



## Snohomish County

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### County Council

Stephanie Wright, Chair

Megan Dunn, Vice-Chair

Sam Low

Jared Mead

Nate Nehring

October 18, 2022

### County Executive

Dave Somers

Dear Members of the Snohomish County Delegation:

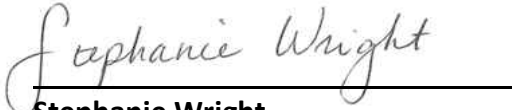
Snohomish County is in strong support of statewide, regional, and local investments in transportation. Our state transportation budget faces a long-term deficit, perpetuating existing issues with disrepair, congestion, and safety concerns as the state grows. As the second largest economy in the state, Snohomish County relies on a robust transportation system for our economic health and vitality. We are writing to urge the Legislature to convene in a special session this fall to pass a comprehensive transportation investment package that:

- Prioritizes maintenance and preservation, as well as critical capital projects. Washington's significant backlog of deferred maintenance projects, including a replacement for the Highway 2 Trestle, threatens the reliability and safety of our transportation systems. WSDOT estimates that the cost to preserve and maintain the state transportation system at the minimum acceptable level is \$8.1 billion over the next 10 years. Increasing funding for maintenance and preservation projects both improves the system and benefits local communities throughout the state. In Snohomish County, we have significant need for investment in projects that increase connectivity to rural areas and improve safety, including the SR 522/Paradise Lake Road Interchange and Widening project and US 2/SR 9 Interchange Interim Improvements. Through these investments, we also have the opportunity to stimulate the economy and support local, family-wage jobs.
- Funds our obligation on culverts using a watershed approach, including sufficient funding to address local and privately owned culverts. It will cost an estimated \$2.3 billion to meet the state injunction and open 90% of fish habitat by 2030. Counties own thousands of fish blocking culverts, which can range up to \$1 million each to replace in Snohomish County. Culvert replacement supports our state and regional climate and economic goals, assisting in salmon recovery, protecting orcas in the Salish Sea, protecting a billion-dollar fishing industry, and enhancing our quality of life. Local governments need state assistance to fully address this costly issue.
- Invests in a strong interconnected, multimodal transportation system, including road improvements that support transit expansions, such as Link Light Rail. Snohomish County is a strong partner of Community Transit, and investments in our multimodal system are paramount to ensure mobility for our most vulnerable populations and the post-pandemic workforce. Investments in the state multimodal system require improvements to existing infrastructure to ensure access to multimodal options, such as the County's SR 524 Corridor Widening project which will provide access to the Lynnwood Light Rail Station. State investments in transit, bike, and pedestrian service and capital

needs also facilitate a strong economic recovery by creating jobs and assisting workers as they return to their work sites. The transportation sector accounts for the largest portion of greenhouse gas emissions in Washington. Reaching our adopted climate goals requires investing in multimodal options and converting our ferry and public fleets to zero emission technology.

Waiting until 2023 or later will mean critical maintenance and safety projects will be delayed and could harm our economic recovery. Snohomish County urges the Legislature to convene for a special session to pass a robust package this fall.

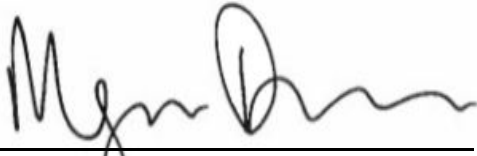
Sincerely,



**Stephanie Wright**  
Council Chair



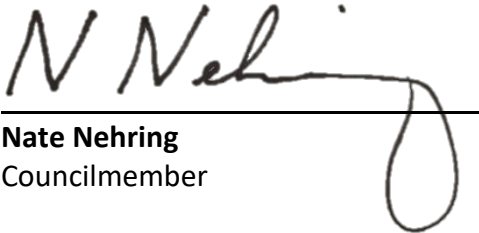
**Dave Somers**  
County Executive



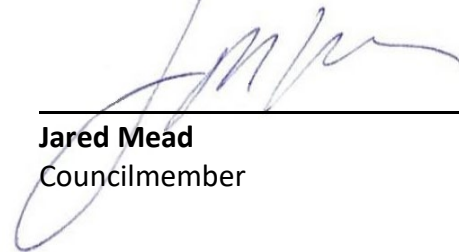
**Megan Dunn**  
Council Vice-Chair



**Sam Low**  
Councilmember



**Nate Nehring**  
Councilmember



**Jared Mead**  
Councilmember