

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

GROWTH MANAGEMENT POLICY BOARD (GMPB)

At its February 1 meeting, the GMPB:

- **Recommended full certification of Comprehensive Plans for the cities of Orting and Bonney Lake.** The comprehensive plans for these cities received conditional certification in 2016 and 2015 respectively. The cities have taken action to amend the plans and address the required conditions.
- **Recommended an extension of conditional certification of the Comprehensive Plan for the city of Puyallup.** Puyallup's Comprehensive Plan received conditional certification in 2016 with a deadline of December 31, 2017 to comply with the conditions. The city submitted a letter dated December 28, 2017 detailing the work completed to date and the remaining tasks that will be completed by the end of this year to comply with the conditions for full certification.
- **Approved several amendments to the previous draft of the Centers Framework Update Proposal and recommended the amended proposal to the Executive Board for approval.**

The GMPB approved the following proposed amendments to the draft Centers Framework Update:

1. A requirement that all existing centers have an adopted plan by 2020 and that all new and existing centers meet the new criteria by 2025;
2. A requirement that centers not meeting minimum thresholds for existing jobs and/or population by 2025 conduct a market study to identify strategies for how centers can meet targeted levels; the jurisdiction must also demonstrate how it is working to implement the strategies identified in the market study;
3. A criterion that all regional growth centers plan for a minimum mix of 15% of residential and employment activity;
4. A naming convention for the two types of Regional Manufacturing/Industrial Centers that will help to clarify the distinction between the two types and the respective roles of providing employment and preserving industrial land for future employment growth;
5. Direction for PSRC staff to research other funding sources or programs for improving transportation corridors serving major military installations;
6. A requirement for a minimum mix of uses of 20% residential and 20% employment for countywide growth centers with a provision for flexibility where it is not feasible;
7. A requirement for a minimum of 1,000 existing jobs and/or 500 acres of industrial land for countywide industrial centers;
8. A series of amendments that direct jurisdictions developing center plans to do so in consultation with public ports and other affected governmental entities; and
9. A series of minor technical amendments that corrected and clarified previously approved language describing criteria and other standards.

The GMPB rejected the following proposed amendments:

10. Treating major military installations the same as Regional Growth Centers for purposes of regional transportation funding;
11. Eliminating any common regional criteria for designating countywide centers;
12. A minimum planned level of 16 activity units (i.e. population and jobs) per acre for countywide centers;

The actions on the above amendments are consistent with Bellevue's adopted interest statement and comment letter except for numbers 3 (Bellevue initially supported a 20% mix for regional growth centers and ultimately supported the 15% level) and 9 (Bellevue supported a planned range of 15-20 activity units for countywide centers). Amendments 7, 11 and 12 were not addressed by the interest statement.

The final recommended proposal aligns closely with Bellevue's overall support for clear and measurable criteria and requirements that establish reasonably high standards for regional and countywide centers. Downtown Bellevue is currently the City's only regional growth center and it already complies with most of the new criteria. Any additional requirements can be met with the next major Comprehensive Plan update in 2023. King County does not currently have any policies or criteria for countywide centers; however, this is likely to be part of upcoming amendments to the Countywide Planning Policies in the next year.

- **Received a briefing on the Regional Open Space Conservation Plan.** The Regional Open Space Conservation Plan (Plan) provides a regional geodatabase, catalogs the existing network, highlights opportunities and threats for the network, and provides strategies and tools for conserving key regional open space. The Plan is not a policy or regulatory document, nor does it impose any requirements on local jurisdictions. Rather it is intended as a resource for jurisdictions and others to use in developing local plans (e.g. Comprehensive Plans, Open Space Plans, Parks and Recreation Plans) and in updating the regional plan (i.e. VISION 2050). This is a separate effort from the King County Land Conservation Initiative, though the data collected by both agencies is being shared.

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

TRANSPORTATION POLICY BOARD (TPB)

At its February 8 meeting, the TPB:

- **Finalized its 2018 Policy Framework recommendation.** The TPB continued its discussion of the 2018 Policy Framework for PSRC Funds. The Policy Framework contains all the policies and procedures for project selection for the roughly \$524 million the region expects to receive in 2021 and 2022. The Policy Framework retains most of the same guidance as in previous years, including support for centers.

At the meeting, the TPB voted to allocate 5 additional points, which had been eliminated from the “Project Readiness” technical criteria section of the framework, to the transportation benefits criteria sections of centers.

In addition, Pierce County submitted an amendment requesting that “major military installations” be considered equivalent to regional growth centers when it comes to regional project funding competitions. Currently, projects that serve military installations are eligible to compete at the countywide level, but not in the regional competition. Although TPB members acknowledged the need to better incorporate the impacts of military installations on local and regional transportation, they voted against the amendment 13 to 10, noting that it was too late in this year’s process to add a new military installation distinction without any additional study.

The Board directed PSRC staff to develop a work program for how the issue of military installations would be addressed and bring it back to the Board in April for review.

- **Heard an initial report on the draft Transportation 2040 plan public comment themes.** The Board received a short report on the public comments collected on the draft Transportation 2040 plan. The PSRC received more than 150 comments on the plan during its formal comment period, which ran through January 31. In March, staff will be back with further details, suggested response to comments, and potential refinements to the plan. In April, the Board is scheduled to recommend the plan for adoption to the Executive Board prior to its adoption at General Assembly on May 31, 2018.
- **Learned about the start of VISION 2050.** The Board received a brief overview of the launch of the regional growth plan, VISION 2050. PSRC is seeking public input on the scope for the VISION 2050 plan and the State Environmental Policy Act environmental analysis. The public comment period will run through March 19. Questions under consideration include: What important regional issues should be the focus of the update? How should the region's growth strategy be updated to plan for 2050? What impacts and actions should be evaluated through environmental review?

As part of the scoping process, the PSRC will hold listening sessions in King, Pierce, Snohomish, and Kitsap counties to hear more input on the plan update from jurisdictions, agencies, and the community.

- **In other business, the Board:**
 - Recommended adoption of a Routine Amendment to the 2017-2020 Transportation Improvement Program (TIP), which included advancing Connecting Washington funds for part of the City’s Mountains to Sound Greenway Factoria project.
 - Heard a presentation on the State Facilities Action Plan by Patty Rubstello, Assistant Secretary Office of Urban Mobility and Access for the Washington State Department of Transportation.

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