

# SCCIT Snohomish County Committee for Improved Transportation

January 31, 2018

Josh Brown  
Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, Washington 98104

Dear Mr. Brown:

Thank you for the opportunity to comment on the draft 2018 Regional Transportation Plan. The Snohomish County Committee for Improved Transportation (SCCIT) is a non-profit organization comprised of business, citizen and governmental leaders who share a common interest in seeking solutions to our transportation problems and assuring that we improve the quality of life for the residents of Snohomish County, as well as providing a more competitive business environment.

Rapid growth has caused a strain to the transportation system that provides a challenge to both businesses and local governments. At the same time 2024 completion of Lynnwood Link, the 2036 opening of the light rail extension to Everett, and the expansion of Community Transit's *Swift* bus rapid transit (BRT) provide Snohomish County and the region with new opportunities to improve mobility. To take advantage of these opportunities, the Regional Transportation Plan must effectively coordinate the state, regional and local transportation projects.

We suggest that PSRC take some additional steps to integrate planning of transit, sidewalk, bikeway, and roadway projects that access light rail. For instance:

- Many state, local, and transit agencies have sponsored projects in Appendix G that will be necessary for access light rail, but it reads as a list of unprioritized needs. This regional plan should go beyond this list to designate the agencies who are responsible and accountable for assuring that an integrated, multijurisdictional plan of access improvements is completed including specific measurable goals on how we get there.
- The main body of the plan should include a map that shows how the projects listed in Appendix G work to provide necessary access to light rail station areas, integrating all the various state, county, local, and transit agency priorities.

State highways are the backbone of the regional transportation system. Both the draft regional plan and the *The State Facilities Action Plan*, contained in Appendix J, should be taken a step further to clearly show how the state highway system integrates with local systems and high capacity transit (HCT) transit services to provide for a complete network to implement the regional vision. There are many important state projects included in the plan that SCCIT feels will be improve the business climate and quality of life in Snohomish County. These corridors such as US 2, SR 9, SR 96/I-5 interchange, SR 522, SR 524 and SR 531 should have a delivery strategy commensurate with the completion of HCT. Some of these corridors have been included on the Snohomish County Key Investment Map, but many others have been left off. We would suggest that this map be revised.

The Plan should also address Public/Private Partnerships (P3). This finance strategy may present some opportunities for delivering larger infrastructure projects. Addressing these opportunities may position the region to take advantage of federal opportunities.

Lastly SCCIT feels that The Regional Transportation Plan must be effective in providing for or facilitating the inter-jurisdictional coordination needed to integrate the work of numerous agencies into one cohesive strategic plan.

Sincerely,



Reid Shockey  
Chair-Snohomish County Committee for Improved Transportation