

**COUNCIL SUMMARY BACKGROUND BRIEF:
PUGET SOUND REGIONAL COUNCIL (PSRC)
*November 2016***

GROWTH MANAGEMENT POLICY BOARD (GMPB)

At its November 3 meeting, the GMPB:

- **Recommended that the Executive Board certify the 2016 comprehensive plan updates for the cities of Port Orchard and Bremerton and for Kitsap County.** The plans were reviewed and found to conform to the Growth Management Act and to be consistent with regional plans and policies. There are no implications for Bellevue.
- **Continued review of six “small cities” that received conditional certifications of their comprehensive plans** earlier this year because they were planning substantially above growth targets. The board recommended providing additional time for the 5 King County cities (i.e. North Bend, Snoqualmie, Covington, Carnation) to work with the King County Growth Management Planning Council to address the growth targets. Board members also asked for additional information from the PSRC and city staff to better understand what specific changes are needed so the plans could move to full certification. The implication for Bellevue and all jurisdictions is related to how well cities’ comprehensive plans align with the PSRC’s VISION 2040 and how regional transportation funding is allocated based on that alignment.
- **Recommended that the Executive Board reclassify Bonney Lake and Covington as “larger cities”** in a minor amendment to the VISION 2040 regional growth strategy. Both cities are currently classified as “small cities.” The two jurisdictions now meet the required threshold of 22,500 activity units (i.e. combined population and jobs) for “larger cities.” This was one outcome of the joint workshop with the King County Growth Management Planning Council and the King County members of the Growth Management Policy Board in October. Covington and Bonney Lake are two cities that have comprehensive plans conditionally certified by the PSRC. Reclassification from a small city to a larger city is viewed as a potential step toward full certification. There are no implications for Bellevue.
- **Received an update on a grant from the U.S. Endowment for Forestry and Communities to develop a regional open space conservation plan.** The PSRC plans to form an advisory group to provide guidance on methodology and process, input on data sources and feedback on a draft plan. There was discussion about the ongoing King County Land Conservation Plan (discussed earlier in the King County update) and how the work of that advisory group would coordinate with this new effort by the PSRC. The PSRC staff are already attending meetings of the King County Advisory Group and will coordinate with King County staff on the two work programs. Bellevue is already participating in the King County Land Conservation Plan, much of which will feed into and complement the work of the PSRC Regional Open Space Conservation Plan.
- **Received information on updates to the PSRC's policies and procedures for complying with the State Environmental Policy Act (SEPA).** The updates primarily consist of minor improvements for clarity and consistency with the SEPA rules and a change to the appeal process

and public notification steps. The PSRC is seeking public comment on the proposed changes through December 1, 2016. There are no implications for Bellevue.

The next meeting of the GMPB is scheduled for Thursday, January 5, 2017.

TRANSPORTATION POLICY BOARD (TPB)

At its November 10 meeting, the TPB:

- **Changed the project status for two ferry terminal projects.** The Washington State Department of Transportation (WSDOT) Ferry Division is seeking approved Transportation 2040 project status from the PSRC for two ferry terminal projects slated to begin construction in 2017. The Colman Dock project will replace the aging and seismically vulnerable components of the Seattle Ferry Terminal to maintain safe and reliable ferry service. The Mukilteo Terminal project consists of the replacement of the existing Mukilteo Ferry Terminal with a new facility. Both projects are consistent with Transportation 2040, financially feasible and meet federal, state and local requirements. The Executive Board is expected to take final action on December 15.
- **Received a briefing on the recommendations of the *Transportation Futures Task Force*.** The Transportation Futures Task Force—an independent advisory group comprised of 16 regional leaders from the public, nonprofit and private sectors—studied the future of transportation funding within King, Pierce, Snohomish and Kitsap counties, and recommended ways to invest in the region’s transportation system. The task force was charged with recommending a funding strategy to provide an equitable, financially sustainable and environmentally responsible regional transportation system that works for people and businesses in the central Puget Sound region.

Supported by a \$1.729 million federal grant from the Federal Highway Administration Value Pricing Pilot Project, the Task Force heard to state and national experts on transportation funding options including the gas tax, tolling and road usage charges, among other things, and from consultants regarding public outreach and opinion research. The Task Force agreed that traditional methods of funding have insufficient capacity to pay for regional transportation projects, citing that current approaches lack the ability to manage congestion and reliability, do not recognize different needs for freight and commuters and do not help achieve regional environmental or social equity goals.

The task force completed its work in February 2016, and recommended:

1. Expeditious use of existing funding authority by local and regional entities to sustain and improve local and regional road and transit systems.
2. Establishing a regional transportation authority to plan, raise revenues, set priorities and allocate funds for regional transportation investments that improve the performance of the system. Existing agencies should be used to implement those transportation investments.
3. Achieving efficiencies through innovation in materials, technology and methods, as well as improved management and contracting practices.
4. Over the long term, creating new regional funding sources for transportation capable of addressing a diverse range of regional priorities.

Some of these recommendations may be considered as part of the Transportation 2040 plan update next year.

In other business, the board:

- Recommended authorizing a change in Transportation 2040 project status for three projects.
- Recommended certification of Comprehensive Plan Updates for Port Orchard, Bremerton, and Kitsap County.
- Held a Transportation 2040 board engagement session on the financial strategy, health and equity.

The next meeting of the TPB is scheduled for Thursday, December 8.