

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

GROWTH MANAGEMENT POLICY BOARD (GMPB)

At its September 6 meeting, the GMPB:

- **Held an extended work session to discuss what changes should be made to the Regional Growth Strategy for the VISION 2050 update.** The Regional Growth Strategy provides numeric guidance for planning for population, housing, and employment growth in countywide targets and local comprehensive plans. It establishes growth guidance for different regional geographies such as metropolitan cities, rural and resource lands, and other categories.

It is important to plan where the population and employment growth will go in the next 30 years, and there are many parts to building a regional strategy. The board discussed some of those in this meeting, including: desired objectives and outcomes of a good growth strategy (e.g., better mobility, gains in economic prosperity, etc.); potential changes to regional geographies (different areas with different growth characteristics such as small cities, large cities, etc.) and different growth scenarios (e.g., a transit centered growth scenario).

Board members discussed proposed changes to regional geographies in VISION 2050. The current VISION 2040 identifies a hierarchy of regional geographies that provides a guide for distributing growth throughout the region by area. For example, Bellevue is designated as a Metropolitan City, the top of the hierarchy. In this extended session, board members discussed the idea of differentiating current Small and Large cities (two other regional geographies in the hierarchy) by existing and planned high-capacity transit, as well as identifying unincorporated urban areas with high-quality transit service. Another potential change would recognize major military installations as a regional geography.

The board reviewed preliminary growth scenarios and got an early look at the kinds of screening factors that would be used to evaluate the growth alternatives. In breakout groups, board members discussed jobs-housing balance and growth goals for transit stations.

These discussions are important to Bellevue because the Regional Growth Strategy that is chosen will help determine how much population and employment growth Bellevue can expect in the future, which has many implications to the local economy and future transportation funding.

This fall staff will continue to develop the growth scenario concepts based on input from the board, conduct additional modeling, and produce a background paper on the Regional Growth Strategy. On November 1, the GMPB is expected to decide on two or three growth scenarios that will be used as alternatives for environmental analysis. The final selection of a Regional Growth Strategy is expected in the spring of 2019.

The next meeting of the GMPB is scheduled for October 4.

TRANSPORTATION POLICY BOARD (TPB)

At its September 13 meeting, the TPB:

- **Approved release of the Draft 2019-2022 Regional Transportation Improvement Program (TIP) for public comment.** The draft Regional TIP includes the projects approved by the PSRC Executive Board in July to receive the PSRC's 2021-2022 Federal Highway Administration and Federal Transit Administration funds, as well as projects with local, state and other federal funds expected to be utilized between 2019 and 2022. The draft TIP includes the following funding awards for Bellevue:
 - \$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 includes a 12-foot wide, hard surface path with access to the local street network.
 - \$1,400,000 for 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 in the Draft TIP 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 stations and stops for a new RapidRide line along the Totem Lake-Bellevue-Eastgate 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 stations and stops for a new RapidRide line 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.

The public comment period for the draft TIP is scheduled through October 25. A summary of comments received to date will be provided at the October 11 TPB meeting, when the final 2019-2022 Regional TIP is scheduled to be recommended for Executive Board approval.

- **Discussed federal transportation performance targets.** Pursuant to the federal performance-based planning provisions of the Fixing America's Surface Transportation (FAST) Act, states and metropolitan planning organizations (MPOs) such as the PSRC are required to adopt performance targets. States were required to adopt targets by May 2018, and MPOs are required to adopt by November 2018. In June 2017, the PSRC Executive Board adopted the transit asset management targets, and in January 2018, the targets for safety.

The TPB received a briefing on the remaining federal targets, which will be presented for adoption in October. The PSRC staff recommended endorsing the performance targets adopted by the Washington State Department of Transportation (WSDOT) earlier this year. These targets are achievable when compared to the present conditions of the transportation system. In the future, the TPB may choose to set more aspirational performance targets. If adopted in October, the TPB may choose to use the performance targets to shape future transportation planning efforts.

- **Discussed the I-5 System Partnership.** The Washington State Department of Transportation (WSDOT), in partnership with the 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; 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. Since the Partnership's inception in March, participants have drafted goals for the I-5 system and are developing strategies to support those goals. The Partnership is scheduled to meet for one year and develop a vision report and action plan.
- **Received information on Snohomish County's preservation and maintenance program.** Preservation and maintenance of the transportation system is a foundational policy in the PSRC's Regional Transportation Plan. The plan recognizes the importance of maintaining the existing system, and these investments represent over 50% of the plan's total costs through 2040. This priority is also represented in the PSRC's project selection process, with a portion of both the Federal Highway Administration and Federal Transit Administration funds set aside for preservation purposes. To highlight partnerships and other work happening in the region, representatives from Snohomish County briefed the TPB on the county's pavement preservation program and coordination efforts with local jurisdictions throughout the county.

The next meeting of the TPB is scheduled for October 11.

I-5 SYSTEM PARTNERSHIP

The I-5 System Partnership (discussed above) met on September 18. A summary of the meeting will be included in the October Regional Issues Packet. Agenda items scheduled for September included a discussion of freight in a multimodal system and strategies to implement goals for the I-5 System.

The next meeting of the I-5 System Partnership is scheduled for October 16.