

**COUNCIL SUMMARY BACKGROUND BRIEF:
PUGET SOUND REGIONAL COUNCIL (PSRC)
*February 2019***

GROWTH MANAGEMENT POLICY BOARD (GMPB)

At its February 7 meeting, the GMPB:

- **Approved certification of the City of Lakewood's Regional Growth Center Sub-Area Plan.** VISION 2040 requires jurisdictions with regional growth centers and/or manufacturing centers to develop sub-area plans for those centers. The PSRC reviews and certifies those sub-area plans. This center is approximately 315 acres in size and is comprised of retail and residential uses. Lakewood envisions the center transitioning to a vibrant pedestrian-oriented urban area with civic amenities, public gathering spaces, and mix of uses.
- **Approved certification of the Puyallup Comprehensive Plan.** The PSRC conditionally certified the City of Puyallup's comprehensive plan in 2015. Required follow-up work included correcting inconsistencies between elements and demonstrating capacity for the growth targets. That work was completed and found consistent with VISION 2040.
- **Discussed the role of equity in VISION 2050.** Nora Liu, from Race Forward's Government Alliance on Race and Equity, presented to the Board on an approach for incorporating equity in decision-making. Board members broke into small groups (Environment, Transportation and Development Patterns) to discuss how equity should be reflected in regional policy, how growth can benefit more of the region's residents, and how to mitigate displacement and improve access to opportunity. There were many comments from each group, some of which are included below:
 - Equity and transportation - all people can access transportation to where they need to go.
 - Equity and environment - access to open space, opportunities to be involved, school siting, air quality, and equity should be explicitly brought into the overall environmental goal.
 - Equity and development patterns – Local development patterns should have housing and work opportunities that are fair, inclusive, diverse, transportation accessible and not cause displacement. One should be able to live in the city where one works. There should be living wage family jobs, schools, recreation/open space, and gathering opportunities accessible to all. The concept of the 10-minute community should be considered (that is, all your daily needs are within 10-minutes walking distance).

- **Discussed proposed draft changes to the housing chapter in VISION 2050.** Rising costs for housing and growing number of people experiencing homelessness are top concerns of people in the region, and housing has been consistently identified as a key topic to address in VISION 2050. The proposed changes are in three areas: i) Address long term housing supply; ii) Promote affordable housing in all development; and iii) Mitigate displacement and support community stability.

New draft policies and substantively changed policies include: addressing the need for low and very low income affordable housing are critical needs and will require significant public intervention; expanding the supply and range of housing at densities to maximize the benefit of transit investments, including affordable units in growth centers and station areas; and implementing zoning, regulations and incentives to promote the development of long-term affordable housing units in proximity to high-capacity transit.

Examples of proposed actions include: the PSRC together with its member jurisdictions will develop a comprehensive regional housing strategy that will include a regional housing needs assessment, strategies, best practices and coordination with regional and local housing efforts; and require counties and cities to conduct a local housing needs analysis evaluating the effectiveness of local policies and strategies to achieve housing targets and affordability goals.

The GMPB had several questions and comments including: large areas of the region have housing but no transit; how the centers can be expected to accommodate the large amount of housing needed; whether the PSRC will establish housing targets (the PSRC staff indicated that the PSRC will not be establishing housing targets); and recognizing the missing middle is important and needs to be addressed. PSRC staff will take the Board's feedback and revise the draft policies.

- **Received a briefing on approaches and tools for implementing VISION 2050.** The PSRC staff described the various ways their work helps to implement the VISION. It includes:
 - Guidance and assistance to local governments, such as technical work and data.
 - Plan review and certification.
 - Transportation funding prioritization.

The next meeting of the GMPB is scheduled for March 7.

TRANSPORTATION POLICY BOARD (TPB)

At its February 14 meeting, the TPB:

- **Discussed the state of the transportation system.** The Washington State Department of Transportation (WSDOT) Secretary Roger Millar provided an update on transportation issues, including:

- Asset management. Washington spends about \$550 million per year to maintain transportation assets such as highways, rail, aviation, fleet, real estate, and ferries. The WSDOT estimates an additional \$690 million per year is needed to fully maintain the state's transportation assets.
 - Workforce development. Within the next five years, many of the WSDOT's employees will be eligible to retire. This includes 31% of the WSDOT's 1,800 maintenance employees and 41% of the WSDOT's 2,100 engineers. To recruit and maintain qualified personnel, the WSDOT is evaluating its compensation system and advocating for increases to remain competitive with other public-sector employers.
 - Project delivery. 15 projects funded by the Connecting Washington Transportation package have been completed to date. All of those projects were completed on or under budget, and 89% were completed on time.
- **Discussed the Washington State Ferries (WSF) Long-Range Plan.** The WSF operates the largest ferry system in the United States, carrying approximately 25 million passengers on 10 routes and through 20 terminals each year. Ridership is expected to reach 32 million passengers by 2040. However, the system's infrastructure is aging and demands on the system require investment to meet this growth. The WSF recently completed its 2040 Long-Range Plan, which was submitted to the Legislature in early January. The plan recommends actions and investments for the WSF to pursue over the next 20 years, including service and terminal improvements.

The next meeting of the TPB is scheduled for March 14.

I-5 SYSTEM PARTNERSHIP

The I-5 System Partnership met on February 19, and a summary will be included in the March Regional Issues Packet.

The next meeting of the I-5 System Partnership is scheduled for March 19.