



# Washington State Transportation Improvement Board

## TIB Members

Chair  
Mayor Glenn Johnson  
City of Pullman

Vice Chair  
Councilmember Sam Low  
Snohomish County

Amy Asher  
Mason Transit Authority

Aaron Butters, PE  
HW Lochner Inc.

Susan Carter  
Hopelink

Kent Cash, PE  
Port of Vancouver

Barbara Chamberlain  
WSDOT

Elizabeth Chamberlain  
City of Walla Walla

Dongho Chang, PE  
WSDOT

Scott Chesney  
Spokane County

Vicky Clarke  
Cascade Bicycle Club and Washington Bikes

Mike Dahlem, PE  
City of Sumner

Commissioner Al French  
Spokane County

Councilmember Hilda Guzmán  
City of Granger

Commissioner Scott Hutsell  
Lincoln County

Les Reardanz  
Whatcom Transportation Authority

Peter Rogalsky, PE  
City of Richland

Mayor Kim Roscoe  
City of Fife

Maria Thomas  
Office of Financial Management

Jennifer Walker  
Thurston County

Jane Wall  
County Road Administration Board

Ashley Probart  
Executive Director

P.O. Box 40901  
Olympia, WA 98504-0901  
Phone: 360-586-1140

March 1, 2023

Mr. Roy Jennings, Chair  
Washington State Transportation Commission  
PO Box 47308  
Olympia, WA 98504-7308

Dear Chair Jennings:

The Transportation Improvement Board has reviewed the City of Snoqualmie's request for a Route Jurisdiction Transfer of Snoqualmie Parkway to the Washington State Department of Transportation.

The requested limits are between the terminus of State Route 18 at Interstate 90 and State Route 202/Railroad Avenue.

RCW 47.17.001 defines the criteria of transferring routes between the Washington State Department of Transportation and cities or counties.

The City of Snoqualmie's request meets the following criteria in Subsection (3)(c) and (4)(d)(iii):

(3) An urban highway route that meets any of the following criteria should be designated as part of the state highway system:

- (a) Is designated as part of the interstate system;
- (b) Is designated as part of the system of numbered United States routes;
- (c) Is an urban extension of a rural state highway into or through an urban area and is necessary to form an integrated system of state highways;
- (d) Is a principal arterial that is a connecting link between two state highways and serves regionally oriented through traffic in urbanized areas with a population of fifty thousand or greater, or is a spur that serves regionally oriented traffic in urbanized areas.

(4) The following guidelines are intended to be used as a basis for interpreting and applying the criteria to specific routes:

- (d) Exceptions may be made to include:
  - (i) Rural spurs as state highways if they meet the criteria relative to serving population centers of one thousand or greater population or activity centers with population equivalencies or an aggregated population of one thousand or greater;
  - (ii) Urban spurs as state highways that provide needed access to Washington state ferry terminals, state parks, major seaports, and trunk airports; and

Mr. Roy Jennings, Chair  
March 1, 2023  
Page 2

(iii) Urban connecting links as state highways that function as needed bypass routing of regionally oriented through traffic and benefit truck routing, capacity alternative, business congestion, and geometric deficiencies.

If you have additional questions, please do not hesitate to contact me at [ashleyp@tib.wa.gov](mailto:ashleyp@tib.wa.gov) or (360)-790-5472.

Sincerely,

Handwritten signature of Ashley Probart in black ink.

Ashley Probart  
Executive Director