

**COUNCIL SUMMARY BACKGROUND BRIEF:
PUGET SOUND REGIONAL COUNCIL (PSRC)
*February 2017***

GROWTH MANAGEMENT POLICY BOARD (GMPB)

At its February 2, meeting the GMPB:

- **Received a legislative update on bills related to growth management** from Mark McCaskill, of the State Department of Commerce. Topics addressed by current legislative proposals include affordable housing, buildable lands, homelessness, the Growth Management Act, and climate change. Several of these are bills are also being tracked by Bellevue. Potential implications of the bills include additional funding for local affordable housing and homelessness programs and how capacity for growth is calculated under the state required buildable lands program. The proposed legislation dictates the assumptions (e.g. percent of properties that would be on the market for redevelopment) that jurisdictions would have to use for purposes of determining the amount of available capacity to accommodate future growth targets. Stakeholders are working on resolving issues in the bill.
- **Received a briefing on the Regional Centers Framework Project.** The PSRC staff is working with members and other partners to develop ways to support and recognize the region's diverse centers (i.e. regional growth centers, manufacturing industrial centers, military facilities). A work group of stakeholders representing 21 jurisdictions and agencies throughout the region has developed options for board consideration. Following outreach over the next few months, the GMPB will have an extended work session on the regional centers project beginning in April. Discussion and action by the Executive Board is scheduled for the summer.

Regional transportation funding is based in part on the designation of regional growth centers and manufacturing industrial centers (MIC). The “Stakeholder Working Group” is not making any recommendations regarding regional funding; however, an updated framework that redefines the types and tiers of centers will have implications for regional funding after the 2017 funding cycle. Downtown Bellevue is designated as a regional growth center and metropolitan city at the top of the centers hierarchy and that does not change under the alternatives being proposed. There could be implications for how the regional funding is allocated depending on priorities set by the Transportation Policy Board.

- **Received a PSRC staff report on key findings from the Taking Stock 2016 project.** This project is assessing the region’s progress in implementing VISION 2040 following recent updates to local comprehensive plans. The project included outreach to jurisdictions for feedback on their individual update efforts and the PSRC certification process. A final report, including recommendations for how the PSRC can improve its role, is due out later this spring. The PSRC had no issues in its certification review of Bellevue’s Comprehensive Plan update.
- **Received a presentation on the draft 2018-2019 PSRC Biennial Budget and Work Program.** The budget and work program continues to support the agency's regional planning mission and

continued service to members. The final budget is scheduled for approval by the Executive Board in March, followed by adoption by the General Assembly in May. The budget assumes a 4% per year increase in dues for member jurisdictions, primarily to achieve the full funding of the recommended reserve fund. Bellevue currently pays approximately \$77,000 in annual dues to the PSRC.

The next meeting of the GMPB is scheduled for Thursday, March 2.

TRANSPORTATION POLICY BOARD (TPB)

At its February 9 meeting, the TPB:

- **Recommended Authorizing a Change in Transportation 2040 Project Status for the Washington State Department of Transportation (WSDOT) SR 520/I-5 to Lake Washington Project.** The WSDOT requested to change the status of the SR 520/I-5 to Lake Washington project from “conditionally approved for right of way” to “approved.” This change in project status is a technical advancement that will allow the project to proceed to the construction phase, which is anticipated to begin in 2018.

This project will reconstruct the SR 520 corridor from I-5 to the new Evergreen Point Floating Bridge. It includes highway lids in Seattle’s Montlake and Roanoke neighborhoods, the south half of a new west approach bridge, and a replacement Portage Bay Bridge and a second drawbridge over the Montlake Cut. The configuration of the new SR 520 includes four general purpose travel lanes, two HOV lanes, bicycle/pedestrian facilities, and the ability to accommodate future light rail.

- **Received a briefing on transportation investments in the region.** The TPB received an update on the funding progress in the current Transportation 2040 plan. Funding progress has been stronger than the plan expected—the gap was closed by 25 percent in the last two years alone, as a result of Connecting Washington, Sound Transit 3, Kitsap Transit’s Fast Ferry Plan, and other voter-approved local road and transit initiatives. For the first time in decades, funding for regional transportation investments is on track to meet the demands of a growing population and economy in the central Puget Sound region.
- **Received a presentation on the PSRC’s coordination with the Puget Sound Clean Air Agency.** Transportation 2040’s greenhouse gas strategy is being updated as part of the larger update to Transportation 2040. As part of that effort, the PSRC staff is working closely with the Puget Sound Clean Air Agency (PSCAA) to establish a greenhouse gas emissions inventory and any future work towards setting regional greenhouse gas emissions targets.
- **Received a presentation on the draft 2018-2019 PSRC Biennial Budget and Work Program.** The budget and work program continues to support the agency’s regional planning mission and continued service to members. The final budget is scheduled for approval by the Executive Board in March, followed by adoption by the General Assembly in May.

The next meeting of the TPB is scheduled for Thursday, March 9.