

February 2, 2026

Josh Brown, Executive Director  
Puget Sound Regional Council  
1201 Third Avenue, Suite 500  
Seattle, WA 98101-3055

**Dave Somers**  
*County Executive*

Re: Comments on PSRC Draft Update to the Regional Transportation Plan

Dear Mr. Brown:

Thank you for the opportunity to comment on the draft 2026 Regional Transportation Plan. Transportation in Snohomish County and across the region is at a critical turning point. Continued growth has placed significant strain on our transportation network, creating challenges that require coordinated, forward-looking solutions.

With the expansion of Sound Transit's Link light rail and Community Transit's Swift bus rapid transit (BRT) system, the county and region have an important opportunity to address some of its most pressing transportation needs. Sound Transit investments, WSDOT highway projects, local transit initiatives, local arterial improvements, and pedestrian and bicycle infrastructure are all essential and mutually dependent elements of a successful regional transportation system.

The draft plan does an excellent job of addressing key issues affecting the region's transportation network and provides an important framework to guide future planning efforts. This is particularly evident in its focus on system maintenance, preservation, and operations and the expansion of transit networks and service, while still addressing racial and social equity, improving safety for all modes of travel, and reducing greenhouse gas emissions.

Our comments below are intended to emphasize a few considerations within the plan that will be critical to accommodating future growth in Snohomish County, including the continued importance of state highway improvements.

#### SR 524

Missing from the 2026 regional capacity project list is SR 524: 24<sup>th</sup> Ave W to Royal Anne Rd. Widening. SR 524 is a heavily traveled substandard highway that is the major route for connecting the fast-growing communities in southwest Snohomish County to I-5 and the Lynnwood City Center light rail station. Community Transit has determined that the current roadway is not adequate to provide a safe reliable route for transit service but shows service on the route in their long-range plan with assumptions the widening project is completed.

The project was included in the 2022 regional capacity project list with a Metropolitan Transportation Plan status of "Approved" and the county submitted the SR 524: 24th Ave to Royal Anne Rd. Widening project as a 2026 RTP regional capacity project. We believe this project is necessary because our countywide traffic model shows the forecasted volume for this segment of SR 524 to be one and a half times the capacity of the

roadway. This project is in the Snohomish County Comprehensive Plan as a project necessary for growth. Also, Snohomish County continues to include this project on our Annual Regional Project Priority List and has purchased the ROW required to construct this project. Transfer of this ROW has been pending to WSDOT for over 2 decades. Both PSRC and WSDOT should consider adding this SR 524 project back into the regional capacity project list.

Regional Capacity Project 2026 costs

The Snohomish County regional capacity project estimated 2026 dollar costs in the draft RTP are not correct and are higher than what we forecast. We provided year of completion cost inflated at 4% a year. Below are the costs in 2026 dollars that should be used in the RTP.

164 <sup>th</sup> St SW/SE BAT Lanes	\$39,490,000
164 <sup>th</sup> Direct Access	\$58,775,000
128 <sup>th</sup> St SW/SE BAT Lanes	\$29,618,000
128 <sup>th</sup> St SW/SR 96 Overcrossing Improvements	\$59,762,000
SR 524: 24 <sup>th</sup> Ave. to Royal Anne Rd. Widening	\$148,554,000

Safety

Maintain consistency across planning documents with respect to the goal of eliminating serious and fatal injuries. On page 7 of the summary report, it says "Deaths and serious injuries on the region's roads will be substantially reduced." This is not consistent with the Safety Element of the RTP or PSRC's Safety Action Plan, which says that it "includes a policy to support and achieve the state's long-term goal of zero roadway deaths and serious injuries." The goal should be zero serious and fatal injuries.

Sincerely,



Douglas McCormick, P.E.  
Deputy Director/County Engineer