

Snohomish County

2000 – 2005 Capital Improvement Plan

As Adopted by the Snohomish County Council, November 22, 1999

*This is our plan for investing in our County's future.
The work plans contained in this document are blueprints that will guide
our efforts to enhance the quality of life for our
children and grandchildren into the next century.*

- *Bob Drewel, County Executive*

Snohomish County Mission Statement:

ENHANCING THE QUALITY OF LIFE FOR PRESENT AND FUTURE GENERATIONS.

-Adopted Spring, 1993

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PREFACE

The 2000 Snohomish County Capital Improvement Plan (CIP) was prepared as an amendment to the 1999 Capital Facilities Plan. On September 28, 1999, the Snohomish County Planning Commission unanimously endorsed this plan during its public meeting. A Recommended Plan was submitted by the Snohomish County Executive to the Snohomish County Council in conjunction with the Snohomish County 2000 Executive Recommended Budget. The attached document is the adopted 2000-2005 Snohomish County Capital Improvement Plan as amended by the Snohomish County Council.

The 2-22-2000 printing of the Capital Improvement Plan includes all final Council amendments.

INTRODUCTION & BACKGROUND

This document presents an update to the 6-year financing plan contained within Snohomish County's *1999-2004 Capital Facilities Plan*, which was adopted in May 1999. It identifies and describes capital projects planned by Snohomish County for the 2000-2005 time frame, and it accomplishes several objectives.

First, it satisfies requirements of the Growth Management Act (GMA) and the county's *General Policy Plan* for regular updates to the financing component of the capital facilities element. It also satisfies the county charter requirement for annual preparation of a 6-year capital improvement program in conjunction with the annual budget. By providing a multi-year look at the strategies and financing requirements for major capital programs and projects to be undertaken by Snohomish County, it also informs county decision-making during the annual budget process for the year 2000. Finally, it provides a single information source for the public to learn about Snohomish County's over-all capital spending plans and priorities.

This edition of the capital plan represents a further stage in the evolution of the county's capital facility planning effort under the Growth Management Act. The GMA requires that comprehensive plans contain a capital facilities element, which serves as a major implementing mechanism for the land use element. Snohomish County's GMA Comprehensive Plan was adopted in 1995 and included the *1995-2000 Capital Plan* as the primary component of that required element. That plan consolidated long-range and intermediate range components of the capital facilities plan into a single document.

Updated editions of the original document approved for the 1998-2003 and 1999-2004 periods retained that original organization. This document, however, reflects planned structural changes to the original document that will be phased in over the upcoming year. These changes are being undertaken to accomplish two goals: 1.) To recognize the differences between the capital improvement program required by county charter, the 6-year financing plan required by the GMA, and the longer range capital facilities element also required by the GMA; and, 2.) To facilitate the review and comprehension by reviewing agencies and the general public.

Next year's edition to the county capital plan will be divided into two major parts. The first part will address long-range planning issues, such as long-term facilities needs, facility levels of service, and linkage with the other elements of the comprehensive plan. It will also include expanded and updated inventory information on county facilities. This major review will prepare Snohomish County for another major update to take place around the year 2002 after new long-range county population forecasts are published by the state.

The second part of the re-structured capital plan will present the intermediate range financing plan and will include the schedule, estimated costs and funding sources for the specific projects to be undertaken over the next 6 years. This part of the capital plan is presented in this document. It is analogous to the 6-year capital improvement programs

prepared by Snohomish County and many other jurisdictions before the adoption of GMA comprehensive plans. The information here has been updated to reflect the completion of projects in 1999, changes to projects' costs, funding, or schedule, and the addition of new projects not included in the *1999-2004 Capital Plan*. The long-range components of the *1999-2004 Capital Plan* are not addressed in this update, and will remain unchanged and in force until next year's capital plan is adopted.

The following paragraphs are intended to provide historical perspective on Snohomish County's past efforts at capital facilities planning, and a preview of the upcoming review of long-range components of the capital facilities plan. Those plan components will be updated over the course of the next several months for inclusion in next year's capital plan.

Planning Tool

Prior to the GMA, the reasons for local governments to prepare a capital plan normally fell into five areas: 1.) It provided policy makers with a current and future vision of the capital needs that each county department and agency sees for itself; 2.) It provided a mechanism for assessing both the programmatic and financial ramifications of funding or not funding particular programs; 3.) It provided a means of assessing future maintenance and operating costs, and their impacts upon the County's future finances; 4.) It provided an opportunity to combine similar projects across departmental lines; and, 5.) It provided a "level playing field" for prioritizing projects, and determining how scarce financial resources will be utilized.

These motivations, which are primarily financial in nature, continue to operate. However, the state's Growth Management Act makes the capital plan an important feature of a local government's comprehensive plan, thereby tying it to a more distant planning horizon than the traditional 6-year period.

Since the adoption of the GMA by the State in 1990, cities and counties planning under the Act are required to incorporate long-term capital facilities planning within their comprehensive plans. The capital facilities element identifies capital facilities needed to support the growth anticipated by the comprehensive plan in general, and particularly the level of population growth planned under the land use element.

In the cases of transportation, surface water, and park facilities, the capital plan represents an implementation measure for the land use element. Local governments planning under the Act are also required to establish achievable financing plans over at least a six-year time period to pay for transportation and other capital facilities required to serve growth.

Statutory capital facilities planning requirements are codified in RCW 36.70A.070. This section of the Growth Management Act calls for the following components to be contained in a capital facilities element: 1.) An inventory of capital facilities; 2.) A forecast of future needs for such facilities; 3.) The proposed locations and capacities of expanding new facilities; and, 4.) A six-year financing plan.

Long-range facility planning requires accurate population forecasting for the county, as well as policy direction concerning appropriate service levels for various facility types. While countywide population forecasts are prepared through the state OFM (with local input), sub-county distributions of growth forecasts require close coordination and cooperation between the county and cities. Since the advent of the GMA, this level of analysis is now expected of cities and counties planning under its mandates.

As part of Snohomish County's comprehensive planning program undertaken in response to the Growth Management Act, a study of county facilities concentrating on facility service guidelines was conducted by Henderson, Young & Company in 1993/1994. Utilizing inventory data provided by the departments, as well as existing population estimates provided by Planning, existing facility service guidelines for all county facilities were estimated.

Preferred service guidelines were also suggested by the operating departments. Both existing and preferred service guidelines, together with forecasts of future population, were then used to forecast future capital facility needs. The results of this analysis are contained in the report *Capital Facility Requirements 1994-99 (and to 2013)*. The report functions as the inventory of capital facilities and the forecast of future needs for facilities, two required components of the capital facilities element.

Parks inventory information has been updated since that time, and is reflected in inventory summary data and service guidelines and ranges contained in the Parks section of the 1999 Capital Facilities Plan. Additional information regarding inventory data has been included in Section V of that document. It is expected that the inventory data and analysis for other county facilities will be periodically up-dated as future capital plans are prepared.

Updating of roads inventory and needs analysis by Public Works has also occurred since 1994. However, the Henderson -Young report continues to provide the foundation for determining need for many county facilities. The County's adopted capital plan deviates from the Henderson-Young report by using ranges rather than single values to establish facility service guidelines to be used in projecting long-range

facility needs. In summary, the first 3 required components of Snohomish County's capital plan have undergone selective, but not comprehensive, updating since 1995. It is such a comprehensive revisit of these three components for all county capital facilities that will be undertaken during the course of the upcoming year.

Finally, sub-area planning is now in progress within several urban growth areas (UGAs) around the county. Providing adequate infrastructure to support UGA growth and development requires that capital facilities and utilities planning go hand-in-hand with land use planning at the sub-area level. The need to build linkages between countywide and sub-area capital facilities planning was a further impetus to re-examine the structure and composition of the capital plan.

Financial Tool

Prior to adoption of its GMA Comprehensive Plan, Snohomish County prepared annually a 6-year capital improvement program (CIP). This document was primarily a financial management tool that allowed county decision-makers to plan expenditures for major projects and acquisitions by several agencies, drawing from multiple revenue sources and including a substantial number of multi-year projects.

This capital facilities plan update, like the CIPs of the past, also provides a multi-year list of proposed major capital expenditures and associated operating costs for the County. Unlike past CIPs, however, GMA capital facilities plans must identify reasonable and realistic funding for all projects programmed over the 6-year period.

In addition, Snohomish County's *1995-2000 Capital Plan* was the first attempt to project needs for major construction, land acquisition, and equipment to the year 2012. This document identifies a set funding strategy for the current fiscal year (reflecting concurrent budget decisions), and projects a feasible funding scenario for the succeeding five years. Next year's comprehensive capital plan update will also take a look at needs to the year 2012.

Snohomish County's pre-GMA capital improvement plans contained basic capital cost data for new capital facilities, but no maintenance and operation costs associated with those projects. In order to wisely allocate future dollars, a more detailed review of projects and associated operating costs is necessary. Snohomish County sees a strong link between operating and capital budgets, so this document examines operating costs associated with new facilities in order to assess financial impacts on operating budgets. Put more simply, the County wants to insure it can afford to operate new facilities once they are constructed.

The *2000-2005 Capital Improvement Plan*, as its predecessors before it, divides projects into three broad categories: 1.) General Governmental; 2.) Transportation; and 3.) Proprietary. General Governmental activities are primarily tax and user fee supported, and are organized by facility type. Several departments are represented in the general governmental category, including Superior Court, District Court, County Clerk, Juvenile Court, Sheriff, Prosecuting Attorney, Corrections, Medical Examiner, Human Services, Planning, Parks & Recreation, Assessor, Auditor, Finance, Treasurer, and Facilities Management.

Transportation is further divided into two sectors - airport and surface transportation. Although state growth management legislation calls for transportation to be examined as a separate comprehensive plan element, summary information for transportation is also included in this document to facilitate a comprehensive look at the county's capital financing needs. Proprietary activities rely primarily on fees generated from the sale of goods and services for their operations. The proprietary category includes Surface Water and Solid Waste. While the Airport is also a proprietary activity, it is summarized as part of the transportation category.

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

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

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

CIP Process

The process for developing the county's capital plan is integrally related to annual budget development. During the budget preparation

process, departments submit their requests for capital dollars, including major capital facility project requests. This information is transmitted to Finance, which updates the database and works with departments to refine figures and develop improved maintenance and operation costs. The County Executive then develops a recommended capital plan for presentation to the Council as part of the annual budget.

In previous updates, the capital plan has lagged behind the budget during the public review and adoption process, in part because of the need for Planning Commission review and hearing for comprehensive plan elements. This year, however, the Planning Commission process is being accelerated and is actually an input to the final plan prepared by the Executive. By modifying the process in this way, it is possible for the budget and the capital plan to arrive for simultaneous consideration by county council.

GENERAL FINANCING STRATEGIES

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. The impacts of changes in local government stemming from voter and State legislative changes further complicate this issue. In response, the *Capital Plan* adopts the following five general strategies.

General Strategies

Looking across all department lines, the plan calls for:

- 1.) Non-“brick & mortar” solutions be utilized wherever possible;
- 2.) Similar departmental capital needs be combined wherever possible for efficiencies and cost savings;
- 3.) Stretch Real Estate Excise Tax dollars by issuing intermediate term bonds;
- 4.) Existing resources be fully utilized prior to the purchase, or construction of new facilities;
- 5.) Revenue generating activities (Surface Water & Evergreen Fair) move to funding capital improvements from receipts, rather than relying on Real Estate Excise Tax or General Fund revenues.
- 6.) The 2000 budget contains \$2 million for a pilot neighborhood infrastructure program.

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

Real Estate Excise

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

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

Voted Issues

The 2000-2005 Capital Plan proposes one voter approved issue: Construction of a new justice center complex that would include space for incarcerations, courts, and possibly sheriff precinct. This project is presently being scoped, and any possible election will be held in the year 2000 or later.

Policies on voter approved issues may change dramatically if Initiative 695 is approved in the November, 1999 general election. One of the provisions of this bill calls for voters to approve any increase in municipal taxes and fees. If it is approved by voters, capital plan revenues for items such as airport, solid waste, surface water, and developer mitigation fees will need to be placed before voters.

Law Changes

Funding local infrastructure in rapidly growing areas is a major challenge in Washington State. In order to help address this issue, while at the same time avoid tax increases, it is recommended that Snohomish County pursue the following State legislative changes during the 2000 session:

- 1.) Support legislation that would transfer 1% of the sales tax paid on countywide new construction from the State to counties. Based upon 1998 estimates, this would generate some \$750,000 to \$1.1 million per year in new revenues with which to fund local infrastructure.
- 2.) Support and obtain legislative sponsorship and introduction of a change in State sales tax legislation that would return the State

portion of sales taxes (6.5%) paid on voter approved capital projects back to the project. This would essentially save voters 6.5% on the cost of voter approved projects.

Financing Method In order to stretch limited capital dollars, as well as minimize bond covenants that may limit County options, this plan adopts the following policies: 1.) Capital plans will normally be financed for the life of the improvement. The use of debt less than ten years, is encouraged when Real Estate Excise Tax debt service exceeds 50%; 2.) since the County has ample unused debt capacity, future airport, surface water, and other potential revenue bond issues will be considered as general obligation offerings. Solid Waste capital funding would need to be evaluated separately, with input from bond counsel and underwriters of existing offerings.

2000 Strategies At this juncture no specific 2000 financing strategies are being proposed. Year 2000 strategies will be developed as part of the Executive's recommended budget, which takes place after the Planning Commission's initial review of the plan.

2000 – 2005 CIP PROJECT SUMMARY

This section will present a summary of capital projects contained in the 2000-2005 Capital Improvement Plan. It will provide several "looks" at information presented by departments. Note: The Executive's recommended 2000 budget contains A pilot \$2.0 million Quality Communities investment for assisting expanding neighborhoods deal with basic capital needs. This amount is not included in this project as a CIP project because it represents a source of funding for diverse community support specific projects which have not been defined as of this date.

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

- 1.) Individual pieces 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.
- 6.) 2000 capital expenses are the amount requested for appropriation in 2000.

Capital projects can be classified in the following categories:

TABLE 1: CLASSIFICATION OF DEPARTMENTAL PROJECTS BY CATEGORY

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

The following three tables will present various fiscal looks at the 2000-2005 Capital Improvement Plan. Table 2 summarizes improvements by category and type, Table 3 by revenue source, and Table 4 improvements by department.

TABLE 2: CAPITAL EXPENDITURES BY CATEGORY & TYPE

Category	2000	2001	2002	2003	2004	2005	6 Yr Total
General Governmental Facilities	6,138,000	3,850,000	6,400,000	6,900,000	2,000,000	0	25,288,000
General Governmental Equipment	4,835,775	5,114,500	6,613,500	3,724,400	3,030,200	3,754,500	27,072,875
Parks and Recreation Facilities	13,692,066	10,582,978	3,125,096	3,431,756	3,188,608	3,645,676	37,666,180
Parks and Recreation Equipment	107,000	0	0	0	0	0	107,000
Parks and Recreation Land	13,088,613	1,768,626	1,390,000	1,390,000	1,390,000	1,390,000	20,417,239
Law Enforcement Facilities	6,595,900	16,247,600	25,790,000	29,390,000	17,130,500	0	95,154,000
Law Enforcement Equipment	6,095,000	12,682,251	4,533,805	4,533,805	4,533,805	0	32,378,666
REET Debt Service and Reserves	3,965,925	3,974,988	4,466,238	4,457,438	3,657,000	3,659,370	24,180,959
Transportation - Facilities	49,939,000	59,217,000	55,702,000	35,819,000	34,756,000	32,608,000	268,041,000
Airport - Facilities	28,747,000	12,450,000	58,075,000	5,635,000	8,175,000	5,550,000	118,632,000
Airport - Equipment	0	0	0	600,000	0	0	600,000
Surface Water - Facilities	7,001,838	6,840,649	6,406,000	6,804,900	6,053,100	6,084,000	39,190,487
Solid Waste - Facilities	14,158,070	9,897,500	6,500,000	640,000	500,000	500,000	32,195,570
Total: All Items	154,364,187	142,626,092	179,001,639	103,326,299	84,414,213	57,191,546	720,923,976

TABLE 3: CAPITAL EXPENDITURES BY REVENUE SOURCE

Source	2000	2001	2002	2003	2004	2005	6 Yr Total
REET I	5,590,723	4,476,383	4,692,320	4,700,100	3,396,975	3,903,195	26,759,696
REET II	5,651,880	5,698,733	6,302,014	6,754,694	6,451,733	6,635,851	37,494,905
Bond Proceeds	44,085,150	41,229,851	90,723,805	45,823,805	28,664,305	5,000,000	255,526,916
General Fund	202,000	-	-	-	-	-	202,000
Other Funds*	20,505,129	25,574,500	18,945,000	12,392,900	13,631,700	13,809,500	104,858,729
Other Grants	3,240,563	2,099,149	1,543,000	1,329,300	1,540,000	1,040,000	10,792,012
Parks Mitigation	3,501,879	2,280,000	2,350,000	2,800,000	2,400,000	2,700,000	16,031,879
Prior Year Funds	11,417,793	5,112,976	-	-	-	-	16,530,769
Public Works Trust Fund	10,000,000	5,000,000	5,000,000	-	-	-	20,000,000
Transportation	46,011,000	46,257,000	47,945,500	28,885,500	27,829,500	23,603,000	220,531,500
Solid Waste Fund	4,158,070	4,897,500	1,500,000	640,000	500,000	500,000	12,195,570
Total	154,364,187	142,626,092	179,001,639	103,326,299	84,414,213	57,191,546	720,923,976

* "Other Funds" represents a summary of the following specific revenues from the following funds: Road Fund, Surface Water Management Fund, Fleet Management Fund, Pits and Quarries Fund, Park Construction Fund, Elections Cumulative Reserves, Information Services Fund, Emergency Management System Fund, and Airport Fund.

TABLE 4: DEPARTMENTAL CAPITAL PLAN LIST

The table below lists all projects by department that are included in this CIP. The table that follows lists all REET funded projects and is also sorted by the department requesting funding for the project.

Department	2000	2001	2002	2003	2004	2005	6 Yr Total
Public Works							
Bridge Replacement & Rehab	\$6,758,000	\$3,503,000	\$5,708,000	\$908,000	\$6,625,000	\$6,451,000	\$29,953,000
Capacity Projects	\$24,167,000	\$36,325,000	\$35,223,000	\$25,891,000	\$19,895,000	\$17,021,000	\$158,522,000
Miscellaneous Engineering	\$243,000	\$175,000	\$199,000	\$235,000	\$258,000	\$278,000	\$1,388,000
Non Motorized Projects	\$5,964,000	\$3,818,000	\$6,263,000	\$1,903,000	\$861,000	\$946,000	\$19,755,000
Overlay Projects	\$4,921,000	\$4,286,000	\$5,154,000	\$4,535,000	\$4,973,000	\$4,850,000	\$28,719,000
Road Drainage	\$542,000	\$557,000	\$574,000	\$591,000	\$608,000	\$627,000	\$3,499,000
Traffic Safety/Intersection Improvements	\$7,344,000	\$10,553,000	\$2,581,000	\$1,756,000	\$1,536,000	\$2,435,000	\$26,205,000
Cathcart Repairs	\$135,205	\$0	\$0	\$0	\$0	\$0	\$135,205
Central Recycling and Transfer Station	\$60,595	\$6,000,000	\$6,000,000	\$0	\$0	\$0	\$12,060,595
Everett Recycling & Transfer Station Remodel	\$862,093	\$0	\$0	\$0	\$0	\$0	\$862,093
Facility Maintenance	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Leachate Pipeline Relocation	\$316,212	\$0	\$0	\$0	\$0	\$0	\$316,212
New Southwest Recycling & Transfer Station	\$11,220,009	\$3,397,500	\$0	\$0	\$0	\$0	\$14,617,509
Replace Landfill Gas flares	\$0	\$0	\$0	\$140,000	\$0	\$0	\$140,000
Temporary Recycling & Transfer Station	\$1,563,956	\$0	\$0	\$0	\$0	\$0	\$1,563,956
Drainage Improvement/Water Quality	\$882,554	\$1,237,500	\$1,600,000	\$2,166,600	\$1,662,100	\$1,590,000	\$9,138,754
Drainage Rehabilitation and Investigation	\$537,903	\$780,000	\$819,000	\$860,000	\$902,000	\$1,000,000	\$4,898,903
Flood Control Rehabilitation/Bank Stabilization	\$198,449	\$174,000	\$194,000	\$199,000	\$199,000	\$204,000	\$1,168,449
Habitat/Fish Restoration	\$4,380,490	\$3,349,149	\$2,793,000	\$2,579,300	\$2,290,000	\$2,290,000	\$17,681,939
Infrastructure Planning Preliminary Design	\$1,002,442	\$1,300,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,302,442
Equipment in Excess of \$50K (CIP)	2,250,461	2,689,500	4,188,500	2,424,400	1,835,200	2,699,500	16,087,561
Future ER&R Capital Projects		2,290,000	2,290,000	930,000	920,000	920,000	7,350,000
Sand Hill Maintenance Building	800,000	0	0	0	0	0	800,000
Department Total	74,149,369	80,934,649	75,086,500	46,618,300	44,064,300	42,811,500	363,664,618
Parks & Recreation							
Capital Equipment - Fair Dump Truck	107,000	0	0	0	0	0	107,000
Arena Roof Repair	365,250	0	0	0	0	0	365,250
REET-Fair	50,000	50,000	50,000	50,000	50,000	50,000	300,000
Athletic Fields	\$11,309,279	\$1,100,000	\$1,400,000	\$1,650,000	\$700,000	\$1,000,000	\$17,159,279
Athletic Fields--B (Prior year)	\$5,256,006	\$1,734,350	\$0	\$0	\$0	\$0	\$6,990,356
Resource Activity	\$1,441,535	\$4,200,000	\$1,350,000	\$1,200,000	\$1,100,000	\$1,800,000	\$11,091,535
Resource Activity--B (Prior year)	\$1,309,152	\$0	\$0	\$0	\$0	\$0	\$1,309,152
Resource Conservancy	\$971,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$2,221,000
Resource Conservancy--B (Prior year)	\$300,000	\$378,626	\$0	\$0	\$0	\$0	\$678,626
Support	\$391,524	\$358,628	\$365,096	\$371,756	\$378,608	\$385,676	\$2,251,288
Support--B (Prior year)	212,546	0	0	0	0	0	212,546
Trails	1,212,729	1,280,000	1,100,000	1,300,000	2,100,000	1,550,000	8,542,729
Trails--B (Prior Year)	3,961,658	3,000,000	0	0	0	0	6,961,658
Department Total	26,887,679	12,351,604	4,515,096	4,821,756	4,578,608	5,035,676	58,190,419

Snohomish County 2000 Capital Improvement Plan

Department	2000	2001	2002	2003	2004	2005	6 Yr Total
Auditor							
Ballot Counters/Election Move	250,000	0	0	0	0	0	250,000
Department Total	250,000	0	0	0	0	0	250,000
Information Services							
Infrastructure Investment - CIP	474,000	135,000	135,000	370,000	275,000	135,000	1,524,000
SFG Oracle-based Time and Attendance Software	100,000	0	0	0	0	0	100,000
Resource Hardware - GIS Phase III a	280,000	0	0	0	0	0	280,000
Server Disk Facility Hardware - NT Migration	165,000	0	0	0	0	0	165,000
Telecom - E911 (CIP)	50,000	0	0	0	0	0	50,000
Department Total	1,069,000	135,000	135,000	370,000	275,000	135,000	2,119,000
Nondepartmental							
Network Improvement	1,266,314	0	0	0	0	0	1,266,314
800 MHz Radio System CIP - Capital	6,000,000	12,682,251	4,533,805	4,533,805	4,533,805	0	32,283,666
1995 Bond Issue - REET I Funded Debt Service	\$865,820	\$862,383	\$858,320	\$861,100	\$357,975	\$359,195	\$4,164,793
1995 Bond Issue - REET II Funded Debt Service	500,105	512,605	507,918	496,338	499,025	500,175	3,016,166
Debt Service for 800 Mz	600,000	600,000	1,100,000	1,100,000	1,100,000	1,100,000	5,600,000
Department Total	9,232,239	14,657,239	7,000,043	6,991,243	6,490,805	1,959,370	46,330,939
Facilities Management							
REET I Reserves - Space Plan	2,000,000	2,000,000	2,000,000	2,000,000	1,700,000	1,700,000	11,400,000
Administration Annex Building Replacement	0	500,000	4,400,000	4,900,000	0	0	9,800,000
Carnegie Building Facility Projects	218,000	0	0	0	0	0	218,000
Elections Move/Auditor's Remodel	3,340,000	350,000	0	0	0	0	3,690,000
Evidence Storage/Impound Yard	1,540,000	0	0	0	0	0	1,540,000
Gun Range Clean-Up	1,000,000	0	0	0	0	0	1,000,000
Main Campus Backfill/Repairs - Space Plan	0	2,700,000	1,850,000	2,000,000	2,000,000	0	8,550,000
Major Update & Repair of Corrections Facility	1,364,000	500,000	0	0	0	0	1,864,000
Masonry Restoration - Complex - Minimum	300,000	300,000	150,000	0	0	0	750,000
Mission Bldg. Facility Projects	480,000	0	0	0	0	0	480,000
Sheriff's Firing Range/Training Facility	1,750,000	0	0	0	0	0	1,750,000
Regional Justice Center	1,941,900	15,747,600	25,790,000	29,390,000	17,130,500	0	90,000,000
Department Total	13,933,900	22,097,600	34,190,000	38,290,000	20,830,500	1,700,000	131,042,000
Airport							
Boeing Berms	237,000	0	0	0	0	0	237,000
C-11 Building Purchase	0	250,000	0	0	0	0	250,000
Capital Repairs to Airfield	0	0	225,000	225,000	225,000	0	675,000
Central Park and other GA Ramp Repairs	150,000	100,000	100,000	100,000	100,000	100,000	650,000
Crash Truck Replacement	0	0	600,000	0	0	0	600,000
DOT: Chenault/Harbour Pt. Roadwork	300,000	0	0	0	0	0	300,000
Fire Station Replacement	0	0	0	0	2,400,000	0	2,400,000
Future Airport Equipment	0	0	200,000	0	200,000	200,000	600,000
Gas Station	50,000	0	0	0	0	0	50,000
Kilo Hangars	0	0	45,000,000	0	0	0	45,000,000
Master Plan Update	150,000	0	0	0	0	0	150,000
New Menasco Building	5,000,000	0	0	0	0	0	5,000,000
Miscellaneous Building Repairs	100,000	250,000	250,000	250,000	250,000	250,000	1,350,000
New Building Construction	0	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
New Building next to IAC	0	0	4,000,000	0	0	0	4,000,000

Snohomish County 2000 Capital Improvement Plan

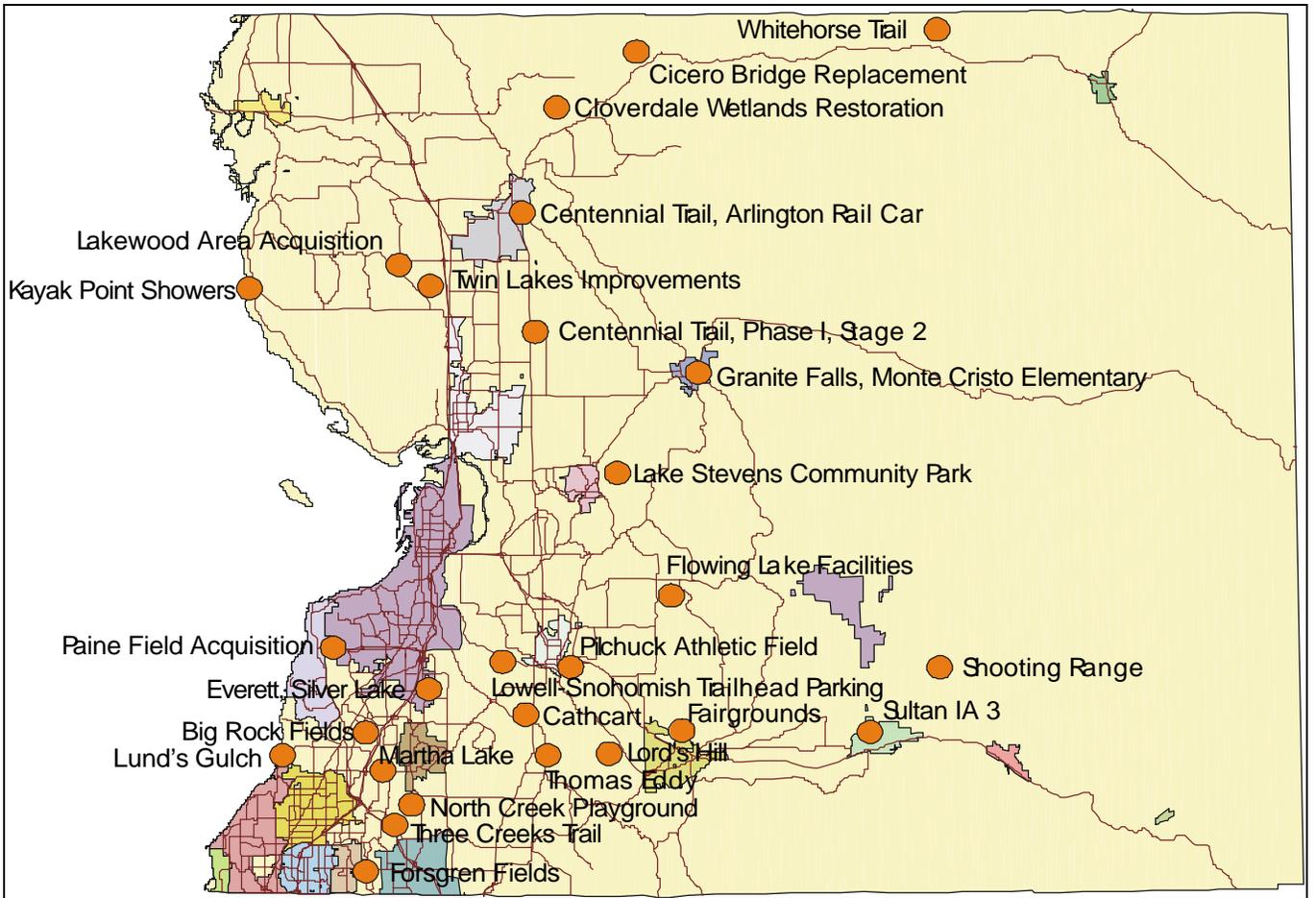
Department	2000	2001	2002	2003	2004	2005	6 Yr Total
Airport (Continued from prior page)							
North Complex Road Access	0	0	400,000	0	0	0	400,000
North Ramp Corporate Hangars	60,000	0	0	0	0	0	60,000
Obstruction Removal	100,000	500,000	500,000	60,000	0	0	1,160,000
Outer Ramp Addition	0	0	800,000	0	0	0	800,000
Replace Rescue 26 Fire Truck	0	0	0	600,000	0	0	600,000
S. Industrial Complex: Phase 1	12,000,000	0	0	0	0	0	12,000,000
Safety Area Project	9,100,000	5,000,000	1,000,000	0	0	0	15,100,000
Security Fencing: West/South Side	0	500,000	0	0	0	0	500,000
Sewer Improvements	1,100,000	0	0	0	0	0	1,100,000
Sweeper (for Main Runway)	0	250,000	0	0	0	0	250,000
Terminal Remodel	0	600,000	0	0	0	0	600,000
West Side Shopping Center	400,000	0	0	0	0	0	400,000
Department Total	28,747,000	12,450,000	58,075,000	6,235,000	8,175,000	5,550,000	119,232,000
Corrections							
125 lb washers and 100 lb dryers (2)	95,000	0	0	0	0	0	95,000
Department Total	95,000	0	0	0	0	0	95,000
Total	154,364,187	142,626,092	179,001,639	103,326,299	84,414,213	57,191,546	720,923,976

REAL ESTATE EXCISE TAX PROJECT LIST

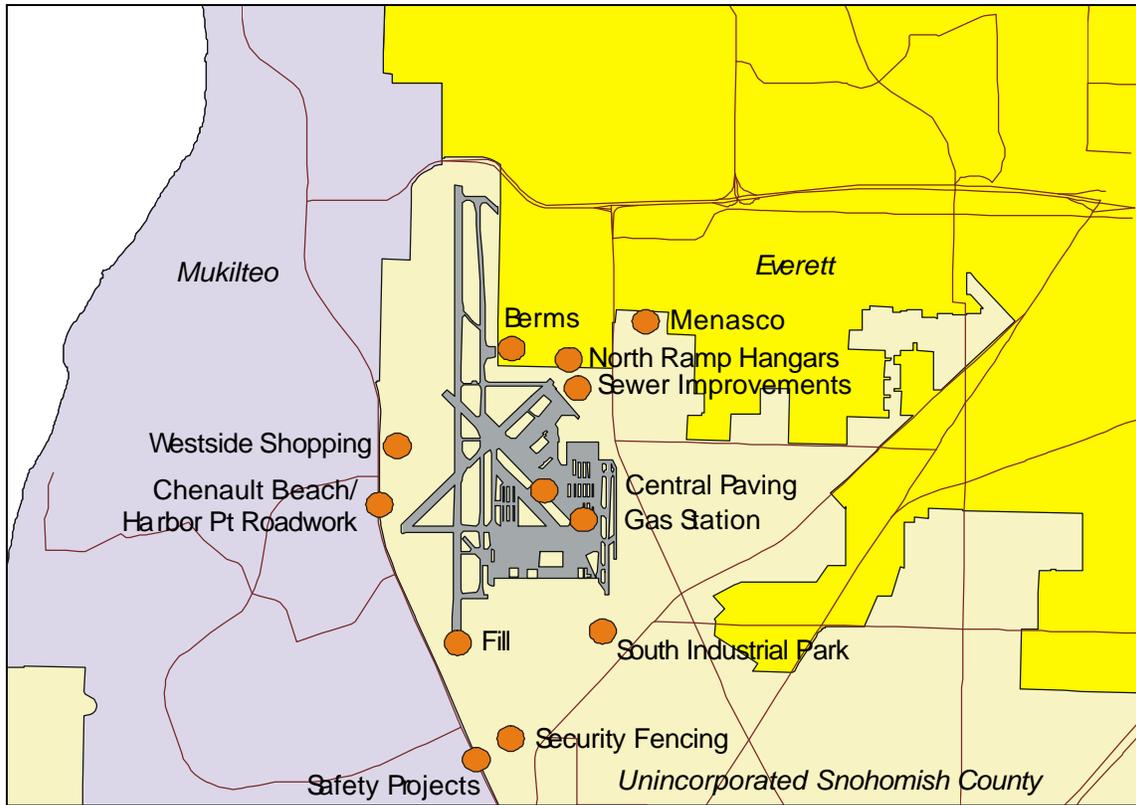
Dept	Project Description	2000	2001	2002	2003	2004	2005	6 Yr Total
Public Works	Flood Control Rehabilitation/ Bank Stabilization	\$149,600	\$174,000	\$194,000	\$199,000	\$199,000	\$204,000	\$1,119,600
Public Works	Habitat/Fish Restoration	\$475,303	\$500,000	\$500,000	\$500,000	\$0	\$500,000	\$2,475,303
Parks*	Athletic Fields	\$460,000	\$0	\$0	\$0	\$0	\$0	\$460,000
Parks	Resource Activity	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000
Parks	Support	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000
Non-Departmental	1995 Bond Issue - Funded Debt Service	\$865,820	\$862,383	\$858,320	\$861,100	\$357,975	\$359,195	\$4,164,793
Non-Departmental	Debt Service for 800 Mz	\$600,000	\$600,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$5,600,000
Non-Departmental	REET I Reserves - Space Plan	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$1,700,000	\$1,700,000	\$11,400,000
Facilities	Gun Range Clean-Up	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Total REET I		\$5,590,723	\$4,476,383	\$4,692,320	\$4,700,100	\$3,396,975	\$3,903,195	\$26,759,696
Public Works	Drainage Improvement/Water Quality	\$783,880	\$1,237,500	\$1,600,000	\$2,166,600	\$1,662,100	\$1,590,000	\$9,040,080
Public Works	Drainage Rehabilitation and Investigation	\$537,903	\$780,000	\$819,000	\$860,000	\$902,000	\$1,000,000	\$4,898,903
Public Works	Habitat/Fish Restoration	\$512,394	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,012,394
Public Works	Infrastructure Planning Preliminary Design	\$963,840	\$1,300,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,263,840
Parks	Arena Roof Repair	\$365,250	\$0	\$0	\$0	\$0	\$0	\$365,250
Parks	Athletic Fields	\$60,000	\$600,000	\$400,000	\$850,000	\$200,000	\$700,000	\$2,810,000
Parks	REET-Fair	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Parks	Resource Activity	\$731,984	\$200,000	\$500,000	\$300,000	\$300,000	\$700,000	\$2,731,984
Parks	Support	\$351,524	\$318,628	\$325,096	\$331,756	\$338,608	\$345,676	\$2,011,288
Parks	Trails	\$795,000	\$200,000	\$600,000	\$200,000	\$1,000,000	\$250,000	\$3,045,000
Non-Departmental	1995 Bond Issue - Funded Debt Service	\$500,105	\$512,605	\$507,918	\$496,338	\$499,025	\$500,175	\$3,016,166
Total REET II		\$5,651,880	\$5,698,733	\$6,302,014	\$6,754,694	\$6,451,733	\$6,635,851	\$37,494,905

* While projects identified in the 2000-2005 CIP result in a projected REET I calculated allocation of less than that \$500,000 per year in years 2001-2005 amount, it is the Executive's intent that Parks and Recreation be allotted \$500,000 per year in REET I for those years.

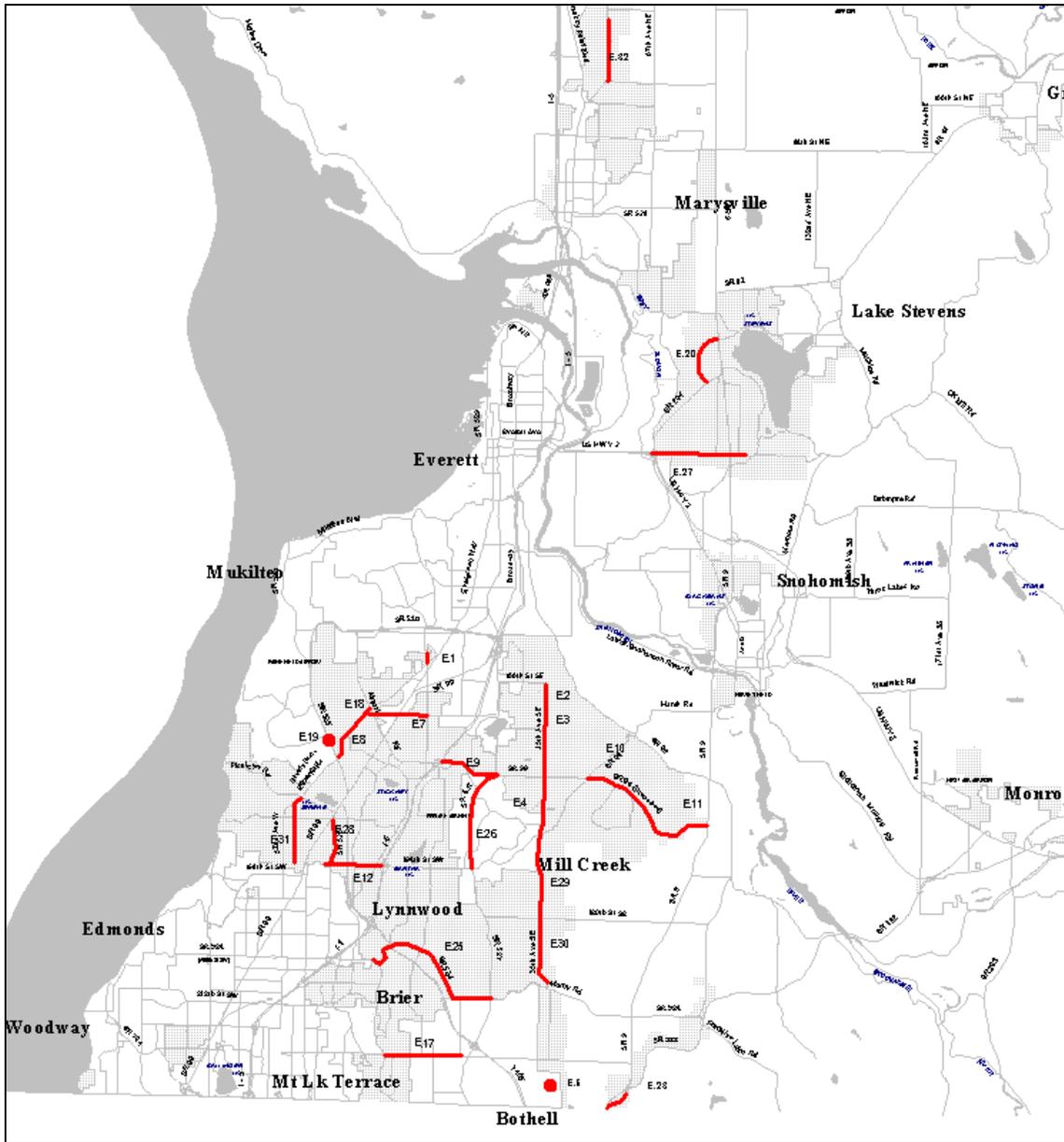
MAP 1: MAJOR PARKS YEAR 2000 PROJECTS



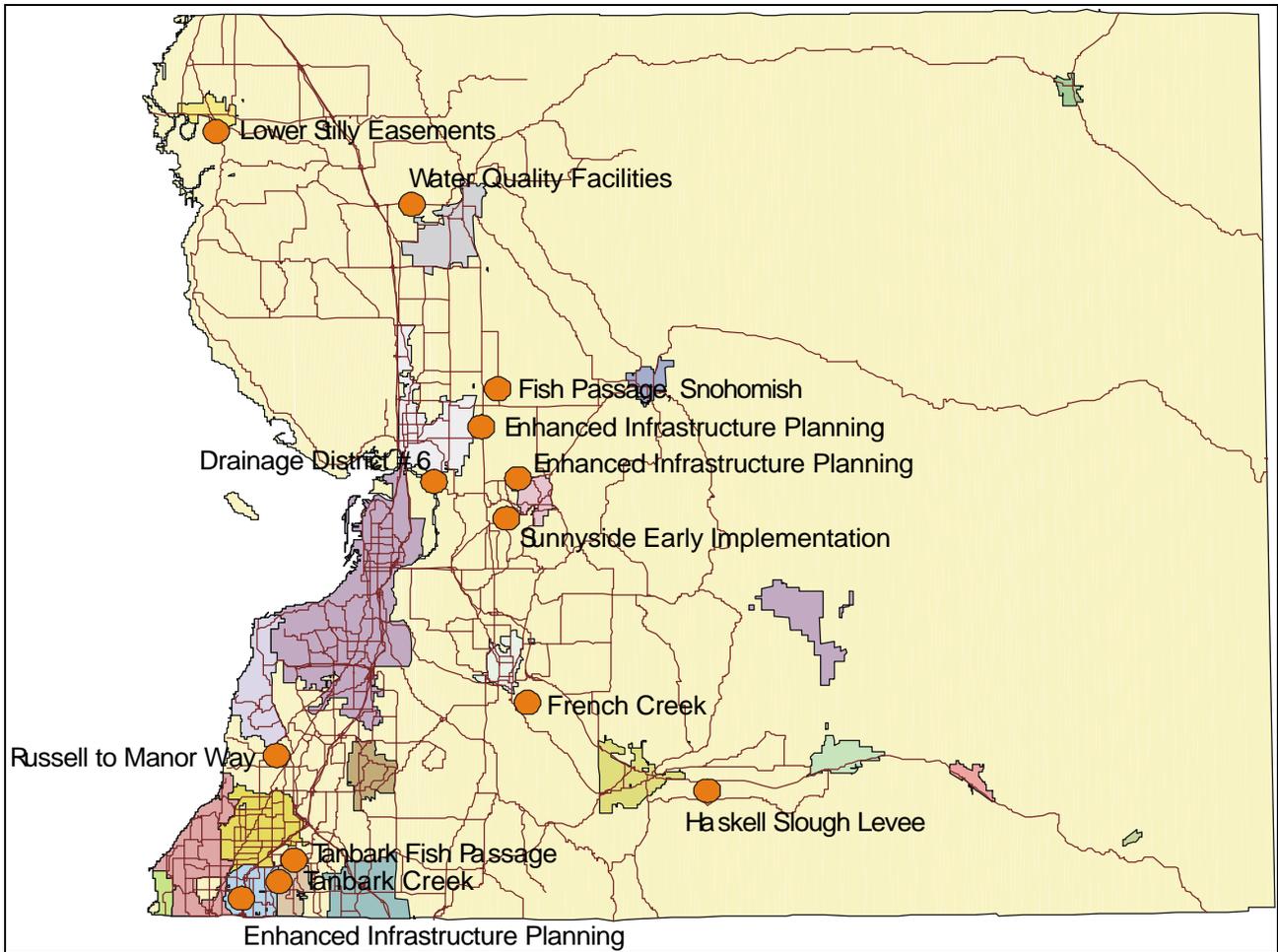
MAP 2: PAINE FIELD YEAR 2000 PROJECTS



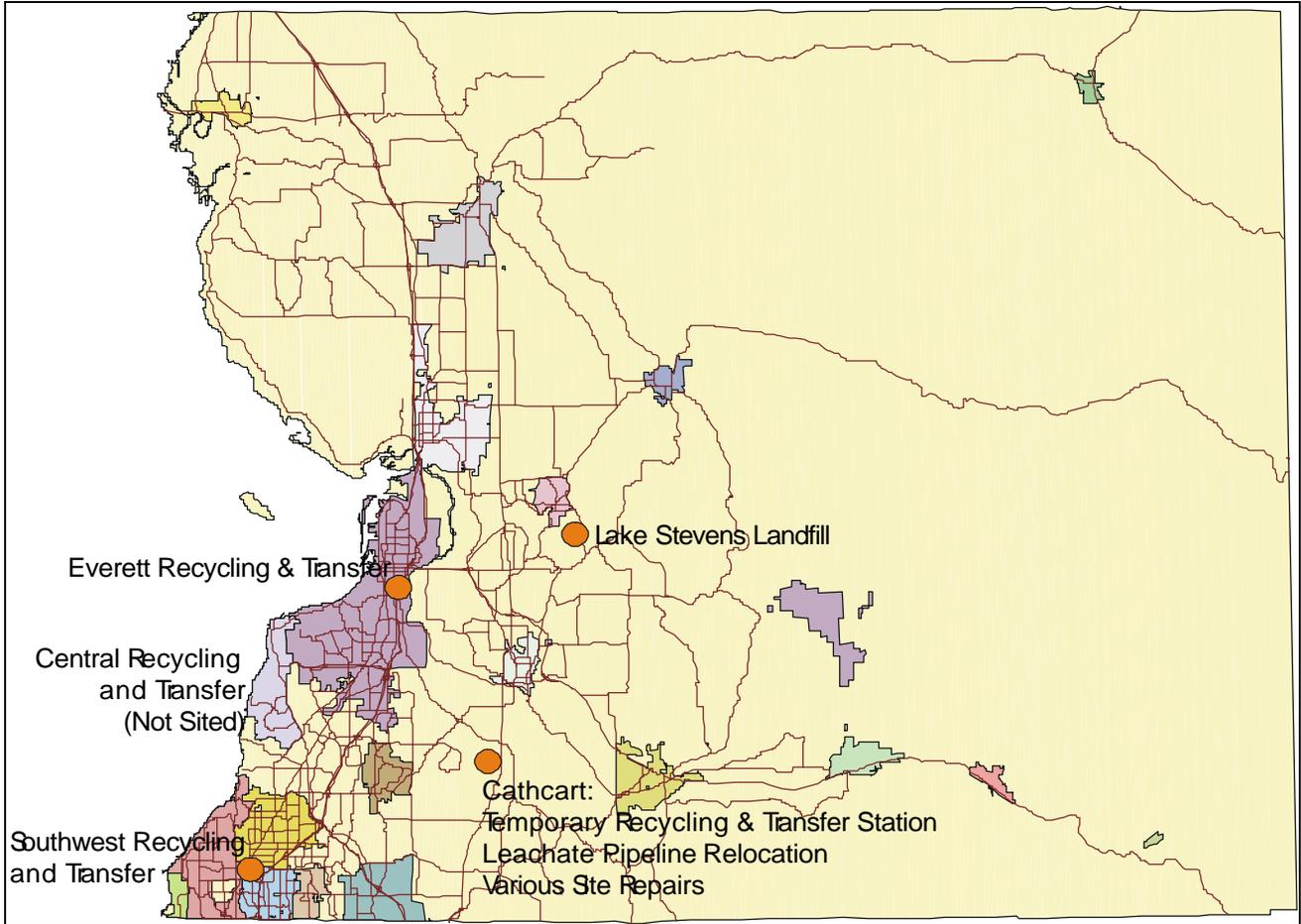
MAP 3: SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2000-2006



MAP 4: SURFACE WATER YEAR 2000 PROJECTS



MAP 5: SOLID WASTE YEAR 2000 CAPITAL PROJECTS



DESCRIPTION OF PROJECTS BY CLASSIFICATION

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

Sub-Category	Summary Description of Projects Included in 2000-2005 CIP
General Services	Included in this category are a broad variety of County projects that will serve the administrative infrastructure of County Government. Included are: expansion of office space for county general services in place of rented office space throughout Everett; deferred maintenance funding for the main county administrative facilities; funding for the purchase of an auditor's office building; information technology infrastructure improvements for county government; and ongoing replacement of fully-depreciated and outmoded pieces of county equipment.
Parks and Recreation	Parks program CIP projects primarily focus on providing park lands and facilities on two levels. For the greater County, the Parks has focused on the acquisition and development of active athletic fields, regional trail systems, and the preservation of significant resource lands. Within urban growth areas, Parks CIP projects include the acquisition and development of local and community parks in partnership with cities. The Parks' CIP program also includes Evergreen State Fairgrounds maintenance and equipment funding.
Law Enforcement	Law Enforcement projects include reserves for funding a new regional justice center, major maintenance for the current jail, a training facility/shooting range and a storage facility for the Sheriff's Department, and the development of an 800 Megahertz emergency radio system.
REET Debt Service	Real Estate Excise Tax Funds are set aside within the Capital Improvement Plan to provide debt service for 1995 bond issues, the Denney Juvenile Justice Center Bond, and reserves to fund facility expansions and major facility repairs included in the General Services and Law Enforcement sub-categories of this plan.
Ground Transportation	The year 2000 annual construction program (ACP) includes a wide variety of capital projects. These projects are grouped into six categories. 1) Traffic Safety projects are needed to maintain safe and efficient operation of county road system and include standard signal, guardrail, illumination and other warrant analyses as well as correcting Inadequate road condition. 2) Capacity projects increase vehicle carrying capacity on the road system. 3) Bridge replacements are identified as needed through federal and state bridge condition inspection findings. 4) Drainage improvements are needed to maintain satisfactory condition of roadway. 5) Non Motorized Projects consist projects to encourage use of alternate forms of transportation and increase people carrying capacity on and off roadways. 6) The Road Overlay Program consists of numerous projects where roads are resurfaced.

<p>Airport Investments</p>	<p>Many Airport capital projects are multi-year construction projects and respond to existing or prospective customer needs which increase the asset and revenue base of the Airport. These include new building construction and land leases; road construction for improved transportation access to these new developments; and miscellaneous building repairs to existing structures. Aviation related capital improvements on the Airport are eligible for 90% funding from the FAA administered Airport Improvement Program. The FAA funds miscellaneous runway safety work, fire equipment, obstruction removal and other maintenance projects to meet or maintain FAA regulations.</p>
<p>Surface Water</p>	<p>Surface Water projects fall into five primary categories that integrate federal mandates for habitat and water quality improvement (ESA and the Clean Water Act) with other local surface water needs (drainage, and flood control). The 2000 program sustains fundamental CIP efforts (drainage complaint response and assistance), while pressing forward with Enhanced Infrastructure Planning. The latter is providing a foundation for systematic inventorying, analysis and prioritization of improvements to the constructed (drainage and water quality) and natural (wetlands, streams) drainage systems in the Urban Growth Areas of the County. Habitat restoration projects from large-scale acquisitions (habitat preservation/restoration) to culvert replacements (fish blockage removal) are also continued. Water quality improvements include retrofitting of aged detention facilities to integration of water quality features into most CIP projects. This year's progress also provides an increased investment in flood control facility repair and maintenance.</p>
<p>Solid Waste</p>	<p>Solid Waste has been experiencing growing capacity problems over the past several years with the increasing amount of solid waste being brought to existing facilities for disposal. To address this issue, the Solid Waste Management Division's projects focus capital construction efforts on replacement and/or modification of two of the three current transfer stations. In order to do this, a temporary solid waste recycling and transfer station will be constructed near the unused Regional Landfill at the Cathcart site. Once the temporary facility is operational, the Everett Recycling and Transfer Station will be closed and a new solid waste compactor will be installed. Once the project is completed, the Southwest Recycling and Transfer Station will be closed and a new recycling and transfer station will be constructed at the current site.</p>
<p>Quality Communities</p>	<p>The Executive's recommended 2000 budget contains A pilot \$2.4 million Quality Communities investment for assisting expanding neighborhoods deal with basic capital needs. This amount is not included in this project as a CIP project because it represents a source of funding for diverse community support specific projects that have not been defined as of this date.</p>

DETAIL DEPARTMENTAL CAPITAL PLAN LIST

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

In some instances, like projects from one department are aggregated into a single CIP project. An example of such a project is the second project in the package: Public Works County Road Bridge Replacement and Rehabilitation. This project actually represents a series of similar projects that are being proposed by Public Works. They have been grouped into a single project because of a similar purpose, type of expense, and funding source. In the instance of this particular project, detail on a project by project basis is included in the County's 2000 – 2005 Transportation Improvement Plan.

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