

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

GROWTH MANAGEMENT POLICY BOARD (GMPB)

At its October 4 meeting, the GMPB:

- **Discussed and supported updates to the Housing chapter of the VISION 2050 plan.**
Housing topics addressed by the GMPB included:
 - Updating background information and data;
 - Exploring new housing actions, such as:
 - The need for more housing near transit;
 - Preserving existing housing and avoiding displacement;
 - Aiming to provide housing at all income levels in the community; and
 - Working with the state to create more regional and local tools to create affordable housing.
 - Retaining current housing policies with direction from the board on specific changes, such as the items listed above.
- **Continued its discussion of growth scenarios for the VISION 2050 Regional Growth Strategy.** The growth scenarios will inform selection of alternatives for environmental analysis of VISION 2050. The VISION 2050 environmental analysis will compare a "no action" alternative with two or three other alternatives. Alternatives under consideration include:
 - Stay the Course (the "no action" alternative) – Extends VISION 2040 growth assumptions to 2050;
 - Forward from 2017 – Resets VISION 2040 growth assumptions to a 2017 base;
 - Dispersed Urban Growth – Distributes growth broadly across urban growth area; and
 - Transit Focused Growth – Distributes more growth around high-capacity transit.

The board discussed input from the staff committees on the scenarios and reviewed screening factors used to evaluate the scenarios. Members agreed that the alternatives should be different enough that they provide bookend options for the environmental analysis, while also representing a range of realistic choices that meet the overall goals of VISION 2050.

The next meeting of the GMPB is scheduled for November 1.

TRANSPORTATION POLICY BOARD (TPB)

At its October 11 meeting, the TPB:

- **Recommended approval 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 Overcrossing. This King County Parks project would connect the Eastside Rail Corridor Trail over NE 8th Street 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 PSRC Executive Board is expected to take final action on the TIP on October 25.

- **Recommended adoption of 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, the targets for safety. At this meeting, the TPB recommended adoption of performance targets for bridge and pavement condition, system performance, freight movement, traffic congestion, and the Congestion Mitigation and Air Quality program. 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.

- **Received a presentation regarding the PSRC's federal certification.** Under federal law, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to review and certify the planning processes for federally designated Transportation Management Areas (TMAs) such as the PSRC. A TMA is designated for urbanized areas with greater than 200,000 population, and the PSRC is the designated TMA for the central Puget Sound area. The review process was conducted in July and resulted in continued certification of the PSRC's planning processes.
- **Discussed the I-5 Near-Term Action Agenda.** Following the TPB meeting, the Washington State Department of Transportation (WSDOT) hosted a workshop to discuss creative short-term solutions that can improve the performance of the I-5 corridor. In 2017, the WSDOT launched the Near-Term Action Agenda for the I-5 pilot initiative. The initiative brought together local governments, transit agencies, transportation non-profits and the WSDOT's divisions to develop a list of multimodal near-term actions that could be implemented within four years to help improve performance of the I-5 system. The strategies are:
 - Enhanced freeway High Occupancy Vehicle (HOV) lane performance;
 - Modify the use of the I-5 southbound downtown Seattle managed lane;
 - Incentivize transit options for shift workers;
 - Parking management at overcrowded park and rides in Snohomish County;
 - Install ramp meters in Olympia;
 - Assess feasibility of peak shoulder running on I-5;
 - Upgrade signals and improve transit signal priority;
 - Expand I-5 transportation model to develop refined strategies;
 - Expand use of telework and flexible work hours at the State Capitol Campus in Olympia;
 - and
 - Expand vanpool use.

At the workshop, the WSDOT launched another round of this work. The workshop participants' suggestions including congestion pricing, revising I-5's HOV policy to require more passengers per vehicle to use the HOV lanes, and finding ways to make transit more attractive.

The next meeting of the TPB is scheduled for November 8.

I-5 SYSTEM PARTNERSHIP

The Washington State Department of Transportation (WSDOT), in partnership with the Puget Sound Regional Council (PSRC), convened a group of stakeholders to focus on transportation system issues associated with the I-5 corridor. This is part of the 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. Representatives of 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 the longer-term challenges facing the I-5 system and the regional High Occupancy Vehicle (HOV) system,
2. Exploring emerging opportunities to maximize the value of the I-5 system as a public asset, and
3. Proposing potential solutions within the I-5 study area, and developing goals, objectives and a broader regional consensus on a strategic plan for the future.

At its September 18 meeting, the I-5 System Partnership:

- **Discussed the future of freight in a multimodal system.** Staff from the WSDOT's Freight Systems Division framed a discussion about freight and the I-5 system. Staff from the Supply Chain Transportation and Logistics Center at the University of Washington presented information regarding goods delivery in urban areas. As e-commerce and ride-hailing services continue to grow, the region's transportation systems must adapt to better manage on-street delivery space.
- **Brainstormed strategies to meet the draft goals for the I-5 system.** The Partnership received revised draft goals for the I-5 system, including:
 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 local communities
 7. 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 of the HOV system.

The I-5 System Partnership met on October 16 and a summary will be included in the next Regional Issues Packet.

The next meeting of the I-5 System Partnership is scheduled for November 13.

REGIONAL TRANSIT-ORIENTED DEVELOPMENT ADVISORY COMMITTEE (RTODAC)

At its September 21 meeting, the RTODAC:

- **Discussed the VISION 2050 Regional Growth Strategy.** Sound Transit staff provided an overview of the process to update VISION 2040 and extend population and employment forecasts to the year 2050. Four preliminary growth scenarios have been identified:
 - Stay the Course (the no action alternative);
 - Forward from 2017 (using the share of growth each regional geography has experienced from 2000 to 2017);
 - Dispersed Urban Growth (distributing growth more evenly across regional geographies with emphasis on Larger and Smaller Cities and unincorporated areas); and
 - Transit Focused Growth (direct most growth to existing or planned high transit capacity areas).

These scenarios will help identify two or three alternatives for study in the Draft Supplemental Environmental Impact Statement for VISION 2050. The RTODAC expressed support for greater growth in transit communities, with acknowledgement that transit-oriented development may look different in various communities and transit nodes. The committee also suggested additional data on current conditions be collected, and that the impact of affordable housing displacement also be studied in more detail.

- **Discussed parking strategies from local TOD areas.** Representatives from the Capitol Hill Housing Ecodistrict showcased its shared parking program, with a focus on community partnerships and what it took to set up the program. Representatives from the Arete apartments in Kirkland discussed the rationale for a reduced parking program in their development, and how monitoring and reduction of spillover parking impacts are addressed. These presentations are part of a series of equitable TOD strategies being presented to the committee.

The next meeting of the RTODAC is scheduled for November 30.