

1 ADOPTED: 11/10/20
2 EFFECTIVE: 12/03/20

3
4 SNOHOMISH COUNTY COUNCIL
5 SNOHOMISH COUNTY, WASHINGTON

6
7 AMENDED ORDINANCE NO. 20-071

8
9 RELATING TO THE GROWTH MANAGEMENT ACT, ADOPTING THE 2021-2026
10 CAPITAL IMPROVEMENT PROGRAM AS PART OF THE SNOHOMISH COUNTY
11 CAPITAL FACILITIES PLAN
12
13

14 WHEREAS, the Growth Management Act (GMA), chapter 36.70A RCW, requires counties to
15 adopt, as part of a GMA comprehensive plan (“GMACP”), a capital facilities element that includes a
16 six-year plan providing for the financing of capital facilities within projected funding capacities and
17 clearly identifying sources of public money for such purposes; and

18
19 WHEREAS, Snohomish County (the “County”) addresses this requirement by annually
20 adopting a capital improvement program (“CIP”) as an adjunct to its annual budget; and

21
22 WHEREAS, GMA Goal 12, RCW 36.70A.020(12), regarding public facilities and services,
23 addresses the need to ensure the adequacy of public facilities and services to serve the
24 development at the time the development is available for occupancy and without decreasing the
25 current levels of service below locally established minimum standards; and

26
27 WHEREAS, RCW 36.70A.130(2)(a)(iv) allows the County to amend the GMACP more
28 frequently than once per year if the amendment is to the capital facilities element and occurs
29 concurrently with the adoption or amendment of the County’s budget; and

30
31 WHEREAS, GMACP - General Policy Plan (GPP) Capital Facilities Objective 1.B and
32 associated policies require the County to develop a six-year financing program for capital facilities
33 that meets the requirements of the GMA; and

34
35 WHEREAS, on June 28, 1995, the Snohomish County Council (the “County Council”) first
36 adopted a capital facilities plan as required by the GMA, the 1995-2000 Capital Facilities Plan,
37 along with other mandatory elements of Snohomish County’s GMACP; and

38
39 WHEREAS, on June 10, 2015, the County Council adopted the 2015 Comprehensive Plan
40 Update, which included reassessment and updates to the Land Use Element, Transportation
41 Element, Parks and Recreation Element, Capital Facilities Plan Element, Future Land Use Map,
42 and regulations and policies; and

43
44 WHEREAS, the 2015 Capital Facilities Plan Element (“2015 CFP”) establishes minimum level
45 of service (“LOS”) standards for those capital facilities necessary to support development and
46 provides an inventory of capital facilities and a forecast of future facility needs; and

1
2 WHEREAS, the 2015 CFP identifies the following public capital facilities as necessary to
3 support development: fire protection services, surface transportation, park land and recreational
4 facilities, surface water management, electric power, schools, public wastewater systems, and
5 public water supply; and
6

7 WHEREAS, Snohomish County Code (SCC) 4.26.024 requires the Snohomish County
8 Executive, on an annual basis, to prepare a six-year capital improvement program for the next six
9 fiscal years pursuant to the Snohomish County Charter (the "County Charter") and the GMA; and
10

11 WHEREAS, section 6.50 of the County Charter requires the County Council to adopt a six-
12 year CIP as an adjunct to the annual budget, including a balance of proposed expenses and
13 potential revenue sources; and
14

15 WHEREAS, the six-year CIP is the document developed by the County to detail the funding
16 sources for County capital projects over the next six years and assess whether funding sources
17 and regulatory mechanisms are sufficient to maintain the minimum LOS for those capital facilities
18 necessary to support development; and
19

20 WHEREAS, on November 12, 2019, the County adopted the 2020-2025 Capital Improvement
21 Program by Amended Ordinance 19-072, and has adopted regular updates to the capital
22 improvement program since 1995; and
23

24 WHEREAS, pursuant to the County Charter and the SCC, the County Council will review and
25 update its six-year CIP concurrently with the 2021 budget process; and
26

27 WHEREAS, on September 22, 2020, the Snohomish County Planning Commission (the
28 "Planning Commission") held a public hearing to consider the County's 2021-2026 Capital
29 Improvement Program ("2021-2026 CIP"); and
30

31 WHEREAS, on September 24, 2020, the Planning Commission sent a letter that stated that at
32 the conclusion of the public hearing, the Planning Commission voted to recommend approval of
33 the 2021-2026 CIP; and
34

35 WHEREAS, on November 10, 2020, the County Council held a public hearing to consider the
36 Planning Commission's recommendations as well as public testimony on the 2021-2026 CIP; and
37

38 WHEREAS, the County Council considered the 2021-2026 CIP, which is attached as Exhibit A,
39 concurrently with the 2021 budget; and
40

41 WHEREAS, the County Council considered the entire hearing record including the Planning
42 Commission's recommendation and written and oral testimony submitted during the public
43 hearings;
44

1
2 NOW, THEREFORE, BE IT ORDAINED:
3

4 Section 1. The County Council adopts the following findings in support of this ordinance:
5

6 A. The foregoing recitals are adopted as findings as if set forth in full herein.
7

8 B. The ordinance adopts the County's 2021-2026 CIP.
9

10 C. The 2021-2026 CIP was developed for compliance with the following GMA requirements:
11

12 1. RCW 36.70A.070(3) "A capital facilities plan element consisting of: (a) An inventory
13 of existing capital facilities owned by public entities, showing the locations and
14 capacities of the capital facilities; (b) a forecast of the future needs for such capital
15 facilities; (c) the proposed locations and capacities of expanded or new capital
16 facilities; (d) at least a six-year plan that will finance such capital facilities within
17 projected funding capacities and clearly identifies sources of public money for such
18 purposes; and (e) a requirement to reassess the land use element if probable
19 funding falls short of meeting existing needs and to ensure that the land use
20 element, capital facilities plan element, and financing plan within the capital facilities
21 plan element are coordinated and consistent. Park and recreation facilities shall be
22 included in the capital facilities plan element." The 2021-2026 CIP includes a six-
23 year financing plan for all of the County's capital facilities. The 2021-2026 CIP also
24 assesses the adequacy of funding and regulatory mechanisms for those public
25 capital facilities necessary to support development to maintain their respective
26 minimum level of service (LOS).
27

28 2. GMA planning Goal 12 (RCW 36.70A.020(12)) "Public facilities and services.
29 Ensure that those public facilities and services necessary to support development
30 shall be adequate to serve the development at the time the development is available
31 for occupancy and use without decreasing current service levels below locally
32 established minimum standards." The 2021-2026 CIP specifies proposed funding
33 sources for the planned capital facilities and contains a "statement of assessment"
34 which addresses the need for a reassessment of land use or other comprehensive
35 plan elements if there is a projected shortfall in revenue (between 2021 and 2026)
36 that causes the LOS for a facility classified as necessary to support development to
37 fall below the minimum level identified in the capital facilities plan. The statement of
38 assessment portion of the 2021-2026 CIP finds that there are no funding shortfalls
39 or regulatory inadequacies that would affect the ability to maintain the minimum LOS
40 for those capital facilities necessary to support development.
41

42 D. The 2021-2026 CIP was developed for consistency with Puget Sound Regional Council
43 Vision 2040 Multicounty Planning Policies (MPP) including: MPP-PS-2 "Time and phase
44 services and facilities to guide growth and development in a manner that supports the
45 regional vision." The County's CFP and the 2021-2026 CIP align with the regional vision to
46 direct growth into urban areas where adequate public infrastructure and services are
47

1 available or can be provided in an efficient manner by establishing minimum LOS for those
2 public capital facilities necessary to support development and by ensuring that adequate
3 funding and regulatory mechanisms are in place to maintain those minimum LOS.
4

5 E. The 2021-2026 CIP was developed for consistency with Snohomish County Countywide
6 Planning Policy (CPP) PS-13 “Jurisdictions should adopt capital facilities plans, and
7 coordinate with other service providers, to provide the appropriate level of service to
8 support planned growth and development in Urban Growth Areas.” The 2021-2026 CIP, a
9 component of the County’s CFP, is developed through a coordinated and collaborative
10 process between the County and non-County service providers of public capital facilities
11 such as schools, water and sewer infrastructure and services, and electric power.
12

13 F. The 2021-2026 CIP was developed to comply with and implement the following County
14 directives:
15

16 1. Section 6.50 of the County Charter “...The county council in considering the budget
17 ordinance proposed by the county executive, may delete or add items, may reduce
18 or increase the proposed appropriations and may add provisions restricting the
19 expenditure of certain appropriations, provided that the county council shall adopt a
20 six (6) year capital improvement program as an adjunct to the budget, including a
21 balance of proposed expenses and potential revenue sources.” The County’s
22 annual capital improvement program, including the 2021-2026 CIP, is considered
23 and adopted as part of the annual budget.
24

25 2. SCC 4.26.024 “The executive shall on an annual basis prepare a capital
26 improvement program for the next six fiscal years pursuant to the county charter
27 and chapter 36.70A RCW.” The County’s annual capital improvement programs,
28 including the 2021-2026 CIP, are developed for compliance with state and local
29 requirements, and is considered and adopted as part of the annual budget.
30

31 3. GPP Objective CF 1.B “Develop a six-year financing program for capital facilities
32 that meets the requirements of the GMA, achieves the county’s levels-of-service
33 objectives for county roads and is within its financial capabilities to carry out.” The
34 2021-2026 CIP contains: 1) an adequate financing plan for all County capital
35 facilities, including those necessary to support development, 2) the minimum LOS
36 for those capital facilities necessary to support development, including roads and
37 transit, and 3) a statement of assessment that finds adequate funding and
38 regulatory mechanisms in place to maintain the minimum LOS for those capital
39 facilities necessary to support development.
40

41 G. The 2021-2026 CIP will comply with and implement the following goals, objectives, and
42 policies of the GPP because it is developed in coordination with other providers of public
43 capital facilities and it provides: 1) a six-year financing plan for all County and non-County
44 capital facilities that identifies the funding sources, projects, and schedule, and 2) an
45 assessment of the adequacy of funding and regulatory mechanisms for those public capital
46 facilities necessary to support development to maintain their established minimum LOS:
47

- 1 1. TR Policy 7.A.5 “A locally and regionally coordinated six-year program shall be
2 prepared that finances transportation improvements within projected funding levels
3 and clearly identifies sources of public money.”
4
- 5 2. PR Policy 3.A.1 “Apply a level-of-service method to: monitor the level-of-service of
6 park facilities necessary to support development; identify priority parks projects that
7 are necessary to support development; and provide a basis for collecting and
8 allocating park impact mitigation fees.”
9
- 10 3. Objective CF 6.A “Update the six-year CIP to include a capital program to efficiently
11 provide quality work space for existing and projected future staffing levels through
12 the year 2035.”
13
- 14 4. CF Policy 1.B.1 “The county shall prepare and adopt, a six-year capital
15 improvement program (pursuant to County Charter) that identifies projects, outlines
16 a schedule, and designates realistic funding sources for all county capital projects.”
17
- 18 5. Goal CF 9 “Coordinate with non-county facility providers such as cities and special
19 purpose districts to support the future land use pattern indicated by this plan.”
20
- 21 6. Objective CF 10.A “Assist school districts in developing capital facilities plans that
22 clearly depict levels of service and how they will serve existing and projected
23 student enrollments.”
24
- 25 7. Goal CF 11 “Water supply systems shall provide sufficient fire flow, as established
26 by county development regulations, in order to provide protection at a level of
27 service commensurate with the planned intensity of future development adopted in
28 the comprehensive plan.”
29
- 30 8. Goal UT 2 “Work with provider agencies of Snohomish County to help ensure the
31 availability of a reliable, high quality water supply for all households and businesses
32 within the county in a manner that is consistent with the comprehensive plan and
33 protection of the natural environment.”
34
- 35 9. Goal UT 3 “Work with cities and special districts to produce coordinated wastewater
36 system plans for both incorporated and unincorporated areas within UGAs that are
37 consistent with the land use element and city plans.”
38
- 39 10. Goal UT 4 “Assist electric utility providers in fulfilling their public service obligations
40 through planning for adequate system capacity to accommodate forecasted growth
41 in a manner that is consistent with the comprehensive plan and protection of the
42 natural environment.”
43

44 H. Procedural requirements.

- 46 1. The proposal is a Type 3 legislative action under SCC 30.73.010.
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- 2. The environmental impacts of this proposal are within the range of impacts analyzed by the draft environmental impact statement (DEIS) and final environmental impact statement (FEIS) during the update to the GMACP in 2015. No new probable significant adverse environmental impacts from this ordinance have been identified. Therefore, State Environmental Policy Act (SEPA) requirements with respect to this non-project action have been met through issuance on September 9, 2020, of Addendum No. 21 to the FEIS for the 2015 Comprehensive Plan Update.
- 3. Pursuant to RCW 36.70A.106(1), a notice of intent to adopt this ordinance was received by the Washington State Department of Commerce (“Commerce”) for distribution to state agencies on August 31, 2020.
- 4. The public participation process used in the adoption of this ordinance has complied with all applicable requirements of the GMA and the SCC.
- 5. The Washington State Attorney General last issued an advisory memorandum, as required by RCW 36.70A.370, in September of 2018 entitled “Advisory Memorandum and Recommended Process for Evaluating Proposed Regulatory or Administrative Actions to Avoid Unconstitutional Takings of Private Property” to help local governments avoid the unconstitutional taking of private property. The process outlined in the State Attorney General’s 2018 advisory memorandum was used by Snohomish County in objectively evaluating the regulatory changes proposed by this ordinance.
 - I. This ordinance is consistent with the record as set forth in PDS staff reports relating to this proposal dated August 10, 2020, and September 9, 2020.

Section 2. The County Council makes the following conclusions:

- A. The 2021-2026 CIP is consistent with and complies with the procedural and substantive requirements of the GMA.
- B. The 2021-2026 CIP is consistent with and implements the MPPs, CPPs, and GPP.
- C. All SEPA requirements with respect to this non-project action have been satisfied.
- D. This proposal does not result in an unconstitutional taking of private property for a public purpose and does not violate substantive due process guarantees.

Section 3. The County Council bases its findings and conclusions on the entire record of the Planning Commission and the County Council, including all testimony and exhibits. Any finding which should be deemed a conclusion, and any conclusion which should be deemed a finding, is hereby adopted as such.

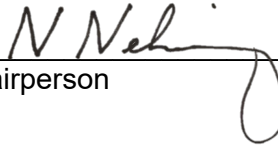
1 Section 4. The 2021-2026 CIP, attached hereto as Exhibit A and incorporated by reference to this
2 ordinance, is hereby adopted as the six-year capital improvement program required by the GMA,
3 County Charter, MPPs, CPPs, SCC, and GPP based on the foregoing findings of fact and
4 conclusions.
5

6 Section 5. The 2021-2026 CIP adopted by this ordinance supersedes all other County capital
7 improvement programs. The 2021-2026 CIP shall control in the event of any inconsistency
8 between the 2021-2026 CIP and any other capital improvement program adopted by the County.
9

10 Section 6. Severability and Savings. If any section, sentence, clause or phrase of this ordinance
11 shall be held to be invalid or unconstitutional by the Growth Management Hearings Board ("Board")
12 or a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity
13 or constitutionality of any other section, sentence, clause or phrase of this ordinance. Provided,
14 however, that if any section, sentence, clause or phrase of this ordinance is held to be invalid by
15 the Board or court of competent jurisdiction, then the section, sentence, clause or phrase in effect
16 prior to the effective date of this ordinance shall be in full force and effect for that individual section,
17 sentence, clause or phrase as if this ordinance had never been adopted.
18

19 PASSED this 10th day of November, 2020.

20
21 SNOHOMISH COUNTY COUNCIL
22 Snohomish County, Washington

23 
24 _____
25 Chairperson
26

27 ATTEST:

28 
29 _____
30 Clerk of the Council

31
32 (X) APPROVED DATE: 11/23, 2020
33 () VETOED
34 () EMERGENCY

35 
36 _____
37 Snohomish County Executive
38

39 ATTEST:

40 
41 _____
42

43 Approved as to form only:

44 
45 _____
46 Deputy Prosecuting Attorney

D-18

AMENDED ORDINANCE NO. 20-071

RELATING TO THE GROWTH MANAGEMENT ACT,
ADOPTING THE 2021-2026 CAPITAL IMPROVEMENT
PROGRAM AS PART OF THE SNOHOMISH COUNTY
CAPITAL FACILITIES PLAN - 7



Snohomish County

2021 – 2026 Capital Improvement Program

Council Adopted
November 10, 2020

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Preface

The 2021 – 2026 Capital Improvement Program (CIP) is a component of the 2015 Capital Facilities Plan. This Snohomish County Adopted CIP was adopted by the County Council on November 10, 2020 in conjunction with the Executive’s 2021 Recommended Budget. Certain amendments were made during the 2021 Budget Adoption process. The CIP has been substantially updated for the year 2021 to reflect those changes both in narratives and in tables, to reflect all council actions taken during the public hearing.

The Plan was submitted to the Snohomish County Planning Commission for their review in a public hearing on September 22, 2020. At the hearing, the Planning Commission endorsed the 2021 – 2026 CIP without any dissenting votes.

Chapter I: Introduction and Background

Snohomish County adopts a six-year Capital Improvement Program (CIP) as part of the budget process. The CIP is a component of the Capital Facilities Plan (CFP) 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 2021 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 (SCC) 4.26.024, the County combines the CIP required by the charter and the six-year financing program required by the GMA into one document.

The CIP document fulfills the County’s financial planning responsibilities under two separate mandates. It includes discussion and analysis of public facilities necessary to support development under the Growth Management Act (GMA facilities) as well as other public facilities and services that are provided by the County but not “necessary to support development” (non-GMA facilities). The CIP distinguishes between GMA and non-GMA facilities, as does the 2015 update of the CFP, because the GMA requires additional analysis to determine whether funding meets existing needs in those services that are necessary for development.

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

The 2021-2026 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, Sheriff, Prosecuting Attorney, Sheriff Corrections Bureau, Medical Examiner, Human Services, Planning, Parks, Recreation & Tourism, Assessor, Auditor, Finance, Treasurer, and Facilities Management.

The GMA calls for transportation to be examined as a separate comprehensive plan element (the Transportation Element). The Transportation Element is implemented by the separately adopted 2021 – 2026 Transportation Improvement Program (TIP). The TIP should be referred to for any details regarding the location and timing for specific transportation projects. Summary information for transportation projects is 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.

Snohomish County

2021-2026 Capital Improvement Program – Council Adopted November 10, 2020

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 CIP is integrated with the 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 CIP for presentation to the Council as part of the annual budget.

Chapter 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 the 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 2021-2026 CIP adopts the following 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 (REET) 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 REET or General Fund revenues.

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

Real Estate Excise Taxes (REET)

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

1. Total debt service financed by REET, should amount to no more than 50% of total REET revenues;
2. Up to 75% of the available revenues from either REET I or REET II may be used for debt service, so long as the total used for debt repayment does not exceed 50%;
3. A reserve equal to either \$500,000, or 20% of current year REET I debt service appropriation, whichever is higher, should be established from REET I dollars;

Snohomish County

2021-2026 Capital Improvement Program – Council Adopted November 10, 2020

4. Future budgets should include the following allocations: \$500,000 in REET II for surface water management and related endangered species projects; \$500,000 in REET I or II for direct endangered species projects; and \$500,000 in REET I for building repair and remodeling projects;
5. When actual REET revenues exceed budget estimates, excess funds should be appropriated in the next year's budget cycle. The first use of excess funds should be to meet reserve requirements, then consideration should be given to early retirement of outstanding debt;
6. Projects financed with REET funds should be for terms that are:
 - a. No longer than the usable life of the project, and
 - b. For shorter terms if the County is close to the 50% debt limit.

The policies listed above represent targets. The lingering effects of the economic downturn starting in 2008 have resulted in all REET I revenues to be focused on existing debt service commitments. Consequently, the 2021- 2026 CIP and REET plan exceed the targeted policies that are referenced above.

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 2021-2026 CIP proposes no voter-approved issues. For information purposes, Table 1 indicates possible election dates and the date Council approved and Executive signed ordinances are due to the County Auditor during the period 2021-2026 that would be critical if the County sought to put voter approved issues on the ballot.

Table 1. Future Election Dates and Related Milestones

Action	2021	2022	2023	2024	2025	2026
February Election:						
Ordinance to the Auditor	11-Dec-2020	10-Dec-2021	16-Dec-2022	15-Dec-2023	13-Dec-2024	12-Dec-2025
Election Date	9-Feb-2021	8-Feb-2022	14-Feb-2023	13-Feb-2024	11-Feb-2025	10-Feb-2026
April Election:						
Ordinance to the Auditor	26-Feb-2021	25-Feb-2022	24-Feb-2023	23-Feb-2024	21-Feb-2025	27-Feb-2026
Election Date	27-Apr-2021	26-Apr-2022	25-Apr-2023	23-Apr-2024	22-Apr-2025	28-Apr-2026
August Election:						
Ordinance to the Auditor	14-May-2021	13-May-2022	12-May-2023	10-May-2024	9-May-2025	8-May-2026
Election Date	3-Aug-2021	2-Aug-2022	1-Aug-2023	6-Aug-2024	5-Aug-2025	4-Aug-2026
November Election:						
Ordinance to the Auditor	3-Aug-2021	2-Aug-2022	1-Aug-2023	6-Aug-2024	5-Aug-2025	4-Aug-2026
Election Date	2-Nov-2021	8-Nov-2022	7-Nov-2023	5-Nov-2024	4-Nov-2025	3-Nov-2026

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 policy:

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%.

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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.

Table 2: Description of Revenue Sources

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. The REET I expenditures included in this CIP are totally committed to debt service, except for \$25,000 which was allocated to a capital project in City/Council partnerships for 2021 only (see Exhibit 4).
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, Brightwater Mitigation Fund, and Planning's Community Development 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 Campus Redevelopment Infrastructure (CRI). 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: Solid Waste, Airport, Surface Water Management, Information Technology, Facilities Management, Fleet Management, and other smaller funds. Each of these proprietary funds has a dedicated source of revenue that may be appropriated by the County Council for capital projects. Sources of proprietary funds include fees, taxes, grants, local improvement district charges, impact fees, investment earnings, and charges for services rendered.
Councilmanic Bond Funds	Councilmanic Bond Funds are proceeds of debt authorized under the authority of the County Council. While limits exist for Councilmanic and Voted Bond funds, the County's level of related bond debt is well below limits in both categories.
Voted Bond Funds	Voted Bond Funds are the proceeds of debt authorized through a public election.

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Method of Funding <i>(continued from prior page)</i>	Description
Mitigation Fees	Mitigations Fees are fees charged to new construction projects within the County. The proceeds are used in Roads and Parks Special Revenue 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.
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.

Chapter III: 2021-2026 CIP Project Summary

This section presents a summary of capital projects contained in the 2021-2026 Capital Improvement Program. It provides several facets of 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 (and replacement) of equipment with costs of less than \$50,000 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:

Table 3: Classification of Departmental Projects by Category

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

On the following pages, five exhibits present various fiscal summaries of the 2021-2026 Capital Improvement Program. Exhibit 1 summarizes improvements by category and type. Exhibit 2 summarizes all projects by revenue source. Exhibit 3 compares multiple years' investment in infrastructure. Exhibit 4 lists all REET funded projects and is also sorted by the department requesting funding for the project. Exhibit 5 includes projects by County department.

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Exhibit 1: Capital Expenditures by Category & Type

Category	2021	2022	2023	2024	2025	2026	Total
General Governmental							
General Government - Facilities	\$ 96,704,407	\$ 1,639,500	\$ 1,639,500	\$ 1,639,500	\$ 1,639,500	\$ 1,639,500	\$ 104,901,907
General Government - Equipment	5,042,616	3,544,305	4,276,846	4,512,856	3,726,384	3,326,449	24,429,456
Technology Plan	2,856,584	2,380,158	2,465,104	2,739,898	0	0	10,441,744
Parks, Recreation & Tourism-Land & Facilities	67,524,374	10,123,949	12,611,588	10,193,994	10,367,576	10,507,858	121,329,339
REET Debt Service & Reserves	10,399,931	9,912,000	9,857,000	9,725,000	9,713,000	9,773,000	59,379,931
Transportation							
Transportation - Facilities	45,514,000	44,069,000	59,248,000	40,648,000	32,660,000	33,886,000	256,025,000
Proprietary							
Surface Water - Facilities	14,078,064	13,150,520	14,886,703	12,673,101	12,709,719	12,931,562	80,429,669
Solid Waste - Facilities	4,420,000	4,600,000	350,000	350,000	350,000	350,000	10,420,000
Airport - Facilities	22,911,554	4,135,000	8,472,099	14,525,000	27,860,000	16,180,000	94,083,653
Total Expenditures	\$ 269,451,530	\$ 93,554,432	\$ 113,806,840	\$ 97,007,349	\$ 99,026,179	\$ 88,594,369	\$ 761,440,699

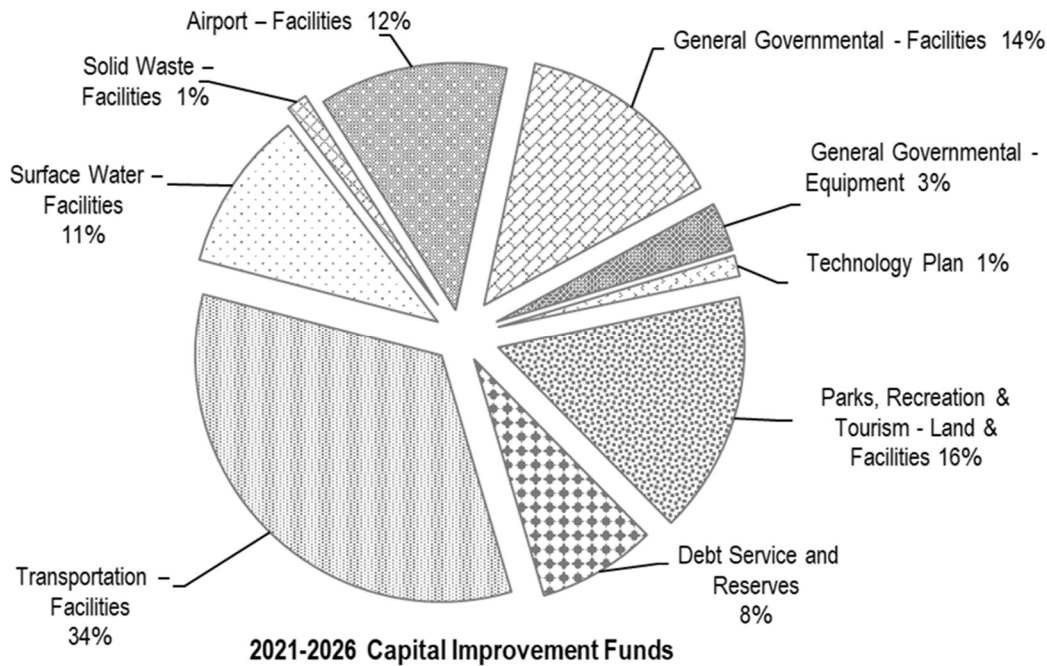
Exhibit 2: Capital Expenditures by Revenue Source

Revenue Source	2021	2022	2023	2024	2025	2026	Total
Airport Funds	\$ 3,400,000	\$ 4,135,000	\$ 3,542,710	\$ 4,525,000	\$ 4,360,000	\$ 4,180,000	\$ 24,142,710
Airport PFC Funds	1,038,593	0	0	950,000	1,000,000	3,000,000	5,988,593
Bond Proceeds-Other	10,500,000	0	19,000,000	5,000,000	1,400,000	0	35,900,000
Conservation Tax Fund	3,579,894	1,300,000	1,400,000	1,400,000	1,500,000	1,500,000	10,679,894
County Road	12,764,542	12,094,000	15,991,000	13,824,000	14,599,000	14,465,000	83,737,542
ER&R Funds	5,042,616	3,544,305	4,276,846	4,512,856	3,726,384	3,326,449	24,429,456
Facilities Rates	400,000	1,639,500	1,639,500	1,639,500	1,639,500	1,639,500	8,597,500
Fund Balance	1,100,000	2,000,000	500,000	75,000	25,000	0	3,700,000
Interfund DIS Rates	1,406,584	2,030,158	2,115,104	2,389,898	0	0	7,941,744
Other Funds	629,089	18,715	18,715	18,715	18,715	18,715	722,664
Other Grants	16,718,071	3,270,000	12,209,389	13,605,000	26,360,000	13,270,000	85,432,460
Other Grants	275,000	275,000	275,000	275,000	275,000	275,000	1,650,000
Parks Mitigation	1,603,173	1,901,000	1,601,000	1,751,000	1,701,000	1,801,000	10,358,173
Plats	65,000	65,000	65,000	65,000	65,000	65,000	390,000
Prior Year Funds	148,643,194	1,150,000	700,000	900,000	750,000	750,000	152,893,194
PWTFL	3,736,000	610,000	0	0	0	0	4,346,000
REET I	9,284,331	8,771,000	8,716,000	8,725,000	8,713,000	8,773,000	52,982,331
REET II	10,400,796	8,513,949	7,501,588	7,542,994	8,516,576	8,556,858	51,032,761
Sales & Use Tax	350,000	350,000	350,000	350,000	0	0	1,400,000
Solid Waste	4,420,000	4,600,000	350,000	350,000	350,000	350,000	10,420,000
SWM Funds	8,276,647	10,011,805	11,877,988	9,434,386	9,456,004	9,257,847	58,314,677
Transportation Grant	20,418,000	17,859,000	16,251,000	15,414,000	6,330,000	11,729,000	88,001,000
Transportation Mitigation	5,400,000	9,416,000	5,426,000	4,260,000	8,241,000	5,637,000	38,380,000
Total Expenditures	\$ 269,451,530	\$ 93,554,432	\$ 113,806,840	\$ 97,007,349	\$ 99,026,179	\$ 88,594,369	\$ 761,440,699

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Exhibit 3: Historical Multi-Year Category Distributions

Category	2017-2022 CIP	2018-2023 CIP	2019-2024 CIP	2020-2025 CIP	2021-2026 CIP
<u>General Governmental</u>					
General Governmental - Facilities	\$ 34,013,768	\$ 25,503,997	\$ 111,485,185	\$ 120,229,863	\$ 104,901,907
General Governmental - Equipment	24,543,273	26,816,349	29,492,441	28,831,828	24,429,456
Human Services - Homeless Project	0	1,000,000	1,300,000	0	0
Technology Plan	22,840,506	13,183,083	19,647,424	14,336,131	10,441,744
Parks, Recreation & Tourism - Land & Facilities	94,093,684	105,744,383	120,070,276	120,670,074	121,329,339
Debt Service and Reserves	56,947,681	62,265,374	63,298,705	60,188,852	59,379,931
<u>Transportation</u>					
Transportation – Facilities	228,762,000	251,129,515	256,893,000	244,310,000	256,025,000
<u>Proprietary</u>					
Surface Water – Facilities	79,618,755	72,861,864	71,335,253	75,053,944	80,429,669
Solid Waste – Facilities	16,970,000	12,705,787	16,061,495	15,927,500	10,420,000
Airport – Facilities	77,051,105	77,055,000	111,150,000	83,118,426	94,083,653
Total	\$ 634,840,772	\$ 648,265,352	\$ 800,733,779	\$ 762,666,618	\$ 761,440,699



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Exhibit 4: Real Estate Tax Project List

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

REET I Program/Project	2021	2022	2023	2024	2025	2026	Total
Funds for City/Council Partnerships	\$ 25,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 25,000
Debt P380 - 2012A Bond - CRI, Parks '03 refi	231,000	236,000	236,000	236,000	236,000	236,000	1,411,000
Debt P389 - 2011B Bond - CRI, gun range	636,882	630,000	565,000	560,000	1,465,000	2,960,000	6,816,882
Debt P399 - 2011C Bond - Cathcart	2,317,440	2,328,000	2,338,000	2,352,000	1,435,000	0	10,770,440
Debt P409 - 2013 Bond - Courthouse	2,350,000	2,350,000	2,350,000	2,350,000	2,350,000	2,350,000	14,100,000
Debt P429 - 2015 Bond, '05A CRI, gun range	417,580	420,000	420,000	420,000	420,000	420,000	2,517,580
Debt P429 - 2015 Bond, '06 Refi-gun rnge, lot	94,980	95,000	95,000	95,000	95,000	95,000	569,980
Debt P439 - 2019 Bond - Courthouse phase II	1,040,912	1,222,000	1,222,000	1,222,000	1,222,000	1,222,000	7,150,912
Debt P449 - 2020A Bond, Refi 2010A Parks, CRI	2,170,537	1,490,000	1,490,000	1,490,000	1,490,000	1,490,000	9,620,537
Total REET I	\$ 9,284,331	\$ 8,771,000	\$ 8,716,000	\$ 8,725,000	\$ 8,713,000	\$ 8,773,000	\$ 52,982,331

REET II Program/Project	2021	2022	2023	2024	2025	2026	Total
Road Fund 102 Capital Improvement Program	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 6,600,000
Funds for City/Council Partnerships	725,000	0	0	0	0	0	725,000
Parks Fund 309 - Capital Support	2,523,196	2,520,949	2,358,588	2,565,394	2,669,176	2,779,858	15,417,161
Parks Fund 309 - Community Parks	(730,000)	0	0	275,600	570,400	1,000,000	1,116,000
Parks Fund 309 - Regional Parks	4,402,000	3,202,000	2,352,000	2,052,000	2,727,000	2,002,000	16,737,000
Parks Fund 309 - Special Use Parks	450,000	400,000	400,000	400,000	300,000	400,000	2,350,000
Parks Fund 309 - Trails	790,000	150,000	150,000	150,000	150,000	275,000	1,665,000
Debt P380 - 2012A Bond - CRI & Parks '03 refi	140,600	141,000	141,000	0	0	0	422,600
Debt P389 - 2011B Bond - CRI, gun range	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	6,000,000
Total REET II	\$ 10,400,796	\$ 8,513,949	\$ 7,501,588	\$ 7,542,994	\$ 8,516,576	\$ 8,556,858	\$ 51,032,761

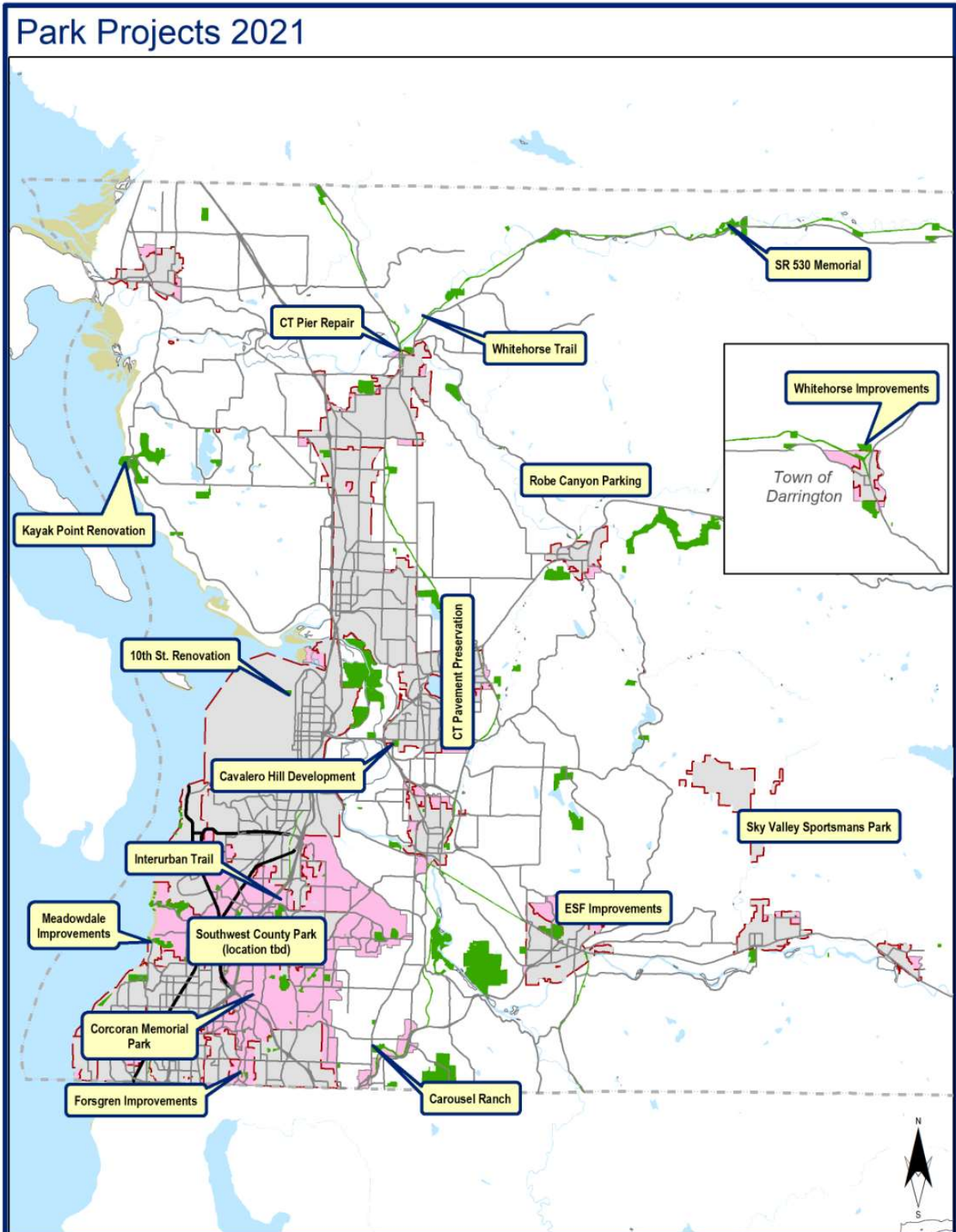
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Exhibit 5: Departmental Capital Improvement Program List

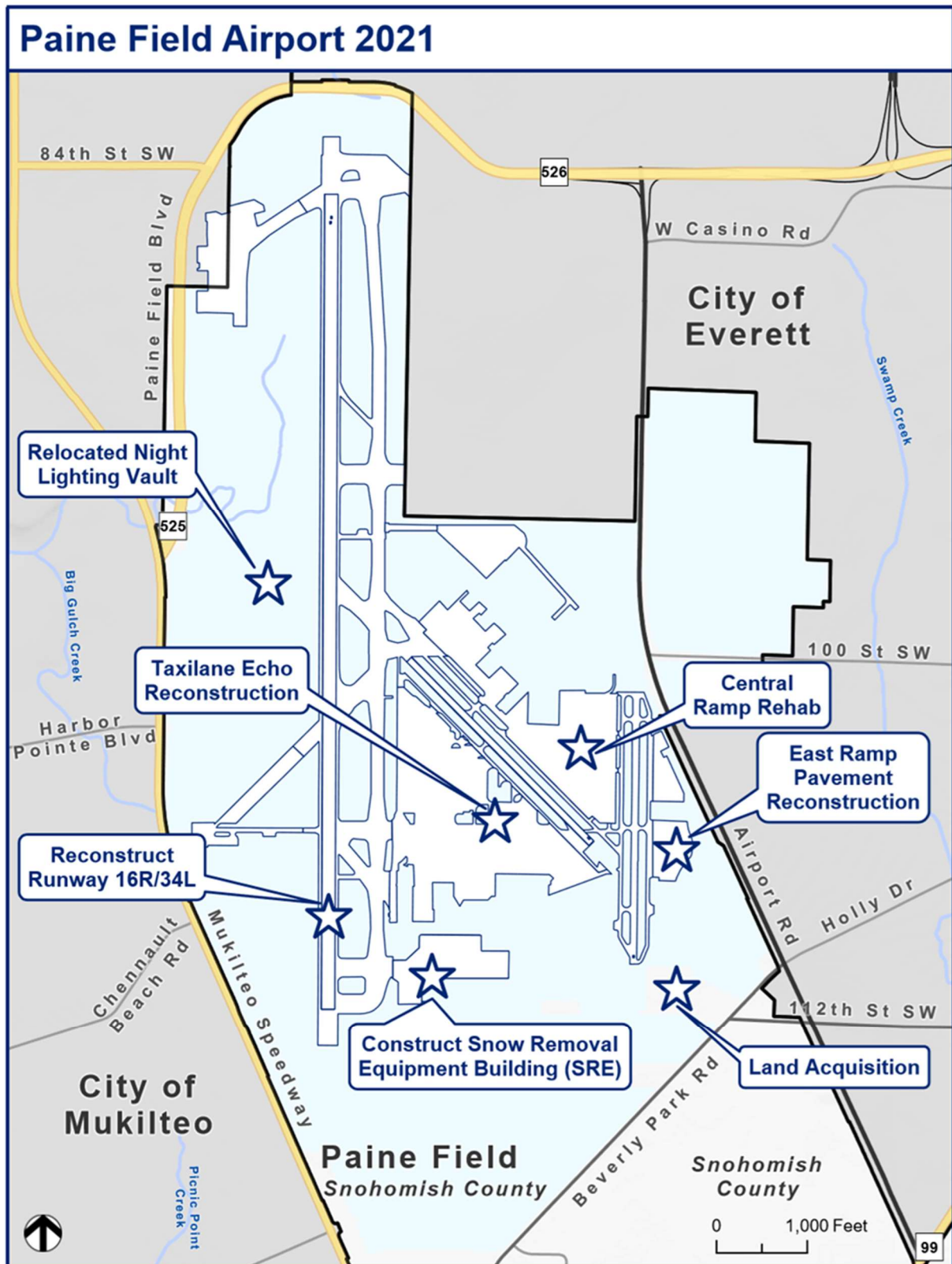
The exhibit below provides a list of all projects that are included in this CIP.

Department / Project	2021	2022	2023	2024	2025	2026	Total
Public Works							
Arlington Operations Center	1,100,000	2,000,000	19,500,000	5,075,000	1,425,000	0	29,100,000
Road Capital Construction	44,414,000	42,069,000	39,748,000	35,573,000	31,235,000	33,886,000	226,925,000
Solid Waste Construction Projects	4,420,000	4,600,000	350,000	350,000	350,000	350,000	10,420,000
SWM Capital Improvement Plan	14,078,064	13,150,520	14,886,703	12,673,101	12,709,719	12,931,562	80,429,669
Subtotal Public Works	\$ 64,012,064	\$ 61,819,520	\$ 74,484,703	\$ 53,671,101	\$ 45,719,719	\$ 47,167,562	\$ 346,874,669
Parks, Recreation & Tourism							
Community Parks	57,129,605	6,173,000	8,973,000	6,348,600	6,468,400	6,273,000	91,365,605
Other Park Resources	10,394,769	3,950,949	3,638,588	3,845,394	3,899,176	4,234,858	29,963,734
Subtotal Parks, Recreation & Tourism	\$ 67,524,374	\$ 10,123,949	\$ 12,611,588	\$ 10,193,994	\$ 10,367,576	\$ 10,507,858	\$ 121,329,339
Information Technology							
36 Month Technology Plan	2,856,584	2,380,158	2,465,104	2,739,898	0	0	10,441,744
Subtotal Information Technology	\$ 2,856,584	\$ 2,380,158	\$ 2,465,104	\$ 2,739,898	\$ 0	\$ 0	\$ 10,441,744
Debt Service / Nondepartmental							
Bond 2011 CRI & Gun Range	1,636,882	1,630,000	1,565,000	1,560,000	2,465,000	3,960,000	12,816,882
Bond Cathcart	2,317,440	2,328,000	2,338,000	2,352,000	1,435,000	0	10,770,440
Bond Courthouse	3,390,912	3,572,000	3,572,000	3,572,000	3,572,000	3,572,000	21,250,912
Bond CRI Park Refi	371,600	377,000	377,000	236,000	236,000	236,000	1,833,600
Bond Parks NIPS CRI Refi	2,170,537	1,490,000	1,490,000	1,490,000	1,490,000	1,490,000	9,620,537
Bond Refi-CRI, gun range	512,560	515,000	515,000	515,000	515,000	515,000	3,087,560
Subtotal Debt Service / Nondeptmntl	\$ 10,399,931	\$ 9,912,000	\$ 9,857,000	\$ 9,725,000	\$ 9,713,000	\$ 9,773,000	\$ 59,379,931
Facilities Management							
Courthouse	76,579,770	0	0	0	0	0	76,579,770
Fleet	5,042,616	3,544,305	4,276,846	4,512,856	3,726,384	3,326,449	24,429,456
Infrastructure/MENG Implement	400,000	1,639,500	1,639,500	1,639,500	1,639,500	1,639,500	8,597,500
Off Campus Bldg	19,724,637	0	0	0	0	0	19,724,637
Subtotal Facilities Management	\$ 101,747,023	\$ 5,183,805	\$ 5,916,346	\$ 6,152,356	\$ 5,365,884	\$ 4,965,949	\$ 129,331,363
Airport							
Airport-Capital Programs	22,911,554	4,135,000	8,472,099	14,525,000	27,860,000	16,180,000	94,083,653
Subtotal Airport	\$ 22,911,554	\$ 4,135,000	\$ 8,472,099	\$ 14,525,000	\$ 27,860,000	\$ 16,180,000	\$ 94,083,653
Grand Total - All Projects	\$ 269,451,530	\$ 93,554,432	\$ 113,806,840	\$ 97,007,349	\$ 99,026,179	\$ 88,594,369	\$ 761,440,699

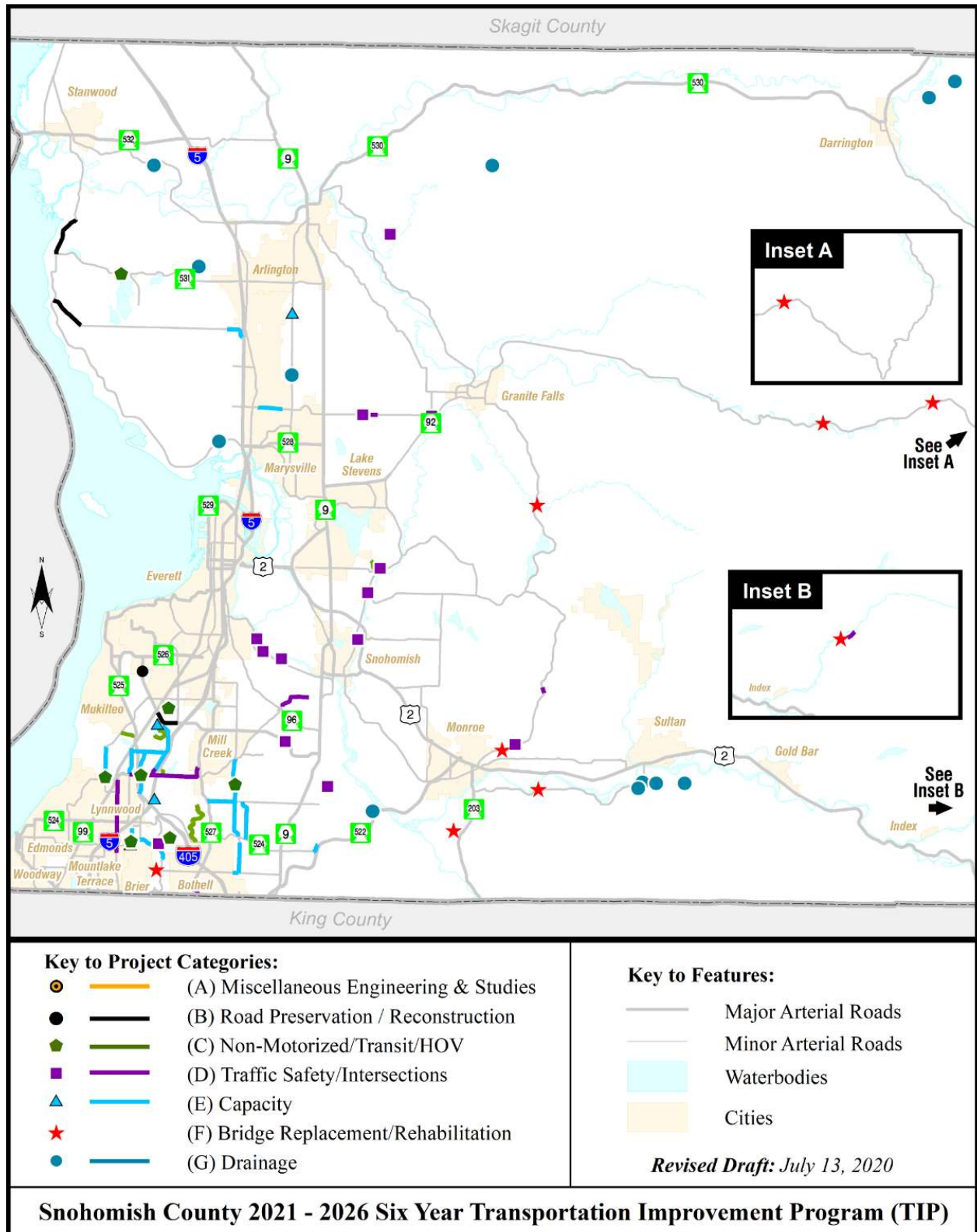
Map 1: Park Land and Recreational Facilities Projects (2021-2026)



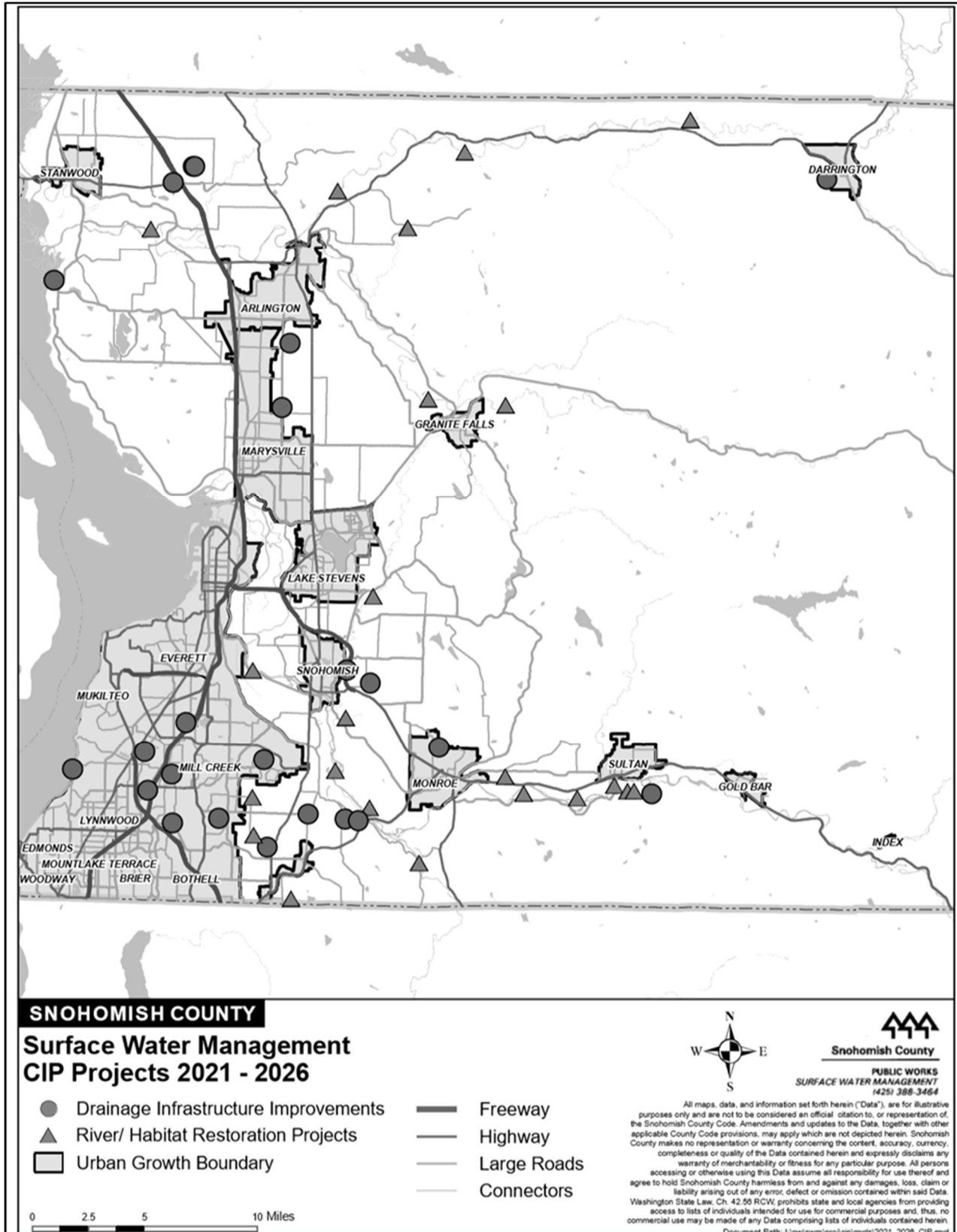
Map 2: Airport Facilities (Paine Field) Projects (2021-2026)



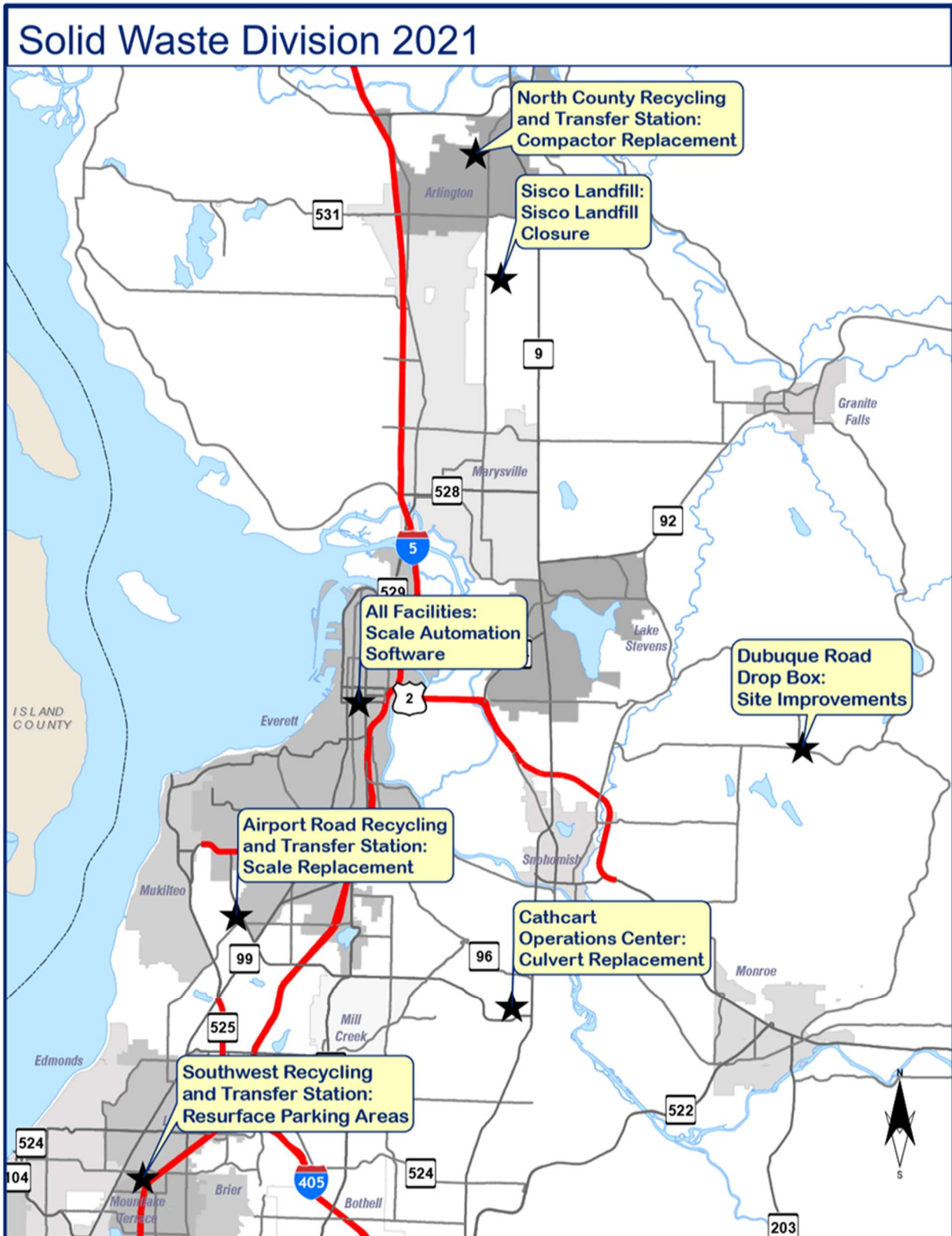
Map 3: Surface Transportation Projects (2021-2026)



Map 4: Surface Water Management Projects (2021-2026)



Map 5: Solid Waste Facilities Projects (2021-2026)



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Projects by Classification

The following matrix provides a high-level description of projects within this Capital Improvement Program (CIP) by sub-category classification.

Table 4: Description of Projects by Classification

Sub-Category	Summary Description of Projects Included in the CIP
Park Land and Recreational Facilities	The Department of Park, Recreation and Tourism's CIP projects are centered on four main priorities: meeting level of service (LOS) (largely funded through park impact mitigation fees and grants), taking care of existing assets (e.g. pavement preservation, playground replacement and renovation of existing parks), expansion of revenue producing amenities and development of regional trail systems. Whenever possible, grant funds and other outside funds are sought to support park capital improvements and significant funding has been provided in the past from the Washington State Recreation and Conservation Office, donations and other sources.
REET Debt Service	Snohomish County allocates Real Estate Excise Tax (REET) funds within the Capital Improvement Program to provide debt service for its outstanding Limited Tax General Obligation Bonds. These bond issuances have been used to finance a variety of County capital needs, including a new Courthouse addition, a number of County facility remodels, various County Parks projects, and the Campus Redevelopment Initiative (CRI) which included a correctional facility, parking garage, and administration building.
Surface Transportation	<p>The Department of Public Works (DPW) – Transportation and Environmental Services (TES) division's Transportation Improvement Program (TIP) includes a wide variety of capital projects that are grouped into several categories:</p> <ul style="list-style-type: none"> A. <u>Miscellaneous Engineering & Studies</u>: This category funds preliminary project planning, feasibility studies, and specialized reviews associated with initial project development; B. <u>Preservation/Overlay & ADA</u>: DPW uses a pavement management system that provides a systematic approach to lengthen roadway life through timely maintenance and preservation. Overlay projects and the associated ADA ramp upgrades are programmed in this category. Also budgeted here is the county's ADA transition program; C. <u>Non-Motorized/Transit/High Occupancy Vehicle</u>: This category funds projects to promote active transportation and improve multi-modal connections along major roadways and in growing urban areas. Improvements enhance walking conditions along popular routes between schools, transit stops, and residential and commercial areas. These facilities help to ensure resident safety, reduce vehicle trips, and improve access to public transportation and park and ride opportunities; D. <u>Traffic Safety/Intersections</u>: These projects provide safety improvements at spot locations and are designed to improve traffic flow and eliminate hazards. Projects include turn lane additions, neighborhood traffic calming devices, traffic signals, guardrail installation, railroad crossing improvements, road bank stabilization, and flood repair projects; E. <u>Capacity Improvements</u>: Projects in this category are designed to increase vehicle carrying capacity on the county arterial system and provide satisfactory levels-of-service to meet transportation system concurrency requirements; F. <u>Bridge Replacement and Rehabilitation</u>: This category funds the replacement or rehabilitation of deficient county bridges identified through federal and state inspections; G. <u>Drainage</u>: Drainage projects improve and preserve drainage infrastructure on the county road system. A component of this category is replacement of culverts under county roads to improve fish passage.
Airport Facilities	Many Snohomish County Airport (Paine Field) capital projects are multi-year construction projects and respond to existing or prospective customer needs that preserve and increase the asset and revenue base of the Airport. These include airfield upgrades; new building construction; road

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Sub-Category	Summary Description of Projects Included in the CIP
	<p>construction for improved transportation access to these new developments; and miscellaneous repairs to existing facilities and infrastructure. Aviation-related capital improvements may be eligible for funding from two sources; grant funding from the Federal Aviation Administration (“FAA”) at 90%; and/or from local Passenger Facility Charges (“PFC”) which is at \$4.50 per enplaned passenger. Local PFC funds are restricted to FAA approved projects only. The FAA funds runway and safety improvements, obstruction removal and other capital projects to meet or maintain FAA standards and preserve or enhance capacity.</p>
Technology Plan	<p>Capital projects for Information Technology (IT) typically involve multi-year efforts to upgrade or replace the technology systems of Snohomish County. The County uses a 36-month IT strategic plan to define the priorities for technology investments, and they plan these priorities in conjunction with customer agencies who propose projects to advance those strategies. Over the next five years, most capital projects will focus on “application modernization” –modernizing and replacing aging legacy applications in order to support more efficient and effective operations and services. Details about both current projects and future IT strategies are published in IT’s annual report as required by County code.</p>
Surface Water Management	<p>Projects of Surface Water Management (SWM) (a division of Public Works) are undertaken for the purposes stated in Snohomish County Code. The projects reduce drainage problems, improve aquatic habitat, improve the water quality of the County’s drainage systems and local streams and lakes, address local drainage and flood protection needs, as well as respond to Federal mandates to protect habitat and water quality under the Endangered Species and Clean Water Acts.</p> <p>SWM’s six-year CIP (2021-2026) continues to implement drainage, water quality, aquatic habitat and river protection projects as follows:</p> <ol style="list-style-type: none"> 1. <u>Flooding, Erosion & Habitat Restoration Projects</u>: The Stream and River Capital sub program includes river, sediment, and erosion control projects on large rivers, and feasibility analysis, design and construction of projects to restore or improve habitat and water quality in rivers and streams. This Program operates and maintains dikes and levees within the county and works with FEMA to mitigate future property losses through the acquisition, elevation, or relocation of risk-prone structures. <p>Habitat restoration capital efforts are focused on implementation of the County’s Salmon Recovery Plans organized around WRIA 5 (Stillaguamish), WRIA 7 (Snohomish) and WRIA 8 (South County Lake Washington) and implementation of project recommendations from the Sustainable Lands Strategy (SLS) process.</p> <ol style="list-style-type: none"> 2. <u>Drainage, Fish Passage and Water Quality Projects</u>: The Drainage, Fish Passage and Water Quality Capital sub program provides engineering planning and analysis, project design, and project construction to solve drainage problems, improve culverts for fish passage, and improve water quality throughout the County. The projects include upsizing culverts or drainage systems, installing new drainage or infiltration systems to reduce road flooding, and retrofitting drainage and stormwater facilities to increase stormwater detention and /or improve water quality. This program has four main components: <ul style="list-style-type: none"> • Drainage and Flooding Reduction projects: These projects resolve neighborhood and basin wide drainage and road flooding problems. The projects are developed from drainage complaints, referrals from other County departments and divisions, Master drainage plans and other engineering studies, including a cost-share incentive program for improving water quality on private property; • Fish Passage Improvement projects: This includes the development and implementation of a program to replace existing fish blockage culverts with systems that allow and encourage fish passage; • Master Drainage Planning, basin planning, and Water Quality Facility Planning: This program includes analysis of specific geographic areas and preliminary design to resolve existing and predicted future drainage, water quality and habitat

Snohomish County

2021-2026 Capital Improvement Program – Council Adopted November 10, 2020

Sub-Category	Summary Description of Projects Included in the CIP
	<p>problems; and</p> <ul style="list-style-type: none"> • NPDES and water quality-focused projects: These projects include retrofitting stormwater facilities to improve water quality and improving County drainage systems to reduce water quality problems. <p>3. <u>Capital Debt</u>: The Bond Debt Services program includes repayment of bonds and loans used to develop and implement past surface water capital projects and programs. This includes the DNR Bond repayment and E-CIDI bond repayment.</p>
Solid Waste Facilities	<p>The Solid Waste Division (Public Works) 2021-2026 CIP identifies the following projects:</p> <ol style="list-style-type: none"> 1. <u>Sisco Landfill</u>: As part of a settlement agreement, the County will use restricted third-party funds to pay for closure of the Sisco Landfill in accordance with state and local regulations. Design and permitting began in 2017. Permitting will continue through 2020 with construction in 2022. 2. <u>Scale Automation Software Upgrade</u>: The Division will proceed with a Request for Proposals (RFP) and acquisition of a new scale software system in 2021. The existing system, servicing all Division facilities, has been in operation for over 30 years. The system has been stable and reliable; however, many of the programming and report functions are no longer compatible with current IT systems and computer processing technology. Upgrading the software system would be a benefit to both the Division and its customers. 3. <u>Drop Box Improvements</u>: The Division's aging rural drop box sites need repair. Such repairs include maintenance of site retaining walls and parking lot surface treatments. Additionally, with continued development in the eastern part of the County, the Division will develop plans to address the solid waste needs in this part of the County. This is a carryover from the prior CIP. 4. <u>North County Recycling and Transfer Station (NCRTS) compactor</u> – One of the compactors at NCRTS has reached the end of its useful life and needs to be replaced. The Division will work with the selected vendor to ensure replacement of the compactor will have minimal interruption in service to customers at the NCRTS facility. 5. <u>Supervisory Control and Data Acquisition (SCADA)</u>: The present technology used to remotely monitor and control system for management of closed landfills and transfer stations is dated and experiencing failures. These systems require an update to ensure compliance with state and local regulatory agencies. 6. <u>Airport Road Recycling and Transfer Station (ARTS) scales</u>: The ARTS scales have been in service since 2003 and are used for commerce (fee based on weight). They are at the end of their useful life and require replacement. Scales will be replaced sequentially to maintain normal operations during this project. 7. <u>Southwest Recycling and Transfer Station (SWRTS) Parking Area Resurfacing</u>: The trailer parking lot at the SWRTS has been in operation since 2003, with minimal repairs and maintenance. With the volume of truck traffic and trailer movement in this area it is now showing signs of wear that include "alligator" cracking and patched areas and needs to be replaced. 8. <u>Contingency funding for unanticipated repairs</u>: Funding to support repairs for unanticipated equipment failures.
General Government Facilities	<p>Major Facility projects include the renovation of the County Courthouse and Evaluation & Treatment Facility. Unused Denney Juvenile Justice Center space will be remodeled and used to operate the North Sound Mental Health Treatment Center (NSBHTC).</p>
Fleet Services	<p>Fleet Services' 2021-2026 CIP consists of equipment replacement for individual equipment costing over \$50,000.</p>

Chapter IV: Departmental Capital Improvement Program Detail

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

Similar projects from one department are sometimes aggregated into a single Capital Improvement Project. They may be grouped into a single project because of a similar purpose, type of expense, and funding source. Detail on transportation projects of this nature, on a project-by-project basis, is included in the County's 2021-2026 Transportation Improvement Program.

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

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 06 Public Works

Short Name: 102 - Replacement of Sand Hill Pit

Description: Public Works intends to sell its Sand Hill Pit property if able to generate sufficient revenues to contribute towards the Arlington Operations Center project, and also to replace the property with something less expensive that can still meet the Road Maintenance operational needs. This package is for the land purchase and site development of this replacement site.

CIP - Capital:

Fund	SubFund	Division	Program				
<u>102</u>	<u>102</u>	<u>County Road</u>	<u>620</u>	<u>Road Maintenance</u>	<u>201</u>	<u>RM Operations</u>	
Object	2021	2022	2023	2024	2025	2026	
Capital Outlays	\$1,950,000	\$0	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$1,950,000	\$0	\$0	\$0	\$0	\$0	\$0
CIP-Capital Totals:	\$1,950,000	\$0	\$0	\$0	\$0	\$0	\$0

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
Sale of Fixed Asset	\$1,950,000	\$0	\$0	\$0	\$0	\$0
Funding Sources Total:	\$1,950,000	\$0	\$0	\$0	\$0	\$0

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 06 Public Works

Short Name: 102 - Road Fund Transportation Improvement Program

Description: The Annual Construction Program (ACP) is updated each year along with the six-year Transportation Improvement Program (TIP) to specify the transportation capital program in accordance with the adopted Comprehensive Plan, which sets the stage for future land use and growth through 2035. To meet the needs of an estimated 238,000 new residents, the ACP & TIP provides for new and/or enhanced capital improvements to create a viable arterial network.

The 2021 ACP and capital road fund expenditure budget includes construction of several large grant-funded transportation improvements, including 35th Ave SE Phase II, 180th St SE Phase 1, Index Galena Rd flood repair, and North Creek Trail Phase 1. In addition, the capital program continues to invest in pavement preservation, ADA, safety, and non-motorized programs. The 2021 ACP continues to stretch and leverage local road fund dollars with mitigation fees, outside grants, and other funding sources accounting for nearly 75 cents of every capital program dollar.

2021 PROGRAM COMPONENTS

This package describes the capital road construction program and provides staffing support, consultant and contract services necessary to design, acquire right-of-way (R/W), and construct \$42.5 million in capital improvement projects. These projects will provide for a safe, efficient transportation system that meets the growing needs of Snohomish County residents and businesses.

The 2021 capital program consists of \$6.1 million in Preliminary Engineering (PE), which is the basic design work needed to develop projects. PE also accounts for dollars spent through the environmental permitting process, as well as for public review of projects. \$4.8 million will be devoted to R/W acquisition for new and expanded roadways. R/W dollars are also spent on land needed for drainage/detention areas and environmental mitigation sites. Approximately \$26 million will be spent on construction by contract and \$1.3 million by County forces on smaller scale projects. \$4.5 million will be for construction engineering and inspection needed to ensure projects are built as designed and traffic flow and safety throughout the work zones are maintained.

A. ENGINEERING & STUDIES (\$753,000). This category funds preliminary project planning and specialized reviews directly associated with the ACP projects needed to ensure transportation infrastructure meets the growing needs. This category also funds the county's high capacity transit access studies and development of the Little Bear Creek advanced mitigation site.

B. PAVEMENT PRESERVATION AND REHABILITATION PROGRAM (\$6,131,000; 25% grant funded). Snohomish County uses a Pavement Management System, which provides a systematic approach to lengthen roadway life by timely preservation and maintenance. When road reconstruction is warranted, these projects fall under this category along with the associated ADA ramp upgrades. Additionally, implementation of the County's ADA Transition Plan is budgeted here.

C. NON-MOTORIZED/TRANSIT/HIGH OCCUPANCY VEHICLE (\$3,353,000; 29% grant funded). This category funds projects to improve pedestrian and multi-modal connections along major roadways and in growing urban areas. Projects seek to improve walking conditions along popular routes between schools, transit stops, and residential and commercial areas. Safer walking conditions make it easier for citizens to take advantage of alternative modes to driving. Well-planned connections promote an area's vitality and sense of community. This category includes the County's payments to Community Transit for the Curb the Congestion program, as well as construction of Phase 1 of the North Creek Trail project.

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 06 Public Works

Short Name: 102 - Road Fund Transportation Improvement Program

D. TRAFFIC SAFETY/INTERSECTIONS (\$12,692,000; 91% grant funded). These projects provide safety improvements to spot locations, which are designed to improve traffic flow and eliminate hazards. Projects include adding turn lanes, neighborhood traffic calming devices, traffic signals, guard rail installation, and road bank stabilization projects. This category also includes the 2020 flood repair projects, the Index Galena Road flood repair project, as well as the Adaptive Signal Systems Phase II project in collaboration with WSDOT and local cities.

E. CAPACITY IMPROVEMENTS (\$16,214,000; 35% grants, 32% mitigation, 23% loans). Projects in this expenditure category are designed to increase vehicle carrying capacity on the county road system. The projects provide satisfactory levels of service to meet transportation system concurrency requirements identified in the Transportation Element of the County's Comprehensive Plan. Where warranted, capacity projects add travel lanes along corridors and improve major intersections. New roadway alignments are also included in this category. Generally, these projects include bike lanes, sidewalks, landscaping and illumination. 35th Ave SE Phase II, 180th St SE Phase 1, and 43rd Ave SE are included in this category.

F. BRIDGE REPLACEMENT & REHABILITATION (\$1,110,000; 65% grant funded). This category funds replacement and rehabilitation of deficient County bridges. Bridge projects are identified through federal and state bridge condition inspection findings and the County's Annual Bridge Condition Report.

G. DRAINAGE (\$2,105,000; 43% SWM funded). Drainage projects improve and preserve drainage infrastructure on the county road system. These projects lie within county road right of way, are an integral part of the road system, and are necessary to maintain and preserve system condition. A component of this category is replacement of culverts under county roads that are currently fish blockages.

CIP - Capital:

Fund	SubFund	Division	Program				
102	102	County Road	610 County Road - TES	103	TES Capital		
Object	2021	2022	2023	2024	2025	2026	
Salaries and Wages	\$577,072	\$0	\$0	\$0	\$0	\$0	
Personnel Benefits	\$246,220	\$0	\$0	\$0	\$0	\$0	
Supplies	\$30,000	\$0	\$0	\$0	\$0	\$0	
Services	\$1,272,000	\$0	\$0	\$0	\$0	\$0	
Capital Outlays	\$875,000	\$0	\$0	\$0	\$0	\$0	
Interfund Payments For Service	\$42,500	\$0	\$0	\$0	\$0	\$0	
Program Subtotal:	\$3,042,792	\$0	\$0	\$0	\$0	\$0	

Object	2021	2022	2023	2024	2025	2026
102	102	County Road	620 Road Maintenance	203	RM Capital	
Salaries and Wages	\$426,341	\$0	\$0	\$0	\$0	\$0
Personnel Benefits	\$154,093	\$0	\$0	\$0	\$0	\$0
Supplies	\$225,000	\$0	\$0	\$0	\$0	\$0
Services	\$86,566	\$0	\$0	\$0	\$0	\$0
Interfund Payments For Service	\$450,000	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$1,342,000	\$0	\$0	\$0	\$0	\$0

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 06 Public Works

Short Name: 102 - Road Fund Transportation Improvement Program

102	102	County Road	630	Engineering Services	303	ES Capital		
Object	2021	2022	2023	2024	2025	2026		
Salaries and Wages	\$5,503,436	\$0	\$0	\$0	\$0	\$0		
Personnel Benefits	\$2,189,226	\$0	\$0	\$0	\$0	\$0		
Supplies	\$5,000	\$0	\$0	\$0	\$0	\$0		
Services	\$4,447,278	\$0	\$0	\$0	\$0	\$0		
Capital Outlays	\$25,344,268	\$42,069,000	\$39,748,000	\$35,573,000	\$31,235,000	\$33,886,000		
Interfund Payments For Service	\$430,000	\$0	\$0	\$0	\$0	\$0		
Program Subtotal:	\$37,919,208	\$42,069,000	\$39,748,000	\$35,573,000	\$31,235,000	\$33,886,000		

102	102	County Road	650	County Road Administration	503	Admin Operations Capital		
Object	2021	2022	2023	2024	2025	2026		
Salaries and Wages	\$160,000	\$0	\$0	\$0	\$0	\$0		
Program Subtotal:	\$160,000	\$0	\$0	\$0	\$0	\$0		

CIP-Capital Totals:	\$42,464,000	\$42,069,000	\$39,748,000	\$35,573,000	\$31,235,000	\$33,886,000		
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CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
Transportation Mitigation	\$5,400,000	\$9,416,000	\$5,426,000	\$4,260,000	\$8,241,000	\$5,637,000
Transportation Grant	\$20,418,000	\$17,859,000	\$16,251,000	\$15,414,000	\$6,330,000	\$11,729,000
SWM Funds	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000
REET II	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000
PWTFL	\$3,736,000	\$610,000	\$0	\$0	\$0	\$0
Plats	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000
Fed Forest II	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000
County Road	\$10,570,000	\$11,844,000	\$15,731,000	\$13,559,000	\$14,324,000	\$14,180,000
Funding Sources Total:	\$42,464,000	\$42,069,000	\$39,748,000	\$35,573,000	\$31,235,000	\$33,886,000

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 06 Public Works

Short Name: 188 - Arlington Operations Center

Description: The Road Maintenance Division (Road Maintenance) operates from two locations: the Arlington Shop and the Cathcart Way Operations Center, maintaining approximately 1,590 road miles and 202 bridges.

Road Maintenance has approximately 68 full time staff based at the Arlington Shop and 103 staff based at Cathcart, with high levels of temporary staff added during summer months. Road Maintenance provides day-to-day maintenance and small project construction services. It is also an important emergency responder for flooding, landslides, opening roads for utilities, and other emergency services. The Arlington Shop serves the north county (RM District 1), which has 562 road miles. It also is the location of the Bridge Crew, which maintains all of the County’s 202 bridges.

The Fleet Services Division, Facilities and Fleet, operates an equipment maintenance shop at Arlington with a staff of eight mechanics, one supervisor, and one storekeeper. The shop repairs and maintains the trucks and heavy equipment used by the road crews at Arlington. The shop also repairs and maintains Solid Waste trucks and equipment, and performs urgent repairs on Sheriff’s vehicles. Fleet Stores purchases and maintains an inventory of material and supplies that support the road crews, including guardrail, bridge timbers and components, drainage structures and culverts & other supplies.

The newly proposed Arlington Operations Center would provide approximately 15,000 square feet of staff office and meeting space. The project will also provide a redevelopment plan for the Arlington site, including the eventual replacement of the ER&R Maintenance Shop, to be completed in a later phase as funding is available.

This package is a request to hire consultants for the Phase 1 improvements which include design of the new administrative/crew building, utility and stormwater improvements, and remediation of contaminated soil. It also includes preliminary cost estimates for the out-years (2022 - 2025).

CIP - Capital:

Fund	SubFund	Division	Program				
<u>188</u>	<u>188</u>	<u>Public Wrks Facility</u>	<u>650</u>	<u>County Road Administration</u>	<u>501</u>	<u>Admin Operations</u>	
Object	2021	2022	2023	2024	2025	2026	
Services	\$1,100,000	\$1,900,000	\$500,000	\$75,000	\$25,000	\$0	
Capital Outlays	\$0	\$100,000	\$19,000,000	\$5,000,000	\$1,400,000	\$0	
Program Subtotal:	\$1,100,000	\$2,000,000	\$19,500,000	\$5,075,000	\$1,425,000	\$0	
CIP-Capital Totals:	\$1,100,000	\$2,000,000	\$19,500,000	\$5,075,000	\$1,425,000	\$0	

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
Fund Balance	\$1,100,000	\$2,000,000	\$500,000	\$75,000	\$25,000	\$0
Bond Proceeds-Other	\$0	\$0	\$19,000,000	\$5,000,000	\$1,400,000	\$0
Funding Sources Total:	\$1,100,000	\$2,000,000	\$19,500,000	\$5,075,000	\$1,425,000	\$0

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 06 Public Works

Short Name: 402 - Solid Waste Capital Improvement Program

Description: This package includes the 2021 Capital Program budget request and the 6-year Capital Improvement Plan (CIP).

The 2021 Capital Program includes:

- Final design plans for closure of the Sisco Landfill (\$500k)
- Engineering Services work for Sisco Landfill (\$50k)
- Scale Automation Software Upgrade (\$270k)
- Drop box site improvements (\$250k)
- NCRS Compactor Replacement (\$2.2M)
- Engineering Services work for NCRS Compactor Replacement (\$50k)
- Remote Sensor Standardization (\$300k)
- ARTS Scales (\$200k)
- SWRTS Parking Area Resurfacing (\$250k)
- Contingency funding for unanticipated repair (\$350k)

CIP - Capital:

Fund	SubFund	Division	Program			
<u>402</u>	<u>402</u>	<u>Solid Waste</u>	<u>405 Engineering And Construct</u>	<u>437</u>	<u>Solid Waste-Capital</u>	
Object	2021	2022	2023	2024	2025	2026
Supplies	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Services	\$1,525,000	\$175,000	\$175,000	\$175,000	\$175,000	\$175,000
Capital Outlays	\$2,650,000	\$4,300,000	\$50,000	\$50,000	\$50,000	\$50,000
Interfund Payments For Service	\$220,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Program Subtotal:	\$4,420,000	\$4,600,000	\$350,000	\$350,000	\$350,000	\$350,000
CIP-Capital Totals:	\$4,420,000	\$4,600,000	\$350,000	\$350,000	\$350,000	\$350,000

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
Solid Waste Tipping Fees	\$4,420,000	\$4,600,000	\$350,000	\$350,000	\$350,000	\$350,000
Funding Sources Total:	\$4,420,000	\$4,600,000	\$350,000	\$350,000	\$350,000	\$350,000

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 06 Public Works

Short Name: 415 - SWM CIP adjustments related to Ord 20-077

Description: This package adjusts SWM's budget in connection with Ordinance 20-077. See the department package for full amount details.

CIP - Capital:

Fund	SubFund	Division	Program			
<u>415</u>	<u>415</u>	<u>Surface Water</u>	<u>357</u>	<u>Surface Water</u>	<u>513</u>	<u>SWM Capital</u>
Object	2021	2022	2023	2024	2025	2026
Services	(\$406,585)	\$0	\$0	\$0	\$0	\$0
Capital Outlays	\$0	(\$525,000)	(\$1,625,000)	(\$800,000)	(\$1,100,000)	(\$1,100,000)
Interfund Payments For Service	(\$200,000)	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	(\$606,585)	(\$525,000)	(\$1,625,000)	(\$800,000)	(\$1,100,000)	(\$1,100,000)
CIP-Capital Totals:	(\$606,585)	(\$525,000)	(\$1,625,000)	(\$800,000)	(\$1,100,000)	(\$1,100,000)

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
SWM Funds	(\$200,000)	(\$525,000)	(\$1,625,000)	(\$800,000)	(\$1,100,000)	(\$1,100,000)
Prior Year Funds	(\$406,585)	\$0	\$0	\$0	\$0	\$0
Funding Sources Total:	(\$606,585)	(\$525,000)	(\$1,625,000)	(\$800,000)	(\$1,100,000)	(\$1,100,000)

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 06 Public Works

Short Name: 415 - Surface Water Capital Improvement Program

Description: This priority package describes the Annual Construction Plan (ACP) and the Six-Year Capital Improvement Plan (CIP) for the Surface Water Management (SWM) Division of Public Works and reflects adjustments to the Capital (Program 513) base capital budget for 2021. Overall, the 2021 budget request for SWM Capital increased by 13.1% compared to 2020. Adjustments are in the following areas:

- 1) Stream and River Capital (Sub-Program 003)
- 2) Drainage and Water Quality Capital (Sub-Program 008)
- 3) Bond Debt Service (Sub-Program 009)

See the Council's adjustment package for reductions to this package.

CIP - Capital:

Fund	SubFund	Division	Program			
<u>415</u>	<u>415</u>	<u>Surface Water</u>	<u>357</u>	<u>Surface Water</u>	<u>513</u>	<u>SWM Capital</u>
Object	2021	2022	2023	2024	2025	2026
Salaries and Wages	\$2,073,577	\$0	\$0	\$0	\$0	\$0
Personnel Benefits	\$822,558	\$0	\$0	\$0	\$0	\$0
Supplies	\$194,700	\$0	\$0	\$0	\$0	\$0
Services	\$2,996,288	\$0	\$0	\$0	\$0	\$0
Capital Outlays	\$4,247,000	\$13,675,520	\$16,511,703	\$13,473,101	\$13,809,719	\$14,031,562
Debt Service: Principal	\$1,344,233	\$0	\$0	\$0	\$0	\$0
Debt Service Costs	\$67,512	\$0	\$0	\$0	\$0	\$0
Interfund Payments For Service	\$2,938,781	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$14,684,649	\$13,675,520	\$16,511,703	\$13,473,101	\$13,809,719	\$14,031,562
CIP-Capital Totals:	\$14,684,649	\$13,675,520	\$16,511,703	\$13,473,101	\$13,809,719	\$14,031,562

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
SWM Funds	\$7,576,647	\$9,636,805	\$12,602,988	\$9,334,386	\$9,656,004	\$9,457,847
Prior Year Funds	\$3,374,363	\$500,000	\$0	\$200,000	\$0	\$0
Other Grants	\$3,233,462	\$3,270,000	\$3,630,000	\$3,655,000	\$3,860,000	\$4,270,000
Other Funds	\$255,635	\$18,715	\$18,715	\$18,715	\$18,715	\$18,715
County Road	\$244,542	\$250,000	\$260,000	\$265,000	\$275,000	\$285,000
Funding Sources Total:	\$14,684,649	\$13,675,520	\$16,511,703	\$13,473,101	\$13,809,719	\$14,031,562

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: CIP Package- grant adjustments for SR 530

Description: See corresponding package "Parks 309-Regional Parks". Parks anticipated receiving \$1,000,000 in grant funds from the Recreation Conservation Office (2 grants of \$500,000 each). Parks has indicated they will only receive one of the \$500,000 grants. Also, Parks received \$294,000 in grant funds from Department of Commerce for SR 530.

CIP - Capital:

Fund	SubFund	Division	Program				
<u>309</u>	<u>001</u>	<u>Parks Construction Fund</u>	<u>985</u>	<u>Parks And Recreation - Ad</u>	<u>946</u>	<u>Regional</u>	
Object	2021	2022	2023	2024	2025	2026	
Capital Outlays	(\$206,000)	\$0	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	(\$206,000)	\$0	\$0	\$0	\$0	\$0	\$0
CIP-Capital Totals:	(\$206,000)	\$0	\$0	\$0	\$0	\$0	\$0

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
Other Grants	(\$206,000)	\$0	\$0	\$0	\$0	\$0
Funding Sources Total:	(\$206,000)	\$0	\$0	\$0	\$0	\$0

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Funds for City/Council Partnerships

Description: This is a CIP package to add \$750,000 for City/Council Partnership Projects. The total amount for the 2020 CIP and 2020 Budget year will be \$750,000, or \$150,000 per Council District. Please refer to Revenue PP #606 for revenue detail. This package is in addition to package "Parks 309-Community Parks".

CIP - Capital:

Fund	SubFund	Division	Program				
309	001	Parks Construction Fund	985	Parks And Recreation - Ad	944	Community	
Object	2021	2022	2023	2024	2025	2026	
Capital Outlays	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0
CIP-Capital Totals:	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
REET II	\$725,000	\$0	\$0	\$0	\$0	\$0
REET I	\$25,000	\$0	\$0	\$0	\$0	\$0
Funding Sources Total:	\$750,000	\$0	\$0	\$0	\$0	\$0

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks - Fund 180 - Fair Park Capital

Description: As described in SCC 4.87 the Reserve Fund for Evergreen State Fairgrounds Capital Improvements was established in 1993 to account for and accumulate monies for expenditure on capital improvements or acquisitions at the Evergreen State Fair Park. It also accounts and accumulates funds for relief should there be a Fair Park operational deficit, this is considered the Rainy Day Fund with a minimum of \$ 250,000 held in reserve. When the fund took on debt service in 2011 we established an Additional Reserve of \$ 300,000.

For the 2021 Budget \$ 500,000 additional reserve was added to account for the impacts from COVID19 and the impact to the 2020 Fair and events.

The source of these funds are generated by deposit of 10% on all building and grounds rentals, and surplus of Fair Park operating as determined at the conclusion of each budget cycle. An operating transfer line item has been established to identify a conservative projected surplus from the 2021 reconciliation. The assumption is that revenue streams in 2021 will be at least 80% of those accounted for in 2019 (Pre-COVID19).

This package includes the 2020 Budget for planned new capital expenditure (Machinery/Equipment and Construction) and off-setting revenue only.

The base costs such as Repair and Maintenance, debt service (prior capital), interfunds and reserves are in a non-capital project (Pkg # 298)

CIP - Capital:

Fund	SubFund	Division	Program			
<u>180</u>	<u>180</u>	<u>Evergreen Fairground Cum</u>	<u>966</u>	<u>Evergreen Fair</u>	<u>545</u>	<u>Fairgrounds Maintenance</u>
Object	2021	2022	2023	2024	2025	2026
Capital Outlays	\$661,396	\$650,000	\$700,000	\$700,000	\$750,000	\$750,000
Program Subtotal:	\$661,396	\$650,000	\$700,000	\$700,000	\$750,000	\$750,000
CIP-Capital Totals:	\$661,396	\$650,000	\$700,000	\$700,000	\$750,000	\$750,000

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
Prior Year Funds	\$661,396	\$650,000	\$700,000	\$700,000	\$750,000	\$750,000
Funding Sources Total:	\$661,396	\$650,000	\$700,000	\$700,000	\$750,000	\$750,000

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks - Fund 185 Conservation Futures - Capital

Description: The Snohomish County Conservation Futures Program is responsible 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 84.24.230 and S.C.C. 4.14. Funding for the program is through the collection of up to \$ 0.0625 per \$1,000 of assessed valuation against all taxable real property within Snohomish County.

S.C.C. 4.14.080 establishes a Conservation Futures Advisory Board, consisting of the County Executive representative, two County Council representatives, two elected officials from cities within the county, and two citizen representatives, to make recommendations for projects funded by Conservation Futures revenue. Projects are evaluated and prioritized based on various criteria, including regional significance, multi-jurisdictional benefit, enhancement to current conservation programs, consequences from development, compliance with open space policies, and/or establishment of a trail corridor or natural area linkage. The board meets as necessary and make recommendations which are forwarded to the County Executive for transmittal to the County Council for final action.

This budget reflects the balance of funding for projects to be completed in 2021 that were approved by the committee as well as operations and maintenance plus bond debt payment and mandatory capital interfund costs. The budget also allows for available funding for new projects as defined by Conservation Futures Advisory Board.

CIP - Capital:

Fund	SubFund	Division	Program				
<u>185</u>	<u>185</u>	<u>Conservation Futures Tax</u>	<u>985 Parks And Recreation - Ad</u>	<u>191</u>	<u>Conservation Futures</u>		
	Object	2021	2022	2023	2024	2025	2026
	Capital Outlays	\$6,605,906	\$1,300,000	\$1,400,000	\$1,400,000	\$1,500,000	\$1,500,000
	Program Subtotal:	\$6,605,906	\$1,300,000	\$1,400,000	\$1,400,000	\$1,500,000	\$1,500,000
	CIP-Capital Totals:	\$6,605,906	\$1,300,000	\$1,400,000	\$1,400,000	\$1,500,000	\$1,500,000

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
Prior Year Funds	\$3,026,012	\$0	\$0	\$0	\$0	\$0
Conservation Tax Fund	\$3,579,894	\$1,300,000	\$1,400,000	\$1,400,000	\$1,500,000	\$1,500,000
Funding Sources Total:	\$6,605,906	\$1,300,000	\$1,400,000	\$1,400,000	\$1,500,000	\$1,500,000

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Capital Support

Description: Description: SUPPORT - PARKS ACQUISITION, DEVELOPMENT AND IMPROVEMENTS: Parks requires a variety of professional staff to support the Parks Department's capital planning, citizen participation, grant writing, contracts, Interlocal Cooperation Agreements, acquisition, design and engineering, program supervision, and construction management. In addition, funding for smaller capital projects that may be constructed by Parks maintenance staff is included in this package.

The Snohomish County Park Improvement Plan which provides support for park acquisition, development, and improvement projects includes:

GENERAL IMPROVEMENTS: Funding for small capital or other REET 2 eligible projects. These projects are typically accomplished by the Parks Maintenance Division and are focused on priorities such as ADA and NPDES improvements, life-cycle replacements and operational efficiencies.

Funding is proposed as follows:

Prior Year Balance: \$0

2021: \$250,000 (REET 2)

Future Years: 2022 - \$200,000 (REET 2), 2023 - \$200,000 (REET 2), 2024 - \$350,000 (REET 2), 2025 - \$400,000 (REET 2) and 2026 - \$400,000 (REET 2)

Project Start/End Date: On-going program

Project Status: A number of projects were completed in 2020 including rental home improvements, asphalt work, shelter installation and others. A list of projects to be completed in 2021 has been generated and is ranked for completion.

Changes Since the 2020 Budget: None

CAPITAL SUPPORT/SALARIES, OVERHEAD AND BENEFITS: On-going funding for professional staff to support Parks' capital program. Capital staffing includes planners, landscape architects, engineers, contract administration and property acquisition specialist. Funding is proposed as follows:

Prior Year Balance: \$0

2021: \$1,743,833 (REET 2, Grant)

Future Years: 2022 - \$1,710,103 (REET 2), 2023 - \$1,766,742 (REET 2), 2024 - \$1,825,359 (REET 2), 2025 - \$1,886,030 (REET 2) and 2026 - \$1,942,611 (REET 2)

Project Start/End Date: On-going program

Project Status: The Planning group completed a wide variety of projects in 2020 including land acquisitions, design and engineering, permit procurement, construction oversight and management, life-cycle renovations, long-range planning processes, public outreach and others.

Changes Since the 2020 Budget: None

2013 BOND REPAYMENT: Repayment of a bond issued in 2013 to fund a variety of capital improvements. Repayment of this bond will continue over the coming years. Funding is proposed as follows:

Prior Year Balance: \$0

2021: \$344,450 (REET 2)

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Capital Support

Future Years: 2022 - \$343,250 (REET 2), 2023 - \$126,650 (REET 2), 2024 - \$127,400 (REET 2), 2025 - \$123,800 (REET 2) and 2026 - \$125,200 (REET 2)

Project Start/End Date: 2013/2032

Project Status: On-going repayment project.

Changes Since the 2020 Budget: None

SMALL CAPITAL IMPROVEMENTS PROGRAM: This program completes small, park capital projects using in-house staff. Typical projects include playground replacement, trail construction, asphalt preservation and miscellaneous projects that are often time consuming and difficult to bid (e.g. fence repairs/replacement). Efficiencies are gained through reduced project completion time, reduced costs to complete the project and incorporation of lower maintenance components. Funding is proposed as follows:

Prior Year Balance: \$0

2021: \$223,071 (REET 2)

Future Years: 2022 - \$226,559 (REET 2), 2023 - \$233,834 (REET 2), 2024 - \$241,368 (REET 2), 2025 - \$248,609 (REET 2) and 2026 - \$256,067 (REET 2)

Project Start/End Date: On-going program

Project Status: On-going program.

Changes Since the 2020 Budget: None

COUNTY ARCHAEOLOGIST: Park projects often include a component of cultural resources review, which may require tribal consultation and/or a cultural resources study. In 2018 Snohomish County hired its first full-time Archaeologist and Parks provides a portion of the salary for this position. Funding is proposed as follows:

Prior Year Balance: \$0

2021: \$30,000 (REET 2)

Future Years: 2022 - \$30,000 (REET 2), 2023 - \$30,000 (REET 2), 2024 - \$30,000 (REET 2), 2025 - \$30,000 (REET 2) and 2026 - \$30,000 (REET 2)

Project Start/End Date: On-Going Program

Project Status: None.

Changes Since the 2020 Budget: None

EQUIPMENT PURCHASE: To help maintain park properties which serve to address level-of-service needs, a small portion of mitigation fee collection is directed toward equipment acquisition. Funding is proposed as follows:

Prior Year Balance: \$0

2021: \$28,548 (SEPA Mit. Fees)

Future Years: 2022 - \$30,000 (SEPA Mit. Fees), 2023 - \$30,000 (SEPA Mit. Fees), 2024 - \$30,000 (SEPA Mit. Fees), 2025 - \$30,000 (SEPA Mit. Fees) and 2026 - \$30,000 (SEPA Mit. Fees)

Project Start/End Date: On-Going Program

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Capital Support

Project Status: Acquisitions pending funding availability.
 Changes Since the 2020 Budget: Added out-year funds.

THREE LAKES SHOP ROOF REPLACEMENT: Life-cycle replacement of the roof on the Three Lakes Ranger office. Funding is proposed as follows:

Prior Year Balance: \$0
 2021: \$0
 Future Years: 2026 - \$50,000 (REET 2)

Project Start/End Date: 2026/2026
 Project Status: Project pending funding availability.
 Changes Since the 2020 Budget: Project delayed due to funding availability.

PROPERTY ACQUISITION SUPPORT: Parks Property Administrator is regularly tasked with evaluating and processing unanticipated property acquisition projects. This may include consideration of donations, acquisition of small pieces of property to complete a project (e.g. easements or access parcels) and others. These projects often require survey, appraisals and/or other costs which cannot be completed with other available funding within Parks' budget. Funding is proposed as follows:

Prior Year Balance: \$0
 2021: \$0
 Future Years: \$0

Project Start/End Date: On-going program
 Project Status: On-going program.
 Changes Since the 2020 Budget: Adjustment of 2021 funding.

CIP - Capital:

Fund	SubFund	Division	Program					
309	001	Parks Construction Fund	985 Parks And Recreation - Ad	949	Support			
		Object	2021	2022	2023	2024	2025	2026
		FundBal,Nonexp,TransOut	\$344,450	\$343,250	\$126,650	\$127,400	\$123,800	\$125,200
		Salaries and Wages	\$67,621	\$0	\$0	\$0	\$0	\$0
		Personnel Benefits	\$32,220	\$0	\$0	\$0	\$0	\$0
		Capital Outlays	\$278,548	\$230,000	\$230,000	\$380,000	\$430,000	\$480,000
		Interfund Payments For Service	\$153,230	\$0	\$0	\$0	\$0	\$0
		Program Subtotal:	\$876,069	\$573,250	\$356,650	\$507,400	\$553,800	\$605,200

Fund	SubFund	Division	Program					
309	309	Parks Construction Fund	985 Parks And Recreation - Ad	949	Support			
		Object	2021	2022	2023	2024	2025	2026
		Salaries and Wages	\$1,063,659	\$0	\$0	\$0	\$0	\$0
		Personnel Benefits	\$425,769	\$0	\$0	\$0	\$0	\$0
		Supplies	\$12,000	\$0	\$0	\$0	\$0	\$0
		Services	\$38,000	\$0	\$0	\$0	\$0	\$0
		Interfund Payments For Service	\$168,095	\$0	\$0	\$0	\$0	\$0
		Program Subtotal:	\$1,707,523	\$0	\$0	\$0	\$0	\$0

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Capital Support

Other

Object	2021	2022	2023	2024	2025	2026
Future Year Funds	\$0	\$1,977,699	\$2,031,938	\$2,087,994	\$2,145,376	\$2,204,658
Program Subtotal:	\$0	\$1,977,699	\$2,031,938	\$2,087,994	\$2,145,376	\$2,204,658
CIP-Capital Totals:	\$2,583,592	\$2,550,949	\$2,388,588	\$2,595,394	\$2,699,176	\$2,809,858

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
REET II	\$2,523,196	\$2,520,949	\$2,358,588	\$2,565,394	\$2,669,176	\$2,779,858
REET I	\$0	\$0	\$0	\$0	\$0	\$0
Prior Year Funds	\$0	\$0	\$0	\$0	\$0	\$0
Parks Mitigation	\$28,548	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Other Grants	\$31,848	\$0	\$0	\$0	\$0	\$0
Funding Sources Total:	\$2,583,592	\$2,550,949	\$2,388,588	\$2,595,394	\$2,699,176	\$2,809,858

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Community Parks

Description: Description: COMMUNITY PARKS: Community Parks are facilities which are typically located in close proximity to population hubs and provide a mix of recreational amenities that are selected to serve the surrounding community. Amenities provided within Community Parks often include the types of improvements which are included within Parks' level-of-service and, as such, may help address needs related to population growth. Community Park projects included in the six year capital program include property acquisition, development and/or improvements and are included to provide new amenities to serve new population.

Snohomish County's Park Improvement Plan for Community Parks consists of the following:

(Also see package "Funds for City/Council Partnerships" for additional information.)

CAROUSEL RANCH: Park acquisition and development project funded through a mitigation agreement with King County/METRO for the Brightwater Sewage Treatment Plant. Remaining improvements identified as part of this agreement are planned to be completed at the Carousel Ranch property, which was acquired in 2015 for this purpose. Funding is proposed as follows:

Prior Year Balance: \$17,311,580
2021: \$373,454 (Grant, Interest Income)
Future Years: \$0

Project Start/End Date: 2013/2021
Project Status: Permits are currently under review and construction is planned to start in 2021.
Changes Since the 2020 Budget: Addition of grant funding and interest income.

CAVALERO HILL PARK DEVELOPMENT: Development of the Cavalero Hill Park site based upon the completed Preferred Plan. The park is proposed to include a skate park, off-leash dog area, playground, sand volleyball courts, bmx track, trails, open space and possible commercial area. This project is being pursued in partnership with the City of Lake Stevens. Phase 1b was completed in 2020 and funds are proposed to be accumulated for future phases. Funding is proposed as follows:

Prior Year Balance: \$0
2021: \$43,935 (GMA Mit. Fees)
Future Years: 2022 - \$70,000 (GMA Mit. Fees), 2023 - \$70,000 (GMA Mit. Fees) 2024 - \$70,000 (GMA Mit. Fees), 2025 - \$70,000 (GMA Mit. Fees) and 2026 - \$70,000 (GMA Mit. Fees)

Project Start/End Date: 2014/TBD
Project Status: Construction of the skate park was completed in 2020 and funding is proposed to be accumulated for following phases of development.
Changes Since the 2020 Budget: Update to actual 2021 GMA mitigation collection.

CORCORAN MEMORIAL PARK: In 2019 a two acre property located in the southwest UGA, east of the City of Lynnwood, was donated to the County for park purposes. The property is planned to be fully developed at some time in the future, but short term improvements are proposed to be funded in 2021. Funding is proposed as follows:

Prior Year Balance: \$0

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Community Parks

2021: \$200,000 (GMA Mit. Fees)
Future Years: \$0

Project Start/End Date: 2019/2021
Project Status: Property has been acquired and initial site studies and public process has been initiated.
Changes Since the 2020 Budget: None

FORSGREN PLAYGROUND REPLACEMENT/SITE IMPROVEMENTS: Life-cycle replacement of the Forsgren playground and other on-going improvements. Funding is proposed as follows:

Prior Year Balance: \$50,000
2021: \$206,414 (REET 2, SEPA Mit. Fees)
Future Years: \$0

Project Start/End Date: 2021/2021
Project Status: Project pending funding allocation.
Changes Since the 2020 Budget: Project elevated due to maintenance concerns associated with the playground.

LAKE STEVENS PLAYGROUND REPLACEMENT: Life-cycle replacement of the Lake Stevens playground. Funding is proposed as follows:

Prior Year Balance: \$0
2021: \$0
Future Years: 2024 - \$200,000 (REET 2)

Project Start/End Date: 2024/2024
Project Status: Project pending funding availability.
Changes Since the 2020 Budget: Delay of project due to funding availability.

LAKE STICKNEY PARK DEVELOPMENT – PHASE II: Site improvements based upon completed Preferred Plan. Phase I improvements were completed in 2018 and funding is proposed to be accumulated for the second, and final, phase. Funding is proposed as follows:

Prior Year Balance: \$0
2021: \$0
Future Years: 2022 \$1,100,000 (GMA Mit. Fees), 2023 - \$900,000 (GMA Mit. Fees) and 2024 - \$500,000 (GMA. Mit. Fees)

Project Start/End Date: 2020/2025
Project Status: Phase I improvements were completed in 2018. Phase II will be initiated following funding availability.
Changes Since the 2020 Budget: Project delayed due to mitigation fee funding availability and Southwest County Community Park project.

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Community Parks

LOGAN BALLFIELD RENOVATION: Logan Park was originally developed in the 1970's and renovated in the 1990's. Ballfield renovation is proposed as a life-cycle improvement in order to maintain quality recreational use. Renovation is anticipated to include review of drainage, regrading, replacement of in-field mix, establishment of new turf and other possible improvements. Funding is proposed as follows:

Prior Year Balance: \$0
2021: \$0
Future Years: 2024 - \$75,600 (REET 2)

Project Start/End Date: 2024/2024
Project Status: Project pending funding availability.
Changes Since the 2020 Budget: None

MARTHA LAKE PLAYGROUND REPLACEMENT: Life cycle replacement of playground(s) at Martha Lake Park. During project scoping and stakeholder outreach it may be determined that one of the two current playgrounds should not be replaced and other improvement(s) provided. Funding is proposed as follows:

Prior Year Balance: \$0
2021: \$0
Future Years: 2025 - \$100,000 (REET 2)

Project Start/End Date: 2025/2025
Project Status: Project pending funding availability.
Changes Since the 2020 Budget: Project delayed due to funding availability

PAINE FIELD PARK IMPROVEMENTS AND PLAYGROUND REPLACEMENT: Life-cycle replacement of the playground at Paine Field and improvements to the ballfield area of the park. Funding is proposed as follows:

Prior Year Balance: \$50,000
2021: \$0
Future Years: 2025 - \$100,000 (REET 2)

Project Start/End Date: 2025/2025
Project Status: Playground replacement pending funding availability in 2025. Other improvements to be completed as identified and prioritized by athletic field users and maintenance staff.
Changes Since the 2020 Budget: Incorporated ballfield improvements into project.

PELZ IMPROVEMENTS: Minor, on-going park improvements utilizing park impact mitigation fees collected within the Tulalip collection area. Projects will be selected and completed as funding is available. Funding is proposed as follows:

Prior Year Balance: \$2,661
2021: \$0

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Community Parks

Future Years: 2022 - \$1,000 (SEPA Mit. Fees), 2023 - \$1,000 (SEPA Mit. Fees), 2024 - \$1,000 (SEPA Mit. Fees), 2025 - \$1,000 (SEPA Mit. Fees) and 2026 - \$1,000 (SEPA Mit. Fees)

Project Start/End Date: On-going program

Project Status: Funding is expended as projects are identified and sufficient funding is available for project.

Changes Since the 2020 Budget: Removed 2021 SEPA funding due to lack of collection for the year.

SILVER CREEK PLAYGROUND REPLACEMENT: Life cycle replacement of playground at Silver Lake Park. Funding is proposed as follows:

Prior Year Balance: \$0

2021: \$0

Future Years: 2025 - \$100,000 (REET 2)

Project Start/End Date: 2025/2025

Project Status: Project pending funding availability.

Changes Since the 2020 Budget: None

SOUTHWEST COUNTY UGA COMMUNITY PARK ACQUISITION AND DEVELOPMENT: Acquisition and development of new Community Park amenities in the Southwest UGA. Project may be completed through possible partnership with city jurisdiction(s). Funding is proposed as follows:

Prior Year Balance: \$2,008,275

2021: \$1,154,339 (GMA Mit. Fees)

Future Years: 2022 - \$500,000 (GMA Mit. Fees), 2023 - \$600,000 (GMA Mit. Fees) and 2024 - \$1,000,000 (GMA Mit. Fees)

Project Start/End Date: 2017/TBD

Project Status: Project pending accumulation of sufficient funding to proceed with identification of property suitable for acquisition. Working with other jurisdictions to identify possible partnership opportunities and coordinating with PW/PDS on planning for light rail improvements and associated local housing and recreation

Changes Since the 2020 Budget: Escalation of project funding based upon identification of potential property for acquisition.

TAMBARK CREEK PAVEMENT PRESERVATION: Pavement preservation (i.e. sealing) to preserve pavement integrity. Work is planned to minimize the need for future, large scale renovation. Funding is proposed as follows:

Prior Year Balance: \$0

2021: \$0

Future Years: 2025 - \$85,200 (REET 2)

Project Start/End Date: 2025/2025

Project Status: Project pending funding availability.

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Community Parks

Changes Since the 2020 Budget: None

TAMBARK CREEK TURF REPLACEMENT: Life cycle replacement of artificial turf field. Funding is proposed as follows:

Prior Year Balance: \$0

2021: \$0

Future Years: 2026 - \$1,000,000 (REET 2)

Project Start/End Date: 2026/2026

Project Status: Project pending funding availability.

Changes Since the 2020 Budget: New project.

WILLIS D. TUCKER PARK PAVEMENT PRESERVATION: Pavement preservation (i.e. sealing) to preserve pavement integrity. Work is planned to minimize the need for future, large scale renovation. Funding is proposed as follows:

Prior Year Balance: \$0

2021: \$0

Future Years: 2025 - \$85,200 (REET 2)

Project Start/End Date: 2025/2025

Project Status: Project pending funding availability.

Changes Since the 2020 Budget: None

WILLIS D. TUCKER PARK PLAYGROUND REPLACEMENT: Life cycle replacement of playground at Willis D. Tucker Park. Funding is proposed as follows:

Prior Year Balance: \$0

2021: \$0

Future Years: 2025 - \$100,000 (REET 2)

Project Start/End Date: 2025/2025

Project Status: Project pending funding availability.

Changes Since the 2020 Budget: None

WILLIS D. TUCKER PARK DEVELOPMENT: Construction of the final phase of Willis D. Tucker Park. Funding is proposed as follows:

Prior Year Balance: \$41,461

2021: \$0

Future Years: 2025 - \$1,600,000 (GMA Mit. Fees) and 2026 - \$1,700,000 (GMA Mit. Fees)

Project Start/End Date: 2025/TBD

Project Status: Project pending funding in 2025.

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Community Parks

Changes Since the 2020 Budget: Additional out years funding added.

CIP - Capital:

Fund	SubFund	Division	Program				
309	001	Parks Construction Fund	985 Parks And Recreation - Ad	944	Community		
	Object	2021	2022	2023	2024	2025	2026
Capital Outlays		\$444,964	\$570,000	\$670,000	\$1,070,000	\$70,000	\$70,000
Program Subtotal:		\$444,964	\$570,000	\$670,000	\$1,070,000	\$70,000	\$70,000

309	309	Parks Construction Fund	985 Parks And Recreation - Ad	944	Community		
	Object	2021	2022	2023	2024	2025	2026
Capital Outlays		\$373,454	\$0	\$0	\$0	\$0	\$0
Program Subtotal:		\$373,454	\$0	\$0	\$0	\$0	\$0

Other

	Object	2021	2022	2023	2024	2025	2026
Prior Year Funds		\$19,873,701	\$0	\$0	\$0	\$0	\$0
Future Year Funds		\$0	\$1,101,000	\$901,000	\$776,600	\$2,171,400	\$2,701,000
Program Subtotal:		\$19,873,701	\$1,101,000	\$901,000	\$776,600	\$2,171,400	\$2,701,000

CIP-Capital Totals:	\$20,692,119	\$1,671,000	\$1,571,000	\$1,846,600	\$2,241,400	\$2,771,000
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CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
REET II	(\$730,000)	\$0	\$0	\$275,600	\$570,400	\$1,000,000
Prior Year Funds	\$19,873,701	\$0	\$0	\$0	\$0	\$0
Parks Mitigation	\$1,174,964	\$1,671,000	\$1,571,000	\$1,571,000	\$1,671,000	\$1,771,000
Other Funds	\$373,454	\$0	\$0	\$0	\$0	\$0
Funding Sources Total:	\$20,692,119	\$1,671,000	\$1,571,000	\$1,846,600	\$2,241,400	\$2,771,000

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Open Space/Preserve Parks

Description: Description: OPEN SPACE/PRESERVE PARKS: Park facilities play a major conservation role in Snohomish County. Park land provides open space, resource protection and wildlife habitat. The Snohomish County Parks, Recreation & Tourism Department maintains and provides stewardship for a significant number of properties that are classified as Open Space/Preserve. These properties are managed for resource protection and public access, where appropriate. The projects identified within this program are focused on providing appropriate public access to these areas.

Snohomish County's Park Improvement Plan for Open Space/Preserve parks consists of the following:

PARADISE VALLEY CONSERVATION AREA IMPROVEMENTS: Development of parking lot to serve park users. Funding is proposed as follows:

Prior Year Balance: \$73,521

2021: \$0

Future Years: \$0

Project Start/End Date: 2019/2021

Project Status: Initial lot design has been completed and permit submittal is pending clarification of a potential conversion issue and securing matching funds/donations for development.

Changes Since the 2020 Budget: Out years funding removed.

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Regional Parks

Description: Description: REGIONAL PARKS: Snohomish County has developed and currently operates a number of parks that feature major natural resources which serve as a backdrop for recreational opportunities. These parks draw users from across the County and are considered Regional Parks. Features within these parks range from forests, lakes, rivers and saltwater waterfronts to historic rural properties and unique natural features. Amenities provided at Regional Parks typically include day use areas, picnicking, camping, boating, hiking, horseback riding, or other recreational activities that have regional value and use. Many of these amenities are included within Parks' level-of-service methodology and, as such, may help address needs related to growth. Regional Parks offer substantial recreational opportunities and also include a number of parks which have been in use since the 1970's. Renovation and maintenance of aging facilities is a priority in order to ensure that high quality recreation experiences continue to be provided. Expansion and acquisition is also a priority for Regional Parks in order expand opportunities available to serve a growing population.

Snohomish County's Park Improvement Plan for Regional Parks consists of the following:

HEYBROOK RIDGE DEVELOPMENT: Second phase of trail improvements at Heybrook Ridge focused on ADA accessible trail development through lower portion of park. Funding is proposed as follows:

Prior Year Balance: \$246,280

2021: \$0

Future Years: \$0

Project Start/End Date: 2018/2021

Project Status: Initial phase of project construction was completed in 2017. Applications for grant funding support for the second phase of development were submitted and \$500,000 was awarded.

Site studies and design has started.

Changes Since the 2020 Budget: None

HOLE IN THE SKY: Expenditure of site dedicated funding as projects are identified. Project funding originated from sale of a portion of the property to WSDOT for Hwy 9 widening and is required to be used on-site. Funding is proposed as follows:

Prior Year Balance: \$21,037

2021: \$0

Future Years: \$0

Project Start/End Date: TBD/TBD

Project Status: Pending project identification.

Changes Since the 2020 Budget: None

JORDAN BRIDGE DECKING: Replacement of decking on Jordan Bridge. Funding is proposed as follows:

Prior Year Balance: \$0

2021: \$0

Future Years: 2025 - \$75,000 (REET 2)

Project Start/End Date: 2025/2025

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Regional Parks

Project Status: Project pending funding availability.
Changes Since the 2020 Budget: None.

KAYAK POINT DAY USE RENOVATION: Renovation of the day-use area of this popular Regional Park. The park was originally opened in the 1970's and the infrastructure needs to be updated and overall park design reconsidered in order to improve park usage. Funding is proposed as follows:

Prior Year Balance: \$52,246

2021: \$5,891,895 (REET 2, GMA Mit. Fees, Anticipated Grants)

Future Years: 2022 - \$2,500,000 (REET 2), 2023 - \$5,300,000 (REET 2, Anticipated Grants, Other) and 2024 - \$2,250,000 (REET 2, Other)

Project Start/End Date: 2015/2024

Project Status: Design and permitting for the day-use area is underway and construction is anticipated to occur in two separate phases. Applications for grant funding have been submitted to support the project.

Changes Since the 2020 Budget: Adjustment of funding based upon updated project cost estimate.

KAYAK POINT RANGER OFFICE: Replacement of Ranger office at Kayak Point Park. The current structure is planned to be demolished and new structure located according to the Preferred Plan for the park. Funding is proposed as follows:

Prior Year Balance: \$0

2021: \$0

Future Years: 2025 - \$500,000 (REET 2) and 2026 - \$500,000 (REET 2)

Project Start/End Date: 2025/2026

Project Status: Project pending funding availability.

Changes Since the 2020 Budget: Project delayed due to funding availability.

KAYAK POINT SINK HOLE: Repair of failing culvert on service road accessing the Kayak Point Golf Course. Funding is proposed as follows:

Prior Year Balance: \$0

2021: \$0

Future Years: 2025 - \$350,000 (REET 2)

Project Start/End Date: 2018/2025

Project Status: Project pending funding availability.

Changes Since the 2020 Budget: None

LORD HILL PREFERRED PLAN UPDATE: Park improvements and Preferred Plan update in order to address recent park use patterns and land acquisitions which were completed following development of the original site Preferred Plan. Funding is proposed as follows:

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Regional Parks

Prior Year Balance: \$195,202
2021: \$0
Future Years: 2025 - \$150,000 (REET 2)

Project Start/End Date: 2018/2025
Project Status: Development of a Preferred Plan is underway and is expected to be completed in 2021.
Changes Since the 2020 Budget: None

MCCOLLUM PARK PLAYGROUND REPLACEMENT: Life-cycle replacement of the playground at McCollum Regional Park. Funding is proposed as follows:

Prior Year Balance: \$0
2021: \$0
Future Years: 2025 - \$100,000 (REET 2)

Project Start/End Date: 2025/2025
Project Status: Project pending funding in 2025.
Changes Since the 2020 Budget: Project delayed due to funding availability.

MEADOWDALE PARK IMPROVEMENTS: Water access reconstruction in order to address problems associated with public access to the beach at this popular park. Funding is proposed as follows:

Prior Year Balance: \$18,400,000
2021: \$1,752,000 (REET 2, Anticipated Grants, SWM funding)
Future Years: 2022 - \$652,000 (REET 2), 2023 - \$652,000 (REET 2), 2024 - \$652,000 (REET 2), 2025 - \$652,000 (REET 2) and 2026 - \$652,000 (REET 2)

Project Start/End Date: 2014/2021
Project Status: Project permitting is underway the project is planned to go to bid in 2020.
Changes Since the 2020 Budget: Adjusted grant funding amounts and adjusted out years bond repayment allocations to reflect current bond projections.

NORTH CREEK PARKING EXPANSION: Expanded parking at North Creek Regional Park. Parking will provide overflow access to the park and also serve as a trailhead for the future North Creek Trail. Funding is proposed as follows:

Prior Year Balance: \$352,013
2021: \$0
Future Years: \$0
Project Start/End Date: 2020/2021
Project Status: Project scoping will be initiated to coincide with North Creek Trail development.
Changes Since the 2020 Budget: None

NORTH CREEK PLAYGROUND REPLACEMENT: Life-cycle replacement of the playground at North Creek Regional Park. Funding is proposed as follows:

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Regional Parks

Prior Year Balance: \$0
2021: \$0
Future Years: 2026 - \$100,000 (REET 2)

Project Start/End Date: 2026/2026
Project Status: Project pending funding in 2026.
Changes Since the 2020 Budget: Project delayed due to funding availability.

O'REILLY ACRES BRIDGE REPLACEMENT: Replace the existing bridge at O'Reilly Acres. Funding is proposed as follows:

Prior Year Balance: \$18,782
2021: \$0
Future Years: 2025 - \$300,000 (REET 2)

Project Start/End Date: 2025/2025
Project Status: Project pending funding in 2025.
Changes Since the 2020 Budget: None.

PICNIC POINT PARKING AREA RENOVATION: Parking lot and other site improvements. Funding is proposed as follows:

Prior Year Balance: \$0
2021: \$0
Future Years: 2025 - \$150,000 (REET 2)

Project Start/End Date: 2025/2025
Project Status: Project pending funding in 2025.
Changes Since the 2020 Budget: None

ROBE CANYON PARKING LOT: Development of new parking area off of the Mountain Loop Highway. Funding is proposed as follows:

Prior Year Balance: \$2,059
2021: \$4,050 (GMA Mit. Fees)
Future Years: 2026 - \$200,000 (REET 2)

Project Start/End Date: 2025/2026
Project Status: Project pending funding in 2026.
Changes Since the 2020 Budget: Project delayed due to funding availability.

SPENCER ISLAND BRIDGE PAINTING: Life-cycle maintenance of the Jack Knife Bridge, which serves as the entrance to Spencer Island. Funding is proposed as follows:

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Regional Parks

Prior Year Balance: \$0
2021: \$0
Future Years: 2025 - \$100,000 (REET 2)

Project Start/End Date: 2025/2025
Project Status: Project pending funding in 2025.
Changes Since the 2020 Budget: Project delayed due to funding availability.

SR 530 MEMORIAL: Development of memorial for the 2014 SR 530 slide. Parks is working with stakeholder groups and is coordinating fundraising efforts with those entities. Application for two grants was completed in 2020 and is anticipated to help complete the project. Funding is proposed as follows. See Council package "CIP Package- grant adjustments for SR 530" for additional information on grants.

Prior Year Balance: \$0
2021: \$1,000,000 (Anticipated Grants)
Future Years: \$0

Project Start/End Date: 2016/TBD
Project Status: A memorial concept has been developed and funding and donations are being sought for construction. Small areas of site development have been completed as funding has been available with the intent to complete larger portions of the project starting in 2021.
Changes Since the 2020 Budget: Addition of anticipated grants

SQUIRE CREEK CAMPGROUND RESTROOM: Improvements to Squire Creek restroom to provide showers to enhance campground use. Funding is proposed as follows:

Prior Year Balance: \$0
2021: \$0
Future Years: 2026 - \$500,000 (REET 2)

Project Start/End Date: 2025/2026
Project Status: Project pending funding availability.
Changes Since the 2020 Budget: Project delayed due to funding availability.

STEELHEAD PARK DEVELOPMENT: Project to develop Preferred Plan for park development. Funding is proposed as follows:

Prior Year Balance: \$0
2021: \$0
Future Years: 2024 - \$150,000 (GMA Mit. Fees)

Project Start/End Date: 2024/2025
Project Status: Project pending funding availability.
Changes Since the 2020 Budget: None

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Regional Parks

TENTH STREET BOAT LAUNCH: Support for renovation needs at the Tenth St. Boat Launch, which is owned in partnership with the City of Everett and Port of Everett. Funding is proposed as follows:

Prior Year Balance: \$151,216

2021: \$50,000 (REET 2)

Future Years: 2022 - \$50,000 (REET 2), 2023 - \$50,000 (REET 2), 2024 - \$50,000 (REET 2), 2025 - \$50,000 (REET 2) and 2026 - \$50,000 (REET 2)

Project Start/End Date: On-going program

Project Status: RCO grant application for renovation of the existing restroom was successful and the County will contribute a portion of the matching funds required to support the project.

Changes Since the 2020 Budget: None.

WENBERG PAVEMENT PRESERVATION & REPAIR: Repair of asphalt throughout park to address root uplift and other damage. Funding is proposed as follows:

Prior Year Balance: \$0

2021: \$0

Future Years: 2025 - \$300,000 (REET 2)

Project Start/End Date: 2025/2025

Project Status: Project pending funding in 2025.

Changes Since the 2020 Budget: Project delayed due to funding availability.

WHITEHORSE PARK IMPROVEMENTS: Facility improvements at Whitehorse Community Park, including installation of campground, trailhead improvements and ballfield improvements. Funding is proposed as follows:

Prior Year Balance: \$0

2021: \$1,200,000 (REET 2, Anticipated Grant)

Future Years: \$0

Project Start/End Date: 2018/2022

Project Status: The first phase of construction will be completed in 2020 and grant funding has been applied for to complete the second phase, starting in 2021.

Changes Since the 2020 Budget: Allocation of funding for second phase of project.

CIP - Capital:

Fund	SubFund	Division	Program				
309	001	Parks Construction Fund	985 Parks And Recreation - Ad	946	Regional		
	Object	2021	2022	2023	2024	2025	2026
Capital Outlays		\$9,448,745	\$3,202,000	\$6,002,000	\$2,952,000	\$1,552,000	\$1,202,000
	Program Subtotal:	\$9,448,745	\$3,202,000	\$6,002,000	\$2,952,000	\$1,552,000	\$1,202,000

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Regional Parks

Other

Object	2021	2022	2023	2024	2025	2026
Prior Year Funds	\$19,838,835	\$0	\$0	\$0	\$0	\$0
Future Year Funds	\$0	\$0	\$0	\$150,000	\$1,175,000	\$800,000
Program Subtotal:	\$19,838,835	\$0	\$0	\$150,000	\$1,175,000	\$800,000
CIP-Capital Totals:	\$29,287,580	\$3,202,000	\$6,002,000	\$3,102,000	\$2,727,000	\$2,002,000

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
REET II	\$4,402,000	\$3,202,000	\$2,352,000	\$2,052,000	\$2,727,000	\$2,002,000
Prior Year Funds	\$19,838,835	\$0	\$0	\$0	\$0	\$0
Parks Mitigation	\$410,945	\$0	\$0	\$150,000	\$0	\$0
Other Grants	\$4,635,800	\$0	\$3,650,000	\$900,000	\$0	\$0
Funding Sources Total:	\$29,287,580	\$3,202,000	\$6,002,000	\$3,102,000	\$2,727,000	\$2,002,000

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Special Use Parks

Description: Description: SPECIAL USE PARKS: Snohomish County parks that offer unique facilities are defined as Special Use Parks. These parks, because of the specialized uses and the constituencies that promote and take advantage of the facility, also have the unique advantage of generating significant revenue and creating potential return on investment. These advantages are major contributors in Parks' efforts to approach fiscal sustainability. Special Use projects that are incorporated into Parks' six-year Capital Improvement Program include improvements to existing facilities, as well as development of a Preferred Plan for a new shooting park, which is planned to be developed through a public/private partnership.

Snohomish County's Park Improvement Plan for Special Use Parks consists of the following:

EVERGREEN STATE FAIRPARK IMPROVEMENTS: On-going program for improvements to the fair park, including facility renovation and camping area enhancements. Camping enhancements are anticipated to increase overnight stays. Funding is proposed as follows:

Prior Year Balance: \$752,562
 2021: \$400,000 (REET 2)
 Future Years: 2022 - \$400,000 (REET 2), 2023 - \$400,000 (REET 2), 2024 - \$400,000 (REET 2) 2025 - \$300,000 (REET 2) and 2026 - \$400,000 (REET 2)

Project Start/End Date: 2017/TBD
 Project Status: Initial improvements to RV lot 1 were completed in 2020. This work is to be followed with additional construction within the same lot as well as other improvements across the fair park.
 Changes Since the 2020 Budget: None

SKY VALLEY SPORTSMANS PARK DEVELOPMENT: Development of a Preferred Plan to guide future development of a shooting park through a public/private partnership. Funding is proposed as follows:

Prior Year Balance: \$0
 2021: \$50,000 (REET 2)
 Future Years: \$0

Project Start/End Date: 2014/TBD
 Project Status: Discussions with DNR are underway to reconvey a more appropriate property to the County for development of the Sportsmans Park. Planning for this new property started in 2021 and additional funding is provided to supplement that effort.
 Changes Since the 2020 Budget: Additional funding added to 2021.

CIP - Capital:

Fund	SubFund	Division	Program				
309	001	Parks Construction Fund	985 Parks And Recreation - Ad	947	Special Use		
	Object	2021	2022	2023	2024	2025	2026
Capital Outlays		\$450,000	\$400,000	\$400,000	\$400,000	\$300,000	\$400,000
Program Subtotal:		\$450,000	\$400,000	\$400,000	\$400,000	\$300,000	\$400,000

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Special Use Parks

Other

Object	2021	2022	2023	2024	2025	2026
Prior Year Funds	\$752,562	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$752,562	\$0	\$0	\$0	\$0	\$0

CIP-Capital Totals:	\$1,202,562	\$400,000	\$400,000	\$400,000	\$300,000	\$400,000
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CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
REET II	\$450,000	\$400,000	\$400,000	\$400,000	\$300,000	\$400,000
Prior Year Funds	\$752,562	\$0	\$0	\$0	\$0	\$0
Funding Sources Total:	\$1,202,562	\$400,000	\$400,000	\$400,000	\$300,000	\$400,000

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Trails

Description: Description: TRAILS: The non-motorized recreational trail system developed by Snohomish County Parks is a major County asset. The Centennial Trail, for example, annually attracts over 400,000 users and supports both local and tourism based use. Trails are a major part of Snohomish County Parks' future and preservation of existing regional trails, as well as development of new opportunities, is a priority. Improvements have been made recently to the 27-mile Whitehorse Trail corridor and continued enhancements along this corridor are planned to enhance use and support the tourism draw of this feature. Future development of all regional trail corridors will depend upon local resources as well as funding from state and federal grant opportunities.

Snohomish County's Park Improvement Plan for Trails consists of the following projects:

CENTENNIAL TRAIL (Machias Playground Replacement): Life-cycle replacement of playground at Machias Trailhead. Funding is proposed as follows:

Prior Year Balance: \$0
2021: \$0
Future Years: 2026 - \$100,000 (REET 2)

Project Start/End Date: 2026/2026
Project Status: Project pending funding availability.
Changes Since the 2020 Budget: Project delayed due to funding availability.

CENTENNIAL TRAIL (Pavement Preservation): Pavement preservation (i.e. cut/patch, root removal and sealing) to preserve pavement integrity. Work is planned to minimize the need for future, large scale renovation. Funding is proposed as follows:

Prior Year Balance: \$0
2021: \$150,000 (REET 2)
Future Years: 2022 - \$150,000 (REET 2), 2023 - \$150,000 (REET 2), 2024 - \$150,000 (REET 2), 2025 - \$150,000 (REET 2) and 2026 (REET 2)

Project Start/End Date: On-going program
Project Status: Annual repairs were completed in 2020, focusing on priority cut/patch needs and trail sealing.
Changes Since the 2020 Budget: None

CENTENNIAL TRAIL (South): Development of the eastside rail corridor from the City of Snohomish to the King County border, as an extension of the current Centennial Trail. This segment will ultimately extend the Centennial Trail from Skagit County all the way to King County and add an additional twelve miles to the trail. Centennial Trail South is proposed to be developed as a paved, multi-use trail. Funding is proposed as follows:

Prior Year Balance: \$1,335,233
2021: \$0
Future Years: \$0

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Trails

Project Start/End Date: 2014/TBD

Project Status: Staff is addressing property issues, and continuing design is pending resolution of those issues. Whole project funding is anticipated to cost in excess of seventy million dollars to complete and project funding is proposed to be included in a potential, future trail bond.

Changes Since the 2020 Budget: None

CENTENNIAL TRAIL (Stillaguamish Pier Repair): Repair of Centennial Trail bridge footing in the Stillaguamish River, north of Arlington, which is being scoured by river action. Funding is proposed as follows:

Prior Year Balance: \$236,182

2021: \$540,000 (REET 2)

Future Years: \$0

Project Start/End Date: 2016/TBD

Project Status: Pier evaluation has been completed and it was determined that the structure is stable for now. Recent scouring around the pier has allowed additional analysis and a potential maintenance repair is being proposed, which would be significantly less expensive than was previously anticipated, Changes Since the 2020 Budget: Adjustment of 2021 funding to reflect current project cost estimates.

INTERURBAN TRAIL: Removal and restoration of the trail north of 128th St. as required by agreement with WSDOT based upon relocation of this section through an adjacent development project. Funding is proposed as follows:

Prior Year Balance: \$1,293

2021: \$100,000 (REET 2)

Future Years: \$0

Project Start/End Date: 2020/2021

Project Status: Initial project scoping has been completed, including coordination with WSDOT, the adjacent development and Snohomish County PDS. Initiation of removal and restoration work is pending funding availability.

Changes Since the 2020 Budget: New project.

SKY VALLEY WATER TRAIL – TRAILHEAD ACQUISITION: Land acquisition for future water trails launch site. Identification of preferred location will be determined through cooperative water trails planning effort. Funding is proposed as follows:

Prior Year Balance: \$0

2021: \$0

Future Years: 2022 - \$200,000 (GMA Mit. Fees)

Project Start/End Date: 2022/2023

Project Status: Project is pending funding availability.

Changes Since the 2020 Budget: Project delayed due to availability of funds.

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Trails

SNOHOMISH TO EVERETT (LOWELL) TRAIL: Land acquisition for future regional trail between the Cities of Snohomish and Everett and connecting to the Centennial Trail. Funding is proposed as follows:

Prior Year Balance: \$154,312
 2021: \$0
 Future Years: \$0

Project Start/End Date: 2018/2021

Project Status: Trail alignment options have been reviewed and options for acquiring the property are being pursued. Funding for acquisition through the Conservation Futures program has been secured and acquisition is anticipated to be completed in 2020.

Changes Since the 2020 Budget: None.

WHITEHORSE TRAIL IMPROVEMENTS: Continuing improvements to the Whitehorse Trail to open the full corridor, make trailhead improvements and complete bank stabilization projects. Funding is proposed as follows:

Prior Year Balance: \$2,373,642
 2021: \$1,056,557 (SEPA Mit. Fees, Anticipated Grant)
 Future Years: \$0

Project Start/End Date: TBD

Project Status: Major trail improvements have been completed in 2020. Another set of improvements have been identified and a grant application has been submitted to support completion of the final three miles of the trail

Changes Since the 2020 Budget: Addition of anticipated grant.

CIP - Capital:

Fund	SubFund	Division	Program					
309	001	Parks Construction Fund	985	Parks And Recreation - Ad	948	Trails		
		Object	2021	2022	2023	2024	2025	2026
		Capital Outlays	\$1,828,716	\$150,000	\$150,000	\$150,000	\$150,000	\$175,000
		Program Subtotal:	\$1,828,716	\$150,000	\$150,000	\$150,000	\$150,000	\$175,000
		Other						
		Object	2021	2022	2023	2024	2025	2026
		Prior Year Funds	\$4,118,503	\$0	\$0	\$0	\$0	\$0
		Future Year Funds	\$0	\$200,000	\$0	\$0	\$0	\$100,000
		Program Subtotal:	\$4,118,503	\$200,000	\$0	\$0	\$0	\$100,000
		CIP-Capital Totals:	\$5,947,219	\$350,000	\$150,000	\$150,000	\$150,000	\$275,000

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
REET II	\$790,000	\$150,000	\$150,000	\$150,000	\$150,000	\$275,000
Prior Year Funds	\$4,118,503	\$0	\$0	\$0	\$0	\$0
Parks Mitigation	(\$11,284)	\$200,000	\$0	\$0	\$0	\$0
Other Grants	\$1,050,000	\$0	\$0	\$0	\$0	\$0

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 09 Parks, Recreation & Tourism

Short Name: Parks 309-Trails

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
Funding Sources Total:	\$5,947,219	\$350,000	\$150,000	\$150,000	\$150,000	\$275,000

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 14 Information Technology

Short Name: CIP: Technology Replacement Program (TRP)

Description: This package provides a summary of the continued investment by the Department of Information Technology in the regular replacement of aging infrastructure for the County’s IT system over the next 48-month period. The Technology Replacement Program (TRP) plan has been established as the county’s annual effort to ensure workstation and infrastructure replacement is addressed to optimize system reliability and reduce incidence of critical failure. TRP is funded through a contribution from Fund 505 using rates paid by IT customers based upon allocated metrics, as identified in interlocal agreements and interfund rates assessed to departments.

Projects in Fund 315 that are not related to the TRP are generally funded by sources other than rate contributions from Fund 505. Some TRP categories incur only periodic outlays, but have assessments spread evenly over a multiyear period for consistency in planning for budgetary impact.

	2021	2022	2023	2024
PC/Laptops	506,584	1,185,158	1,270,104	1,374,898
Infrastructure	545,000	530,000	530,000	645,000
Imaging	25,000	15,000	15,000	25,000
GIS	10,000	10,000	10,000	10,000
Orthophotos	150,000	150,000	150,000	150,000
Audio Visual	40,000	30,000	30,000	40,000
Disaster	35,000	35,000	35,000	50,000
Telephony	95,000	75,000	75,000	95,000
ERP Replacement	350,000	350,000	350,000	350,000

Executive Recommended

1. Added \$1,000,000 for Cayenta upgrade using prior year program funds.
2. Added \$100,000 for replacement of CAFR Application using prior year program funds.

CIP - Capital:

Fund	SubFund	Division	Program						
Other				2021	2022	2023	2024	2025	2026
		Object							
		Cayenta/Highline		\$350,000	\$350,000	\$350,000	\$350,000	\$0	\$0
		Cayenta Upgrade		\$1,000,000	\$0	\$0	\$0	\$0	\$0
		CAFR Replacement		\$100,000	\$0	\$0	\$0	\$0	\$0
		Administrative/Other		\$1,406,584	\$2,030,158	\$2,115,104	\$2,389,898	\$0	\$0
		Program Subtotal:		\$2,856,584	\$2,380,158	\$2,465,104	\$2,739,898	\$0	\$0
		CIP-Capital Totals:		\$2,856,584	\$2,380,158	\$2,465,104	\$2,739,898	\$0	\$0

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 14 Information Technology

Short Name: CIP: Technology Replacement Program (TRP)

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
Sales & Use Tax	\$350,000	\$350,000	\$350,000	\$350,000	\$0	\$0
Prior Year Funds	\$1,100,000	\$0	\$0	\$0	\$0	\$0
Interfund DIS Rates	\$1,406,584	\$2,030,158	\$2,115,104	\$2,389,898	\$0	\$0
Funding Sources Total:	\$2,856,584	\$2,380,158	\$2,465,104	\$2,739,898	\$0	\$0

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 17 Debt Service

Short Name: Debt P380, 2012A Bond - CRI & Parks '03 refi (CIP)

Description: Program 380
 This is the CIP package for the 2012A Refunding Bond that refunded the 2003A Bond (prog 279).

There are two projects in this Bond that carried over from the 2003A Bond
 CRI
 Willis Tucker

Funding sources are:
 REET 1
 REET 2

CIP - Capital:

Fund	SubFund	Division	Program				
215	215	Limited Tax Debt Service	715 Limited Tax Debt Service	380	2012 A-RFNDG		
	Object	2021	2022	2023	2024	2025	2026
	Debt Service: Principal	\$300,000	\$377,000	\$377,000	\$236,000	\$236,000	\$236,000
	Debt Service Costs	\$71,600	\$0	\$0	\$0	\$0	\$0
	Program Subtotal:	\$371,600	\$377,000	\$377,000	\$236,000	\$236,000	\$236,000
	CIP-Capital Totals:	\$371,600	\$377,000	\$377,000	\$236,000	\$236,000	\$236,000

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
REET II	\$140,600	\$141,000	\$141,000	\$0	\$0	\$0
REET I	\$231,000	\$236,000	\$236,000	\$236,000	\$236,000	\$236,000
Funding Sources Total:	\$371,600	\$377,000	\$377,000	\$236,000	\$236,000	\$236,000

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 17 Debt Service

Short Name: Debt P389, 2011B Bond - CRI, gun range (CIP)

Description: Program 389
 This is the CIP package for the 2011B refunding Bond for:

CRI,
 Gun Range

Funding sources:
 REET 1

Per RCW 82.46.037 (1) (c), we are using \$1M of REET2 to be spent on REET1. It is applied to debt service for CRI.

CIP - Capital:

Fund	SubFund	Division	Program				
215	215	Limited Tax Debt Service	715 Limited Tax Debt Service	389	2011B (03 REFUNDING)		
	Object	2021	2022	2023	2024	2025	2026
	Debt Service: Principal	\$215,000	\$630,000	\$565,000	\$560,000	\$1,465,000	\$2,960,000
	Debt Service Costs	\$1,421,882	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
	Program Subtotal:	\$1,636,882	\$1,630,000	\$1,565,000	\$1,560,000	\$2,465,000	\$3,960,000
	CIP-Capital Totals:	\$1,636,882	\$1,630,000	\$1,565,000	\$1,560,000	\$2,465,000	\$3,960,000

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
REET II	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
REET I	\$636,882	\$630,000	\$565,000	\$560,000	\$1,465,000	\$2,960,000
Funding Sources Total:	\$1,636,882	\$1,630,000	\$1,565,000	\$1,560,000	\$2,465,000	\$3,960,000

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 17 Debt Service

Short Name: Debt P399, 2011C Bond - Cathcart (CIP)

Description: Program 399
 This package is for the 2011C Bond for:

Cathcart property

Funding source is:
 REET 1

Note: at the end of this loan in 2025, the appropriation shifts to an escalation in prog 389 debt service payments.

CIP - Capital:

Fund	SubFund	Division	Program			
<u>215</u>	<u>215</u>	<u>Limited Tax Debt Service</u>	<u>715 Limited Tax Debt Service</u>	<u>399</u>	<u>2011C (08 CATHCART)</u>	
Object	2021	2022	2023	2024	2025	2026
Debt Service: Principal	\$1,995,000	\$2,328,000	\$2,338,000	\$2,352,000	\$1,435,000	\$0
Debt Service Costs	\$322,440	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$2,317,440	\$2,328,000	\$2,338,000	\$2,352,000	\$1,435,000	\$0
CIP-Capital Totals:	\$2,317,440	\$2,328,000	\$2,338,000	\$2,352,000	\$1,435,000	\$0

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
REET I	\$2,317,440	\$2,328,000	\$2,338,000	\$2,352,000	\$1,435,000	\$0
Funding Sources Total:	\$2,317,440	\$2,328,000	\$2,338,000	\$2,352,000	\$1,435,000	\$0

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 17 Debt Service

Short Name: Debt P409, 2013 Bond - Courthouse (CIP)

Description: Program 409

This package accounts for the CIP portion of the 2013 Bond issuance for:

New Courthouse, phase I

Funding sources include:

REET1

See corresponding non-CIP package #22

CIP - Capital:

Fund	SubFund	Division	Program			
<u>215</u>	<u>215</u>	<u>Limited Tax Debt Service</u>	<u>715</u>	<u>Limited Tax Debt Service</u>	<u>409</u>	<u>2013 Bonds</u>
Object	2021	2022	2023	2024	2025	2026
Debt Service Costs	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000
Program Subtotal:	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000
CIP-Capital Totals:	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
REET 1	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000
Funding Sources Total:	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 17 Debt Service

Short Name: Debt P429, 2015 Bond, '05A CRI, gun range (CIP)

Description: Program 429

This package is for the CIP portion of the 2015 Bond for the following items in the refinanced 2005A Bond (former prog 289):

- CRI
- New admin completion
- Existing campus remodel (Admin West)
- Mission Building remodel
- Sheriff storage / gun range

Funding source is:
 REET 1

See related non-CIP package #143

CIP - Capital:

Fund	SubFund	Division	Program				
215	215	Limited Tax Debt Service	715 Limited Tax Debt Service	429	2015 Bonds		
	Object	2021	2022	2023	2024	2025	2026
	Debt Service: Principal	\$280,301	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000
	Debt Service Costs	\$137,279	\$0	\$0	\$0	\$0	\$0
	Program Subtotal:	\$417,580	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000
	CIP-Capital Totals:	\$417,580	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
REET 1	\$417,580	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000
Funding Sources Total:	\$417,580	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 17 Debt Service

Short Name: Debt P429, 2015 Bond, '06 gun rng, impnd lot (CIP

Description: Program 429

This package is for the CIP portion of the 2015 Bond for the following items in the refinanced 2006 Bond (former prog 319):

Sheriffs Gun Range/Impound lot.

Funding sources:
 REET 1

Please see corresponding non-CIP package #145

CIP - Capital:

Fund	SubFund	Division	Program				
<u>215</u>	<u>215</u>	<u>Limited Tax Debt Service</u>	<u>715 Limited Tax Debt Service</u>	<u>429</u>	<u>2015 Bonds</u>		
	Object	2021	2022	2023	2024	2025	2026
	Debt Service: Principal	\$94,980	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000
	Program Subtotal:	\$94,980	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000
	CIP-Capital Totals:	\$94,980	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
REET I	\$94,980	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000
Funding Sources Total:	\$94,980	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 17 Debt Service

Short Name: Debt P439, 2019 Bond - Courthouse phase II (CIP)

Description: Program 439

This package accounts for the CIP portion of the 2019 Bond issuance for:

New Courthouse, phase II
 Animal Shelter (Refi of 2009B Bond)

Funding sources include:
 REET1

See corresponding non-CIP package #147

CIP - Capital:

Fund	SubFund	Division	Program			
<u>215</u>	<u>215</u>	<u>Limited Tax Debt Service</u>	<u>715 Limited Tax Debt Service</u>	<u>439</u>	<u>2019 Bonds</u>	
Object	2021	2022	2023	2024	2025	2026
Debt Service: Principal	\$484,280	\$1,222,000	\$1,222,000	\$1,222,000	\$1,222,000	\$1,222,000
Debt Service Costs	\$556,632	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$1,040,912	\$1,222,000	\$1,222,000	\$1,222,000	\$1,222,000	\$1,222,000
CIP-Capital Totals:	\$1,040,912	\$1,222,000	\$1,222,000	\$1,222,000	\$1,222,000	\$1,222,000

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
REET I	\$1,040,912	\$1,222,000	\$1,222,000	\$1,222,000	\$1,222,000	\$1,222,000
Funding Sources Total:	\$1,040,912	\$1,222,000	\$1,222,000	\$1,222,000	\$1,222,000	\$1,222,000

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 17 Debt Service

Short Name: Debt P449, 2020A Bond, Refi 2010A Parks, CRI (CIP)

Description: Program 449

This is the package that accounts for the CIP portion of the 2020A bond issuance including:

Parks (NIPS)
 CRI

Funding sources are:
 REET1

See related non-CIP package #507

CIP - Capital:

Fund	SubFund	Division	Program			
<u>215</u>	<u>215</u>	<u>Limited Tax Debt Service</u>	<u>715 Limited Tax Debt Service</u>	<u>449</u>	<u>2020A Bonds</u>	
Object	2021	2022	2023	2024	2025	2026
Debt Service: Principal	\$2,147,902	\$1,490,000	\$1,490,000	\$1,490,000	\$1,490,000	\$1,490,000
Debt Service Costs	\$22,635	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$2,170,537	\$1,490,000	\$1,490,000	\$1,490,000	\$1,490,000	\$1,490,000
CIP-Capital Totals:	\$2,170,537	\$1,490,000	\$1,490,000	\$1,490,000	\$1,490,000	\$1,490,000

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
REET 1	\$2,170,537	\$1,490,000	\$1,490,000	\$1,490,000	\$1,490,000	\$1,490,000
Funding Sources Total:	\$2,170,537	\$1,490,000	\$1,490,000	\$1,490,000	\$1,490,000	\$1,490,000

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 18 Facilities Management

Short Name: 2021_2026 CIP_Facilities MENG Projects

Description: A comprehensive study of the condition of County buildings was conducted by MENG Analysis in 2015. This priority package is consistent with the report's recommendations.

The recommendation was to fund building related major repairs and maintenance at \$10 million a year. At this time, this is not possible because of the County's financial condition; A surcharge is collected from departments to fund selected projects. For 2021, the allocation is \$400,000.

The Executive Recommended reduced MENG projects from \$900,000 to \$400,000. The rates were reduced in package 503.

We recommend these projects for the 2021 budget:

Energy Management System/Records (\$125,000)

Replace the HVAC DDC controls that are at end of life with county standard DDC controls for improved energy management.

Jail Security System Replacement/Wall and Oakes Jail (\$300,000: \$275,000 in 2021 and \$25,000 in 2022)

The MCS jail security system was installed in 2014 and should be reevaluated and budgeted for repair or replacement every five years. Systems, camera, computer platform updates require integrated and overall system upgrades to provide operation of the cameras, doors, intercom, elevator, access control provided through command control rooms and touchscreen inmate modules. This budget request covers a security consultant to recommend the future technology path and to start a phased approach of equipment replacement. Estimated cost for the overall security system replacement could be \$5 million.

CIP - Capital:

Fund	SubFund	Division	Program			
<u>311</u>	<u>322</u>	<u>Capital Projects 2015</u>	<u>811 Construction Support</u>	<u>001</u>	<u>Facilities Capital Projects</u>	
Object	2021	2022	2023	2024	2025	2026
Capital Outlays	\$400,000	\$1,639,500	\$1,639,500	\$1,639,500	\$1,639,500	\$1,639,500
Program Subtotal:	\$400,000	\$1,639,500	\$1,639,500	\$1,639,500	\$1,639,500	\$1,639,500
CIP-Capital Totals:	\$400,000	\$1,639,500	\$1,639,500	\$1,639,500	\$1,639,500	\$1,639,500

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
Facilities Rates	\$400,000	\$1,639,500	\$1,639,500	\$1,639,500	\$1,639,500	\$1,639,500
Funding Sources Total:	\$400,000	\$1,639,500	\$1,639,500	\$1,639,500	\$1,639,500	\$1,639,500

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 18 Facilities Management

Short Name: 2021_2026 CIP _ Eval Treat Ctr Remodel

Description: The remodel of the Evaluation and Treatment Center in Mukilteo is fully funded by the North Sound Behavioral Health Organization from state funds. It is expected to be finished in 2021

In 2020 \$406,847 was added to the E&T Remodel budget appropriated in previous years.(\$2,146,416). The new project total is \$2,553,263. This project is fully funded by the North Sound Behavioral Health Organization from state funds.

CIP - Capital:

Fund	SubFund	Division	Program			
Other						
Object	2021	2022	2023	2024	2025	2026
Prior Year Funds	\$2,553,263	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$2,553,263	\$0	\$0	\$0	\$0	\$0
CIP-Capital Totals:	\$2,553,263	\$0	\$0	\$0	\$0	\$0

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
Prior Year Funds	\$2,553,263	\$0	\$0	\$0	\$0	\$0
Funding Sources Total:	\$2,553,263	\$0	\$0	\$0	\$0	\$0

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 18 Facilities Management

Short Name: 2021_2026 CIP Courthouse Replacement Project

Description: The County Courthouse started undergoing major renovations in mid 2018 and the project is estimated to be finished around June 2021. Total project cost is currently estimated at \$76.6 million (excluding prior costs relating to the original plan of building a new Courthouse).

This CIP package includes the request to extend the appointment of the Project’s Manager position through the end of June 2021.

CIP - Capital:

Fund	SubFund	Division	Program			
Other						
Object	2021	2022	2023	2024	2025	2026
Prior Year Funds	\$76,579,770	\$0	\$0	\$0	\$0	\$0
Program Subtotal:	\$76,579,770	\$0	\$0	\$0	\$0	\$0
CIP-Capital Totals:	\$76,579,770	\$0	\$0	\$0	\$0	\$0

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
Prior Year Funds	\$76,579,770	\$0	\$0	\$0	\$0	\$0
Funding Sources Total:	\$76,579,770	\$0	\$0	\$0	\$0	\$0

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 18 Facilities Management

Short Name: 2021_2026 CIP_Boiler Replacement Project

Description: This is to initiate the multi-year project for the replacement of the Cathcart HVAC System initially funded from available fund balance from Public Works Maintenance program used to maintain their outlying facilities in Cathcart and Arlington.

Building A (central Admin/Crew building), at the County’s Public Works Maintenance Center in Cathcart, needs a replacement boiler and related improvements to the control valves as a part of ongoing maintenance to the Heating, Venting, Air-Conditioning, and Ventilation (HVAC) system. This boiler has failed and is in crucial need of replacement and Facilities staff have a contractor available to perform the boiler replacement work once funds are available. Without these improvements the heating system will not operate. This priority package request is for \$135,671 to fund this maintenance work, which will include all design, labor, and materials to complete the necessary improvements.

CIP - Capital:

Fund	SubFund	Division	Program				
511	511	Facility Services Fund	801 Administrative Services	032	Public Works Facility Maint		
	Object	2021	2022	2023	2024	2025	2026
	Capital Outlays	\$135,671	\$0	\$0	\$0	\$0	\$0
	Program Subtotal:	\$135,671	\$0	\$0	\$0	\$0	\$0
	CIP-Capital Totals:	\$135,671	\$0	\$0	\$0	\$0	\$0

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
Prior Year Funds	\$135,671	\$0	\$0	\$0	\$0	\$0
Funding Sources Total:	\$135,671	\$0	\$0	\$0	\$0	\$0

Snohomish County

2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 18 Facilities Management

Short Name: 2021_2026 CIP_Fleet Equipment Replacement

Description: This priority package is designed to give greater detail regarding equipment capital improvements (replacements) that Fleet plans to make in 2021 in excess of \$50,000. The assets Fleet intends to acquire below \$50,000 are included in a separate priority package.

D251	2002 Freightliner FLD112SD w/Frink Box	\$268,274.76
D254	2003 International 5600I	\$268,274.76
D263	2003 International 5600I	\$268,274.76
EB55	2006 Case 590 Super M	\$118,290.23
EG47	2009 Kalmar Industries Corp. Ottawa	\$150,000.00
EG48	2009 Kalmar Industries Corp. Ottawa	\$150,000.00
EG49	2009 Kalmar Industries Corp. Ottawa	\$150,000.00
EG50	2009 Kalmar Industries Corp. Ottawa	\$150,000.00
EK03	2001 New Holland TS100	\$136,427.39
EL80	2016 Caterpillar 966M	\$530,801.09
H051	2006 Caterpillar 305CCR	\$123,007.60
H512	2003 Caterpillar 430D	\$124,282.93
H513	2003 Caterpillar 430D	\$124,282.93
H515	2003 Caterpillar 430D	\$124,912.07
M0040	2009 Volvo VHD104F200	\$585,999.92
M0042	2010 Volvo VHD104F200	\$585,999.92
M401	2011 Cimline 230DH	\$65,000.00
M414	2006 Etnyre Chip Spreader	\$384,205.48
T194	2002 International 4400	\$192,922.34
T195	2002 International 4300	\$192,922.34
T196	2002 International 4300	\$192,922.34
T742	2005 Trailboss Trailers Inc 27 T	\$51,938.52
T743	2005 Trailboss Trailers Inc 27 T	\$51,938.52
T746	2005 Trailboss Trailers Inc 27 T	\$51,938.52

TOTAL \$ 5,042,616.41

CIP - Capital:

Fund	SubFund	Division	Program			
<u>502</u>	<u>502</u>	<u>Equipment Rental &</u>	<u>600</u>	<u>Equipment Rental And Revo</u>	<u>860</u>	<u>Fleet Mgt - Maint & Opera</u>
Object	2021	2022	2023	2024	2025	2026
Capital Outlays	\$5,042,616	\$3,544,305	\$4,276,846	\$4,512,856	\$3,726,384	\$3,326,449
Program Subtotal:	\$5,042,616	\$3,544,305	\$4,276,846	\$4,512,856	\$3,726,384	\$3,326,449
CIP-Capital Totals:	\$5,042,616	\$3,544,305	\$4,276,846	\$4,512,856	\$3,726,384	\$3,326,449

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
ER&R Funds	\$5,042,616	\$3,544,305	\$4,276,846	\$4,512,856	\$3,726,384	\$3,326,449
Funding Sources Total:	\$5,042,616	\$3,544,305	\$4,276,846	\$4,512,856	\$3,726,384	\$3,326,449

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 18 Facilities Management

Short Name: 2021_2026 CIP_NS Behavioral Health Treatment Ctr

Description: Vacant space within Denney Juvenile Detention Center is being converted into two 16-bed inpatient treatment facilities for adults with substance use disorders. Funding for the remodel and new construction is provided through state capital funds authorized by the State Legislature, the North Sound Behavioral Health Organization, REET funds and other County resources for a total cost of \$17 Million. Snohomish County Facilities, Superior Court, Executive’s Office and Human Services have been engaged in this process. It is expected that construction will take approximately one year with treatment services available sometime in 2021. Treatment will be provided by a subcontractor(s) and reimbursed through the Medicaid system.

This project will involve sealing off the above-mentioned 13,732 SF detention wing from the rest of the facility, thus removing 52 of its 124 beds, and converting the wing, plus an approximately 10,200 SF addition, to a dependency treatment facility. This facility will house 32 inpatients, divided into two separate 16-bed units. NSBHTC will be separate from the DJJC.

CIP - Capital:

Fund	SubFund	Division	Program				
Other							
Object	2021	2022	2023	2024	2025	2026	
Prior Year Funds	\$17,035,703	\$0	\$0	\$0	\$0	\$0	
Program Subtotal:	\$17,035,703	\$0	\$0	\$0	\$0	\$0	
CIP-Capital Totals:	\$17,035,703	\$0	\$0	\$0	\$0	\$0	

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
Prior Year Funds	\$17,035,703	\$0	\$0	\$0	\$0	\$0
Funding Sources Total:	\$17,035,703	\$0	\$0	\$0	\$0	\$0

Snohomish County
2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 21 Airport

Short Name: Snohomish County Airport - Bldg/Land Constr/Acquis

Description: Budget drivers at the airport include maintenance and support of the airfield to Federal Aviation Administration (FAA) standards, existing buildings, roadways and utility systems and increasing long-term revenue and asset base at the airport. Development of facilities for the aerospace industries is a priority. Asset and revenue growth at the airport leads to increased economic development, growth and vitality to the County. The Capital projects listed from 2021-2026 address these needs and are driven by the Airport Master Plan. Paine Field contributes an estimated \$12 million each year to local tax collections and an additional \$263.8 million statewide. (WSDOT, 2020)

Commercial and industrial capital projects are tied to existing or future tenant demand and future revenue sources along with availability of construction debt-service funding. A total of \$5.775 million is budgeted for: a potential land acquisition; t-hangar renovations; design of new maintenance facility; fueling station; HVAC replacement program; and miscellaneous additional repairs for the airport’s aging infrastructure. The land acquisition is bond funded at an estimated \$5 million which shall acquire the enclave property on the southeast side of the airport. The remaining \$775,000 is funded from the Airport Enterprise Fund for various building projects.

CIP - Capital:

Fund	SubFund	Division	Program			
410	410	Airport Operation &	100	Airport	680	Operations-General
Object	2021	2022	2023	2024	2025	2026
Capital Outlays	\$5,775,000	\$600,000	\$1,290,000	\$150,000	\$150,000	\$150,000
Program Subtotal:	\$5,775,000	\$600,000	\$1,290,000	\$150,000	\$150,000	\$150,000
CIP-Capital Totals:	\$5,775,000	\$600,000	\$1,290,000	\$150,000	\$150,000	\$150,000

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
Bond Proceeds-Other	\$5,000,000	\$0	\$0	\$0	\$0	\$0
Airport Funds	\$775,000	\$600,000	\$1,290,000	\$150,000	\$150,000	\$150,000
Funding Sources Total:	\$5,775,000	\$600,000	\$1,290,000	\$150,000	\$150,000	\$150,000

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2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 21 Airport

Short Name: Snohomish County Airport - Grant Funded Projects

Description: Budget drivers at the airport include maintenance and support of the airfield to Federal Aviation Administration (FAA) standards, existing buildings, roadways and utility systems and increasing long-term revenue and asset base at the airport. Development of facilities for the aerospace industries is a priority. Asset and revenue growth at the airport leads to increased economic development, growth and vitality to the County. The Capital projects listed from 2021-2026 address these needs and are driven by the Airport Master Plan. Paine Field contributes an estimated \$12 million each year to local tax collections and an additional \$263.8 million statewide. (WSDOT, 2020)

Certain airfield capital improvements are eligible, but not guaranteed, for 90% grant funding by the Federal Aviation Administration (FAA). FAA grants are prioritized by type and are highly competitive. Airfield projects are funded only if they meet FAA guidelines and rank high on the national priority list. FAA Grant Funding is listed in revenues. Grant funded construction projects are started only after the grant funding has been approved.

Paine Field's Passenger Facility Charges (PFC) Program, effective November 2020, receives \$4.50 per enplaned passenger. PFC Funds are restricted to be spent on FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition (FAA). The airport's first PFC funded project is to reconstruct the Inner Terminal Ramp at a cost of \$5.5 million which shall be funded by bonds initially. The bonds will be re-paid using PFC funds over the next four (4) to five (5) years.

In 2021, the airport has a capital improvement program including: \$2.6 million for the Airport Master Plan (AMP), \$150,000 to Reconstruct Runway 16R-34L, Phase I; and \$6 million for the Reconstruction of Taxilane Echo. The AMP is being fully funded by an FAA Grant at \$2.6M. The AMP will provide new direction for all future capital projects providing a five (5), ten (10), and twenty (20) year projection for all future construction at the airport. The Reconstruct Runway 16R-34L, Phase I is a multi-year project that is funded entirely from the Airport Enterprise Fund at \$150,000. The airport shall seek FAA Grant funding for all future phases. Taxilane Echo is funded at \$5.4 million (90%) from FAA Grants and \$600,000 (10%) from airport funds.

CIP - Capital:

Fund	SubFund	Division	Program				
410	410	Airport Operation &	100 Airport	680	Operations-General		
Object		2021	2022	2023	2024	2025	2026
Capital Outlays		\$14,311,554	\$250,000	\$5,477,099	\$12,100,000	\$26,500,000	\$15,000,000
Program Subtotal:		\$14,311,554	\$250,000	\$5,477,099	\$12,100,000	\$26,500,000	\$15,000,000
CIP-Capital Totals:		\$14,311,554	\$250,000	\$5,477,099	\$12,100,000	\$26,500,000	\$15,000,000

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
PFC Funds	\$88,593	\$0	\$0	\$0	\$1,000,000	\$3,000,000
Other Grants	\$7,972,961	\$0	\$4,929,389	\$9,050,000	\$22,500,000	\$9,000,000
Bond Proceeds-Other	\$5,500,000	\$0	\$0	\$0	\$0	\$0
Airport Funds	\$750,000	\$250,000	\$547,710	\$3,050,000	\$3,000,000	\$3,000,000
Funding Sources Total:	\$14,311,554	\$250,000	\$5,477,099	\$12,100,000	\$26,500,000	\$15,000,000

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2021-2026 Capital Improvement Program - Council Adopted 11/10/2020

Department: 21 Airport

Short Name: Snohomish County Airport - Machinery & Equipment

Description: Budget drivers at the airport include maintenance and support of the airfield to Federal Aviation Administration (FAA) standards, existing buildings, roadways and utility systems and increasing long-term revenue and asset base at the airport. Development of facilities for the aerospace industries is a priority. Asset and revenue growth at the airport leads to increased economic development, growth and vitality to the County. The Capital projects listed from 2021-2026 address these needs and are driven by the Airport Master Plan. Paine Field contributes an estimated \$12 million each year to local tax collections and an additional \$263.8 million statewide. (WSDOT, 2020)

In 2021, the airport has budgeted approximately \$1.08 million for large machinery and equipment including: a bucket truck; a bat-wing mower; runway snow removal equipment (SRE); an ARFF box truck; and replacement of all Self-Contained Breathing Apparatuses (SCBA) for all firefighters. The SRE is to be purchased using Passenger Facility Charges (PFC) collected from commercial passenger service at \$4.50 per enplaned passenger. PFC's require approval from the FAA and airport stakeholders prior to purchasing. All other vehicles or equipment will be funded from the Airport Enterprise Fund.

CIP - Capital:

Fund	SubFund	Division	Program				
410	410	Airport Operation &	100	Airport	680	Operations-General	
Object	2021	2022	2023	2024	2025	2026	
Capital Outlays	\$1,355,000	\$0	\$655,000	\$950,000	\$485,000	\$705,000	
Program Subtotal:	\$1,355,000	\$0	\$655,000	\$950,000	\$485,000	\$705,000	
CIP-Capital Totals:	\$1,355,000	\$0	\$655,000	\$950,000	\$485,000	\$705,000	

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
PFC Funds	\$950,000	\$0	\$0	\$950,000	\$0	\$0
Airport Funds	\$405,000	\$0	\$655,000	\$0	\$485,000	\$705,000
Funding Sources Total:	\$1,355,000	\$0	\$655,000	\$950,000	\$485,000	\$705,000

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Department: 21 Airport

Short Name: Snohomish County Airport - Other Improvements

Description: Budget drivers at the airport include maintenance and support of the airfield to Federal Aviation Administration (FAA) standards, existing buildings, roadways and utility systems and increasing long-term revenue and asset base at the airport. Development of facilities for the aerospace industries is a priority. Asset and revenue growth at the airport leads to increased economic development, growth and vitality to the County. The Capital projects listed from 2021-2026 address these needs and are driven by the Airport Master Plan. Paine Field contributes an estimated \$12 million each year to local tax collections and an additional \$263.8 million statewide. (WSDOT, 2020)

Capital improvement projects consist of airside and landside projects that maintain targeted safety standards for airport Infrastructure. Airside projects consist of, but not limited to, runways, ramps and taxiways while landside projects consist of roadways, stormwater, sewer, security and other infrastructure. Various infrastructure projects are budgeted at \$1.5 million in 2021 and being funded entirely by the Airport Enterprise Fund.

CIP - Capital:

Fund	SubFund	Division	Program			
410	410	Airport Operation &	100	Airport	680	Operations-General
Object	2021	2022	2023	2024	2025	2026
Capital Outlays	\$1,470,000	\$3,285,000	\$1,050,000	\$1,325,000	\$725,000	\$325,000
Program Subtotal:	\$1,470,000	\$3,285,000	\$1,050,000	\$1,325,000	\$725,000	\$325,000
CIP-Capital Totals:	\$1,470,000	\$3,285,000	\$1,050,000	\$1,325,000	\$725,000	\$325,000

CIP - Funding Source:

Funding Source	2021	2022	2023	2024	2025	2026
Airport Funds	\$1,470,000	\$3,285,000	\$1,050,000	\$1,325,000	\$725,000	\$325,000
Funding Sources Total:	\$1,470,000	\$3,285,000	\$1,050,000	\$1,325,000	\$725,000	\$325,000

Chapter V: Statement of Assessment on GMA Goal 12

The purpose of this statement of assessment is to determine if there are any probable funding shortfalls or regulatory inadequacies that could jeopardize implementation of the Snohomish County Comprehensive Plan or satisfaction of Goal 12 of the Growth Management Act (GMA) to provide adequate public facilities. As of this review, Snohomish County has found no probable funding shortfalls or regulatory inadequacies that could jeopardize implementation of the County’s Comprehensive Plan or satisfaction of GMA Goal 12.

This statement of assessment examines those public facilities explicitly identified as necessary to support development in the County’s 2015 Capital Facilities Plan (CFP), and listed in Table 5 below. A distinction is made between urban and rural development within the context of the GMA. Each capital facility may require different levels of service for different types (urban or rural) of facilities.

Table 5. Facilities Necessary to Support Development*

Public Facility	Necessary for Urban Development**	Necessary for Rural Development
Surface Transportation	Yes (public streets and transit routes)	Yes (public roads)
Surface Water Management	Yes	Yes
Park Land and Recreational Facilities	Yes (community park land and recreational facilities, neighborhood parks, trails, regional parks)	Yes (community park land and recreational facilities, trails, regional parks)
Public Water Supply System	Yes	No
Public Wastewater System	Yes	No
Fire Protection Service	Yes	No
Electric Power	Yes	Yes
Public Schools	Yes	Yes

*The 2015 CFP includes additional capital facilities and services (general government facilities, law and justice facilities, solid waste facilities, and airport facilities). The general government facilities, law and justice facilities, solid waste facilities, and airport facilities are included in the financial sections of the CIP but are not included in the statement of assessment because these facilities are not identified as necessary to support development.

** Urban development is considered development activity located inside an urban growth area.

Each facility necessary to support development is examined from three perspectives: the sufficiency of the capital improvement program(s) to achieve minimum acceptable levels of service (LOS); the adequacy of the funding that supports the CIP; and the adequacy of regulatory mechanisms to ensure that facilities expand in concert with development. All these facilities are supported by CIPs prepared and adopted by their respective purveyor agencies.

The relevant Snohomish County departments and non-County agencies for each facility have prepared facility-specific statements of assessment in Chapter V, Sections 5.1 and 5.2. This information is summarized in Table 6.

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Table 6. Summary of Capital Facilities Statements of Assessment

	Surface Transportation	Park Land & Recreational Facilities	Surface Water Management	Public Water Supply	Public Wastewater Systems	Electric Power	Public Schools	Fire Protection Services
Are current minimum levels of service (LOS) being met?	Yes	Yes	Yes	DOH standards are being met	Ecology standards are being met	Yes	Yes	Yes
Funding is adequate for capital projects over the next six years	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Are there any projected funding shortfalls?	No	No	No	No	No	No	No	No
Corresponding minimum levels of service should be met over the next six years?	Yes	Yes	Yes	DOH standards expected to be met	Ecology standards expected to be met	Yes	Yes	Yes
Will regulatory measures appropriately ensure that new development will not occur unless the necessary facilities are available to support the development at the adopted minimum level of service?	Yes – Concurrency regulations	Yes – Impact fees also required	Yes	Yes – Developers generally pay directly for permitted infrastructure extensions ¹	Yes – Developers generally pay directly for permitted infrastructure extensions	N/A LOS is met under the requirements of service provider	N/A LOS is met under the requirements of service provider	Yes

¹Seven Lakes Water Association has a moratorium on new water service connections due to limits on water rights. Snohomish County is monitoring growth trends in this rural area of limited growth

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Growth Management Act and the CIP

The GMA (Chapter 36.70A RCW) requires development of a comprehensive plan and periodic updates to address new population and employment growth forecasts for a 20-year planning period. Snohomish County's 2015 Comprehensive Plan included a complete reassessment of land use and transportation in the context of additional growth forecasted through the year 2035. Snohomish County addressed issues of funding, levels of service, and land use as part of the comprehensive plan update process. Snohomish County's next comprehensive plan update is due in 2024. At that time, this update will revisit capital infrastructure as well as include an updated reassessment of land use and transportation in the context of additional growth forecasted for the next 20-year planning horizon.

One important indicator of whether public facilities are being adequately provided to support the Snohomish County Comprehensive Plan's expected growth is the County's recent performance in accommodating growth. The most recent SCT Growth Monitoring Report (2020 Population Trends section, unpublished) now shows that countywide population growth is tracking 3% higher than projected for 2020. It also indicates that the 2020 population estimate for the entire unincorporated UGA reached (and slightly exceeded) the 2035 unincorporated UGA population growth target in 2020.¹ For several MUGAs in the unincorporated SWUGA, estimated 2020 population exceeds the 2035 population targets for those areas. The difference in the pace of areas meeting 2015-2035 growth targets raise concern about the possibility for growth adding stress to the infrastructure in certain areas. This is an issue that will be evaluated in detail while developing the County's 2021 Buildable Lands Report and 2024 update to the Comprehensive Plan.

The impact of any identified funding or regulatory problem on the ability of the comprehensive plan to accommodate projected growth (as expressed in adopted 20-year targets) is a key consideration in determining if a formal reassessment of the comprehensive plan is warranted. This will be discussed in subsequent chapters where a problem or potential problem is identified, and its consequences evaluated. Service level adequacy is addressed in Chapters V and VI.

The County Charter requires that the County Council adopt a six-year CIP concurrently with the budget (Section 6.50). The Snohomish County CIP is updated annually and approved as part of the annual budget process. Many cities and special districts that provide other facilities addressed herein follow a similar practice. These CIPs, in turn, are generally 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. Multi-year CIPs prepared by provider agencies demonstrate that funding is projected to be adequate for all the facilities/projects (county and noncounty) addressed by this statement of assessment for 2021 to 2026. The CIPs are typically funded at a level that produces a facility LOS somewhere between the agencies preferred or targeted LOS and the minimum acceptable LOS.

Reassessment Options

Snohomish County is required to initiate a reassessment program if the LOS for public facilities necessary for development cannot be maintained, funding shortfalls are projected, or regulatory measures do not reasonably ensure that new development will not occur unless the necessary facilities are available at the adopted LOS. The reassessment would include analysis of potential options for

¹ See Snohomish County Tomorrow 2020 Growth Monitor Report – Population Growth Trends July 22, 2020, Slide 12 of link: https://www.snohomishcountywa.gov/DocumentCenter/View/75040/2020PopGrowthTrends_Jul-22-2020_Steering.

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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.
- Increase revenues to pay for the proposed standard of service (higher rates for existing revenues, and/or new sources of revenue).
- 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).
- Reduce the demand by restricting population (i.e., revise the land use element), which may cause growth to occur in other jurisdictions.
- 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.
- Any combination of the options listed above.

Statement of Assessment

Based on the information provided, none of the capital facilities evaluated in this CIP are projected to experience shortfalls in funding as defined by GMA Goal 12.² While the long-term impact of the COVID-19 pandemic is still unknown, the potential impact on agencies budgets might be better known in the coming year. Therefore, no immediate reassessment actions are recommended or required at this time given the current and projected status of all the capital facilities that are “necessary to support development.”

² RCW 36.70A.020 – “Public facilities and services. Ensure 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.”

Section 5.1 – Assessment of County Capital Facilities

Part 5.1a – Surface Transportation

Sufficiency of Capital Improvement Program

Snohomish County’s Transportation Element (TE) is a primary component of the Snohomish County Comprehensive Plan. It adopts a transportation level of service (LOS) standard, policies for the development and maintenance of the transportation system, and strategies for implementing the policies and the LOS standard. The TE also identifies major road projects needed to support the development planned in the future land use map (FLUM) and maintain the County’s adopted LOS. The Transportation Needs Reports (TNR) prioritizes the TE projects and identifies the projects that provide the cost basis of the County’s GMA transportation impact fee (impact fee projects). The TNR is also the foundation for the six-year Transportation Improvement Program (TIP) that is updated and approved annually and reflected within the County’s CIP.

Funding Adequacy

The TIP identifies capital transportation improvements including preservation, safety, non-motorized, capacity, and bridge projects. Project expenditures are programmed over the six-year period and balanced with projected revenues. The 2021-2026 TIP has been developed to ensure that the investments necessary to support the FLUM have been adequately funded. Consequently, the investment identified in the TIP for transportation projects is sufficient to meet the minimum LOS standard identified in the Transportation Element of the Snohomish County Comprehensive Plan for the next six years.

Public Works continues to assess and adapt to revenue impacts stemming from the COVID-19 pandemic. As expected, motor vehicle fuel tax (MVFT) revenue declined sharply in the wake of Governor Inslee’s “Stay Home, Stay Healthy” order. The longer-term impacts COVID-19 will have to the Road Levy, MVFT, and grant fund availability are uncertain and will be monitored for potential impacts to future TIPs.

Prior to COVID-19, a strong and active economy, along with population growth and changes in driving habits, were altering revenue and expenditure forecasts. Although revenues had been stable with growth to the County Road Levy, certain funding sources receded to a new level of normal, such as transportation impact fee revenue. Additionally, the growth in expenditures in a competitive economic market was outpacing revenue growth.

Despite these financial challenges, Snohomish County continues to find ways to invest in the TIP with the goals of reducing the projected long-term funding shortfall identified in the 2015 TE and better position the County to support the FLUM and maintain adequate LOS standards.

Adequacy of Regulatory Mechanisms

The County has adopted a transportation concurrency system through Snohomish County Code (SCC) Chapter 30.66B that monitors the LOS of the County’s arterial road network and restricts development if the LOS on an arterial unit falls below the adopted LOS standard. This regulatory system supplements and assists the County’s construction program in assuring that new development will be supported by adequate transportation facilities as defined by the County’s adopted LOS standard.

The County’s concurrency management system works as follows: when the Average Daily Trips (ADT) on an arterial unit reaches the thresholds identified in SCC 30.66B.101, the County measures the travel

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speed on the arterial unit; when the travel speed on an arterial unit is within 2 mph of the speed representing a LOS below the adopted standard, the arterial unit is considered to be “At Risk”; when an arterial unit falls below the adopted LOS, or within six years is forecasted to fall below the adopted LOS, and there are no projects programmed or fully funded to raise the LOS within six years, that arterial unit is designated as an “Arterial Unit in Arrears.” No development can be approved that would add three or more peak hour trips to an Arterial Unit in Arrears until improvements adding additional capacity to raise the LOS to the adopted standard are either constructed or funded and programmed to be constructed within six years. Developments generating more than 50 peak-hour trips must also look at future conditions to evaluate whether they will cause an arterial unit to fall into arrears or impact an arterial unit expected to fall into arrears within six years.

An arterial unit may be determined by the County Council to be at “Ultimate Capacity” when the arterial has been improved to its maximum extent and further improvements would require unwarranted public expenditure or would have severe impacts to the environment or community. Ultimate Capacity provides for an alternative LOS and is a useful tool where increased urban densities consistent with the adopted Snohomish County Comprehensive Plan are desired to support transit and active transportation. Additional Transportation Demand Management (TDM) measures are required for developments impacting “Ultimate Capacity” arterial units to encourage the use of transit and help reduce the need for single-occupancy vehicles.

The County summarizes the monitoring of its arterial road network in an annual concurrency report. The most recent report, the 2019 Concurrency Report, addresses the LOS on county arterial units from January 1, 2019 to December 31, 2019. The County had three arterial units designated as Ultimate Capacity, zero Arterial Units in Arrears, and twelve arterial units At Risk of falling into arrears. The number of arterial units in arrears has remained at zero since 2011 and the number of arterial units at ultimate capacity has remained at three since 2007.

The 2019 report and reports for prior years can be found at the Public Works Traffic Mitigation and Concurrency Ordinance website.

Statement of Assessment

An update to the Snohomish County Comprehensive Plan was adopted in 2015, including a revised Transportation Element. This update included a new FLUM, revisions to the transportation LOS standard, and a new 20-year transportation forecast. The forecast was used to develop a new 20-year project list and funding strategy necessary to support the FLUM and maintain the adopted levels of service.

The projected level of progress over the next six-year period as proposed in the TIP is sufficient to ensure meeting the LOS standards required for transportation. Revenue projections will continue to be watched closely and, if necessary, strategic adjustments in expenditures in the capital and noncapital categories during the six-year period covered by this assessment will be made.

Construction and Programming of Major Road Improvements

The Transportation Element is based on an analysis of transportation deficiencies and future needs within unincorporated Snohomish County. Consistent with the GMA, it identifies 43 arterial projects designed to resolve deficiencies and meet identified future needs. Importantly, it provides a financial strategy to plan and guide the county in financing the recommended arterial improvement projects.

A forecast schedule for delivery of the projects contained in the TE is shown in Table 7.

Table 7. Completion of Transportation Element Projects

Forecast for Delivery of 2015 TE Project List					
	2015	2020	2025	2030	2035
Projects Completed	0	2	11	13	17
Cumulative Completed	0	2	13	26	43
Cumulative Percent	0%	5%	30%	60%	100%

The timing for implementation of major system improvements varies depending on how any given area develops and the resulting infrastructure needs relative to priorities throughout the county. Arterial improvements are prioritized and constructed within available funding. If additional funding strategies are realized, project completion may be accelerated.

Projected revenues are sufficient to pay for the transportation infrastructure necessary to meet the demands of growth over the current six-year planning period. However, the 2015 adopted TE shows a \$101M funding shortfall towards the year 2035. Public Works is currently evaluating the GMA based traffic impact fees and their effect on the shortfall. An updated fee schedule will be recommended for consideration in 2020. Adopting a more balanced approach to the pro-rata share of the capital costs of facilities necessitated by new development will reduce or delay potential funding deficits, help leverage grant opportunities, and keep projects on schedule.

Part 5.1b – Surface Water Management

Sufficiency of Capital Improvement Program

The adopted level of service (LOS) for surface water facilities is based on two standards and one target. These are defined in the Snohomish County Capital Facilities Plan. The first standard consists of stormwater regulations for new development as defined in Chapter 30.63A SCC. All new development must comply with the defined stormwater regulations in order to obtain permit approval. The second standard requires a minimum County investment in surface water capital facilities of \$8.35 million over a six-year period. The capital improvement program for the Surface Water Management (SWM) division of the Public Works Department is specifically dedicated to investments in surface water capital facilities.

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

Funding Adequacy for CIP

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

The primary funding source for meeting the LOS standard, based on a minimum public investment in surface water capital facilities of \$8.35 million over the next six years, is funds from the SWM utility, as shown in the SWM Division budget. The revenue sources currently used include SWM utility charges, which are collected from utility ratepayers and are used within the SWM utility district; real estate excise taxes (REET II), usable throughout the county for capital projects; the County Road Fund; and various grants, which are limited to specific projects.

The County meets the minimum level of investment in surface water capital facilities. A total of \$82.9 million has been identified for surface water capital facilities in the current 2021-2026 CIP. The County recognizes that the County investments in surface water capital projects far exceeds the minimum LOS established in 1995. In addition to funding SWM’s capital program, the SWM service charges are the primary revenue source for SWM’s non-capital programs. Some of these non-capital programs, such as stormwater facility maintenance, salmon planning, and water quality monitoring, are being increasingly mandated through various state and federal programs. A lower surface water capital facility LOS allows the County the maximum flexibility to accommodate future capital and non-capital state or federal mandates.

The primary funding source for meeting the LOS target of solving all known two-year flooding problems along drainage systems maintained by the County by 2025 is, likewise, funds from the SWM utility, as shown in the SWM Division budget. The list of projects that addresses two-year flooding problems will change over time as drainage problems are resolved through public and private investment and as new drainage problems arise. The 2021-2026 CIP contains projects that contribute to meeting this LOS target.

Adequacy of Regulatory Mechanisms

Current county regulations are only relevant to the surface water LOS standard that applies to new development. This standard is achieved by requiring that new private developments and public construction projects comply with the requirements of the county’s drainage code, Chapter 30.63A SCC. In 2016, Chapter 30.63A SCC was revised to provide for a generally higher level of water quality and flood protection in response to more stringent requirements of the County’s National Pollutant Discharge Elimination System (NPDES) permit.

Statement of Assessment

Based on the proposed budget and six-year CIP, as well as the existing regulations, Snohomish County will continue to achieve the minimum LOS for surface water.

Part 5.1c – Park Land and Recreational Facilities

Sufficiency of Capital Improvement Program

The 2015 Snohomish County Park and Recreation Element (PRE) was adopted by the County Council in June 2015 and contains a level of service (LOS) methodology that is based on provision of active and passive recreation facilities, regional trails, miles of waterfront, number of campsites and number of parking spaces provided within Neighborhood, Community and Regional Parks and Regional Trails. The PRE takes into consideration this LOS, as well as the inventory of existing facilities, community demand for property acquisition and facilities, projections of population growth (number, demographics and distribution) and estimation of future revenues. The PRE provides a list of required and recommended park improvements based upon this analysis. Those improvements that are not necessary to maintain LOS standards are identified within the PRE for completion as funding is available and it is appropriate to complete the project. Projects based on LOS proposed in the CIP are selected to meet minimum LOS standards.

Funding Adequacy for CIP

Assuming that the current economic trends and priorities continue, the Snohomish County Department of Parks, Recreation & Tourism projects should receive adequate revenue through Park Impact Mitigation Fee collections and Real Estate Excise Tax (REET) revenues. REET revenues are allocated across several departments by the County Council through the annual budget process to support projects over the six-year period covered by the CIP. Recent trends in REET, as well as Park Impact Mitigation Fee collections, will allow the program to maintain the minimum service levels called for in the PRE. These revenues will support the property acquisition and facility development projects needed to serve the existing and projected population. The Department of Parks, Recreation & Tourism will also continue to establish partnerships with youth sports associations, community based non-profit associations such as Parent-Teacher Associations (PTAs), cities, and school districts, some of which have contributed significant funding to the creation or rehabilitation of sports fields, playgrounds, and other capital facilities. Future partnerships will only add to the facility development resources available to the Department of Parks, Recreation & Tourism.

Adequacy of Regulatory Mechanisms

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

Statement of Assessment

The Snohomish County 2015 Capital Facilities Plan (CFP) designates Neighborhood, Community and Regional Parks and Regional Trails as necessary to support development. This designation allows Park Impact Mitigation Fees to be used for expansion of facilities within these types of parks and the LOS described within the PRE sets the minimum standard by which provision is measured. Park land and recreational facility LOS is considered a “facility capacity,” rather than a “land capacity” methodology, as it is based on the premise that by providing additional facilities (e.g. playgrounds, miles of soft surface trails, etc.) additional population is served, even if the new facilities are added to an existing park. This creates cost and staff efficiencies and takes advantage of parks where capacity for additional amenities is present. Acquisition of new properties to meet LOS may be required in some cases and the 2021 – 2026 CIP includes one acquisition targeted at meeting LOS standards, as well as development of recently acquired facilities.

Capacity of the Department of Parks, Recreation & Tourism resources and programs to meet the requirements of the CFP:

- The LOS methodology contained in the PRE and referenced in Part 6.2b of this CIP meets the first test required by the CFP. The projects proposed in the CIP will maintain the identified park LOS. Park acquisition and facility development projects projected through the six-year horizon of the CIP are designed to meet the defined proposed park LOS, addressing the needs of existing and projected future population growth both in terms of numbers and geographic distribution.
- There are no projected shortfalls in funding for necessary park services that will warrant a reassessment of Snohomish County’s Comprehensive Plan as per the second test. The Department of Parks, Recreation & Tourism will generate revenue through Park Impact Mitigation Fee collections. Also, REET II revenues are expected to be allocated by the County Council through the annual budget process over the six-year period covered by this CIP.
- Future partnerships will only add to the facility development resources available to the Department of Parks, Recreation & Tourism. Grant revenue available through the State of Washington Recreation and Conservation Office, the Salmon Recovery Board, the Department of Natural Resources and the federal government through the National Park Service or the SAFETEA program may be available to augment capital resources obtainable by the department. These grants have not been assumed to be secured within the CIP and are, in all cases, competitive on a regional or statewide basis. The Department of Parks and Recreation has a history of success in grant writing resulting in 30% to 50% of project costs for acquisition and development of some projects being covered by non-county revenue. This history provides cautious optimism that additional partnership-based funding will be available to supplement projects.
- There is no evidence that necessary park facilities will be unavailable to support the development at the adopted minimum LOS, a consideration required by the third test. The property acquisition and park development program projected through the six-year horizon of the CIP are designed to meet the adopted park LOS, addressing the needs of existing and projected future population growth both in terms of numbers and geographic distribution.
- Municipal annexations could affect park impact fees in the future and the availability of local funds to support acquisition and development of future parks could be impacted as a result.

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A review of these considerations concludes that under existing policies and programs, projected levels of development will be supported by adequate park facilities at levels of service standards that meet, or exceed, minimum levels identified in the PRE.

Part 5.2 – Assessment of Non-County Capital Facilities

Part 5.2a – Public Water Supply

Sufficiency of Capital Improvement Program

Public water supply and distribution facilities are provided by cities, special purpose districts, community associations and companies in Snohomish County. The Washington State Department of Health (DOH) has basic operational requirements and standards for all water supply systems. Each water system’s comprehensive plan includes a description of the purveyor’s system design standards. These standards typically 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. Water system standards are influenced heavily by fire insurance ratings and DOH standards, although they are a matter of local choice. They apply to facilities built by a public water purveyor as well as to facilities built by developers and other private parties that are dedicated to a purveyor or connected to a purveyor’s system. These standards generally constitute the LOS for the system.

Counties and cities are subject to the GMA and have effectively applied GMA standards to the review of water comprehensive plans. Water districts are not directly regulated by the GMA, but water district comprehensive plans are required to be consistent with county land use plans and are subject to review by the county and the cities they serve. Therefore, districts updating their comprehensive water plans routinely incorporate the appropriate city and county land use and population forecasts into their projections of future demand. This aids in achieving consistency between the county’s land use plan and the district’s system plan for water supply. The cities and districts that provide public water service to Snohomish County have a long and generally consistent record of preparing and implementing capital facility programs to serve demand. Future water system plan updates are compared with growth forecasts through the year 2035 adopted as part of the County’s 2015 Comprehensive Plan.

The following table lists key water purveyors along with the year of their known most recent comprehensive water plan update and project year of the next plan update.

Table 8. Water Purveyors

Purveyor	Most Recent Comprehensive Water Plan	Next Plan Update Year
SOUTHWEST COUNTY		
Alderwood Water and Wastewater	2017	2023-2027
City of Bothell	2012	2020*
City of Edmonds	2017	2027
City of Everett	2015	2021
City of Lynnwood	2019	2022
City of Mountlake Terrace	2018	2028
Mukilteo Water and Wastewater District	2016	2026
Olympic View Water and Sewer	2016	2023
Silver Lake Water and Sewer District	2017	2027

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NORTH COUNTY		
City of Arlington	2017	2025
City of Granite Falls	2013	2021
City of Marysville	2017	2024
City of Stanwood	2015	2021
Quil Ceda Village (Tulalip Tribes)	2013	2019
Seven Lakes Water Association	2013	2017
Tatoosh Water Company	2014*	2020
Town of Darrington	2001	2022
EAST COUNTY		
City of Gold Bar	2015	2021
City of Monroe	2015	2021
City of Snohomish	2011	2020**
City of Sultan	2019	2029
Cross Valley Water District	2013	2021
Highland Water Dist.	2015	2021
Roosevelt Water Assoc.	2014	2020
Snohomish P.U.D. No. 1.	2011	2021
Startup Water District	2018	2023
Three Lakes Water Association	2019	2023
Town of Index	1999	Pending

* Plan update is currently in process.

** An extension has been granted by the Department of Health.

The North Snohomish County Coordinated Water System Plan (CWSP) coordinates public water provisions between the Snohomish Health District, Snohomish County, and the various public water purveyors in the service area. The service area covered by the CWSP include much of the unincorporated area outside of the Southwest UGA and west of the national forest land. This area includes many smaller “Group A” water purveyors, or those that have 15+ connections or 25+ people per day for 60 or more days. The CWSP serves as the County’s adopted coordinating document guided by RCW 70.116 and WAC 246-293. The document includes an inventory of the number of approved and actual system connections for each purveyor. Revisions to the North Snohomish County Coordinated Water System Plan (CWSP) were completed in December 2010 and approved by DOH in January 2011. The CWSP is available as an appendix in the County’s 2015 Comprehensive Plan.

Funding Adequacy

Each water purveyor’s system plan typically includes a six to ten-year capital improvement program (CIP) that corresponds to the “financing plan” required by the GMA. The CIP for the water system is like those adopted by counties and cities – it identifies projects, costs, and funding sources to carry out the plan over the chosen time period.

There are two primary sources of construction funds for large water system projects constructed by the purveyor: 1) utility local improvement district (ULID) financing that derives from special property tax assessments levied against owners within a defined district or benefit area, and 2) revenue bonds backed by regular rate charges and hook-up fees levied against all system customers. These primary sources may be supplemented by other funds, such as those from state grants and loans, the Public Works Trust Fund and other locally generated sources. ULIDs typically fund projects associated with the geographical expansion of the system into a developed, but previously un-served area. Revenue bonds are typically used to fund all other types of district projects not provided by private developers.

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Operating funds may also be used to fund smaller projects or capital replacement and maintenance programs for the distribution pipe system.

Utility funds are usually a reliable source of funding, and the purveyors in Snohomish County have all been operating their utilities for many years. The most recent comprehensive water plans approved by DOH do not indicate any reason to expect that any district or city will experience a probable funding shortfall that could jeopardize achievement of minimum LOS standards. Water purveyors typically plan ample lead time to secure funding before any anticipated funding limitations occur.

Major capital facilities improvements are potentially a funding challenge for smaller cities and districts. Various water purveyors are constantly assessing the need for capital improvements to continue to support demand. A recent trend we have seen is the need for rural water purveyors to improve their infrastructure driven by the need for storage capacity as well as general system updates and upgrades. Two water associations, Seven Lakes and Roosevelt, currently have reservoirs under construction to serve rural customers.

Adequacy of Regulatory Mechanisms

State statute RCW 58.17.110 requires that local authorities review subdivision applications to determine that adequate provisions are made for a variety of public facilities, including potable water supply. To this end, Snohomish County, through Chapter 30.41A SCC and other applicable county code provisions, requires development applications to demonstrate that a source of potable water is capable of serving the proposed development. A letter to the county is generally required from the purveyor stating that the water system is available and capable of serving the proposal if the area is within the district or service boundaries of a public water system. This assures not only that public or potable water supply is available, but that any expansion of the distribution system for new development will meet the purveyor's construction and maintenance standards. Most areas within the established urban growth area (UGA) boundaries, and many rural areas, are within water system service areas.

Currently, Seven Lakes Water Association (serving north Snohomish County, north of the Tulalip Indian Reservation and west of the City of Marysville) is the only water purveyor known to have a moratorium on new water service connections. The area served by Seven Lakes Water Association is zoned for rural uses. The Land Use Element of the Snohomish County Comprehensive Plan establishes land use policies that provide for limited growth in rural areas, including goals, objectives, and policies to reduce the rate of growth. The Snohomish County Tomorrow 2016 Growth Monitoring Report indicates that population growth since 2011 has generally been in line with the 2011-2035 growth share expectations for the nonUGA subarea. Snohomish County will continue to monitor growth trends and does not recommend reassessment at this time.

A city or district is generally required under state law to update a comprehensive system plan when it needs to construct a water supply facility - transmission line, treatment facility, pump station, etc. - that is not accounted for in its current system plan. These facilities may be needed to accommodate unanticipated growth or growth occurring beyond the current plan's horizon year in response to changes in state water quality regulations or to address any other source of demand on the system. DOH requires system plans in the growing areas of the county to be updated (and approved by DOH) every six or ten years.

Applicants accessing water from wells are required to demonstrate that ground water is available in

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adequate supply without impacting senior water rights. Water quality reviews for well system development proposals outside UGA boundaries or defined water service areas are performed by the Snohomish County Health District. The *Whatcom County v Hirst, Futurewise, et al. (2016)* Washington State Supreme Court decision has resulted in legislation that requires a higher level of coordination with rural water purveyors at the time of development application. Specific requirements vary by water resource inventory area, but there is now a requirement that a water purveyor affirm that it is infeasible for timely water service to be provided to a site prior to the issuance of a building permit relying on a private well for water. The regulatory impacts of this decision are still in the process of being fully realized and implemented at the county level.

Statement of Assessment

The City of Everett serves as a regional water supplier through its major supply, treatment, and transmission facilities in the Sultan watershed. The Everett water system serves much of urbanized Snohomish County and the City of Everett hosts the Everett Water Utility Committee (EWUC) for water purveyors purchasing city water in the south and eastern areas of Snohomish County. The centralized Everett water system results in more unified facility and performance standards among its customers. The City of Everett holds water rights that ensure adequate water supply for county residents and businesses in its service areas for many years to come.

Several other jurisdictions or districts also maintain, in part or in whole, their own separate water supply: Arlington, Marysville, Sultan, Stanwood, Darrington, Gold Bar, Index, Snohomish County PUD (Public Utility District), Startup, Cross Valley and Olympic View. The Town of Index may be faced with challenges in performing planned work because of the state of their aging water system. A small portion of the Southwest UGA is also served by the City of Seattle through Olympic View Water and Sewer District. The City of Bothell also purchases water from the City of Seattle. 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.

Snohomish County and the north county water purveyors meet on a regular basis via the Water Utility Coordinating Committee (WUCC) for the North Snohomish County Coordinated Water System Plan, and in joint meetings with wastewater service providers to discuss potential infrastructure problems that could result from future land use decisions.

The public water supply systems overall appear to be positioned to support the growth anticipated in the comprehensive plans of the cities and the county. Aging infrastructure and potential impacts of climate change, as more information becomes known, are variables that are being considered for impacts on public water supply in and beyond the six-year CIP horizon and through the next update to the Capital Facilities Plan in 2024.

Part 5.2b – Public Wastewater Systems

Sufficiency of Capital Improvement Program

Wastewater collection and treatment is considered a public facility necessary to support urban development. The connective nature of wastewater systems, and the impact of topography on gravity-reliant mains, as well as increasing regulations on treatment plants, makes wastewater services relatively expensive for households. In addition, the reality that suburban and urban development requires sewer systems means that drawing wastewater service boundaries is a significant growth management issue in Snohomish County and elsewhere. The Washington State Department of Ecology (Ecology) has basic operational requirements and standards for all wastewater systems and treatment facilities. Each wastewater system’s comprehensive plan also includes a description of the system’s design standards. These standards primarily address collection systems, including facilities built by a public wastewater system as well as facilities built by developers and other private parties that are dedicated to a public wastewater system or connected to its system. These operational requirements and standards generally constitute the level of service (LOS) for the system.

Wastewater systems fall into two broad categories: dedicated sanitary systems, and combined systems. The former systems are designed to handle only sanitary wastes from homes and businesses, although groundwater (Inflow and Infiltration) does seep into the pipes through illegal surface water connections as well as cracks and joints. Combined systems are designed to also handle surface water runoff during major storm events. Again, the agency sets standard for construction and maintenance of these facilities, whether sanitary or combined.

The treatment plants are considered “essential public facilities” within Snohomish County pursuant to the Growth Management Act (GMA). This service is provided by cities and special purpose districts. A city or district will generally update a comprehensive system plan when it needs to construct a facility - trunk sewer, treatment facility, lift station, etc. - not accounted for in its current system plan. An operating agency must begin preliminary design on the expansion of the plant’s capacity when a treatment facility reaches 85% of its rated capacity under its National Pollutant Discharge Elimination System (NPDES) permit. Therefore, formal system plans tend to be done on an irregular basis and is based on the growth rates in specific UGA’s. Most plans are updated at least once every seven to 10 years, but, unlike with water purveyors, there is not an established timeline for plan updates.³

Each comprehensive wastewater system plan includes a capital improvement program. Most current system plans have followed GMA guidelines and specifications although special districts are not directly subject to the GMA. District plans are subject to review by the cities they serve and approval by Snohomish County. The county and cities are bound by the GMA and have effectively applied GMA planning standards to the review of these plans. Special districts have now generally all prepared comprehensive wastewater plans that have incorporated the appropriate city and county land use and population forecasts into their projections of future wastewater flows. Future wastewater system plan updates will be compared with growth forecasts through the year 2035 adopted as part of the Snohomish County 2015 Comprehensive Plan, and planning is underway for the 2024 update to the County’s comprehensive plan.

³ WAC 173-240-030 requires sewer plans be submitted prior to constructing or modifying wastewater facilities. Sewer line extensions, including pump stations, can be exempted from separate plan submittals so long as information demonstrating the extensions conformance with the general sewer plan is submitted to the Department of Ecology.

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The following table lists key wastewater purveyors along with the year of their known most recent comprehensive wastewater plan update and project year of the next plan update.

Table 9. Wastewater Purveyors

Purveyor	Most Recent Comprehensive Wastewater Plan	Next Plan Update
SOUTHWEST COUNTY		
Alderwood Water and Wastewater District	2017	2023-2027
City of Bothell	2018	TBD*
City of Brier	2019	2023
City of Edmonds	2013	TBD*
City of Everett	2015	2022
City of Lynnwood	2012	2020-2021
City of Mountlake Terrace	2003	2019
King County	2013 (RWSP review); 2017 (CSI update)	TBD*; 2027
Mukilteo Water and Wastewater District	2018	2024
Olympic View Water and Sewer District	2007 (amendment submitted in 2019 for docket)	TBD*
Silver Lake Water and Sewer District	2019	2028
NORTH COUNTY		
City of Arlington	2017	2025
City of Granite Falls	2018	TBD*
City of Marysville	2011	TBD*
City of Stanwood	2015	2021
Tulalip Tribes	2004	TBD
EAST COUNTY		
City of Monroe	2015	2021
City of Snohomish D.P.W.	2005	2019
City of Sultan	2019	2029
Cross Valley Water District	2010	2021
Lake Stevens Sewer District	2019	TBD

* Wastewater purveyors are required to update comprehensive plans based on treatment capacity needs, and do not have the same requirement that water purveyors have to update comprehensive plans on a 10-year cycle.

Funding Adequacy

Each wastewater system plan typically includes a six to ten-year financing plan (or CIP) as required by the GMA. Each CIP is like those adopted by counties and cities in that they identify projects, estimated costs, and funding sources. Wastewater facilities are funded through one or more of the following methods: 1) Property developers build (and pay for) new mains and lift stations needed to serve a subdivision or commercial property, and dedicate the new facilities to the wastewater agency to maintain, or 2) the agency collects a “connection charge” from developers who want to connect to the system, so that “growth pays for growth,” and these revenues are available ay for system improvements beyond the bounds of the development, or 3) the agency may pay for system improvements with available cash accumulated from ratepayer income, or 4) the agency may issue revenue bonds backed by ratepayer revenues, or 5) a utility local improvement district (ULID) may be established to collect special property tax assessments levied against owners within a defined district or benefit area, typically to shift an established neighborhood from septic systems to sewers. These primary sources may be supplemented by other funds, such as those from state grants and loans and other locally generated

sources. Other potential funding sources for wastewater service providers are the Public Works Trust Fund, State Revolving Funds and water reclamation, i.e., revenue from distributing reclaimed water.

The cities and districts that serve unincorporated urban growth areas (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 should be able to stay ahead of the projected service demands on their facilities. Several wastewater purveyors and sewer system managers will be conducting rate studies in the coming years based on capacity limitations to accommodate growth and to determine if a rate increase is warranted.

Adequacy of Regulatory Mechanisms

State statute RCW 58.17.110 requires that local authorities review plat applications to determine that adequate provisions are made for a variety of public facilities, including “sanitary wastes.” Snohomish County, through 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 with a limited number of exceptions provided in Chapter 30.29 SCC. A letter is generally required from the purveyor stating that the sewer purveyor whose district the proposed development is located has sufficient system capacity to serve the additional demand expected from the proposal. These reviews provide a failsafe to assure that public sewerage infrastructure and treatment systems are available and that the expansion of the system into the new development will meet the purveyor’s construction standards. Developments within UGAs generally obtain such assurances from sewer purveyors except in limited instances. Some areas of the county are within “un-sewered” urban enclaves where sewer service is not currently available and the nearest purveyor is unable to provide timely service. Occasionally, the rate of development has prompted a district or city to temporarily impose a hook up moratorium.

Statement of Assessment

The Brightwater Treatment Plan is in the Maltby area of south Snohomish County. Owned and operated by King County, it treats wastewater from a significant portion of southern Snohomish County as well as portions of south King County. Brightwater has a capacity to treat an average of 36 million gallons per day (mgd). In the future, treatment capacity may be expanded to 54 mgd to help serve the north and northeast portions of the plant’s service area, including southern Snohomish County. The timing for this expansion has not been determined. The service area includes much of the areas served by the Alderwood Water and Wastewater District and Cross Valley Water District and a lesser portion of the Silver Lake Water and Sewer District. Approximately 20% of Silver Lake Water and Sewer District’s service area when fully developed would discharge sewer flows to the Alderwood Drainage Basin for treatment by King County.

King County owns and operates three trunk sewer interceptors in Snohomish County: Swamp Creek, North Creek and Bear Creek Trunks. The interceptors receive sewage flows from local wastewater service providers, including Alderwood Water and Wastewater District. In 2019, King County completed the North Creek Interceptor project to increase the system capacity and reliability thereby addressing overflows that had occurred since 2012. The 2017 Conveyance System Improvement Plan Updated identified medium priority capacity needs and conceptual projects for the North Creek Trunk and the Swamp Creek Trunk and did not identify a capacity need for the Bear Creek Trunk. These conceptual projects are estimated for project completion in the 2040-2050 timeframe.

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Everett's Water Pollution Control Facility (EWPCF) is a regional wastewater treatment that provides service for the following entities: Everett, Mukilteo WWD, Silver Lake WSD, and Alderwood WWD. The plant, which services some of the potential locations of future light rail stations, is located on a 350-acre land parcel owned by Everett on Smith Island, east of the Snohomish River and is bordered by Interstate 5 to the west, Snohomish River to the south, and Union Slough to the east. A dike system protects the plant, located within the Snohomish River flood plain, from flooding. The EWPCF is designed for a maximum month design flow of 36.3 mgd. Everett provides effluent disposal services for City of Marysville during summer low-river flow months (July through October) each year. During these months the Marysville Wastewater Treatment Plant conveys effluent through a 36-inch Port Gardner Bay Outfall pipe across the Ebey, Steamboat, and Union Sloughs and then through twin 26-inch pipes to the City of Everett's South End Pump Station (SEPS). From there it is discharged to the outfall in Puget Sound.

There have been significant improvements in the Lake Stevens wastewater system over the years. The most notable improvement has been the relocation of the main sewage treatment facility to an area outside the floodplain (east of the Sunnyside area). This project was completed and placed into service in 2012. The design of the new treatment plant was modeled after the processes within the Brightwater plant. There are currently three moratoria basins in the Lake Stevens wastewater system. One capital improvement project, which was recently completed is the first phase of a solution to lift all three. The Sewer District is studying the areas in moratorium to determine the capacity impact of the capital project and may be able to lift all three. Due to rapid growth, the District may have to issue bonds in the 2021-2026-time frame to finance an upgrade to the wastewater treatment plant due to hydraulic capacity limitations. It is anticipated that the District's wastewater treatment facility will reach the 85% capacity planning threshold in 2023 or 2024. The treatment plant may near the 5.1 mgd capacity due to the rapid growth in population.

Snohomish County and the wastewater purveyors meet on a regular basis to discuss potential sewer infrastructure problems that could result from or impact future land use decisions. Isolated capacity issues in parts of sewer systems in Stanwood are being addressed. Granite Falls experienced a moratorium on certain development activities and sewer connections due to capacity issues. The city's 2018 Wastewater Facilities Plan (Plan) was adopted by the Granite Falls City Council in 2019. The Plan establishes the basis for upgrades and the expansion of the existing wastewater treatment facility and water collection systems. The existing water treatment facility does not have capacity to adequately treat the wastewater projected flows and loadings due to population growth. Before completion of the upgrades and expansion projects and before any increase in effluent loading limits is permitted, the City of Granite Falls must complete a Tier II Antidegradation Analysis. The county will need to monitor the situation, but no reassessment action is required at this time.

One countywide wastewater issue of concern is a proposal by the state Department of Ecology to require facilities sending effluent to Puget Sound to meet nutrient reduction standards currently under development. Since those regulations are yet unknown, agencies do not know whether they will be able to comply through operational changes or by making minor facility improvements, or whether significant capital improvements will be needed. It is also possible that changing facility operation to reduce nutrients in the effluent will reduce the plant's effective capacity. This in turn could necessitate major capital construction to add capacity. Lacking such improvements, agencies may not be able to provide the minimum service levels prescribed in its plan due to a reduction in capacity, thereby necessitating a moratorium on connections. The County will continue to monitor the development of

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new nutrients reduction standards and the potential impacts on sewer capacity and funding needs that may result.

Some of these eventualities could require agencies to raise significant amounts of capital resources. Given the condition of the State Public Works Trust Fund and the State Budget, it is likely that such funding will have to be raised locally. This would in most cases mean selling revenue bonds, requiring potentially significant increases in customer rates.

Part 5.2c – Fire Protection Services

Sufficiency of Capital Improvement Program

Fire districts are not required by the Growth Management Act (GMA) to prepare long range plans. However, most fire districts use their annual budgeting process to anticipate and plan for any capital improvement needs. Construction of new fire stations is often funded by bonds approved by district residents which are retired through property tax revenues.

Service level standards for fire protection are frequently expressed in terms of response times, equipment capacity, personnel training, and fire flow. However, there is great variation for many of these standards based on the intensity of development they serve and differences in each agencies' organizational structure and equipment. Water system fire flow protection serves as a consistent metric for minimum levels of fire protection service, regardless of which agency provides service. Each water system's comprehensive plan includes a description of the purveyor's system design standards. Standards for fire flow are a primary determinant of pipe size and pipe looping in the distribution system as well as for the size and location of reservoirs. Overall water service standards are influenced heavily by fire insurance ratings and Department of Health (DOH) standards, although they are a matter of local choice. Actual fire flow standards, however, are established by county code and administered by the Snohomish County Fire Marshal's Office (FMO).

Snohomish County has designated fire protection service infrastructure as necessary to support urban development. The minimum fire protection service LOS is the provision of sufficient fire flow in order to provide protection commensurate with planned intensities of future development adopted in the comprehensive plan. The LOS applies to urban facilities built by a special purpose water district as well as to facilities built by developers and other private parties that are dedicated to a water district or connected to a water district's system.

Funding Adequacy

Funding adequacy that maintains minimum LOS for fire protection services comes via water purveyors in Snohomish County. Each water purveyor's comprehensive system plan typically includes a six to ten year capital improvement program (CIP) 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.

Water purveyors, either municipal or water district, typically require private developers to fund the cost of pipes and distribution systems that deal with urban area fire flow. Storage facilities, which also affect fire flows and durations, are generally the responsibility of the purveyor. Revenue bonds are typically used to fund these and all other types of district projects not provided by private developers. Operating funds may also be used to fund smaller projects or capital replacement and maintenance programs for the distribution pipe system.

The most recent comprehensive water plans approved by the DOH do not indicate any reason to expect that any district or city will experience a funding shortfall that could jeopardize achievement of minimum LOS standards for fire protection services.

Adequacy of Regulatory Mechanisms

The FMO helps to provide safe, livable environments through inspections, investigations, and education. The FMO provides fire inspection and fire investigation services to unincorporated areas of the county and to other jurisdictions on contract basis. Snohomish County does not directly provide any fire suppression services. In addition to municipal fire departments, there are several fire districts and two regional fire authorities. All fire service providers within Snohomish County supply basic emergency medical service (EMS) and fire suppression services.

Snohomish County General Policy Plan – Goal CF 11 provides the basis for establishing fire service protection minimum LOS: “Water supply systems shall provide sufficient fire flow, as established by county development regulations, in order to provide protection at a level of service commensurate with the planned intensity of future development adopted in the comprehensive plan.”

Standards for fire flow are determined and enforced by the local fire marshal then implemented by the water purveyor. The practical basic operational requirements for fire protection service are from SCC 30.53A.514(3) - Fire protection water supply:

“(3) A water supply shall consist of reservoirs, pressure tanks, elevated tanks, water mains or other fixed systems capable of providing the required fire flow. Required water supply for fire protection shall include:

(a) An approved water supply capable of supplying the required water flow for fire protection shall be provided to premises upon which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdictions.

(b) All land upon which buildings or portions of buildings are or may be constructed, erected, enlarged, altered, repaired, moved into the jurisdiction, or improved, shall be served by a water supply designed to meet the required fire flow for fire protection as set out in appendix B of the IFC, except that fire flow requirements for rural areas outside of an Urban Growth Area shall be reduced by 25 percent. Fire flow requirements for structures with a supervised fire alarm system connected to an Underwriters Laboratory, Inc. approved fire alarm center may be reduced by an additional 25 percent.

(c) Prior to final approval of any subdivision or short subdivision, written verification by the water purveyor of actual fire flow, calculated in accordance with appendix B of the IFC, shall be provided to the fire marshal for review and approval.

(d) Prior to combustible construction of a single-family detached unit (SFDU) project the developer shall provide a final certificate of water availability indicating that all hydrants have been installed, charged and are operational. The hydrants shall provide a minimum 1,000 gpm for a 1-hour duration at 20 psi.

Exemptions: Except as provided in IFC section 507, the following permits and approvals are exempt from the water supply and fire hydrant requirements of this chapter:

(1) Subdivisions and short subdivisions in which all lots have a lot area of 43,560 square feet (one acre) or more in size;

(2) Building permits for structures classified by the building code as Group U occupancies (agricultural buildings, private garages; carports and sheds) that are restricted to private residential use only, provided that riding arenas or other agricultural type structures used or accessed by the public shall not be exempt;

(3) A building permit for a single-family detached dwelling, duplex, or mobile home to be

placed on a lot with a lot area of 43,560 square feet (one acre) or more in size; and
(4) Mobile home permits for mobile homes in established mobile home parks.”

Each water system comprehensive plan includes a description of the purveyor’s system design standards. These standards address the design and performance of the system’s transmission, and distribution components, including facilities for storage and pressure maintenance, all of which directly affect fire flow.

Statement of Assessment

The Snohomish County 2015 Capital Facilities Plan identifies fire service as necessary to support *urban* development, and therefore a minimum LOS has been established for fire service in urban areas. Adequate water system fire flow must be provided regardless of which fire district or municipality provides fire suppression service to an urban area. Fire flow and sprinkler requirements are established in the building and fire codes adopted by the county. Therefore, the minimum LOS is technically provided and maintained by water purveyors. None of the current comprehensive water plans report any difficulties meeting current fire flow standards.

Part 5.2d – Electric Power

Sufficiency of Capital Improvement Program

Snohomish County is served by the Snohomish County Public Utility District No. 1 (PUD) for its electric power needs. The PUD Charter requires that service be made available to all residential units and commercial establishments within Snohomish County and Camano Island. The PUD is a non-profit, community-owned and governed utility that provides electric distribution, transmission and generation services. The PUD has an elected board of commissioners which sets policy. Since the PUD is a nonprofit, publicly owned utility, rates are based only on cost of service. The PUD is the second largest publicly owned utility district in the northwest and the 12th largest in the United States by electric customers served, with over 354,953 as of December 2019. The PUD is also the largest customer of the Bonneville Power Administration (BPA) and purchases over 77% of its total power supply from this agency each year.

The PUD electric system planning objectives are to: (1) anticipate and accommodate changing consumer energy needs; (2) provide continued operation and dependability of existing electric system assets; (3) ensure sufficient reliability and capacity and upgrades to meet future service needs; (4) comply with federal, state, and local regulations, and (5) modernize the electric system to be capable of providing real-time energy use information and integrating external system resources such as renewable distributed generation and energy efficiency initiatives.

The PUD provides a yearly Electric System Capital Plan summarizing capital expansion, upgrades, asset management plans, and operation/maintenance plans over the next five years. This electric facility plan is used as the input to the annual financial budget process. Electric load forecasts and overall system impacts are assessed each year as part of the PUD capital plan process. The PUD facilities will be improved significantly between January 2020 and December 2024 to accommodate an expected 15,808 new customers. These improvements will include additional rights-of-way, substation sites, generation interconnections, distributed energy resources, and potential non-wire alternative projects. Snohomish County government comprehensive land use plan, Buildable Lands Reports, Growth Management Act, and future development project Environmental Impact Statements are used to identify needed future electric transmission and distribution system expansions. It is the PUD's goal to expand electric system to meet the reliability and capacity needs of its customers in a cost-effective manner; this can best be achieved with PUD knowledge of the county's long-range growth projections for different areas.

The PUD Electric Facilities Plan also includes system improvements to maintain reliability of service. Service reliability is greatly impacted by right-of-way maintenance practices (to avoid fallen trees), equipment failures, car/pole accidents, and the ability to reroute supply from different sources. Service reliability is also impacted by the dependability of power supply sources (BPA and others) and the layout and design of the transmission and distribution networks. In 2019, 77% of the District's long-term energy needs came from BPA with 5.7% from the PUD's owned hydroelectric generating resources, 7% from long-term renewable energy contracts (wind, landfill gas, and biomass) and 10.2% from short-term market purchases. The PUD purchases and sells power in the short-term wholesale energy markets to balance the seasonal and daily variations in customer loads and the PUD's owned and contracted resources.

As of this writing, the PUD had completed an update to its comprehensive 2019 Integrated Resource

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Plan. This plan evaluates a range of possible futures in customer growth and supply needs and outlines a direction for the PUD to cost effectively manage risks and volatility.

Funding Adequacy

The PUD's 2020-2024 Electric System Capital Plan is divided into five categories with a total capital cost over the five years of about \$501.6 million. This represents estimated planned expenditures based on mean growth projections. For the PUD, the capital cost also represents a minimum level of investment for infrastructure which will serve new population growth. These expenditures could increase or decrease depending on revised growth projections, or to meet current operating requirements.

About \$273.1M (54.4%) of the capital plan's funding is allocated to the "Electric Systems" category. This budget category includes major capital expansions, major upgrades, asset management and miscellaneous capital outlay. Further information is summarized as follows:

- The electric system Major Expansions and Upgrades category accounts for about \$123.8M (24.7%) of the total Capital Plan. The major expansion and upgrade categories include planning, design, and construction for 14 electric system projects. Major expansion projects provide increased electric system capacity to meet expected load growth, which is projected to increase at a pace similar to the projected growth in customers. Major upgrade projects increased electric system reliability through technological and functional operational improvements.
- The remainder of the Electric System category is divided between the categories of "Asset Management" and "Capital Outlay," which support the operation and maintenance of the system.

About \$176.0M (35.1 %) 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 population expansion of the service area and to the connection of new customers to the system.

Funding for the PUD's capital plan is provided primarily from charges for service. Bonds can be issued against future revenues from rate charges to customers to raise the capital needed for major system upgrades and expansions such as new transmission lines and substations. Most of the "customer work" portion of the capital program is funded directly by the customer, whether it is distribution system expansion to serve a new subdivision or a new transformer to serve a new industrial customer. The PUD's capital funding sources are generally stable and reliable, although they can be impacted by the cost of purchasing outside power.

Adequacy of Regulatory Mechanisms

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

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The Snohomish County PUD Charter requires that service be made available to all residential units and

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commercial establishments within Snohomish County and Camano Island. The PUD generates a portion of its needed electric power through three hydroelectric facilities in the Sultan area. It also purchases power from the Bonneville Power Administration (BPA), the open wholesale power market, Hancock and Calligan hydroelectric facilities and the Wheatfield wind facility. The PUD periodically prepares a Long-Range 20-Year Capital Plan that identifies system improvements necessary to meet the forecast demand for power. The most recent version of the plan was published in 2012 and covers the period from 2013-2032.

The PUD provides an annual Electric System Capital Plan summary outlining capital expansions, upgrades, and asset management plans and operation/maintenance plans for the next five years. This electric facility plan is used as the input to the annual financial budget process. Electric consumer forecasts and overall system impacts are assessed each year as part of the PUD capital plan process. Electric power is also a capital facility that is defined as “necessary to support development” in the Snohomish County Capital Facilities Plan and, therefore, has a corresponding minimum LOS. The PUD has established a “minimum level of investment” as its standard. This standard is a minimum amount of funding that would be required over a five year period to accommodate customer growth; that amount is \$501.6M (in estimated 2020 dollars). This amount is an estimate, assuming that more could be spent to service population growth.

The minimum level of investment standards for the 2020-2024 Electric System Capital Plan is based on the following:

1. The expenditures projected for the District’s Capital Plan for the next five years include necessary support from the Distribution & Engineering Services Division and other District divisions. This Plan is updated annually.
2. The Capital Plan was developed using the “Final Projections of the Total Resident Population for the Growth Management Act Medium Series”. Planning for the electric system must be prudent and flexible in order to accommodate the growth forecast and to meet customer requests that vary yearly.
3. The system peak load for this plan has been normalized by temperature-adjusting the actual peak loads for average winter temperatures. The capacity of the electric system will continue to be increased in order to accommodate projected increases in number of customers and local area system load additions.
4. The process to determine infrastructure needs to meet projected loads involves matching substation and circuit loading data with the District’s small area load forecasts. The District’s Small Area Electric System forecast is used to identify the timing and location of expected new residential and commercial load.
5. The electric system is planned so that it will be capable of adequate performance at peak load periods with any single electrical element out of service.
6. The Capital Plan includes system improvements over the next five years to maintain the service reliability at an average of less than 80 minutes of sustained downtime per customer per year.
7. The District also publishes a 20-Year Capital Plan and a Horizon Plan, both of which use land-use data to estimate future loads and determine the optimal infrastructure to reliably serve those loads. These plans are updated about every five years.

The PUD facilities will be expanded significantly between January 2020 to December 2024 to accommodate the expected growth of 15,808 customers, including additional rights-of-way and

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substation sites.

The PUD Electric System Capital Plan includes system improvements that support efforts over the next five years to maintain service reliability. The PUD approved the 2019 comprehensive Integrated Resource Plan (IRP) that addresses future trends in the power supply and outlines a direction for the PUD to cost effectively manage power supply volatility risks, including more aggressive conservation measures and renewable generation.

The PUD relies on its plans (including the 20-year Capital Plan, five-year Electric System Capital Plan, Horizon Plan, and IRP) to identify capital infrastructure needs. Electric facilities incorporate future growth projections, but there may be slight variations as timeframes for plan updates do not always align with city and county comprehensive plan updates. Overall, the PUD capital infrastructure appears to be positioned to support the growth anticipated in the comprehensive plans of the cities and the county. Unforeseen customer development and land use within Snohomish County, at times, impacts availability of substation sites and line rights-of-way and generally increases electric design and construction costs. The PUD regularly engages in capital planning and, historically, has been able to generate the fiscal resources necessary to implement its capital plan.

Part 5.2e – Public Schools

Sufficiency of Capital Improvement Program

Each school district’s Capital Facilities Plan (CFP) includes a six-year financing plan as required by the GMA. The CFP is like those adopted by counties and cities – it identifies projects, costs, and funding sources. There are two primary sources of construction funds for public schools: local voter-approved bond issues based on property tax levies and state matching funds. These primary sources may be supplemented by other local funds such as those generated by the sale of assets and by impact fee collections. The schools’ CFPs generally indicate whether a 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 and enrollment in each grade level is difficult to predict.

The districts are required to meet minimum level of service (LOS) standards, and generally do so as long as the combination of portable classrooms and permanent school facilities can accommodate all students in classes and the average class size is under the maximum allowed in the district’s capital facility plan. Each school district may establish a different methodology for determining LOS and does so in their individual CFPs.

School capital facility planning is driven by projections of future enrollment. Generally, school districts consider portable classrooms to be providing interim capacity as a temporary measure until the necessary permanent capacity can be provided. The state’s practices in allocating its matching construction funds for schools require school districts to demonstrate that “un-housed” students will justify a new school or a school addition before it will approve those funds. To qualify and be competitive for these funds, school districts must demonstrate a demand for additional capacity. This often results in districts experiencing a short-term decline in LOS before a new capacity-expanding project becomes operable.

The school districts participating in the county’s school impact fee program update their CFPs biennially pursuant to Snohomish County requirements to establish school impact fees. The county’s biennial review and adoption process for the school CFPs constitutes a regularly programmed reassessment of this component of the comprehensive plan. School districts can also update their respective CFPs in between the main biennial update process for revised data such as student enrollment projects. Eleven school districts submitted CFPs to Snohomish County as part of the 2020 biennial update.

Funding Adequacy

Bond failures remain a long-term concern for many school districts facing aging facilities and the possibility of enrollment exceeding permanent school capacity. Some school districts may have experienced an overall slow enrollment growth in recent years, with substantial enrollment growth in certain geographic areas. State matching funds may be granted to school districts that meet certain state criteria; however, not all school districts qualify for state matching funds.

Impact fees are a supplemental funding source for capital projects that are collected from new developments. Chapter 30.66C of the Snohomish County Code (SCC) is the regulation implementing the school impact fee program that requires the payment of school impact fees for new residential

development. Payment of the impact fee is a requirement of residential building permit approval and is collected by the county at the building permit issuance, unless an applicant requests to defer payment in accordance with SCC 30.66C.200(2). Impact fees alone cannot provide enough revenue to construct new schools; however, they can be an important element of a district’s funding strategy. Impact fee revenues are typically used by the districts to purchase and install portable classrooms, acquire new sites for future schools, or supplement the construction budget for classroom additions or similar capital projects.

Adequacy of Regulatory Mechanisms

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

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

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

Each district’s plan typically includes a mix of new permanent school facilities and the installation of new or relocated portable classrooms. A district meets its minimum LOS standard if a combination of portable classrooms and permanent school facilities can accommodate all students and maintain average class sizes less than the maximum average size (minimum LOS). The state’s practice of matching construction funds requires school districts to demonstrate that “un-housed” students will justify a new school or a school addition before it will consider the district eligible for these funds. This results in

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school districts that regularly show construction projects lagging the demand for space.

The school districts, individually and collectively, appear to be implementing their CFPs adequately. All the school districts have achieved their minimum levels of service based on the information submitted in their 2020 updated CFPs.

Chapter VI: Statement of Assessment
Minimum Level of Service Reports

The following information summarizes minimum level of service (LOS) status for surface transportation, park land and recreational facilities, surface water management, electric power, and public schools. The information directly corresponds to information in the particular “Chapter V: Statement of Assessment” text. As noted in Parts 5.2a and 5.2b, the 2015 Snohomish County Capital Facilities Plan (CFP) does not identify a singular LOS standard for public water systems and wastewater collection and treatment facilities. However, Snohomish County meets directly with the water and wastewater purveyors twice a year to discuss infrastructure issues. The purveyors also now provide annual reports documenting capacity and/or service problems. These reports include documentation of any Snohomish County land use decisions that may contribute to or cause service, capacity, or financial problems.

General Resource Documents

Related resource documents are available from the Department of Planning and Development Services (PDS) and include the following:

- School capital facility plans for each school district
- Water and sewer system plans from individual districts and cities
- PUD electric system plan and capital improvement program
- Documents of the County’s GMA Comprehensive Plan, including the General Policy Plan, the Capital Facilities Plan, the Transportation Element, and the Parks and Recreation Element

Documents available from the Department of Public Works include:

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

Section 6.1 – Level of Investment

Part 6.1a Surface Water Management and Electric Power Level of Service Report

Minimum level of service (LOS) for surface water management and electric power facilities is expressed in terms of “minimum level of investment” in infrastructure over time. The LOS for surface water management and electric power are included together because they both utilize this measurement, which is summarized in Table 10.

Table 10. Minimum Level of Investment

Capital Facility	Minimum Level of Investment Standard	Actual Level of Projected Investment	Comments
Surface Water Management	\$8.35 million should be invested over a 6-year period	\$82.9 million between 2021 and 2026	The majority of funding is from SWM utility revenues, which are collected from properties and roads. The SWM Six-Year CIP for 2021-2026 assumes a utility rate of \$125.42 per single-family household in 2021 with a 2.8% annual cost adjustment (ACA) each subsequent year.
Electric Power	\$501.6 million should be invested over a five year period	\$501.6 million between 2020 and 2024	This is based on current population projections. If an unexpected decline in growth were to occur, the investment would decrease accordingly. Funds provided by Snohomish PUD.

Section 6.2- Level of Service

Part 6.2a – Surface Transportation Level of Service Report

The annual concurrency report summarizes the level of service (LOS) of Snohomish County’s arterial road system and the strategies by the Department of Public Works to remedy LOS deficiencies.

Concurrency Management System

A review of Snohomish County’s concurrency management system is available on the county’s web site. The web site includes the current 2019 concurrency report, concurrency reports for prior years, and many other documents related to the county’s traffic mitigation and concurrency regulations. The internet address is as follows: <http://snohomishcountywa.gov/888/Traffic-Mitigation-Concurrency>.

Arterial Unit Status Definitions

Arterial Units at Risk of Falling into Arrears

Arterial units that are close to being deficient (i.e., 1-2 mph above LOS F urban or LOS D rural) are at risk of falling into arrears. For arterial units meeting these criteria, Public Works monitors the units with travel time and delay studies conducted on an annual or biannual basis.

Arterial Units in Arrears (AUIA)

Snohomish County Code defines an Arterial Unit in Arrears (AUIA) as any arterial unit operating, or within six years forecast to operate, below the adopted LOS standard, unless a financial commitment (or strategies) is in place for improvements to remedy the deficiency within six years. The adopted LOS standard for the urban area is LOS E and in the rural area it is LOS C.

Arterial Units at Ultimate Capacity

SCC 30.66B.110(1) states, “When the County Council determines that excessive expenditure of public funds is not warranted for the purpose of maintaining adopted LOS standards on an arterial unit (AU), the County Council may designate, by motion, such arterial unit as being at ultimate capacity. Improvements needed to address operational and safety issues must be identified in conjunction with such ultimate capacity designation.”

The following arterial units are designated at “Ultimate Capacity”:

1. Snohomish-Woodinville Road (AU# 211) - This urban arterial unit was designated at Ultimate Capacity in 1997.
2. 164th Street SW/SE east of Interstate 5 (AU# 218) - This urban arterial unit was designated at Ultimate Capacity in 2007.
3. 164th Street SW west of Interstate 5 (AU# 219) - This urban arterial unit was designated at Ultimate Capacity in 2007.

Table 11. Summary of Arterial Units at Risk, in Arrears, and at Ultimate Capacity

Status of Arterial Units	2018	2019
Arterial Units at Risk of Falling into Arrears*	12	12
Arterial Units in Arrears	0	0
Arterial Units at Ultimate Capacity	3	3

*In January 2018, DPW began using the calendar year for the annual concurrency report rather than the April 1st to March 31st timeframe used in prior reports.

Table 12. Summary of Level of Service (LOS) Status

	2015	2016	2017	2017*	2018	2019	Percent of 2019 AUs to Total AUs
LOS above screening level**	227	237	236	236	236	235	86%
LOS below screening level	37	36	37	37	37	37	14%
Total number of arterial units	264	273	273	273	273	272	100%
Breakout of arterial units below screening level							
Monitoring level	20	11	15	4	11	15	6%
Operational Analysis level	14	22	22	35	26	22	8%
Arterial Units in Arrears	0	0	0	0	0	0	0%
Total below screening level	34	33	37	39	37	37	14%

**Arterial units above the screening level are those clearly passing the LOS test. Below the screening level, as congestion increases the level of analysis typically goes from monitoring to operational analysis which determines if the arterial units LOS does not meet standards.

Part 6.2b – Park Land and Recreational Facilities Level of Service Report

Table 13. Minimum Level of Service Standard (Stated in 2015 CFP)

Summary Capacity Measure	Unit	Minimum Standard (Population per Unit)
Active Recreation Facilities*	Number	3,250
Passive Recreation Facilities**	Number	3,650
Regional Trail	Open Miles	8,750
Waterfront	Mile	11,500
Campsites	Number	1,050
Parking Spaces	Number	120

*Active Recreation Facilities include ball fields, sport courts, playgrounds, skate parks, boat launches, mountain biking skills courses, equestrian facilities, racetracks and swimming pools.

**Passive Recreation Facilities include shelters, off-leash dog areas, miles of walking trails (in a park), and community gardens and amphitheaters.

Table 14. Reported Level of Service

Summary Capacity Measure	Minimum Standard (Population per Unit)	2019 LOS
Active Recreation Facilities	3,250	3,184
Passive Recreation Facilities	3,650	3,417
Regional Trail	8,750	6,106
Waterfront	11,500	11,027
Campsites	1,050	1,026
Parking Spaces	120	119

Actions Required: None

Comments: The park level of service (LOS) is calculated by dividing the number of residents within unincorporated Snohomish County by the number amenities provided within each of the identified measures. Population figures used for calculation are from the State Office of Financial Management (OFM). The Department of Parks, Recreation & Tourism is on track to continue meeting the defined LOS for park land and facilities.

Part 6.2c – Public Schools Level of Service Report

Table 15. Public Schools Level of Service

School District*	MINIMUM LOS Elementary	CURRENT LOS Elementary	MINIMUM LOS Middle	CURRENT LOS Middle	MINIMUM LOS High	CURRENT LOS High
Arlington No. 16	26	22	26	20.1	32	32.9
Maximum average class size						
Edmonds No.15	11,075 **	11,164	3,370**	3,208	6,649 **	6,260
Maximum number of students the district will accommodate						
Everett No.2	KG=24 G1-3=25 G4=26 G5=27	KG=20 G1-3=21.4 4-5=24.9	29	24.1	30	22.8
Maximum average class size						
Lake Stevens No.4	KG=19 G1-3=20 G4-5=25	KG=100% G1-3=85% G4-5=75%	27	82%	27	82%
Maximum average class size						
Lakewood No.306	26	19.16	28	23.08	30	22
Maximum average class size						
Marysville No.25	29	25.02	32	25.42	34	21.04
Maximum average class size						
Monroe No.103	27	20.7	30	21.5	30	21.9
Maximum average class size						
Mukilteo No.6	25	22.49	30	22.5	33	27.6
Maximum number of enrollment						
Northshore No.417	24	21.4	24	22.9	27	22.9
Average students per teaching station						
Snohomish No.201	35	21.9	35	24.3	40	26.1
Maximum average class size						
Sultan No.311	28	23.21	30	27.53	32	20.19
Maximum average class size						

* Information contained in Table 15 is only for school districts that participate in the county's school impact fee program

** Maximum enrollment that can be accommodated in existing facilities

Chapter VII: Hazard Mitigation Planning

Summary Report

Introduction

Since 2005, Snohomish County and a partnership of local communities, tribes and districts have maintained a hazard mitigation plan (HMP) to reduce future loss of life and destruction of property resulting from disasters. Hazard mitigation is the identification and implementation of short and long-term strategies to reduce loss of life and/or alleviate personal injury and property damage resulting from natural or manmade (technical) disasters. Virtually all the county's capital facilities are susceptible to some type of disaster. Minimizing or reducing the impact of disasters on capital facilities is an intrinsic goal of hazard mitigation planning. This is a primary reason why hazard mitigation is included in the capital facilities plan (CFP).

Snohomish County consistently ranks among the highest number of repetitive flood loss counties in the Federal Emergency Management Agency's (FEMA) Region X. The county and a planning partnership of over 30 municipalities, tribes and special purpose districts within the county boundaries embraced the concept of the Disaster Mitigation Act (DMA) and prepared a multi-jurisdictional hazard mitigation plan. The planning area boundary is the Snohomish County boundary, excluding the cities of Bothell and Everett who maintain their own hazard mitigation plans. An inventory of the numbers and types of structures was developed using the County Assessor's data and GIS applications. Snohomish County's Hazard Mitigation Plan (HMP) assessed hazard risk, identified impacts, surveyed planning policy and development trends, and identified a list of potential projects and activities that can mitigate the impacts of hazards before they occur.

Funding Sources and Adequacy

The projects identified in the HMP are based on the hazard assessment and input from the participating planning partners and members of the public. These projects are not necessarily part of a work program or improvement plan. The risk reduction projects are individually assessed using a mitigation priority strategy and ranked high, medium or low based on benefits conferred on the county (or implementing jurisdiction), whether the benefits exceed the costs, whether the project is grant eligible, or whether they are able to be funded under existing programs or budgets.

The HMP identifies thirty-eight overarching mitigation actions at the county level; some with multiple, discrete projects listed under them (Table 16). These potential projects were further identified as having secured funding or not, and a timeline for implementation (within five years or greater than five years). This level of financial analysis is as far as can be accomplished for potential projects that may or may not have recognized and secured funding. When a project becomes an implementation reality, a further analysis of funding mechanisms (existing budget, grant funds, leveraged project, etc.) would take place.

Table 16. Countywide (CW) Hazard Mitigation Action Plan Matrix

Item	Description
CW-1	Retrofit critical facilities that cannot be moved to low risk areas
CW-2	Enhance and improve capital improvement programs, taxing, zoning and development approaches to promote mitigation and reduce exposure/vulnerability to natural hazards.
CW-3	Create and enhance public information programs that will result in actionable preparedness and mitigation measures.
CW-4	Promote community’s ability to self-organize by developing social capital through strengthening of community networks. Strong neighborhoods can help promote risk reduction.
CW-5	Research the possibility of developing functional neighborhood-based micro infrastructure networks (micro grids) including the diversification, decentralization and redundancy of utilities. Such systems have increased operational resilience, decreased carbon emissions, and decreased life cycle costs.
CW-6	Preserve and strengthen communications systems.
CW-7	Support HMP and integrate HMP with other planning mechanisms, such as the Growth Management Act.
CW-8	Develop Departmental continuity of operations plans and neighborhood-based continuity plans (small businesses and neighborhoods).
CW-9	Provide incentives for eligible non-profits and private entities, including homeowners, to adapt to risks through structural and nonstructural retrofitting.
CW-10	Assure that services provided by critical facilities, including medical and emergency services, are available to at-risk communities with special emphasis on communities at risk of isolation.
CW-11	Map avalanche hazard areas and determine risk to residential, business, and public buildings and transportation routes.
CW-12	Increase public awareness of the avalanche hazard and promote instructional (actionable) guidance.
CW-13	Demonstrate leadership in greenhouse gas emissions reductions through leading by example and working with stakeholders.
CW-14	When updating the Comprehensive Plan and other plans, evaluate decisions through a climate change impact lens. (Many plans are based on historic information. This is particularly evident with flood projections. This practice can lead to inaccurate projections and plans that do not address future needs.)
CW-15	Adopt and implement land use and transportation policies, termed “Centers” in the General Policy Plan that reduce greenhouse gas emissions.
CW-16	Plan and prepare for climate impacts using best available science.
CW-17	Improve hazard mitigation planning for dam and levee failure.
CW-18	Improve dam and levee failure warning for vulnerable communities.
CW-19	Consider flood control structure maintenance that restores and maintains hydrologic ecosystems services of floodplains where feasible.
CW-20	Maintain levees where accommodation through elevation and other flood risk-reduction measures is not possible.
CW-21	Support improved data collection and distribution for Glacier Peak seismic activity.
CW-22	Update and improve county flood hazard risk assessment data and methodology.
CW-23	Improve community ability to respond to a flood event
CW-24	Promote strategies that accommodate flooding with minimal consequences within flood-prone areas where risks are not life threatening.
CW-25	Enable communities to recover development value of properties as they become more frequently flooded resulting from reduced upstream storage (e.g. increased development, reduced snowpack caused by climate change).
CW-26	Preserve and restore floodplain and watershed ecosystem functions and service - Functioning ecosystems provide flood risk reducing co-benefits. Such benefits can include storing water, reducing damaging flows, containing debris, recharging aquifers and removing pollutants.
CW-27	Utilize innovative methods to reduce increasing peak flood flows.
CW-28	Develop coordinated flood control district that has the ability to tax for flood control improvements.
CW-29	Isolate wastewater infrastructure from storm and flood waters.
CW-30	Develop an acquisition program for homes or other uses located within high-risk hazard areas (e.g., flooding, landslide, lahar, etc.)

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Item	Description
CW-31	Enable communities to recover development value of properties in prioritized hazard areas (e.g., landslide and tsunami).
CW-32	Reduce risk to utility networks.
CW-33	Promote water conservation to minimize impacts of drought. Climate change projections warn of increasing summer drought risks.
CW-34	Improve communities' abilities to respond to a severe weather event.
CW-35	Revise existing plans to address updated assessments of tsunami risks from the Seattle and South Whidbey Island Faults.
CW-36	Evaluate increased landslide potential from a tsunami and need for increased setback in high-risk areas.
CW-37	Create evacuation routes for communities at risk of a lahar.
CW-38	Promote Firewise Program in communities and encourage Firewise risk reduction methods for parcels adjacent to forest resource lands. Firewise encourages and empowers neighbors to work together in reducing their wildfire risk.

Regulatory Mechanisms Summary

The HMP is not a regulatory plan and it is not a federal or state mandate. However, in order to compete for mitigation grant funds from the federal government to pay for risk reduction projects, a FEMA-approved hazard mitigation plan must be in effect per the federal Disaster Mitigation Act of 2000 (DMA2K). These plans are updated, reviewed by FEMA and locally adopted every five years.

The DMA2K emphasizes the importance of community hazard mitigation planning before disasters occur and encourages state and local authorities to work together on pre-disaster planning. Snohomish County developed its first Hazard Mitigation Plan in 2005 according to the requirements of the DMA2K and Chapter 44 of the Code of Federal Regulations (44CFR). It was approved by the Federal FEMA Region X in 2005, and locally adopted that same year. It was updated in 2010 and again in 2015.

CIP Linkage to Hazard Mitigation Planning

Identifying and implementing pre-disaster risk reduction activities can minimize the physical, social, and economic impacts to the county when disasters do occur. Building resilience into capital facilities or implementing risk reduction projects on existing capital facilities can strengthen the ability of such facilities to bounce back after disasters, especially as climate change affects hazards over time. The 2015 HMP identifies and assesses climate change as a gradually manifesting hazard facing Snohomish County. Indicators over the next 35 to 65 years include increasing severity and frequency of flooding, loss of snowpack in the high Cascades driving hotter, drier summers that begin earlier thereby increasing wildfire hazards.

Factoring in hazard information as new capital facilities are constructed makes financial sense and can alleviate disaster impact costs and reduce time out of service. Further, county facilities are relied upon to affect disaster response and recovery. As such, ensuring new facilities are (and remodeling, retrofitting and updating existing facilities to be) resilient, built to earthquake standards, located in low risk areas, and equipped with resilient infrastructure including communications, power, and water, is an integral part of effective post-disaster response and recovery. Additional mitigation measures can be included to incorporate water and energy conservation and efficiency measures that decreases risk to climate impacts and ensure that facilities operate with maximum efficiency.

Lastly, coordinated efforts between other county plans (such as the Capital Facilities Plan, Comprehensive Plan, Continuity of Operations Plans, and Comprehensive Emergency Management

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Plans) and other planning mechanisms, such as the Growth Management Act, contribute to improvements that maximize facility resilience and utility. Other mitigation measures may include ensuring county facilities meet applicable Firewise programs and, when possible, are incorporated into a community wildfire protection and risk reduction strategy. By incorporating and considering mitigation objectives and action items, county projects may be eligible for hazard mitigation grants.

