Regional Transportation Commission

August 15, 2006

Presentation by
Snohomish County
Public Works

Snohomish County

- County Population: 655,800 (April 2005)
- Third most populous county in WA state
- County employment 236,600 (Dec 2005)
- One of the fastest growing (30% between 2000 & 2005)
- Road Miles: 1660
- Bridges: 195

Snohomish County Public Works

- Responsible for the planning, construction, preservation, safety and maintenance of the county road system.
- Services
  - Road Maintenance and Preservation
  - Annual Construction Program
  - Right of Way permitting
  - Signal maintenance for other agencies
  - Transportation Planning
  - Design & Construction

Promoting Strategic Partnerships for Regionally Focused Corridor Improvements

Snohomish County Comprehensive Plan

Transportation Expenditures 2005-through 2025

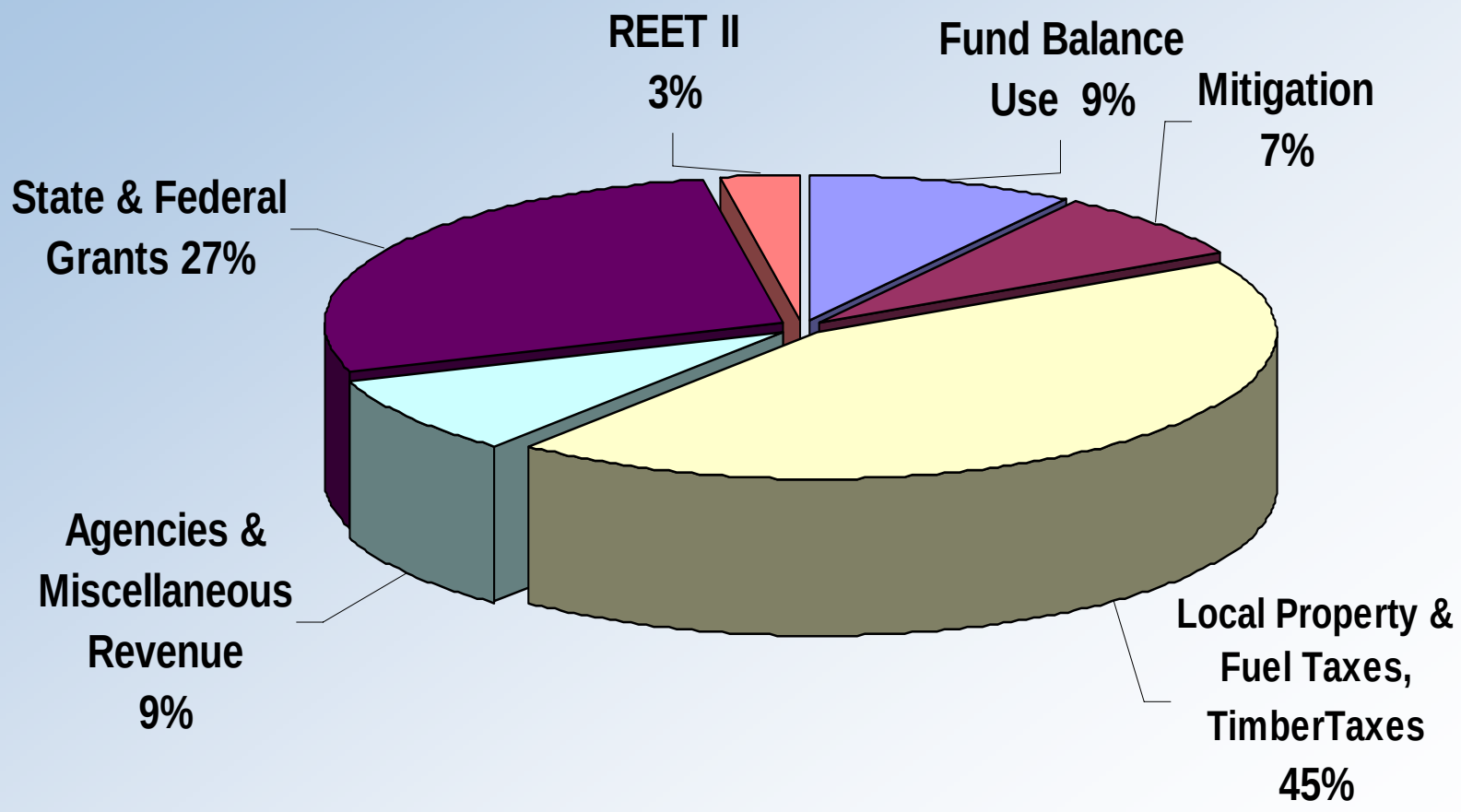
Program Expenditures	Total ($Millions)
Operations & Maintenance	$1,107
Non Capacity Capital	413
Capacity-related Capital	463
Mitigation Strategies	22
Total	$2,005

Key Projects:

20th Street SE
Granite Falls Alternate Route
North Road
67th Ave NE
51st Ave NE
Seattle Hill Road
Airport Way
180th Street SE
4th Street SE
35th Ave SE
88th Street NE

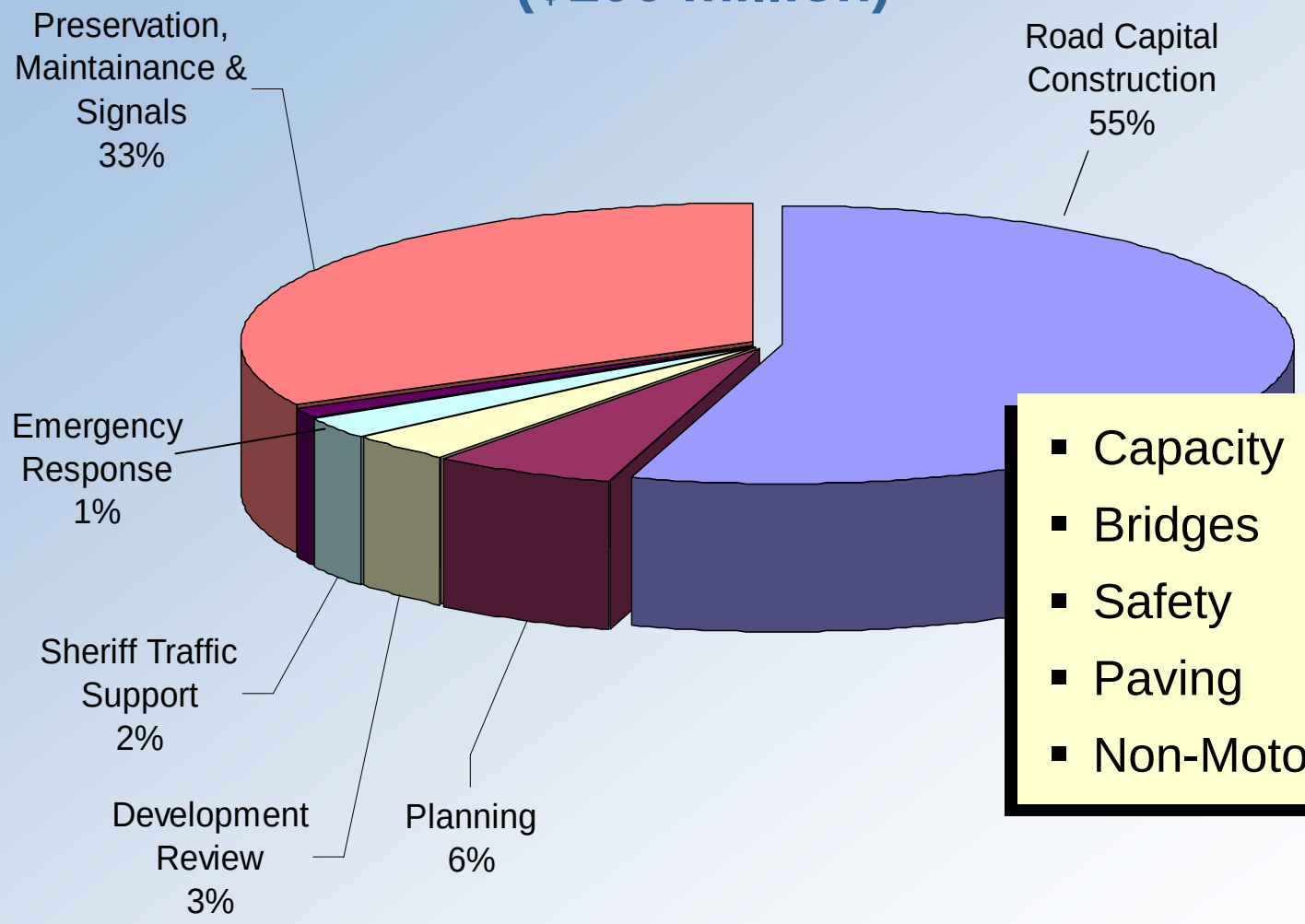
Snohomish County Road Revenues 2005

($100 Million)



Snohomish County Road Element 2005

($100 million)



- Capacity
- Bridges
- Safety
- Paving
- Non-Motorized

Challenges Coordinating Projects with Regional Plans

Pro's

- Agreement on Regional Corridors i.e. I-5, SR-9, etc.

Con's

- Multiple Agencies, Fund Sources & Multiple processes
- Challenging to select and prioritize local projects
  - Everett
  - Lake Stevens
  - Lynnwood
  - Marysville
  - Ferries
  - CT

- ✓ **Several selection methods**
- ✓ **Interagency agreements**
- ✓ **Subcommittees**
- ✓ **Successful grants drive priority**
- ✓ **Limited system wide modeling tools**

Lost time and inefficiencies due to multiple & concurrent systems being used to select projects at local level

Current Governance Structure

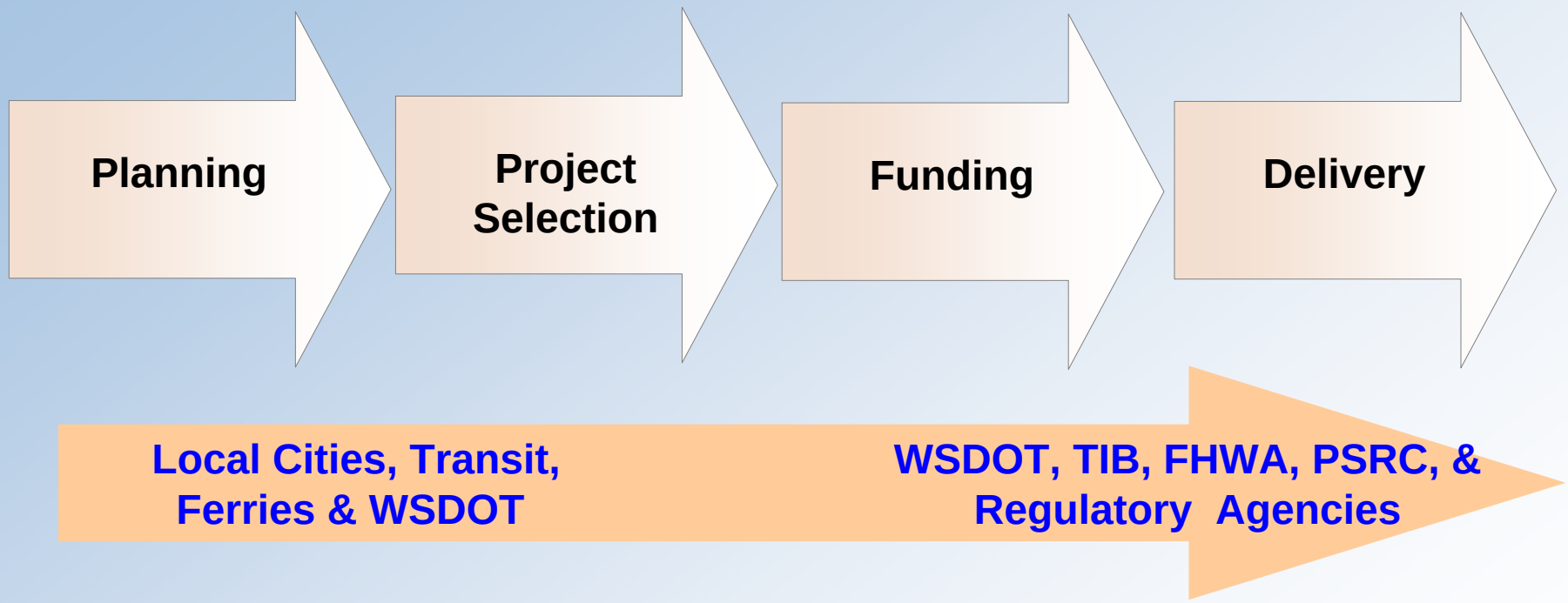
- Snohomish County
- Cities

- TIB
- PSRC
- WSDOT
- CRAB
- Fed $

FHWA

Projects

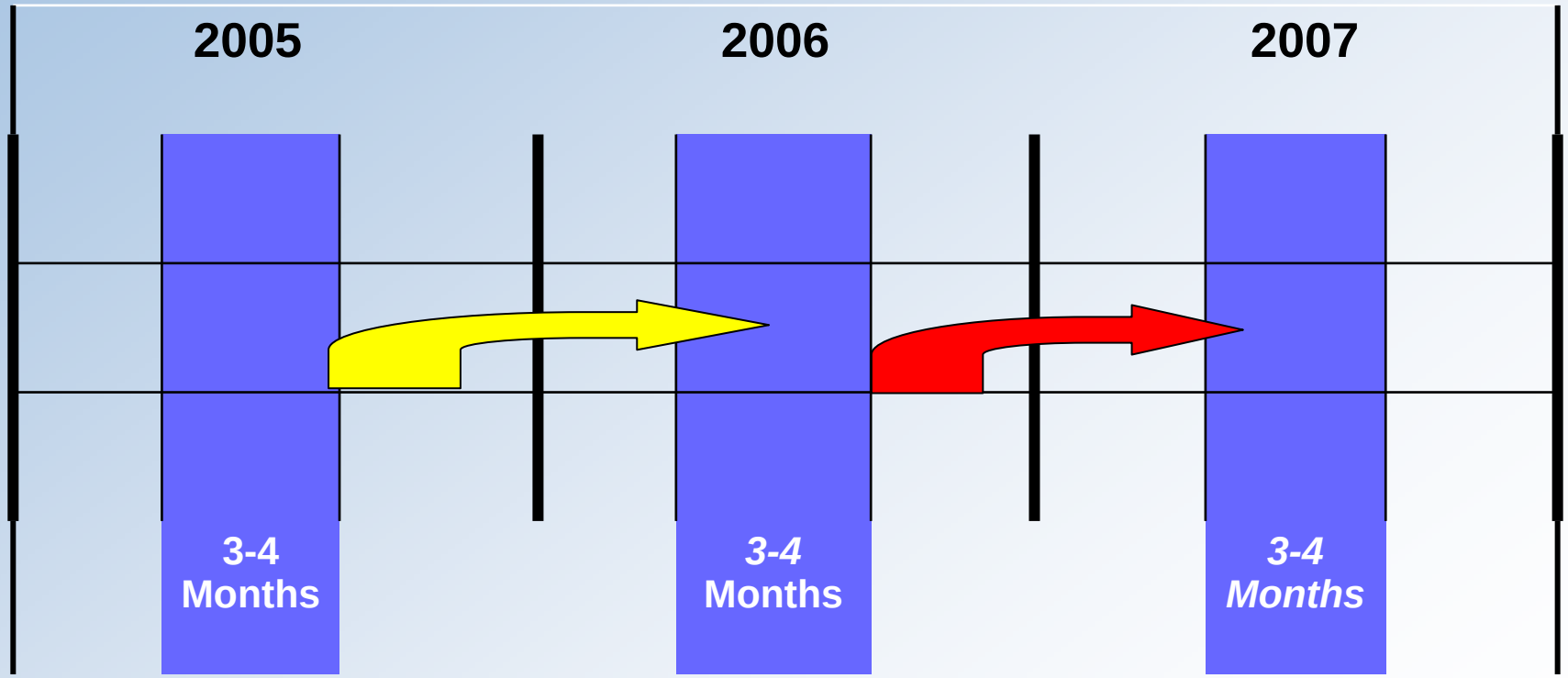
Coordination in the Project Development Process



Snohomish County coordinates with local entities to pick projects then Coordinates with Funding and Regulatory agencies to deliver projects.

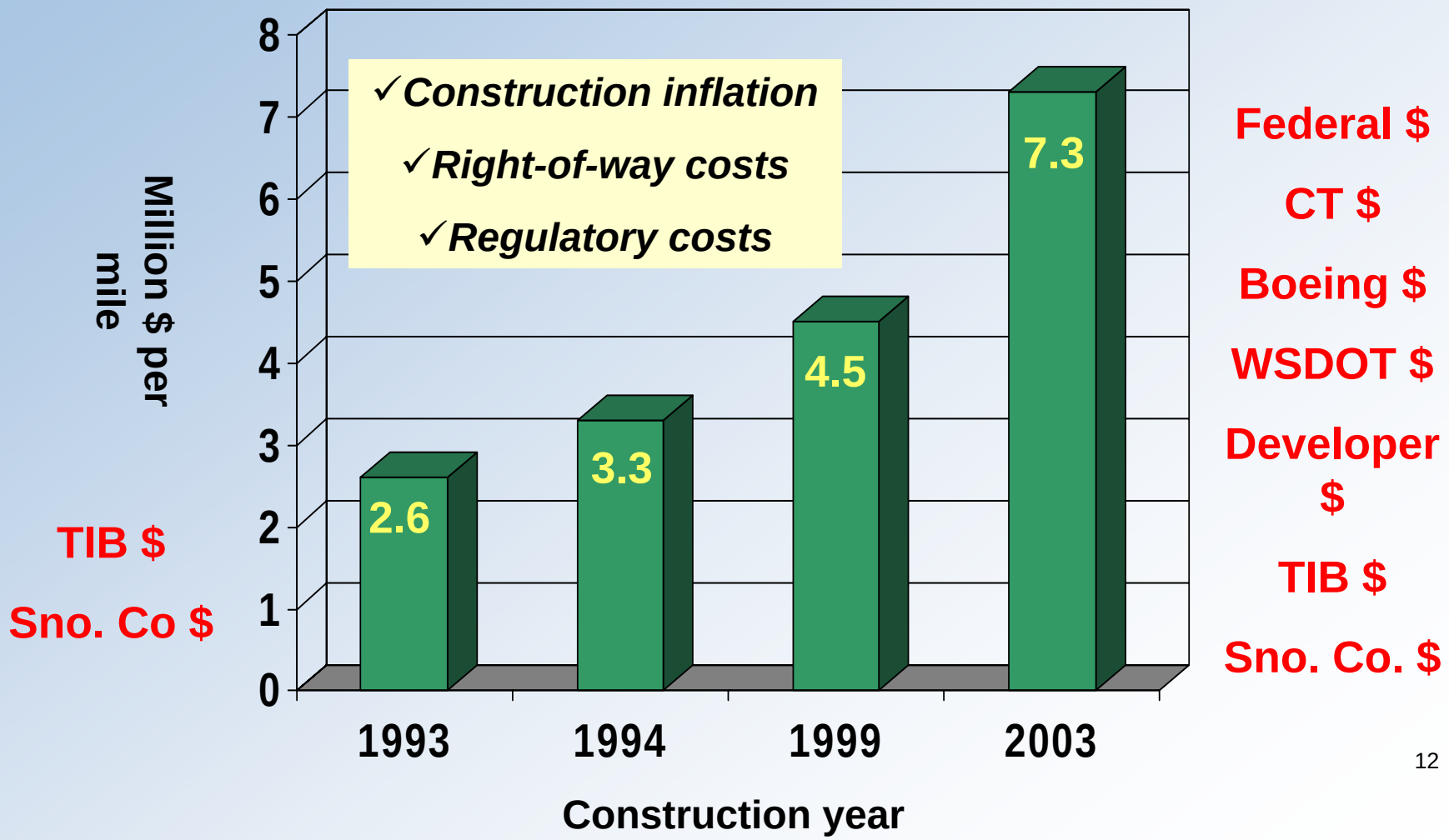
Construction Window Constrained Year to Year

A 2-4 week delay in the approval process can easily shift a project 1 year or more.



Cost Increases Due to Delay

132nd Historical Construction Costs (2 lane to 5 lane)



Local Transit Authorities

- Snohomish County currently coordinates well with all 3 agencies.
  - Community Transit
  - Everett Transit
  - Sound Transit

Roads = Transit in Snohomish County

What if Large Agencies Combined?

Could work if . . .

- Redundancies eliminated
- Funding source predictability (*fewer grants larger amounts*)
- Assistance with multiple local agency project prioritization
- Process is reduced to deliver projects
- “One stop shop”

Could be worse if . . .

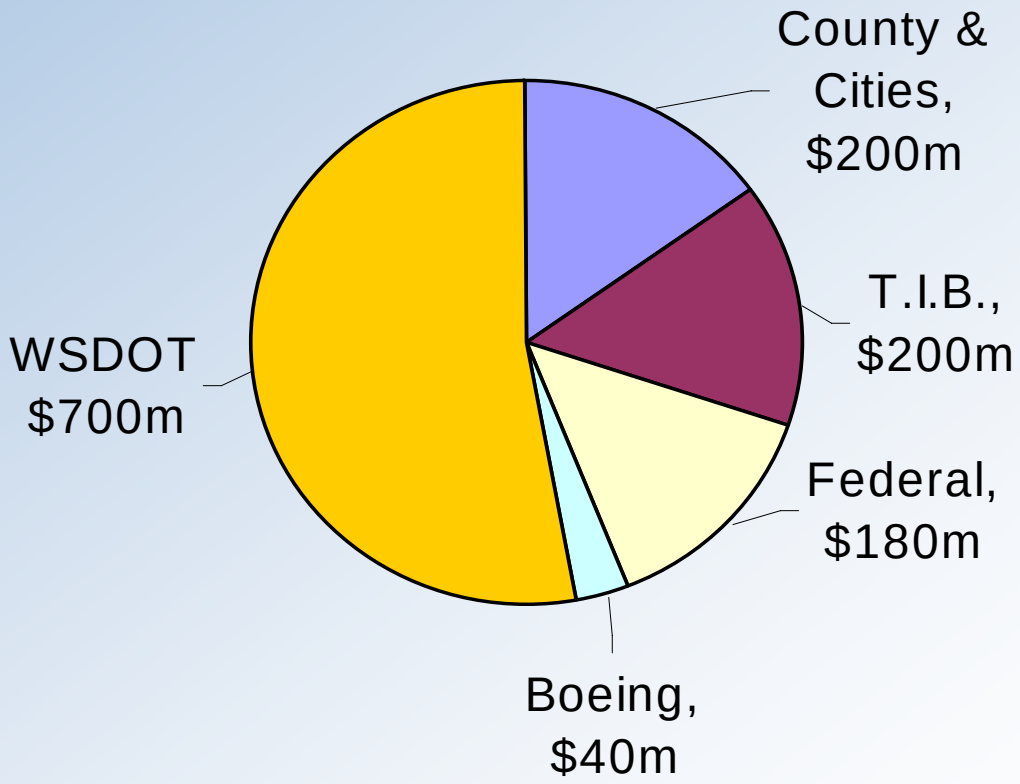
- Another layer of government or additional process
- Lose local involvement in project selection/decision making (i.e. local autonomy for project prioritization)
- Doesn't listen to local agencies suggestions for improvement

Important Considerations

- **Regional Governance needs to facilitate project selection and delivery**
  - Need Streamlined review process *(especially at the federal level)*
  - Need Local autonomy for project prioritization
  - Need secure and ample funding sources
  - Avoid additional layers of review authority
  - Regional Governance needs to have regional focus with good local agency customer service
  - Ability to evaluate system wide (multi-county) projects at a micro level i.e. choke points
  - Balance priorities across the 4 county region

Historical Transportation Investments/Partnerships

- 180 Transportation projects during past decade
- Total investment over $1.3 billion



“Less is More”

Snohomish County Executive Aaron Reardon