



COMMUNITY DEVELOPMENT DEPARTMENT

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January 31, 2018

Kelly McGourty  
Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, WA 98104-1035

RE: Draft Regional Transportation Plan

Dear Ms. McGourty,

The Community Development Department of the City of Snoqualmie has reviewed the draft Regional Transportation Plan currently before the Transportation Policy Board for a recommendation to the Executive Board of the Puget Sound Regional Council. We offer the following comments based on our review:

Elements and policies in the draft Plan that support improvements for multi-modal transportation, especially opportunities for walking and biking, are key to the Plan's success and the health and vibrancy of the region. However, local and commuter transit service continues to be a primary transportation concern for Snoqualmie and other surrounding cities. In order to make the Plan's goals for multi-modal transportation and greenhouse gas reduction a reality, the Plan should acknowledge (and fund) increased local and commuter transit services to cities across the region, not just in the urban "core."

In addition, the City of Snoqualmie also supports the Plan's proposals to support Interstate 90 as a major electric highway with regionally planned and constructed charging stations and infrastructure. And, the City also appreciates the Plan's continued support and funding for a vital regional and community safety and traffic issue at the Interstate 90 and State Route 18 Interchange (Highway Project #2 on page 46 of the draft Plan). While this scheduled project will directly benefit safety and traffic conditions at and near this key regional interchange, the Plan should also identify and fund additional transportation projects along State Route 18 from the I-90 intersection south past Tiger Summit down to Issaquah/Hobart Road. As noted in the draft Plan, this vital link is a regional freight corridor increasingly serving major national and international markets. The Plan's population, truck tonnage, and jobs growth projections demonstrate that this currently inadequate highway section will greatly serve regional and statewide freight and tourism needs vital to eastern and western Washington. While Project #2's improvements to I-90 and SR 18 will address an imminent need for improved safety at the intersection, the Plan should not overlook the need for continuing planning and funding along the remainder of the SR 18 corridor.


In addition to the demographic and forecasting data already contained in this draft Plan with appendices, the Plan should also include a detailed comparison between the housing and jobs growth projections used

for the current Transportation Plan and Vision 2040, and those used as basis for this draft 2018 Plan, and thus for upcoming Vision 2050.

Finally, we note that Page 78 of the draft Plan includes a sentence indicating that "The Plan Supports the Region's Growth Strategy." The City remains in full support of the region's growth strategy, certainly as broadly stated on Page 78, but continues to be concerned with PSRC's past attempts to use the local transportation plan certification process to improperly dictate "ceilings" upon land use and development in the urban growth areas of small cities. We noted that Page 91 of the draft Plan directs local jurisdictions to incorporate a brief report in future updates to their comprehensive plans that addresses conformity with GMA, consistency with the Regional Transportation Plan, and consistency with the multicounty planning policies. This language should be revised, because it exceeds GMA requirements concerning what must be included in a local jurisdiction's comprehensive plan. And, the PSRC already has a 2003 Adopted Policy and Plan Review Process document. Any reference in the RTP should be to the PSRC's Adopted Policy and Plan Review guidance, and not seek to slide in additional requirements into the RTP itself. Finally, although it should go without saying, the City of Snoqualmie opposes any attempt by PSRC to use projected growth targets as "ceilings," given the multiple Growth Board decisions and VISION 2040's current language indicating growth targets are "floors," and not "ceilings."

Thank you for the opportunity to review and comment on the draft Regional Transportation Plan. We look forward to reviewing a revised RTP that reflects our comments. Continued partnership is a benefit to the City and region.

Sincerely,



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