



OFFICE OF THE MAYOR

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January 26, 2018

Puget Sound Regional Council
1011 Western Avenue, Suite 500
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PSRC Staff and Transportation Policy Board Members,

Thank you for the opportunity to provide comment on the Draft PSRC Regional Transportation Plan (RTP). Overall, this plan complements the City of Kent Comprehensive Plan, Transportation Master Plan, and Six-Year Transportation Improvement Program (TIP).

Despite enduring a great recession, considerable local and regional transportation investments have continued to be made. In recent years, significant investments, particularly Connecting Washington, Sound Transit, and Metro expansion, have brought Kent much closer to achieving the goals outlined in the RTP. Looking forward, Kent will be updating the Kent Transportation Master Plan in 2018. Kent anticipates sharing the results of this significant planning effort with PSRC as the region continues to implement the RTP, VISION 2050, and the Regional Growth Strategy.

Support for Centers

Kent, one of the few jurisdictions with both a Regional Growth Center and a Manufacturing and Industrial Center (MIC), is keenly aware of the importance of both of these designations. The RTP appears to be more focused on regional growth centers. For example, the introductory description for centers (page 8) details regional centers but not MICs. Please include language describing some of the unique transportation challenges presented in a MIC, particularly the role of freight mobility, warehousing, and storage. Also, please provide further clarity regarding priority access to regional centers: the plan specifies an emphasis on centers, however, only 41% of projects directly connect to a regional center.

Sustainable Funding

The plan calls for local jurisdictions to utilize all currently available revenue authority, including vehicle license fees, road and property tax levy adjustments, impact and development fees, increasing taxes on parking, and more coordinated parking pricing. The City is currently collecting a B&O tax, a garbage utility tax for transportation, and traffic impact fees; nevertheless, the City is also faced with a significant revenue shortfall with the change in the way the State allocated sales tax revenue to cities, known as the Streamlined Sales Tax (SST). The State has

provided Kent with about \$5 million per year in mitigation funding over the last decade, funding that is scheduled to end in October 2019. A recent study shows the change to SST may have already cost Kent more than \$12 million a year over the last 10 years. While all funding options should be given serious consideration, the Kent Valley will need additional resources beyond local funding options in order to preserve those freight routes that industry and the ports rely upon to move goods and services.

City staff and I look forward to participating in continued discussions as the plan is further developed and updated.

Sincerely,

A handwritten signature in blue ink that reads "Dana Ralph". The signature is fluid and cursive, with the first name "Dana" written in a larger, more prominent script than the last name "Ralph".

Dana Ralph
Mayor

C: Tim LaPorte
Chad Bieren
Kelly Peterson
April Delchamps