Stat	\$0	\$0	\$0	\$0	\$0	\$0
Parking Leases	\$0	\$0	\$0	\$0	\$0	\$0
Permits	\$986,502	\$0	\$0	\$0	\$0	\$0
Professional Services	\$306,959	\$85,559	\$0	\$0	\$0	\$0
Sales Tax Credits - FF&E	(\$3,653)	(\$3,652)	\$0	\$0	\$0	\$0
Sales Tax Credits-Construction	(\$276,427)	(\$92,869)	\$0	\$0	\$0	\$0
South Side Garage Retrofit	\$119,105	\$0	\$0	\$0	\$0	\$0
Testing, Inspection, Balancing	\$185,275	\$185,275	\$0	\$0	\$0	\$0
Parking Cost Recovery-	\$0	\$0	\$0	\$0	\$0	\$0

Object	2003	2004	2005	2006	2007	2008
Prior Year Appropriations	\$10,817,669	\$0	\$0	\$0	\$0	\$0
CIP-Capital Totals:	\$42,846,964	\$13,398,276	\$300,000	\$0	\$0	\$0

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Oper Transf In-Parking	\$0	\$0	\$0	\$0	\$0	\$0
Oper Transf In-Cogswell Rent	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds-Other	\$42,846,964	\$13,398,276	\$300,000	\$0	\$0	\$0
Totals:	\$42,846,964	\$13,398,276	\$300,000	\$0	\$0	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 18 Facilities Management

Short Name: CNCL_Campus and Jail Improvements

Description: Various projects related to the major upgrade of the Courthouse, Carnegie, Mission and current jail facilities as part of the Campus Redevelopment Initiative project

Justification: Funds allocated for improvements to our existing facilities (may include courthouse modifications, equipment replacements and deferred repairs). Even with the anticipation of a new justice center, it is acknowledged that there are needs in the existing jail structure for various facility related upgrades, renovations and repairs. \$14,862,000 have been allocated through approximately the year 2006 for this purpose. We recommend that a cumulative total of \$8.014 million be allocated in 2003 to this CRI program: \$1.105 million for improvements to the current jail, \$6.619 million for renovations to the Courthouse, and \$290,000 for Mission building roof replacement.

CIP - Capital:

Fund: SubFund: **300 002 Capital Building Plan** Division: **811 Construction Support** Program: **550 Campus/Jail Improvements**

Object	2003	2004	2005	2006	2007	2008
Mission Bldg Proj - Major Rep	\$290,000	\$0	\$0	\$75,000	\$0	\$0
Mission Bldg Proj - Interior	\$0	\$0	\$0	\$111,000	\$0	\$0
Jail - Shower Remodel	\$92,500	\$0	\$0	\$0	\$0	\$0
Jail - Modular Office Station	\$100,000	\$0	\$0	\$0	\$0	\$0
Jail - Exterior Painting	\$200,000	\$0	\$0	\$0	\$0	\$0
Jail - Exterior Lighting	\$7,300	\$0	\$0	\$0	\$0	\$0
Jail - Elevator Upgrades	\$705,200	\$0	\$0	\$0	\$0	\$0
Crthouse Bldg Proj - Major Rep	\$210,000	\$0	\$0	\$105,000	\$0	\$0
Crthouse Bldg Proj - Interior	\$3,641,457	\$0	\$0	\$0	\$0	\$0
Carnegie Bldg Proj - Major Rep	\$0	\$0	\$0	\$193,000	\$0	\$0
Carnegie Bldg Proj - Interior	\$0	\$0	\$0	\$111,000	\$0	\$0
Admin Bldg Proj - Major Rep	\$0	\$0	\$0	\$0	\$0	\$0
Admin Bldg Proj - Interior	\$0	\$6,828,000	\$0	\$0	\$0	\$0

Fund: SubFund: **999 999** Division: **999** Program: **999 PY**

Object	2003	2004	2005	2006	2007	2008
Prior Year Appropriations	\$2,192,543	\$0	\$0	\$0	\$0	\$0
CIP-Capital Totals:	\$7,439,000	\$6,828,000	\$0	\$595,000	\$0	\$0

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Bond Proceeds-Other	\$7,439,000	\$6,828,000	\$0	\$595,000	\$0	\$0
Totals:	\$7,439,000	\$6,828,000	\$0	\$595,000	\$0	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 18 Facilities Management

Short Name: _CNCL_CIP Needs - South District Court Chillers

Description: The South District Court Facility has two chillers that need to be upgraded or replaced as these have reached their life expectancy. This is not part of the CRI project as the South District Court as it is not part of the County Campus in downtown Everett. The chillers provide air conditioning to the Judges chambers, courtrooms and administrative offices.

Estimated costs of these projects are:

- Singer Chiller Replacement : \$80,340
- McQuay Chiller Replacement : \$128,750

We recommend that these projects be funded in 2004 at the earliest.

Justification: The chillers had reached its life expectancy and a major failure could occur at any time leaving the court areas without air conditioning.

CIP - Capital:

Fund: SubFund:		Division:			Program:		
311 311 Facility Construction		811 Construction Support			419 Miscellaneous General Gov		
Object	2003	2004	2005	2006	2007	2008	
Capital Costs	\$0	\$209,090	\$0	\$0	\$0	\$0	
CIP-Capital Totals:	\$0	\$209,090	\$0	\$0	\$0	\$0	

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Other Funds	\$0	\$209,090		\$0	\$0	\$0
Totals:	\$0	\$209,090		\$0	\$0	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 18 Facilities Management

Short Name: _CNCL_ County Records Building

Description: The Snohomish County Sheriff's Office (SCSO) manages evidence for itself and several outside law enforcement agencies. Evidence storage is presently housed in the basement of the Mission Building, the basement of the Courthouse, and the basement of the Medical/Dental Building. In addition, the Fingerprinting Unit is in the Carnegie Building. The need is to have all the Evidence Storage Facilities combined in one facility for better control and expansion capability. In addition to the SCSO Evidence Storage Unit, the facility will house the Department of Information Services (DIS) records management division for the County.

Justification: The County acquired the property through tax foreclosure after two fires destroyed old buildings on the site. Insurance proceeds paid for the demolition, site evaluation and due diligence. The SCSO presently leases space in the Medical Dental Building, and the vacation of the evidence functions by the SCSO in the Courthouse and Mission buildings can be used for other County functions. The DIS records division is presently leasing two floors in a building situated on Wall and Rucker, and the first floor of the building will be vacated upon completion of the new facility. The program was completed by Dykeman Architects for the construction of a two story 40,000 square foot building for SCSC and DIS. Construction is anticipated to commence in September, 2002 and completion projected in May 2003. Operations are planned to be fully functioning by the beginning of June, 2003.

CIP - Capital:

Object	2003	2004	2005	2006	2007	2008
Relocation Expenses	\$100,000	\$0	\$0	\$0	\$0	\$0
Professional Services	\$81,171	\$0	\$0	\$0	\$0	\$0
Permits	\$86,250	\$0	\$0	\$0	\$0	\$0
Other Design Work	\$332,000	\$0	\$0	\$0	\$0	\$0
Machinery and Equipment	\$100,000	\$0	\$0	\$0	\$0	\$0
General Owner Contingency	\$168,437	\$0	\$0	\$0	\$0	\$0
Construction in Progress	\$220,760	\$0	\$0	\$0	\$0	\$0

Object	2003	2004	2005	2006	2007	2008
Prior Year Appropriations	\$4,661,382	\$0	\$0	\$0	\$0	\$0
CIP-Capital Totals:	\$5,750,000	\$0	\$0	\$0	\$0	\$0

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Bond Proceeds-Other	\$5,750,000	\$0	\$0	\$0	\$0	\$0
Totals:	\$5,750,000	\$0	\$0	\$0	\$0	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 18 Facilities Management

Short Name: CNCL_Sheriff's Impound Lot/Gun Range

Description: Impound lot for the Sheriff's Office seized and impounded vehicles. Must be large enough to store 125 vehicles. The need for a new Impound lot has been identified by the Sheriff's Office, and they have requested that one be developed in the coming year to meet the department's current needs.

Firearms Range and training facility. This need has been identified by the Sheriff's Office, and they have requested that a Firearms Range and Training Facility be developed to meet the department's current needs.

Justification: The current impound lot is on loan from Public Works and may be returned or sold as surplus county property in the near future.
A new impound lot will need to be a facility large enough to store 100-150 vehicles and with sufficient covered storage area for processing vehicles. The covered storage area should also include a section that has securable rolling doors and fixed walls to secure vehicles for processing. The entire facility must be fenced, and have a motion detector security system.

The current facility is too small to provide storage of all the vehicles in the lot. Currently, it is sometimes necessary to spend several hours moving vehicles in and out of the lot to get to vehicles to be released.

The in the past the impound lot was situated in a rather non-visible remote area of South Snohomish County. Recently there has been a large amount of residential development in the area of the impound lot and the lot has become more visible and vulnerable to unlawful entries.

The Sheriff's Office has no firearms range or training facility. We have a use agreement with a local private commercial gun range to meet our state required firearms training requirements. However, the arrangement is year to year. Firearms training is essential for risk management purposes as well as professional standards.

CIP - Capital:

Fund: SubFund: Division: Program:
311 311 Facility Construction 811 Construction Support 419 Miscellaneous General Gov

Object	2003	2004	2005	2006	2007	2008
Land Evidence	\$2,680,500	\$0	\$0	\$0	\$0	\$0
CIP-Capital Totals:	\$2,680,500	\$0	\$0	\$0	\$0	\$0

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Other Funds	\$1,900,000	\$0	\$0	\$0	\$0	\$0
Bond Proceeds-Other	\$780,500	\$0	\$0	\$0	\$0	\$0
Totals:	\$2,680,500	\$0	\$0	\$0	\$0	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 21 Airport

Short Name: _CNCL_Airport Property Improvements

Description: On-going capital improvements and repairs to the Airport, to include General Aviation ramp repairs, security improvements, sewer improvements, environmental clean-up, obstruction removal, runway/ramp pavement repairs and road/infrastructure repairs. (Includes potential West Side commercial development in 2006.)

Justification: Required to maintain FAA safety standards; for environmental regulations in order to develop on property; to maintain/extend useful life of roads, parking lots, grounds, runways, ramps, and aviation parkways; and to keep existing General Aviation tenants (maintain existing revenues).

CIP - Capital:

Fund: SubFund:		Division:		Program:			
410	410	Airport Operation & Mai	100	Airport	680	Operations-General	
Object		2003	2004	2005	2006	2007	2008
Other Improvements		\$1,100,000	\$2,650,000	\$2,700,000	\$1,100,000	\$650,000	\$700,000
CIP-Capital Totals:		\$1,100,000	\$2,650,000	\$2,700,000	\$1,100,000	\$650,000	\$700,000

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Bond Proceeds-Other	\$600,000	\$2,000,000	\$2,000,000	\$400,000	\$0	\$0
Airport Funds	\$500,000	\$650,000	\$700,000	\$700,000	\$650,000	\$700,000
Totals:	\$1,100,000	\$2,650,000	\$2,700,000	\$1,100,000	\$650,000	\$700,000



Snohomish County Capital Improvement Project 2003-2008

Department: 21 Airport

Short Name: _CNCL_Building Repairs

Description: Repair/revitalize Airport owned buildings in need of repair including roof and foundation repair or other required improvements as needed, including old Navy Housing (HASCO) building repairs.

Justification: Maintaining Airport owned buildings is necessary for on-going tenant revenues, maintaining required building safety standards and maintaining a stable asset base.

CIP - Capital:

Fund: SubFund:		Division:		Program:			
410	410	Airport Operation & Mai	100	Airport	680	Operations-General	
Object		2003	2004	2005	2006	2007	2008
Buildings		\$200,000	\$1,100,000	\$400,000	\$500,000	\$400,000	\$400,000
CIP-Capital Totals:		\$200,000	\$1,100,000	\$400,000	\$500,000	\$400,000	\$400,000

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Airport Funds	\$200,000	\$1,100,000	\$400,000	\$500,000	\$400,000	\$400,000
Totals:	\$200,000	\$1,100,000	\$400,000	\$500,000	\$400,000	\$400,000



Snohomish County Capital Improvement Project 2003-2008

Department: 21 Airport

Short Name: _CNCL_FAA Funded Projects

Description: Grant Funded Capital Costs to the Airport in 2003, including: ongoing T-Hangar Prep access -FAA portion-(\$1,000,000); Airfield Lighting (\$1,000,000); Obstruction removal -FAA portion (\$500,000); and miscellaneous capital repairs to the airfield (\$225,000).

Justification: Required for FAA safety reasons and for future aviation development at the Airport. The Airport has sufficient funds for the non-grant funded portion of the projects.

CIP - Capital:

Fund: SubFund:		Division:		Program:			
410	410	Airport Operation & Mai	100	Airport	680	Operations-General	
Object		2003	2004	2005	2006	2007	2008
Construction Progress		\$2,725,000	\$0	\$0	\$0	\$0	\$0
CIP-Capital Totals:		\$2,725,000	\$0	\$0	\$0	\$0	\$0

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Transportation Grant	\$2,452,500	\$0	\$0	\$0	\$0	\$0
Airport Funds	\$272,500	\$0	\$0	\$0	\$0	\$0
Totals:	\$2,725,000	\$0	\$0	\$0	\$0	\$0



Snohomish County Capital Improvement Project 2003-2008

Department: 21 Airport

Short Name: _CNCL_Future Airport Building Construction

Description: Anticipated Airport future building construction, per Master Plan Guidelines. Includes future S. Industrial complex (150,000 sf), Kilo hangars (56,780 sf and 58,725 sf hangars to accommodate commercial aviation tenants, new fire station, T-hangars and other potential building construction to meet existing/new tenant demand (including: potential marine/4 tenant facility, multi-tenant facility, and conference center/hotel).

Justification: Increased asset/revenue for Airport/County, with increased economic development/job growth in the community

CIP - Capital:

Fund: SubFund:		Division:		Program:				
410	410	Airport Operation & Mai	100	Airport	680	Operations-General		
Object		2003	2004	2005	2006	2007	2008	
Buildings		\$0	\$5,000,000	\$6,000,000	\$27,000,000	\$16,000,000	\$32,400,000	
CIP-Capital Totals:		\$0	\$5,000,000	\$6,000,000	\$27,000,000	\$16,000,000	\$32,400,000	

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008	
Bond Proceeds-Other		\$5,000,000	\$6,000,000	\$27,000,000	\$16,000,000	\$32,400,000	
Totals:		\$5,000,000	\$6,000,000	\$27,000,000	\$16,000,000	\$32,400,000	



Snohomish County Capital Improvement Project 2003-2008

Department: 21 Airport

Short Name: _CNCL_Future FAA Funded Projects

Description: Estimated Grant Funded Capital Costs to the Airport between 2004-2008 including: Central/North Ramp Rehab, Phase II improvements to N. Ramp Hangars, Taxiway Repair Alpha, Terminal Road, Outer Ramp Addition, and other capital repairs to the Airfield. 90% funded by FAA.

Justification: Required for FAA Safety reasons and for future aviation development at the Airport. The Airport will have sufficient funds for the non-grant funded portion of the projects.

CIP - Capital:

Fund: SubFund:		Division:		Program:			
410	410 Airport Operation & Mai	100	Airport	680	Operations-General		
Object	2003	2004	2005	2006	2007	2008	
Construction Progress	\$0	\$425,000	\$825,000	\$4,325,000	\$2,325,000	\$5,325,000	
CIP-Capital Totals:	\$0	\$425,000	\$825,000	\$4,325,000	\$2,325,000	\$5,325,000	

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008	
Transportation Grant	\$0	\$382,500	\$742,500	\$3,892,500	\$2,092,500	\$4,792,500	
Airport Funds	\$0	\$42,500	\$82,500	\$432,500	\$232,500	\$532,500	
Totals:	\$0	\$425,000	\$825,000	\$4,325,000	\$2,325,000	\$5,325,000	



Snohomish County Capital Improvement Project 2003-2008

Department: 21 Airport

Short Name: _CNCL_Future Large Equipment Purchases

Description: Estimated funding of sweepers, fire truck replacement (90% FAA funded) and other large purchase equipment to fund additional fire and maintenance equipment to meet safety standards.

Justification: Maintain safety standards for the Airport

CIP - Capital:

Fund: SubFund:		Division:		Program:			
410	410	Airport Operation & Mai	100	Airport	680	Operations-General	
Object		2003	2004	2005	2006	2007	2008
Machinery & Equipment		\$0	\$30,000	\$230,000	\$830,000	\$230,000	\$830,000
CIP-Capital Totals:		\$0	\$30,000	\$230,000	\$830,000	\$230,000	\$830,000

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Transportation Grant	\$0	\$0	\$0	\$0	\$0	\$540,000
Bond Proceeds-Other	\$0	\$0	\$0	\$600,000	\$0	\$0
Airport Funds	\$0	\$30,000	\$230,000	\$230,000	\$230,000	\$290,000
Totals:	\$0	\$30,000	\$230,000	\$830,000	\$230,000	\$830,000



Snohomish County Capital Improvement Project 2003-2008

Department: 21 Airport

Short Name: _CNCL_Land Purchases

Description: 1. Air Guard Land Swap with additional cost to the Airport for additional land purchase: \$200,000
 2. Avigation Land Easements per FAA guidelines: \$200,000

Justification: FAA required guidelines and to increase asset base for the Air Guard Land Swap

CIP - Capital:

Fund: SubFund:		Division:		Program:			
410 410 Airport Operation & Mai		100 Airport		680 Operations-General			
Object	2003	2004	2005	2006	2007	2008	
Land	\$400,000	\$0	\$0	\$0	\$0	\$0	
CIP-Capital Totals:	\$400,000	\$0	\$0	\$0	\$0	\$0	

CIP - Funding Source:

Funding Source	2003	2004	2005	2006	2007	2008
Bond Proceeds-Other	\$400,000	\$0	\$0	\$0	\$0	\$0
Totals:	\$400,000	\$0	\$0	\$0	\$0	\$0

Section VI: Complete Text of Statements of Assessment

Part 1. Global Statement of Assessment

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 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 whether there exist 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. Facility-specific statements have been prepared by the relevant county departments and are attached to this statement. They form the basis for this global statement.

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 with development. All of these facilities are supported by CIPs prepared and adopted by their respective purveyor agencies. In many cases, these CIPs contain standards that define their level of service – or they embody an implicit service standard. These CIPs, collectively, appear to support more than simply a minimum LOS.

There are three specific funding issues that are major factors in this year's statement of assessment: 1) selected school districts with large numbers of "unhoused" students having difficulty passing required school construction bond issues; 2) the impact of Initiative 776 and the regional transportation ballot measures on road improvement plans; and 3) the continuing impacts of Initiative 747, which has significantly reduced current and projected future County Road funds.

Due to these funding related issues, this analysis concludes that, as in the 2002-2007 CIP, the 2003-2008 CIP may experience a funding shortfall, as identified in Growth Management Act Goal 12. Uncertainties exist because of ballot issues in 2002 and 2003 which may positively or negatively affect transportation revenues.

The county has begun a partial reassessment program focused on transportation, as called for in the 2002-07 CIP in order to respond to revenue shortfalls created by Initiative 747's impact on capacity transportation projects in the Transportation Improvement Program. Step One of that program explores potential alternative revenue sources, which have been identified, to mitigate the impacts of I-747. The program specifies additional steps if alternative revenues are not identified or realized.

On the basis of the information included in the attached statements and summarized herein, it is determined that the county's current reassessment program will also address the issues identified in the 2003-2008 CIP.

The vote of the citizens of Washington State on upcoming ballot issues could result in a better or worse revenue outlook. The outcome of the regional tax is difficult to predict at this time. Therefore, the reassessment program should progress beyond Step one if required by the analysis of the impacts of Initiative 776 and Proposition 51, and the design and vote on a regional funding package that may be put in front of Puget Sound voters in 2003, as well to adjust for any other material changes in County transportation funding. The reviews of plan elements scheduled over the next two years as part of the GMA program review and the 10-year comprehensive plan update will provide adequate opportunity for any necessary plan adjustments.

Global Statement

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. In particular, the statement will assess the following questions, found on page 33 in the *Capital Facilities Plan / Year 2001 Update*:

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

This statement summarizes the County's on-going evaluation of capital funding and county regulatory mechanisms. Of primary interest is 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. This global statement draws from facility-specific statements prepared by the affected county departments, which are included at the back of this document. 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 re-assess 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 it 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]. "

Since many of these considerations directly involve policies set forth in the adopted comprehensive plan, such 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.

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 late in 2001, indicates that employment and population growth in Snohomish County over the past 5 years continues to closely track with the state forecasts that are the basis for the County GMA Comprehensive Plan. The results from the 2000 Census indicate that the County's population growth during the late 1990's was actually somewhat higher than had been estimated in the prior GMR. This provides reasonable evidence that public facilities necessary to support development have been expanded at a pace sufficient to meet the demands of growth.

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 whether or not 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. Although service level adequacy is not addressed by this indicator, 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 in Table 1 of the Capital Facilities Plan / Year 2001 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.

Sufficiency of Capital Improvement Programs

All of the facilities addressed by this statement of assessment are supported by multi-year capital improvement programs (CIPs). 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 agency's preferred or targeted LOS and the minimum acceptable LOS.

In Snohomish County, the CIP is updated annually 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, but not too many, service providers in Snohomish County that fall within this latter category. More specific information about each facility category is presented in the following paragraphs.

Roads/Transit Routes. 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 land use element found within the *General Policy Plan*. As may be appropriate, the design of these roadway projects incorporates design measures to support transit compatibility criteria established in the transportation element for transit route levels of service. Appendix D of the Transportation Needs Reports (TNR) tracks a subset of those major projects identified in the TE that are considered necessary to maintain the County's adopted level of service. Those 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.

Surface Water Facilities. The adopted standard for these facilities does not depend directly on public appropriations. However, it does indirectly require appropriation of funds to provide this LOS in the construction of County projects, particularly for projects within the road fund. All the road construction projects included in the 2003-08 TIP

include the estimated costs of complying with the standards of Title 24 in its present form.

In addition to achieving the adopted LOS, funding levels for surface water management facilities have exceeded the investment targets originally considered in the County's comprehensive planning process. The public facility need assessments prepared for the 1995 GMA Comprehensive Plan (generally known as the Henderson / Young Report) identified a preferred investment target of \$25 million over a six-year period. The County Council, in adopting the first CFP for the comprehensive plan, adopted a lower minimum target of \$8.35 million over a six-year period. This CIP identifies a total of \$22 million in capital projects over the next six years, exceeding the adopted minimum target, as the CIP has in each of the previous years since 1995.

New requirements affecting the management of surface water in new development may be formulated to comply with the Endangered Species Act and the Clean Water Act. These requirements are still being developed and have not been adopted by the county as GMA related levels of service.

Parks and Recreational Facilities. The new Comprehensive Park and Recreation Plan for Snohomish County, adopted by County Council and late in 2001, contains a level of service methodology that focuses on community parks and 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 new 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.

Schools. 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 LOS. However, if a greater percentage of students is expected to be housed in portables at the end of the 6-year CIP, the district will experience a decline in its LOS. In this case the district would still meet or exceed its minimum LOS standard so long as a combination of portable classrooms and permanent school facilities can accommodate all students in classes of less than maximum size.

The state's practices in allocating its matching construction funds requires school districts to demonstrate that "unhoused" 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. However, if a district is able to complete its construction projects according to the planned timetable, it can generally maintain or moderately improve its facility LOS - expressed at a percentage of students in portable classrooms - at least over the long-term.

Wastewater Facilities. Each wastewater system comprehensive plan 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 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. While special districts are not directly subject to the GMA, most system plans prepared over the past six years have followed GMA guidelines and specifications. District plans are subject to review and approval by the counties and cities that they serve. Since these counties and cities are bound by the GMA, they have effectively applied GMA planning standards to the review of these plans. Special districts which have prepared comprehensive wastewater plans during the past six years have incorporated the appropriate city and county land use and population forecasts into their projections of future wastewater flows.

Water Supply Facilities. 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, 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.

While special districts are not directly addressed by the GMA, most district water plans prepared over the past six years have followed GMA guidelines and specifications. District plans are subject to review and approval by the counties and cities that they serve. Since these counties and cities are subject to the GMA, they have effectively applied GMA standards to the review of these plans. Special districts that have prepared comprehensive water plans during the past six 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.

Electric Power Facilities. The PUD provides electric power to all residences and businesses throughout the county. Under its charter, the PUD is required to make service available to all residential units and commercial establishments around the county.

Because it is a regulated utility that relies on a federal agency for much of its power supply, the PUD must also meet certain performance standards established at the state and federal level. The PUD's last projections show an increase of 55,800 customers in the system's total customer base (both residential and commercial) between 2001 and 2007. A number of system improvements – both new facilities and upgrades to existing facilities – are planned to accommodate this anticipated increase in demand.

The PUD is a regulated public utility that must obtain approval from a state commission for any increase in power rates. The PUD's planning documents, including its 2001-2007 Capital Program, also outline the PUD's objectives or service standards for reliability and quality. The PUD's 7-year capital program strives to reduce the system average weather-adjusted outage duration from 83 minutes to 79 minutes – while also meeting the additional demand of nearly 56,000 new customers. Power quality, which is affected by the quality of the system's infrastructure, is also a growing concern – primarily because of society's growing dependency on office automation and computer-based communications. System improvements are planned within the CIP to improve power quality.

System reliability is affected by, among other factors, the number and dependability of sources of supply, the layout of the transmission and distribution networks, and right-of-way maintenance practices. Over the past two years, the reliability and cost stability of electrical power supply has become a major concern on a regional and national level. A sudden shortage of supply and spiking of wholesale power prices in 2000-2001 has been quickly followed by a “glut” of supply and corresponding plunge in wholesale prices, creating financial difficulties throughout the industry. While all system operators are affected by these larger forces, there is little that can be done through capital planning or land use regulation at the local level to address the immediate regional/national power supply problem. Since these market forces could adversely affect the PUD's ability to implement its capital improvement program, the situation will bear close watching in the near term. New power generating capacity provided by projects such as the natural-gas-fired generator planned for north Everett, combined with more aggressive conservation measures, may help mitigate the volatile supply situation.

Funding Adequacy for CIPs

Funding for county facilities is addressed in the County's annual CIP, which is a formal part of the budget preparation and approval process. Revenue projections are prepared by the operating departments and by the Finance Department and are reviewed the Executive office before the CIP is submitted to County Council. The CIPs for all public facilities addressed herein forecast revenues based on historical revenue streams and anticipated approvals by state and federal agencies, local councils and commissions, and voters. Since many of these capital funding sources are based on anticipated revenues, there can be no guarantees for many projects in the “out” years of a CIP (subsequent to year 1).

An added source of uncertainty in 2002 was the prospect for further limitations on vehicle excise tax revenues contained in proposed Initiative 776. The pending ballot measures for transportation revenue enhancements at the state and regional level,

however, do provide fiscal mitigation for the effects of last year's Initiative 747. This characteristic of long-range capital financial planning places special importance on regular reviews and updates of these CIPs - which most local agencies perform annually or biennially. Each facility is more specifically addressed in the following paragraphs.

Roads/Transit Routes. The County's Transportation Needs Report (TNR) includes a financial analysis of costs and revenues that is used in preparing the annual budget and TIP\CIP. Appendix D of the TNR is updated as needed, but typically at least once each year, to reflect changes in the impact fee projects (e.g., annexations, scope changes, cost changes). The most recent update indicates that the estimated total cost to construct the impact fee projects is \$346 million dollars.

Appendix G of the TNR provides a financial forecast and plan that shows that there is fiscal capacity in the road fund to fund these projects. The most recent analysis for Appendix G is attached in draft form below and is expected to be finalized later this year with an update to the TNR. The next six-year period of this plan is implemented in the 2003-2008 Transportation Improvement Program (TIP) which is referenced in the 2003-2008 CIP.

In 2001 the voters of the State passed Initiative 747, which replaced the "106%" limitation with a "101%" limitation. Prior to this initiative, the County could raise its property tax levy for roads by 6% (excluding taxes from new construction) each year without a vote of the people. The initiative limited this to 1% per year. Since the county often utilized the 6% authority, this initiative reduced its fiscal capacity to fund road improvements identified in the Transportation Element.

Prior to the approval of Initiative 747, Snohomish County appeared capable of financing adopted minimum LOS standards for its street network. However, a revised revenue projection prepared for the 2002-2007 CIP reflecting the approval of Initiative 747 initially indicated a potential funding shortfall adversely impacting the county's fiscal ability to complete all of the road capacity projects identified in the Transportation Element. A limited-scope reassessment of the comprehensive plan was specified in the 2002-07 CIP to ensure continuing consistency between all plan elements. The Statement of Assessment adopted in that CIP noted:

In conclusion, on the basis of the information included in the attached statements and summarized herein, a partial reassessment of the county comprehensive plan focusing on transportation will be required in 2002.

A work program for this re-assessment was developed that focuses on alternative revenue sources, and roadway LOS. The first step in the work program was a search for additional revenues to compensate for the impact of I-747. Subsequent steps in the program involving transportation LOS and land use would be undertaken only if step 1 were unsuccessful. As Step 1 of this work program was started, several major changes occurred that altered the fiscal picture presented in the 2002-2007 CIP:

1. The County Council raised transportation mitigation fees 30% in March of 2002.
 2. The State legislature on March 14 passed the State-wide package giving a number of revenues to counties (subject to voter approval).
3. The legislature also passed a Regional Bill, which could provide a substantial amount of revenue to the county to address capacity needs (also subject to voter approval).
4. The Council also revised the TIP by greatly scaling back non-motorized projects.
5. The County Council expressed interest in developing Road Improvement Districts to finance Street improvements.

These events create a viable new fiscal strategy, consistent with the Transportation Element, which, if successfully implemented, will provide the funding necessary to implement the capacity improvements identified in the Transportation Element. This potential is illustrated in a revised TNR Appendix G that incorporates these measures.

Consequently, the partial reassessment of the comprehensive plan need proceed no further at this point, as there is now a viable strategy in place to provide the funding needed to implement the capacity projects in the Transportation Element. The vote of the citizens of Washington State on upcoming ballot issues could result in a better or worse revenue outlook. The outcomes are difficult to predict at this time. In the event that the revenue picture deteriorates because of the results of these ballot measures, legislative actions, or other events, the next step in the work program would be taken.

Surface Water Facilities. Since the LOS set for surface water facilities is based on requiring appropriate facilities in new development, most of the funding required to support the adopted level of service would come from the private sector as new growth is approved. This LOS does require public facilities to meet the same standards and all construction planned in the CIP, including roads, in the unincorporated area include such facilities in their cost estimates (the cost estimates for projects in cities include funds to meet the appropriate city standards for level of service).

In addition to these basic requirements to support the adopted LOS, specific funds are also included in the CIP for surface water management projects. Funding for these surface water management (SWM) facilities comes from three primary sources: road fund moneys that are used for surface water elements that benefit the road fund (separate from funding for meeting LOS requirements for road projects, as noted in the preceding paragraph); real estate excise tax (REET) revenues; and surface water management fees. REET funding may fluctuate from year to year in response to economic conditions and competing demands from other types of capital projects. Projected expenditures for these types of SWM projects over the next 6 years are down considerably from last year's planned levels, due in large part to the anticipated completion of the countywide drainage needs report early next year. However, the \$22M planned for SWM projects is still well above the minimum planning target specified in the original CFP prepared under GMA.

Parks and Recreational Facilities. Over the six-year period covered by the Capital Improvement Plan, the County projects that Parks will receive \$21 million in revenue through park mitigation fee collections and Real Estate Excise Tax revenues allocated by the County Council through the annual budget process. While this projection is down significantly from last year's 6-year forecast, it appears that the reduced program can still maintain the minimum service levels called for in the new 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 has established partnerships with youth sports associations some of which have contributed significant funding to the creation or rehabilitation of sports fields. Future partnerships will only add to the facility development resources available to Parks.

A continued slowing of the economy may negatively affect even the reduced revenue stream in this CIP. However, grant revenue through the State of Washington Interagency Committee for Outdoor Recreation, the Salmon Recovery Board, the Department of Natural Resources and the federal government through the National Park Service or the TEA-21 program may be available to make up any shortfall. These grants have not been factored into the projected revenue stream. 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 projects being covered by non-county revenue. Because of this history, there is no serious concern about funding shortfalls in necessary park facilities and services to warrant a reassessment of the comprehensive plan.

Schools. 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. For public schools, there are two primary sources of construction funds: 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 school 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 a good indication that the county's school districts are capable of accurately preparing and implementing credible CFPs. Some individual districts may have special challenges with construction funding. The Snohomish School District, for example, ran an unsuccessful bond issue in April, 2001 and subsequently expressed concern about its ability to accommodate additional enrollment growth until it can secure the necessary voter approval.

This bond failure is certainly a cause for concern because enrollment already exceeds permanent school capacity at all three levels in the Snohomish School District. However,

the district has seen its enrollment growth slow in recent years, and its current enrollment projections for the future are significantly lower than those in its 2000 CFP. A number of fairly unique circumstances affecting the Snohomish School District may have contributed to this failed bond issue. Therefore, the failure is not necessarily a sign of more widespread problems with school funding around the county. Continued PDS monitoring of the situation is called for countywide because the slowing economy may make school bond issues more difficult to pass in the short term. However, a slowing of enrollment growth may provide the opportunity for districts to catch up on their facility needs created by the more robust growth of the mid to late 1990s.

The school districts are now completing new CFPs for county adoption this year, which will present 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.

Wastewater Facilities. 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. For projects constructed by the purveyor, there are two primary sources of construction funds: utility local improvement district (ULID) financing that derives from special property tax assessments levied against owners within a defined district; 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 unserved 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 – notably in Lake Stevens and the Southwest County UGA. 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.

Except in the Lake Stevens Sewer District, which is currently addressing some bottlenecks in its conveyance system, there is no indication in these plans of any impending need for moratoria on sewer hook-ups. However, if and when critical wastewater projects encounter significant delays, moratoria will always remain a possibility. 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. 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.

Water Supply Facilities. Each water district's system plan typically includes a six 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. For projects constructed by the purveyor, there are two primary sources of construction funds: 1) utility local improvement district (ULID) financing that derives from special property tax assessments levied against owners within a defined district; 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 unserved area. Revenue bonds are typically used to fund all other types of district projects not provided by private developers.

It is not uncommon for large capital projects to experience delays during design, permitting and construction. A large water supply project in south county known as the Clearview Project is being undertaken by a partnership of several water purveyors is an example. This project is considerably behind its original completion schedule although it is now well along towards completion. The project consists of four components, including a new transmission main and reservoir complex to serve the Southwest UGA. The current target for completion of the project is late 2002, about 2 years behind the original schedule. Snohomish County will monitor the progress on this project as further delays could have some affect on system performance if high growth rates resume.

Utility funds are usually sound and 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 their improvement plans or the achievement of minimum service levels.

Electric Power Facilities. The PUD's 2001-2007 capital program is divided into five categories with a total capital cost over the 7 years of nearly \$300M. Major expansion projects are oriented to increasing the system's peak period power output, which is projected to increase at a similar pace to the projected growth in customers. About \$41M is programmed to support these capacity-expanding projects over the next 7 years. Another \$19.5 million is allocated for major component upgrades which also help expand the capacity of the system. Fully one half 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 remainder of the program is divided between the categories of "Assets Management" and "Capital Outlay," which support the operation and maintenance of the system.

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. As with the other utilities, 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

All of the public facilities addressed in this statement are the subject of regulatory provisions within Snohomish County Code. Transportation facilities are subjected to a formal "concurrency" test as part of the development review process. Roads, parks and schools are supported by impact fees required of development to provide fiscal support for land acquisition and facility development. Water, sewer and electric power are subjected to a de facto concurrency review because these facilities must be available and adequate to provide service before development permits within the UGAs will be approved. More detail on the relevant regulations for each facility is provided below.

Roads/Transit Routes The County has adopted a transportation concurrency system through Snohomish County Code (SCC) Title 26B, 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.

Briefly, 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 to raise the level of service within six years, that segment is designated as an "arterial unit in arrears." No development can be approved, which 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. In addition, developments generating more than 50 peak-hour trips 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" in which case the development may, under certain circumstances, be permitted.

The County monitors the level of service on each County arterial and summarizes this in a report issued every six months. The most-recent edition was issued on February 20,

2002 and addresses the level of service on county arterial units as of December 31, 2001. As of that date, the County had one arterial unit designated as “ultimate capacity” and another eight arterial units in arrears – although one unit has been subsequently removed from the list. It is noteworthy that all of these arterial units connect with a State highway and none are in areas that are “transit compatible.” In these cases, motorists traveling on the County arterial 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 related to any potential shortfalls in County revenue. Nonetheless, in all such cases, the provisions of the County’s concurrency system will restrict development until the level of service is restored, or a financial commitment is in place to restore it within 6 years.

Where possible, the County will make improvements 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.

Many of these units in arrears, because of their locations, should not significantly impact the ability of the plan to accommodate projected growth. Four of the units are in rural areas with higher LOS standards - although they are reasonably near UGAs and probably handle a significant share of urban traffic. One of the units is within the Maltby UGA, which is non-residential in nature, while another is at the southern edge of the Snohomish UGA in the Harvey Field business area.

As part of its on-going program planning efforts, the Public Works Department also evaluates its various programs to improve their effectiveness. The County’s concurrency management system (CMS) has been under review for the past year. In 2001 extensive code changes were made to make the CMS more sensitive to developments “in the pipeline.” Certain other administrative changes were made in 2001 in the way the current CMS is implemented. The administrative improvements include:

- increased analysis of level-of-service conditions during the morning peak period,
- refinement of policies and procedures related to requirements for developer traffic studies,
- revisions to the procedural requirements for appeal of concurrency determinations,
- refinement of practices related to forecasting methodology, and
- improved tracking of developments that have been previously been deemed concurrent.

Surface Water Facilities. The adopted level of service for surface water management requires that all new development and construction meet the requirements of Title 24 of the Snohomish County Code. This performance-based level of service is achieved

through requirements in the approval of permits for both new private development and public construction projects. Since all new construction is subject to these requirements, their implementation ensures “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...” [RCW 36.70A.020(12)]

Parks and Recreational Facilities. Snohomish County has been collecting park impact mitigation from residential development under the authority of SEPA since 1991. Governed by Title 26A SCC, this program 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 a primary funding source for park projects in the county CIP. This program is currently being re-designed as a GMA impact fee program and the appropriate code amendments are being prepared for county council consideration by early 2003.

Schools. 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 “schools.” The collection of school impact fees is one important tool available to cities and counties to assist in making those provisions. Title 26C 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 and fees are collected by Snohomish County at the building permit application stage. Although impact fees alone can seldom provide enough revenue to build a new school, they are an important supplemental part of the school funding picture. The districts typically use fee revenues 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.

Wastewater Facilities. State statute also requires that local authorities review plat applications to see that adequate provisions are made for “sanitary wastes.” Snohomish County, through Chapter 32.08 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. Within the district or service boundaries of public wastewater systems, which generally cover most areas within the established UGA boundaries, a letter is generally required from the purveyor stating that the wastewater system is available and capable of serving the proposal. These reviews usually assure, not only that a public wastewater collection and treatment system is available, but that the expansion of the system into the new development will meet the purveyor’s construction standards and can be dedicated for maintenance following installation. Developments with UGAs have generally not had trouble obtaining such assurances from wastewater system operators.

Water Supply Facilities. 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 Title 19 SCC and other provisions of county code, requires development applications to demonstrate that a source of potable water is available and capable of serving the proposed development. Within the district or service boundaries of public water systems, which generally cover most areas within the established UGA boundaries, a letter is generally required from the purveyor stating that the water system is available and capable of serving the proposal. For proposals outside of such service areas, applicants are usually required to demonstrate that ground water is available and adequate – in quantity and quality - to serve the development. These reviews usually assure, not only that public water supply is available, but that the expansion of the system into the new development will meet the purveyor’s construction standards and can be dedicated for maintenance following installation.

Electric Power Facilities. In its review of development proposals, Snohomish County takes into account the availability of electrical service in its decision-making process. Specifically, Titles 19 and 20 SCC 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.

Conclusion

Snohomish County is currently undertaking a partial reassessment as called for in its 2002 – 2007 CIP. Similar issues to those identified in 2002 – 2007 are present in the County’s 2003 – 2008 CIP. The 2003 – 2008 CIP Statement of Assessment concludes that the actions being taken in response to the 2002 – 2007 CIP partial reassessment of the county comprehensive plan that have already been initiated respond to the 2003 – 2008 CIP’s partial reassessment. No additional actions are required at this time. The vote of the citizens of Washington State on upcoming ballot issues could result in a better or worse revenue outlook. The outcomes are difficult to predict at this time. Therefore, the reassessment program should progress beyond Step one if required by the eventual outcomes of the regional funding package that may be put in front of Puget Sound voters in 2003, as well to adjust for any other material changes in County transportation funding.

The reviews of plan elements scheduled over the next two years as part of the GMA program review and the 10-year comprehensive plan update will provide adequate opportunity for any necessary plan adjustments. Two mechanisms already in place will allow for the monitoring of selected plan components identified above, and any necessary adjustments to the plan. A global consistency review of the county comprehensive plan that will provide another opportunity to address selected capital facility-related issues has been started. In addition, the required 10-year update to the comprehensive plan has also begun. This update will include an extensive review of the Transportation Element and the county CFP in the context of projected growth to the year 2025.

Despite the economic downturn of the past year, public facility providers in Snohomish County appear capable of maintaining minimum LOS standards through their CIPs, based on the assessments of agency CIPs contained in the attached statements and summarized herein. As a group, school districts generally have the most difficult time implementing capital improvement programs – in large part because of the nature of the funding mechanisms available under state law and practice to support school construction projects. These problems are exacerbated for rapidly growing districts, but recent enrollment statistics and projections indicate that school enrollment has slowed significantly, particularly at the elementary level. Nevertheless, PDS will monitor this situation closely over the coming year.

A prolonged economic slump could adversely affect success rates for voter-approved construction bond issues that are relied upon by school districts and that also play a role in the CIPs of other public agencies. However, a slow economy usually also produces a drop in growth rate and the resultant public facility demand that balances the drop in revenues. This situation will bear continued monitoring during the next year when several important ballot measures will be presented to the voters.

Finally, the county's regulatory mechanisms also appear to be functioning as planned, adding further support to the conclusion that no reassessment is warranted. These mechanisms supplement the public agencies' capital programs to assure that development activity contributes to public infrastructure development and does not occur unless necessary public facilities are being provided to achieve at least minimum established service levels.

.....

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
- Concurrency Reports
- Transportation Improvement Program (TIP)

Part 2. Public Works Department Statement of Assessment

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

A *statement of assessment* carries out the County's duty under the GMA to ensure that the County is in compliance with Goal 12, and RCW 36.70A.070(3). This GMA requirement is summarized best by Goal 12 itself, which 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."

As such the *statement of assessment* considers a balance of considerations that involve not only the ability of the county to fund such services but also whether there are regulatory controls in place to ensure that development will not be permitted when the supporting facilities drop below the adopted minimum levels of service.

Specifically the CFP requires the county to consider the following:

- 4) Whether levels of service for those public facilities necessary for development, which are identified within the Capital Facilities Plan, will be maintained by the projects included in the CIP;
- 5) Whether potential funding shortfalls in necessary services provided by the County and other governmental agencies warrant a reassessment of the comprehensive plan; and
- 6) Whether regulatory measures are appropriately ensuring that new development will not occur unless the necessary facilities are available to support the development at the adopted minimum level of service.

No one of these tests would by itself require a reassessment of the land use plan. Instead the determination involves a balance of these considerations to reach a conclusion whether continued implementation of the land use plan under the existing policies of the plan would result in a significant amount of development that would not be supported by adequate facilities.

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.

The work program would include a 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;¹ or
- Reduce the demand by reducing consumption (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]. “

Since many these considerations directly involve policies set forth in the adopted comprehensive plan, such 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.

2a. Surface Water Management.

This section of this assessment describes the County’s surface water management program in relationship to the adopted levels of service for surface water management.

The adopted level of service for surface water management requires that all new development and construction meet the requirements of Title 24 of the Snohomish County Code. This level of service is achieved through requirements in the approval of permits for both new private development and public construction projects. Since all new construction is subject to these requirements, their implementation ensures that the adopted level of service is in place at the time new development is available for occupancy.

While the adopted standard does not depend directly on public appropriations, it does indirectly require appropriation of funds to provide this LOS in the construction of County projects, the major category of which is the road fund. All the road construction projects included in the 2003-08 TIP include the estimated costs of complying with the standards of Title 24 in its present form.

¹ Since the County cannot reduce the overall population allocation to the County, this would consist as a practical matter readjusting population allocations between or within various urban growth areas.

In addition to the adopted LOS funding for surface water management facilities has exceeded the investment targets originally considered in the County's Comprehensive planning process. The need assessments prepared for the General Policy Plan (generally known as the Henderson and Young Report) identified a preferred investment target of \$25 million over a six year.² The County Council in adopting the first CFP for the comprehensive plan adopted a lower minimum target of \$8.35 million over a six-year period.³ This CIP identifies a total of \$22 million in capital projects over the next six years, exceeding the adopted minimum target, as the CIP has in each of the previous years since 1995.

While new requirements affecting the management of surface water in new development may be formulated to comply with the Endangered Species Act and the Clean Water Act, these requirements are still being developed and have not been adopted by the county as GMA related levels of service.

2b. Road Fund

This section of the "statement of assessment" summarizes the County's ongoing evaluation of whether or not its funding of road construction projects and its concurrency regulatory program are adequate to support planned development including:

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

Adequacy of Road Funds To Meet Roadway and Transit Route Levels of Service

The County's 1995 Growth Management Act (GMA) Transportation Element (1995 TE) adopts transportation level of service (LOS) standards and identifies major road projects needed to support the development planned in the County's comprehensive plan. As may be appropriate, the design of these roadway projects incorporate design measures to support transit compatibility criteria established in the transportation element for transit route levels of service. Appendix D of the Transportation Needs Reports (TNR) tracks a subset of those 1995 TE major projects considered necessary to maintain the County's adopted level of service. Those projects also provide the basis for determining the cost basis for the County's GMA transportation impact fees and are thus referred to as the "impact fee projects."

² Capital Facility Requirements 1994-1999, Snohomish County, Washington, March 17, 1994 page 150.

³ 1995-2000 Capital Facility Plan, A Component of the Snohomish County GMA Comprehensive Plan, Snohomish County, 1995, page 52.

Appendix D of the TNR is updated as needed, but typically at least once each year, to reflect changes in the impact fee projects (e.g., annexations, scope changes, cost changes). The most recent update was in March of 2001 and indicates that the estimated total cost to construct the impact fee projects is \$387 million dollars.

Appendix G of the TNR provides a financial forecast and plan that shows that there is fiscal capacity in the road fund to fund these projects. The most recent analysis for Appendix G is attached in draft form below and is expected to be finalized later this year with an update to the TNR. The next six years of this plan is implemented in the 2003-2008 Transportation Improvement Program (TIP) that is referenced in the 2003-2008 CIP.

In 2001 the voters of the State passed Initiative 747, which replaced the “106%” limitation with a “101%” limitation. Prior to this initiative, the County could raise its property tax levy for roads by 6% (excluding taxes from new construction) each year without a vote of the people. The initiative limited this to 1% per year. Since the county has for many years taken advantage of the 6% authority, this initiative reduced the fiscal capacity of the county to fund road improvements identified in the Transportation Element.

Prior to the approval of Initiative 747, Snohomish County appeared capable of financing adopted minimum LOS standards for its street network. However, initially a revised revenue projection prepared for the 2002-2007 CIP reflecting the approval of Initiative 747 indicated a potential funding shortfall that could adversely impact the county’s fiscal ability to complete all of the road capacity projects identified in the Transportation Element. A limited-scope reassessment of the comprehensive plan was thought to be warranted to ensure continuing consistency between all plan elements. The Statement of Assessment adopted in the 2001 CIP noted:

In conclusion, on the basis of the information included in the attached statements and summarized herein, a partial reassessment of the county comprehensive plan focusing on transportation will be required in 2002.

A work program for this re-assessment was developed that focused on alternative revenue sources, and roadway LOS. Subsequent to the adoption of the 2001 CIP and before implementation of this work program, several major changes occurred that altered the fiscal picture presented in the 2002-2007 CIP

1. The County Council raised transportation mitigation fees 30% in March of 2002.
 2. The State legislature on March 14 passed the statewide package giving a number of revenues to counties.
3. The legislature also passed a Regional Bill, which could provide a substantial amount of revenue to the county to address capacity needs.
6. The Council also revised the TIP by greatly scaling back non-motorized projects.

7. The County Council expressed interest in developing Road Improvement Districts to finance Street improvements.

These events create a viable new fiscal strategy, consistent with the Transportation Element, which, if successfully implemented, will provide the funding necessary to implement the capacity improvements identified in the Transportation Element. This potential is illustrated in a revised TNR Appendix G (attached) that incorporates these measures.

Consequently the partial reassessment of the comprehensive plan due to a potential funding short fall for capacity road projects need not proceed beyond step 1 - the exploration of additional revenues – at this time. With the changed fiscal picture created by the past and prospective actions described above, there is now a viable strategy in place to provide the funding needed to implement the capacity projects in the Transportation Element.

Since any strategy of this type involves some uncertainty that it will be successfully implemented, the adequacy of the fiscal resources of the County to implement the capacity projects in the Transportation Element may still need reassessment should some elements of this strategy not succeed, and other revenue options can not be developed to replace those elements. Also potential revenue constraints may be encountered in the future (such as passage of I-776 which would eliminate about \$4 million dollars per year from the road fund)⁴ that may also require proceeding to subsequent steps in the reassessment program in future years. Future statements of assessments in future CIPs will continue to evaluate the adequacy of various strategies to provide funding for the identified capacity needs. Also, the county is embarking on a comprehensive update of its comprehensive plan to accommodate forecasted growth to the year 2025. This update of necessity will require a complete reevaluation of the county's land use pattern, transportation levels of service and its fiscal capacity to support that LOS. This update will provide the same type of analysis set forth in the reassessment work program.

Regulatory Mechanisms: Transportation Concurrency

The County has adopted a transportation concurrency system through Snohomish County Code (SCC) Title 26B, 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.

Briefly, the County's concurrency management system works as follows. When a segment of arterial falls below the adopted level of service, or within six years is forecast

⁴ Passage of I776 would result in the loss of about \$42 million by 2012. Since this is less than the amount identified in Appendix G (attached) assigned to "Remaining Other Construction" sufficient funding would remain to fund the identified capacity projects.

to fall below the adopted level of service standard, and there are no projects programmed to raise the level of service within six years, that segment is designated as an “arterial unit in arrears.” No development can be approved, which 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 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” in which case the development may, under certain circumstances, be permitted.

The County monitors the level of service on each County arterial and summarizes this in a report issued every six months. The most-recent edition was issued on February 20, 2002 and addresses the level of service on county arterial units as of December 31, 2001. As of this statement of assessment, the County has one arterial unit designated as “ultimate capacity” and another seven arterial units in arrears.⁵ Note that all seven of these arterial units connect with a State highway. None of these units are in areas that are “transit compatible” as defined by the Transportation Element.

In each case, motorists traveling on the County arterial, attempting to turn on to the State highway or cross the State highway experience more delay, on average, than the County tolerates under its adopted level-of-service standard. Since these State Intersections are not under County jurisdiction, the County cannot unilaterally construct improvements. Consequently, the problem is not related to any potential shortfalls in County revenue.

Nonetheless, in all such cases, the provisions of the County’s concurrency system will restrict development until the level of service is restored (or a financial commitment is in place to restore it within six years). Where possible, the County will make improvements 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.

As part of its on-going program planning efforts, the Public Works Department also evaluates its various programs to improve their effectiveness. The County’s concurrency management system (CMS) has been under review for the past year. In 2001 extensive code changes were made to make the CMS more sensitive to developments “in the pipeline.” Certain other administrative changes were made in 2001 in the way the current CMS is implemented. The administrative improvements include:

- Increased analysis of level-of-service conditions during the morning peak period,

⁵ While the February 20 report identified eight units in arrears, one has been subsequently removed from this status.

- Refinement of policies and procedures related to requirements for developer traffic studies,
- Revisions to the procedural requirements for appeal of concurrency determinations,
- Refinement of practices related to forecasting methodology, and
- Improved tracking of developments that have been previously been deemed concurrent.

Attachment to Public Works Report

Draft Appendix G of the Transportation Needs Report (TNR) As Revised

Revenue and Expenditure Forecasts in Millions of Dollars

Preliminary analysis subject to adoption of 2003 budget.

	2002 TNR Draft Append G
Forecast Revenues	
Traditional Revenues	754
New Authorities	132
Grant Project Revenues	231
Impact Fees	75
RID and Other Aggressive Developer Contributions	31
Fund Balance Use	39
Total Forecast Revenues	1,262
 Forecast Expenditures	
Operating Expenses	598
TE Major Capacity (Impact Fee) Projects	346
TE Other Major Projects (Not Fee)	103
TE Non-Motorized Component	13
03 TIP Money to other Projects	100
Remaining Other Construction	101
Total Forecast Expenditures	1,262
 Unfunded Other Projects	 35
Total Needs	1,297

**Explanation of Revenue and Expenditure Forecasts
in Appendix G of the Transportation Needs Report**

Item in Appendix G	<u>Explanation</u>
Forecast Revenues	Year 2001-2012 forecast transportation revenues from all sources in nominal dollars
Traditional Revenues	Traditional Revenues consists of local revenues generated for the road fund, excluding construction grants and mitigation. Each year the various categories of local revenue to the road fund are forecast for six years in the process of developing the annual six-year TIP. The assumptions used in that forecast are extended to 2012 to produce a 2012 forecast of "Traditional Revenues." . . . It assumes new construction will continue to be added to the tax base at the same rate as it occurred during the last 12 years inflation and application of the 101% limitation for property taxes each year.

New Authorities	Potential funding opportunities provided by Referendum 51 and the Regional Funding Program passed by the 2002 legislature.
Grant Project Revenues	This category consists of construction grants for road projects. It uses a 50% Grant ratio. Since 1990 it has exceed 50% of the annual construction program every year averaging over 70% for the entire period.
Impact Fees	Incorporates the 30% increase passed in 2002 and assumes another CPI based increase in six years.
RID and Other Aggressive Developer Contributions	Anticipates an aggressive RID program. Anticipates capturing 50% of the funding of projects that appear to have characteristics appropriate for RID financing.
Fund Balance Use	Available fund balance.
Total Forecast Revenues	Sum of all revenues
Forecast Expenditures	Year 2001-2012 forecast expenditures in nominal dollars.
Operating Expenses	See 1995 Transportation Element (TE), page 109. This category of expense includes maintenance of existing transportation facilities and Department of Public Works operational activities (e.g., Administrative functions, Planning functions, Financial functions). It is forecast in the same fashion as traditional revenues described above. It assumes a reduction in the rate of growth of these costs.
TE Major Capacity (Impact Fee) Projects	See 1995 TE, page 107. These two categories of expenses include the main funding for major road widenings and new alignments. The first category, "Major Capacity" includes projects that are part of the impact fee cost basis. The "Other Major Projects" are those that are not in the impact fee cost basis. The cost estimates for these projects come from the most recent update of the Transportation Needs Report. Includes projects identified in two recently adopted sub-area plans, the Lake Stevens UGA Plan, and the Mill Creek East UGA plan.
TE Other Major Projects (Not Fee)	
TE Non-Motorized Component	See 1995 TE, page 108. This category includes the nominalized costs of the Bikeways and Transit-related Walkways identified in the 1995 TE.
03 TIP Money to other Projects	Assumes that funding planned for non-capacity projects in the TIP will be expended, making those funds unavailable for capacity needs.
Other Construction	See 1995 TE, page 109. This amount of funds allocated to this category is the difference between total forecast revenues and the expenditures under the previous five categories.
Total Forecast Expenditures	Equals total forecast revenues.
Unfunded Other Projects	Difference between total forecast revenues and total 2001-2001 nominalized expenditures identified in the 1995 TE. Assumes that spending levels from 1995 until the present met TE targets.
Total Needs	Total 2001-2001 nominalized expenditures identified in the 1995 TE (was \$1.285 Billion in 1995 dollars)

Part 3. Department of Parks and Recreation Statement of Assessment

This Statement of Assessment is in response to the requirement contained in the *Snohomish County Capital Facilities Plan – Year 2000 Update* for a “Statement of Assessment” addressing the adequacy of funding regulatory mechanisms to support minimum levels of service for facilities designated necessary to serve development.

This Statement of Assessment focuses on the County’s responsibility under the GMA to ensure that the County is in compliance with Goal 12 of the GMA and RCW 36.70A.070(3). This GMA requirement is summarized best by Goal 12 itself, which 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.”

The Statement of Assessment considers a balance of considerations that involve not only the ability of the County to fund such services, but also whether there are regulatory controls in place to ensure that development will not be permitted when the supporting facilities drop below the County’s adopted levels of service.

The Capital Facilities Plan requires the County to consider the following:

- a. Whether levels of service for those public facilities necessary for development, which are identified within the Capital Facilities Plan, will be maintained by the projects included in the CIP;
- b. Whether potential funding shortfalls in necessary services provided by the County and other governmental agencies warrant a reassessment of the comprehensive plan; and
- c. Whether regulatory measures are appropriately ensuring that new development will not occur unless the necessary facilities are available to support the development at the adopted level of service.

No one of these tests would, by itself, require a reassessment of land use plans or the Comprehensive Park and Recreation Plan. The determination involves a balance of these considerations to determine whether continued implementation of the land use plan or of the Comprehensive Park and Recreation Plan under the existing policies would result in a significant amount of development that would not be supported by adequate park facilities.

If the Statement of Assessment concludes that a reassessment is appropriate, then a work program must be developed that includes a reassessment of the County’s comprehensive plan, which includes the Comprehensive Park and Recreation 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 an analysis of potential options for achieving coordination and consistency.

If such a reassessment is required, there is 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 (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].”

Since many of these considerations directly involve policies set forth in the adopted comprehensive plan, such 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.

Department of Parks and Recreation

The 2001-2006 Comprehensive Park and Recreation Plan for Snohomish County has recommended that, as per the selection of potential services listed in Goal 12 of GMA, community parks be designated as necessary for development. The 2001-2006 Comprehensive Park and Recreation Plan for Snohomish County, adopted by the County Council in December 2001, set the policy direction in this regard and lead to like actions in the Capital Facilities Plan and Capital Improvement Plan. Designating parks as necessary for development also provides the opportunity to amend SCC 26A, park mitigation, changing it from a SEPA-based mitigation program to a GMA-based mitigation program.

The 2001-2006 Comprehensive Park and Recreation Plan for Snohomish County proposes 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.

As per the considerations required by the Capital Facility Plan:

1. The levels of service proposed in the 2001-2006 Comprehensive Park and Recreation Plan 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 proposed park levels of service addressing the needs of existing and projected future population growth both in terms of numbers and geographic distribution.
2. There are no projected shortfalls in necessary park services that will warrant a reassessment of the comprehensive plan as per the second test. Over the six-year period covered by the Capital Improvement Plan it is projected that Parks will generate \$34 million in revenue through park mitigation fee revenues and Real Estate Excise Tax revenues allocated by the County Council through the annual budget process. These revenues will support \$34 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 youth sports associations some of which have contributed significant funding to the creation or rehabilitation of sports fields. Future partnerships will only add to the facility development resources available to Parks. Although a downturn in the economy or a slowing of growth due to other factors may negatively effect the projected revenue stream, success in garnering grant revenue through the State of Washington Interagency Committee for Outdoor Recreation, the Salmon Recovery Board, the Department of Natural Resources and the federal government through the National Park Service or the TEA-21 program may be available to make up any shortfall. These grants have not been factored into the projected revenue stream. The Snohomish County Department of Parks and Recreation has a history of success in grant writing resulting in acquisition and development projects that from 30% to 50% of project costs are covered by non-county revenue. Because of this history, there are no projected shortfalls in necessary park services that will warrant a reassessment of the comprehensive plan.
3. 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.

A balanced review of these considerations concluded that, under existing policies and programs, development would be supported by adequate park facilities.

Part 4. Facilities of Other Agencies Statements of Assessment

Snohomish County's capital facilities plan identifies several types of capital facility systems not provided directly by the county that are necessary to support development. The list of these facilities differs for urban and rural areas. Within rural areas, the list includes public schools and electric power. Within urban areas, the list expands to include public water supply and public wastewater systems. Each of these public facility systems – their capital funding situations and the regulatory mechanisms available to the county to help provide these facilities – is addressed in this statement.

4a. Public Schools

School districts have engaged in formal capital facility planning for many years, particularly the larger districts and districts serving growing communities. In the past, the primary objective of the districts in their capital facility planning was to meet state eligibility requirements for construction matching funds, and to support bond issues and improve district bond ratings, thereby lowering interest rates. Since 1998, school districts serving Snohomish County are also preparing capital facilities plans (CFPs) pursuant to state GMA requirements for the purpose of qualifying for school impact fees authorized under RCW 82.02 and Title 26C SCC.

The level-of-service (LOS) standards for public schools are established in each school district's CFP. In addition to building construction, these standards often address such things as maximum class size, optimum school capacity, and the use of portable classrooms. Some standards are set by the state and are fairly uniform across the state. Others are subject to local discretion and may vary widely from district to district. Every two years Snohomish County school districts prepare GMA-compliant capital facilities plans, submit them for review and adoption by the county, and 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 Title 26C SCC.

The first school capital facilities plans formally adopted by Snohomish County were prepared by the school districts in 1997-98. Under the provisions of Title 26C SCC, all school districts wishing to collect impact fees must prepare new capital facilities plans and submit them for adoption by County Council at least every two years. School district plans were last updated by the districts and adopted by the County in 2000. The districts are currently preparing new CFPs that are undergoing review by the county's School Technical Review Committee. These new district plans, in addition to updating enrollment forecasts, student factors, and other data for impact fee calculations, also provide important insight into the implementation of the previous district plans. They will be reviewed by the Planning Commission and submitted to the County Council for adoption concurrently with the county's budget and CIP.

CIP and LOS Linkage. 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 classroom size, which is a key part of the district's preferred level of service. Most Snohomish County school districts have a target level of service (LOS) 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 brought on line – particularly during periods of high enrollment growth. Accordingly, most district plans reflect the continued use of portable classrooms. However, a district's minimum acceptable LOS is usually expressed as a certain minimum 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 LOS. However, if more students or a greater percentage of students are expected to be housed in portables at the end of the 6-year CIP, the district will experience a decline in its LOS. In this case the district would still meet or exceed its minimum LOS standard so long as a combination of portable classrooms and permanent school facilities can accommodate all students in classes of less than maximum size. The state's practice with matching construction funds requires school districts to demonstrate that "unhoused" students will justify a new school or a school addition BEFORE it will consider the district eligible for these funds. It results in school CIPs that routinely show construction projects lagging behind the demand for space. This generally requires districts to undergo a short-term decline in LOS before a new construction project comes on line. 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.

CIP Funding. 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. For public schools, there are two primary sources of construction funds: 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 school CFPs generally indicate whether a particular capital project is to be funded by the proceeds from an approved bond measure or by a future bond issue not yet approved by the voters. It will also indicate whether and how much state matching funds are anticipated. Virtually all school CIPs contain a degree of uncertainty because voter approval of future bond issues cannot be assured.

Collectively, the school districts in Snohomish County are planning over \$467M in new "capacity projects" over the 6-year period beginning in 2000. Capacity projects include new schools and classroom additions that add student capacity to the district's facilities. These costs do not include projects to replace or upgrade obsolete or dilapidated school buildings, to make major repairs or technology or seismic upgrades, or other projects that

do not add student capacity. They also do not include the cost of providing interim capacity in the form of portable classrooms. Based on the 2000 CFPs, the school projects planned by Snohomish County districts would add capacity for another 18,300+ students by 2006 through the construction of 18 new schools and 17 classroom addition projects. Preliminary plans now being prepared by the districts for the next round of school CFPs suggest that these numbers will drop. The districts' overall planned school building activity appears to be decreasing in response to a slowing of enrollment growth which several districts have experienced in recent years and which they project to continue for at least the next few years.

Snohomish County school districts have been generally successful in recent years in passing bond measures needed to fund school construction projects. In some cases, a district may have run one or more unsuccessful bond measures before finally securing voter approval. While not every bond issue proposed to the voters has passed, most of the school construction projects identified in the first two years of the 1998-2003 CIPs have either been completed, are now under construction, or have received secured funding through a bond issue. This is a good indication that the county's school districts are capable of accurately preparing and implementing credible CFPs. A number of projects have been delayed or postponed, and some have been dropped entirely from the new 6-year CIPs. In many cases these changes reflect the district's conscious decision to postpone new projects in response to slowing enrollment growth and/or the desire to secure state matching funds. In a few cases, however, the changes reflect difficulties in securing the necessary school sites or in passing the necessary bond issues.

A few districts have special challenges with construction funding. The Snohomish School District, for example, ran an unsuccessful bond issue in April 2001 and subsequently expressed concern about its ability to accommodate additional enrollment growth until it can secure the necessary voter approval. Because enrollment already exceeds permanent school capacity at all three levels in this district, this bond failure is certainly a cause for concern. However, the district has seen its enrollment growth slow in recent years, and its current enrollment projections for the future are significantly lower than those in its 2000 CFP. Because of a number of fairly unique circumstances affecting the Snohomish School District, this failed bond issue is not necessarily a sign of more widespread problems with school funding around the county. However, continued monitoring of the situation is called for countywide because the slowing economy may make school bond issues more difficult to pass in the short term. On the other hand, a slowing of enrollment growth may provide the opportunity for districts to catch up on their facility needs created by the more robust growth of the mid to late 1990s.

As mentioned above, the school districts are now submitting new CFPs for county adoption later this year. This process presents the opportunity for any districts having particular difficulty funding their CIP projects to make appropriate adjustments in their CFPs. On the basis of the information in the preliminary CFPs, the school districts - taken as a group - appear to be carrying out their CIPs sufficiently to achieve at least their minimum classroom size service levels. Although a number of districts have seen their portable classrooms increase over the past 2 years, the slowing enrollment growth patterns around the county and the region should reduce this need over the next few

years. This situation will be carefully monitored as the new school CFPs are finalized, adopted, and implemented.

Regulatory Mechanisms. Title 26C 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. Fees currently range from zero to over \$5000 per single-family dwelling unit. A new fee schedule will take effect in 2003, based on the new CFPs adopted later this year. While each district's circumstances are different, preliminary CFPs indicate that impact fee levels are likely to decline in many districts. Since this revenue source is still a relatively small part of a school district's overall funding package for construction, this is not likely to seriously impair the districts' ability to carry out their improvement programs.

The payment of the fee is a required part of permit approval and fees are collected by Snohomish County at the building permit application stage. Although impact fees alone can seldom provide enough revenue to build a new school, 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.

Since schools are not a "concurrency facility" within the County's GMA Comprehensive Plan, there is no concurrency management system for schools in Title 26C as there is for transportation in Title 26B. However, school districts are provided 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 adequate provisions are made for a variety of public facilities, 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 assists the schools in achieving their mission.

Conclusions. School districts in Snohomish County are engaging in capital facilities planning that is consistent with GMA requirements and with the County's own GMA Comprehensive Plan. Over the past few years, school districts have generally demonstrated an ability to pass their construction bond measures and, thereby, to implement their CFPs, although some districts have experienced bond failures. County regulations authorize the collection of school impact fees to assist school districts in providing necessary facilities, and the county has exercised this authority for several years. Through this combination of school district funding and county regulations, school facilities needed to achieve at least a minimum level of service standard for classroom size at the overall district level are being provided. However, the situation calls for continued monitoring because of the weak local economy and the concerns of a few school districts concerning their ability to provide adequate facilities.

4b. Electric Power

Snohomish County residents and businesses receive electric power from the Snohomish County Public Utility District #1 (the PUD) – the largest publicly owned utility in the Northwest. 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. The PUD prepared a long-range (20-year) system plan in the mid-1990s that forecasted power demand from 1996-2016 and identified system improvements necessary to meet that demand.

CIP and LOS Linkage. The PUD provides electric power to all residences and businesses throughout the county. Under its charter, the PUD is required to make service available to all residential units and commercial establishments around the county. Because it is a regulated utility that relies on a federal agency for much of its power supply, the PUD must also meet certain performance standards established at the state and federal level. The PUD's last projections showed an increase of 55,800 customers in the system's total customer base (both residential and commercial) between 2001 and 2007. The current economic slowdown may produce a smaller forecast in the PUD's next CIP. A number of system improvements – both new facilities and upgrades to existing facilities – are planned to accommodate this anticipated increase in demand. The timetable for completing these improvements may be extended in response to the current economic conditions.

The PUD is a regulated public utility that must obtain approval from a state commission for any increase in power rates. The PUD's planning documents, including its 2001-2007 Capital Program, also outline the PUD's objectives or service standards for reliability and quality. The PUD's 7-year capital program strives to reduce the system average weather-adjusted outage duration from 83 minutes to 79 minutes – while also meeting the additional demand of nearly 56,000 new customers. Power quality, which is affected by the quality of the system's infrastructure, is also a growing concern – primarily because of our society's growing dependency on office automation and computer-based communications. The PUD has planned improvements in its CIP to improve power quality.

System reliability is affected by, among other factors, the number and dependability of sources of supply, the layout of the transmission and distribution networks, and right-of-way maintenance practices. During the past two years, the reliability and cost stability of electrical power supply has become a major concern on a regional and national level. A sudden shortage of supply and spiking of wholesale power prices in 2000-2001 has been quickly followed by a “glut” of supply and corresponding plunge in wholesale prices, creating financial difficulties throughout the industry. While these larger forces affect all system operators, there is little that can be done through capital planning or land use regulation at the local level to address the immediate regional/national power supply problem. Since these factors could adversely affect the PUD's ability to implement its

capital improvement program, it will bear close watching in the near term. New power generating capacity, such as the natural-gas-fired generator planned for north Everett, combined with more aggressive conservation measures, may help mitigate the volatile supply situation locally within the next few years.

CIP Funding. The PUD's 2001-2007 capital program is divided into five categories with a total capital cost over the 7 years of about \$300M. Major expansion projects are oriented to increasing the system's peak period power output, which is projected to increase at a similar pace to the projected growth in customers. About \$41M is programmed to support these capacity-expanding projects over the next 7 years. Another \$19.5 million is allocated for major component upgrades that also help expand the capacity of the system. Fully one half 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 remainder of the program is divided between the categories of "Assets Management" and "Capital Outlay," which support the operation and maintenance of the system.

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.

Regulatory Mechanisms. In its review of development proposals, Snohomish County takes into account the availability of electrical service in its decision-making process. Specifically, Titles 19 and 20 SCC 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.

Conclusions. Because of the mandates within the charter of the county's public utility provider of electrical power, the availability of adequate electrical system facilities is generally not an issue in Snohomish County. The PUD does engage in capital planning and, historically, has been able to generate the fiscal resources necessary to implement its capital program. While the recent rise and fall in wholesale electrical prices has created fiscal difficulties for many power companies and utilities along the west coast, its impact on the PUD's ability to implement its CIP is not yet apparent.

4c. Public Water Supply Systems

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 district systems in Snohomish County do. While 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.

In Snohomish County, public water supply and distribution facilities are provided by cities and special purpose districts. The City of Everett serves as a regional water supplier through its major supply, treatment and transmission facilities in the Sultan watershed. Although originally built to serve the prodigious water demands of the numerous mills that once operated in Everett, the city's water supply complex has been transformed over the past 30 years into the major water supplier for a growing and urbanizing domestic market. In its role as a wholesale supplier of potable water, the Everett water system generates more unified facility and performance standards among its system customers, which include several cities and special districts serving most urbanized populations within the county.

Under state law, a city or district is generally required to prepare a new 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. Such 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. In general, system plans in the growing areas of the County are updated every 6-8 years.

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.

While special districts are not directly addressed by the GMA, most district water plans prepared over the past 5 years have followed GMA guidelines and specifications. District plans are subject to review and approval by the counties and cities that they serve. Since these counties and cities ARE subject to the GMA, they have effectively applied GMA standards to the review of these plans. Special districts that have prepared comprehensive water plans during the past 5 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.

CIP Funding. Each water district's system plan typically includes a six 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. For large water system projects constructed by the purveyor, there are two primary sources of construction funds: 1) utility local improvement district (ULID) financing that derives from special property tax assessments levied against owners within a defined district; 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 unserved 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 programs for the distribution pipe system.

Utility funds are usually sound and 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. It is not uncommon for large capital projects to experience delays during design, permitting and construction. A large water supply project in South County known as the Clearview Project is being undertaken by a partnership of several water purveyors, including the City of Everett and the Alderwood Water and Sewer District. The project consists of 4 components, including a new transmission main and reservoir complex to serve the Southwest UGA. Each component was bid separately and all contracts have been awarded and construction is now in progress. The current target for completion of the project is early 2003, or over 2 years behind the original schedule. Snohomish County will continue to monitor the progress on this project as further delays could have some affect on system performance if high growth rates should return to the project's service area.

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 Title 19 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. Within the district or service boundaries of public water systems, which generally cover most areas within the established UGA boundaries, a letter is generally required from the purveyor stating that the water system is available and capable of serving the proposal. For proposals outside of such service areas, applicants are usually required to demonstrate that ground water is available and adequate – both quantitatively and qualitatively - to serve the development. These reviews usually assure, not only that public water supply is available, but that the expansion of the system into the new development will meet the purveyor's construction standards and can be dedicated for maintenance following installation.

Conclusions. The cities and special districts that provide public water service to Snohomish County have a long and generally good track 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. 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. 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 system is well positioned to support the growth anticipated in the comprehensive plans of the cities and the county. The Clearview Water projects will be monitored to assess what impact – if any - delays in the construction schedule may have on service to the Southwest UGA.

4d. Public Wastewater Collection and Treatment Systems

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 Health and 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 and reliability.

In Snohomish County, wastewater collection and treatment is a required public service for development within urban growth areas, and is provided by cities and special purpose districts. A city or district will generally prepare a new 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. When a treatment facility reaches 80% of its rated capacity under its NPDES permit, the operating agency must begin preliminary design on the expansion of the plant's capacity. Therefore, system planning tends to be done on an irregular basis, although 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 affecting southwest Snohomish County is now in the advanced planning process by King County. Called "Brightwater," this project involves a major new treatment facility to serve the north and northeast portions of King County's service area. This includes much of the areas served by the Alderwood and Cross Valley Water Districts that are currently served by the West Point Treatment Plant in north Seattle. When completed and operating (target date of 2010) this plant will be the largest in Snohomish County and will serve much of the south half of the Southwest UGA. King After going through an extended site search and evaluation process, King County is now evaluating two final sites for the treatment plant. The final decision on the treatment plant site – as well as for the conveyance system routing and outfall location – is expected in early 2003.

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. While special districts are not directly subject to the GMA, most district system plans prepared over the past 5 years have followed GMA guidelines and specifications. District plans are subject to review and approval by the counties and cities that they serve. Since these counties and cities are bound by the GMA, they 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 and population forecasts into their projections of future wastewater flows.

CIP Funding. 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. For water system projects constructed by the purveyor, there are two primary sources of construction funds: utility local improvement district (ULID) financing that derives from special property tax assessments levied against owners within a defined district; 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 unserved area. Revenue bonds are typically used to fund all other types of district projects not provided by private developers.

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 – notably in Lake Stevens and the Southwest County UGA (where the “Brightwater” project will be located). Because of the long lead times required to bring new treatment facilities on line, this will be a subject for continued scrutiny in the overall facilities monitoring process.

Except in the Lake Stevens Sewer District, which is currently addressing some bottlenecks in its conveyance system, there is no indication in these plans of a need for any moratoria on sewer hook-ups. However, if and when critical wastewater projects encounter significant delays, such moratoria will always remain a possibility. 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. 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.

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 32.08 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. Within the district or service boundaries of public wastewater systems, which generally cover most areas within the established UGA boundaries, a letter is generally required from the purveyor stating that the wastewater system is available and capable of serving the proposal. These reviews usually assure, not only that public water supply is available, but that the expansion of the system into the new development will meet the purveyor’s construction standards and can be dedicated for maintenance following installation. Developments with UGAs have generally not had trouble obtaining such assurances from wastewater system operators.

Conclusions. The cities and special districts that provide public wastewater services to Snohomish County have a long and generally good track record of preparing and implementing capital facility programs. Operated as enterprise funds – often in conjunction with the water utility – the wastewater operators generally have a solid financial foundation for implementing their capital programs. Although this service is more decentralized than the water supply system in Snohomish County, the GMA has helped produce better and more standardized system plans over the past several years. These plans now address GMA requirements and are driven by consistent population and employment forecasts developed through the SCT process. State law and county code allow the County to ensure that adequate provisions are made for public wastewater systems within the UGAs, and such provisions are being made.