

**COUNCIL SUMMARY BACKGROUND BRIEF:
PUGET SOUND REGIONAL COUNCIL (PSRC)
*August 2018***

GROWTH MANAGEMENT POLICY BOARD (GMPB)

At its July 5 meeting, the GMPB:

- **Recommended certification for the major comprehensive plan update for the town of Eatonville.**
- **Recommended full certification of the City of University Place's Regional Growth Center Subarea Plan.**
- **Held an extended work session to discuss how VISION 2050 should address housing and housing affordability.** A PSRC survey for the VISION 2050 scoping process identified affordable housing as the region's most urgent issue. The Board received a presentation that described how VISION 2040 addresses housing. The presentation included data about changing home prices and rents, regional differences, job growth, income and housing affordability. Three problem statements were developed by the PSRC staff for Board consideration: (1) address long-term housing supply; (2) promote affordable housing in all development; and (3) invest in community to maintain affordability.

The Board was asked to discuss what would be needed to address these problem statements, what success would look like and what is the role of regional organizations, local governments and other stakeholders. Board members suggested that the PSRC serve as an information clearinghouse on housing and provide model ordinances and technical assistance to help communities plan for housing needs. The Board expressed interest in strongly promoting or requiring affordable housing units as part of all new housing, especially in communities near high capacity transit. Members also suggested that all communities have a role in planning for affordable housing. The PSRC staff will use this feedback to draft initial changes to the housing chapter, which will be brought back to the Board at a future meeting.

- **Received a briefing on the newly published Regional Open Space Conservation Plan.** This plan was developed in response to policy direction in VISION 2040. The plan maps the open space network in King, Pierce, Snohomish and Kitsap counties and identifies priority actions needed to sustain open spaces for the long term. The plan provides a potential platform for working together on efforts to meet the region's most pressing conservation priorities. It is not a regulatory document, and it does not require jurisdictions to take specific actions.

Board members and others were encouraged to share the plan with colleagues and other partners in open space roles, including planning, parks and recreation, transportation, hazard mitigation, and natural resources. The next steps could include working with partners on identified actions and advancing the use of key conservation tools, such as the transfer of development rights, watershed management plans and hazard mitigation plans. The extent to which the PSRC will

work with other organizations is unknown and how the plan may be incorporated into VISION 2050 has not yet been determined. It may be used to inform policies in VISION 2050 that address protecting and restoring open space, increasing access to parks, trails and open space, and improving water quality.

The next meeting of the GMPB is scheduled for September 6, 2018.

TRANSPORTATION POLICY BOARD (TPB)

At its July 12 meeting, the TPB:

- **Recommended approval of the 2018 adjustment of the PSRC Federal Transit Administration funds.** In May, the PSRC was notified of the region's final allocation for its federal fiscal year 2018 Federal Transit Administration (FTA) funds. Due to the final allocation being higher than the original estimates used for programming the FTA funds, there is an additional \$38.8 million available for distribution. The PSRC's 2018 FTA funds were originally distributed to projects as part of the 2016 project selection process using an estimate based on previous funding levels. The proposed adjustments were recommended by the Transportation Operators Committee. The additional funds will be allocated to 16 projects from the contingency list. Two of these projects will have indirect benefits to Bellevue. King County Metro will receive an additional \$5,054,336 to replace buses that are beyond their retirement age. Sound Transit will receive an additional \$4,701,583 to purchase and maintain Sound Transit Express buses.
- **Recommended approval of projects proposed for the PSRC's 2021-2022 Federal Highway Administration and Federal Transit Administration funds.** The PSRC has project selection authority for several sources of funding from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). A competitive project selection process is conducted every two-to-three years to distribute the PSRC's federal funds. A total of \$524 million in federal funds is available for distribution as part of the 2018 process: \$157 million in FHWA funds and \$366 million in FTA funds. Two Bellevue projects were recommended for funding:
 - \$2,725,030 for the Mountains to Sound Greenway Trail, 132nd Avenue SE to 136th Place SE. This project would construct 2,200 feet of separated at-grade multiuse trail that will connect the Eastgate and Factoria local centers. The design will include a 12-foot wide, hard surface path with access to the local street network.
 - \$1,400,000 for the 148th Avenue SE Pavement Preservation. This project would replace pavement from SE 8th Street to Eastgate Way and would avoid the cost of major maintenance or road reconstruction.

Several other projects recommended for funding will have direct benefits to Bellevue, including:

- \$1,951,000 for the Eastside Rail Corridor Trail – NE 8th Street Crossing. This King County Parks project would connect the Eastside Rail Corridor Trail and serve the Wilburton Light Rail Station.

- \$2,250,000 for the Metro RapidRide Line Passenger Amenities and Access Improvements – Totem Lake/Kirkland to Downtown Bellevue Transit Center to Eastgate Transit Facility. This King County Metro project would construct new RapidRide-branded stations and stops along the Totem Lake-Bellevue-Eastgate RapidRide corridor. The improvements may include amenities such as new bus shelters, next-bus arrival and wayfinding signs, off-board fare payment and bike storage facilities.
- \$1,091,400 for the Metro RapidRide Line Passenger Amenities and Access Improvements – Renton to Eastgate to Redmond Overlake. This King County Metro project would construct new RapidRide stations and stops along the Renton-Eastgate-Overlake corridor. The improvements may include amenities such as new bus shelters, next-bus arrival and wayfinding signs, off-board fare payment and bike storage facilities.
- **Discussed the Transportation Improvement Board (TIB) as a regional funding partner.** Many of the projects funded by the PSRC using FHWA and FTA funds also receive money from a variety of other sources. One of these sources is the state TIB, an independent state agency, created by the Legislature, that distributes and manages street construction and maintenance grants to 320 cities and urban counties in Washington State. Funding for the TIB grant programs comes from revenue generated from three cents of the statewide gas tax. Two of Bellevue's active projects are funded by the FHWA and TIB. These projects are:
 - The 120th Avenue NE project that will construct four travel lanes, a two-way turn lane, bike lane, curb, gutter, and sidewalk on 120th Avenue NE between NE 12th Street and NE 16th Street.
 - The NE Spring Boulevard project that will construct a new arterial street connection between 120th and 124th Avenues NE. The project will install four interconnected traffic signals. The north leg of the 121st Avenue intersection will serve only non-motorized users and will connect directly to the Spring District Link light rail station. The south leg of the 123rd Avenue NE intersection will also serve only non-motorized users.

The next meeting of the TPB is scheduled for September 13.

I-5 SYSTEM PARTNERSHIP

The Washington Department of Transportation (WSDOT), in partnership with the Puget Sound Regional Council (PSRC), has convened a group of stakeholders to focus on transportation system issues associated with the I-5 corridor. This is part of WSDOT's implementation of its State Facilities Action Plan, which describes the needs and proposed actions for the most critical issues facing state transportation facilities. The I-5 stakeholder group includes representatives from local and state agencies; community transit agencies; bicycle and pedestrian interest groups; technology; environmental; major employers; and the Washington State Patrol. The cities of Bellevue, Mill Creek and Newcastle are participating in the group.

The group will meet over the next year and is charged with:

1. Developing a regionally-shared understanding of longer-term challenges facing the I-5 system and regional High Occupancy Vehicle (HOV) system,
2. Exploring emerging opportunities to maximize the value of the I-5 as a publicly held asset, and
3. Proposing potential solutions within the I-5 study area, developing goals, objectives and a broader regional consensus on a strategic plan for the future.

At its July 17 meeting, the I-5 System Partnership:

- **Discussed equity and accessibility for the I-5 system.** Staff from the Transportation Choices Coalition framed a discussion about equity in developing a vision for I-5. King County Metro staff summarized King County's equity and social justice initiatives. The PSRC staff reviewed modeling forecasts for population growth in the Puget Sound Region.
- **Reviewed draft goals for the I-5 system.** The meeting facilitator presented draft goals that were updated since the last meeting. The Partnership's draft goals for the I-5 system are:
 1. Reliably and efficiently serve the transportation needs of our region
 2. Improve multi-modal connections through partnerships
 3. Continue to function during disruptive conditions
 4. Advance access to support economic opportunity, equity and quality of life for our region and its people
 5. Maintain the highest standards for environmental management
 6. Innovate with mobility solutions and land use decisions that serve the evolving needs of our communities
 7. Be able to generate revenues and resources that set the I-5 system on a new course toward sustainable funding, less burdened by debt

I-5 System Partnership members discussed the draft goals and offered revisions. Staff will incorporate comments and bring the revised version back at the next meeting, which will also feature a discussion regarding the HOV system.

The next meeting of the I-5 System Partnership is scheduled for September 18.