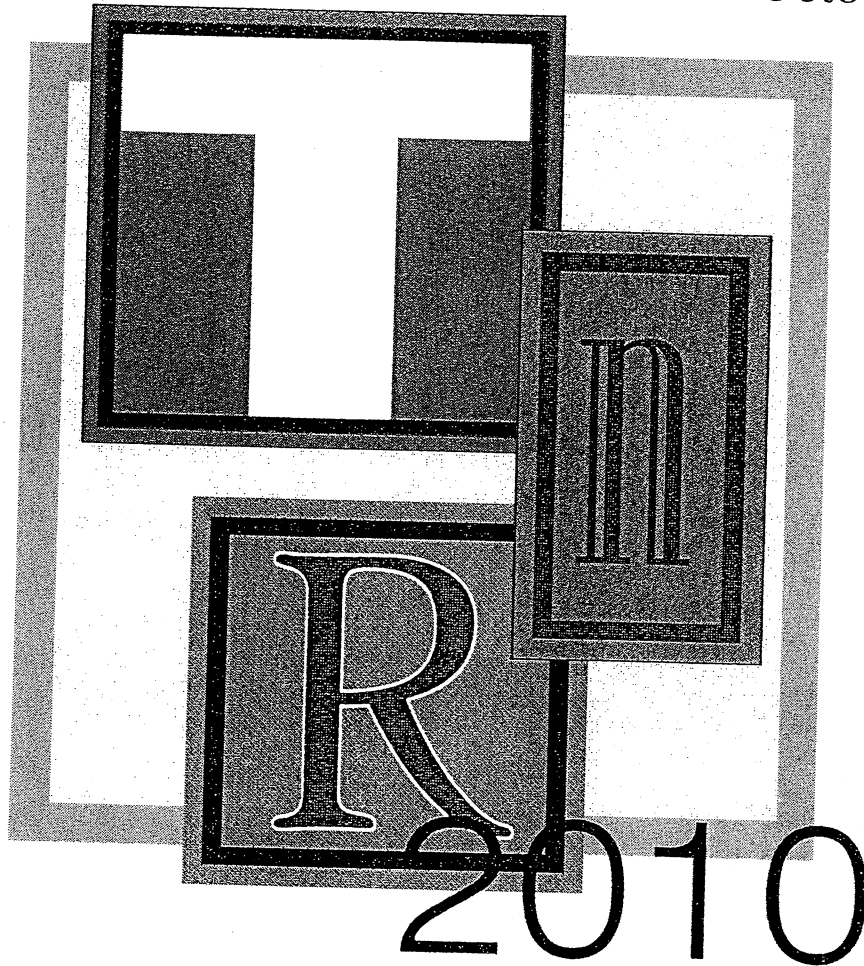


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October 2010



**2010 Update of the
Transportation Needs Report 2008**

A Component of the Transportation
Element of the King County
Comprehensive Plan



King County

2010 Update of the
TRANSPORTATION
NEEDS
REPORT
2008

An Element of the
King County
Comprehensive Plan

October 2010



King County

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Development and

Summary

of the

TNR

2010 Update of the Transportation Needs Report 2008

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INTRODUCTION

The Transportation Needs Report (TNR) is a long-term, comprehensive list of recommended improvements to serve unincorporated King County's transportation needs. In determining King County's needs, the Road Services Division uses professional engineering standards, safety records, adopted service levels and citizen comments. Defining transportation needs also takes into account projects and current studies in cities, adjacent counties, and on state highways. The transportation needs are those currently known (existing) as well as those that are forecast due to regionally-adopted targets for growth and development.

The Strategic Plan for Road Services (SPRS), now under development, will guide how the Road Services Division builds, operates and maintains the road system in the future. SPRS is anticipated to significantly change the way transportation needs are prioritized. SPRS replaces the Roads Operational Master Plan (ROMP) and aligns the Division's strategic planning with countywide planning and performance management requirements. In recommendations for the Division's service areas and deliverables, the ROMP Phase I report calls for these prioritized outcomes:

1. *Preservation* of the existing roadway facilities network
2. Managing and enhancing *mobility* through system efficiencies
3. Addressing concurrency-driven roadway *capacity* needs

In the accomplishment of these prioritized outcomes, enhancing the safety of the users of King County's roadways while meeting local, state and federal mandates is inherent in all of the Road Services Division's program areas and deliverables.

Another ROMP recommendation is to "Prioritize Asset Life Cycle in Rural Areas". This recommendation would encourage, in principle, investing in road reconstruction before the road is allowed to significantly deteriorate (and cost a greater amount of money to fix). Its implementation is subject to budget constraints.

The TNR is a functional plan of the King County Comprehensive Plan. Together with the Roads Six-Year CIP and the Roads annual budget, it fulfills the requirement of growth management legislation (RCW 36.70A.070) for a transportation capital facilities plan element of the King County comprehensive plan. The TNR was prepared consistent with all requirements of growth management legislation including:

1. It is based on the land use element of the comprehensive plan.
2. Its list of transportation needs and recommended improvements was developed using travel demand forecasts that are based on the regionally-adopted growth targets.
3. It includes a financial analysis that reflects the most recent land use changes, project amendments, costs, and financial revenue assumptions.

The TNR horizon year is 2022, which is consistent with regionally-adopted targets for population and employment growth.

The schedule for updating the TNR has been changed to coordinate with major updates to the Comprehensive Plan. Starting with the major Comprehensive Plan update of 2004, the TNR will be updated every four-years, with an optional technical update submitted in the second year between Comprehensive Plan updates. The TNR was last adopted in 2008, and this document will serve as a technical update to the TNR 2008.

PURPOSE

The TNR serves the following purposes:

Relationship to King County Comprehensive Plan 2008: A primary purpose of the TNR is to fulfill certain requirements of state growth management legislation for comprehensive planning. These requirements as outlined in state legislation (RCW 36.70A.070 (6)) are:

1. Specific actions and requirements for bringing into compliance locally-owned transportation facilities or services that are below an established level of service standard;
2. Forecasts of traffic for at least ten years based on the adopted growth targets and land use plan to provide information on the location, timing, and capacity needs of future growth;
3. Identification of state and local system needs to meet current and future demands;
4. An analysis of funding capability to judge needs against probable funding resources;
5. A multiyear financing plan based on the needs identified;

The TNR needs list and financial analyses fulfill these requirements. The needs list was developed using forecasts of traffic for the 2022 horizon year based on regionally-adopted growth targets and the land use element of the King County Comprehensive Plan 2008.

Transportation Planning and Funding: The TNR helps King County make decisions on planning and funding of transportation improvements. It provides guidance based on policies, strategies, and actions set forth in the Comprehensive Plan. It follows established processes linking land use planning with transportation needs.

The TNR plays a significant role in evaluating the difference between identified transportation needs and future expected revenues for King County. This analysis assesses the County's ability to keep pace with the demands of growth and assists in developing financial strategies to deal with unmet needs.

Recently the TNR has been used to assess the feasibility of areas proposed to annex into nearby cities (Potential Annexation Areas, or PAAs) or incorporate into new cities. The cities can use the TNR to see the future projects identified for the area and the potential future transportation cost that they might incur.

Coordination: The TNR helps to coordinate transportation improvements connecting King County with other jurisdictions including the Washington State Department of Transportation (WSDOT), adjacent cities, and counties. It also helps coordination between different divisions of the King County Department of Transportation. By clearly showing the location and scope of intended transportation

improvements as well as the priority of these improvements, the TNR provides other jurisdictions with information to use in appropriately coordinating project implementation. Additionally, the private sector development community can use the TNR to identify areas where future growth could be accommodated by improved facilities.

Development Review: The TNR serves as a major source of information in the review of proposed land developments and in determining appropriate mitigation measures required as a condition of new development approval.

Mitigation Payment System: King County has established a Mitigation Payment System (MPS) to charge developments for the transportation costs of their impacts. The MPS uses the TNR to identify growth-related projects that will be part of the impact fee system and receive the MPS fees.

Road Vacation: Property owners can petition King County to have portions of the County's unused road rights-of-way sold to them if the property is not needed for current or future transportation purposes. The TNR is used to indicate the location of future projects on the road system in this road vacation process.

Role Within the Road Services Division

The development of the TNR is part of a comprehensive planning process that is guided by state growth management legislation. This process, as depicted in the flow diagram below, links the guidance of the King County Comprehensive Plan and the Roads Strategic Plan with the development of the TNR, the six-year Roads Capital Improvement Program, and the Roads annual budget. The MPS program, which is authorized by growth management legislation and required by King County ordinance, is used to collect impact fees to help build growth-related road projects. The concurrency program identifies areas and roadways that are not meeting the County's level-of-service standard for traffic congestion, and this information on road deficiencies feeds into both the Transportation Needs Report and the Capital Improvement Program.

