

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

**GROWTH MANAGEMENT POLICY BOARD (GMPB)**

At its April 4 meeting, the GMPB:

- **Received a briefing and timeline regarding the Arlington-Marysville Manufacturing Industrial Center (MIC) designation.** The Arlington-Marysville MIC application is the first offered under the revised Regional Centers Framework adopted by the PSRC in 2018. The revised framework outlines the structure and criteria for regional centers and guides growth, local planning and transportation funding. The MIC designation recognizes the value of industrial land to the region and focuses on existing and future job growth. No action was requested at this meeting and further review is scheduled over the next several months.
- **Received briefings and provided comments on VISION 2050, including:**
  - *The Regional Growth Strategy Preferred Alternative Development*
  - *The Development Patterns Chapter*
  - *The Transportation Chapter*
  - *The Public Services Chapter*

PSRC is accepting comments on the VISION 2050 draft SEIS until April 29. PSRC staff provided briefings for the GMPB and took comments from members on the regional growth strategies and chapters.

***The Regional Growth Strategy Preferred Alternative Development***

PSRC staff reviewed the environmental review process, the tools being used to select a preferred alternative, highlighted the upcoming schedule, and identified next steps. GMPB members discussed the need for accurate base numbers for growth as well as the need to distinguish between different kinds of transit focused growth, such as growth associated with light rail versus a RapidRide-type service. Other issues raised included what metrics are used to measure outcomes around climate change and social equity, the health of the Puget Sound and the need to be sensitive to impacts to freight and port operations.

***The Development Patterns Chapter***

PSRC staff discussed changes to policies that would include high capacity transit station areas as areas to receive subregional funding. Members discussed how these station areas would be prioritized for funding and if there is a difference between light rail and bus rapid transit in terms of

this designation. A few members expressed concerns about a lack of equity for underserved areas in transportation funding decisions.

### *The Transportation Chapter*

PSRC staff noted that there have been a number of changes to the Regional Transportation Plan since VISION 2040 and those updates will be incorporated in the Transportation Chapter. Policy updates from previous discussions are reflected in current work such as freight, technology, climate, and aviation. Additional information will be provided to the GMPB at future meetings.

PSRC staff also noted proposed policy changes, including stormwater consideration in transportation facilities, supportive infrastructure for vehicle electrification, and emissions reductions. The policies will also address transportation system resiliency, emerging technologies, the role of the private sector and equity. Members asked if it was worth drawing up a climate action goal specifically for the Transportation Chapter and whether the strategies are robust enough for meeting climate action goals.

### *The Public Services Chapter*

PSRC staff noted the policies regarding the equitable provision of public services, climate change, water supply management, and school siting. Members commented on annexation/special district consolidation and requiring cities and school districts to work together on siting issues and population expansion. Members noted that schools are the centers of communities, pushing them out to the fringes is not good public policy, and there should be assistance to help school districts acquire land in urban centers.

The next GMPB meeting is scheduled for May 2.

## **TRANSPORTATION POLICY BOARD (TPB)**

At its April 11 meeting, the TPB:

- **Approved a routine amendment to the 2019-2022 Transportation Improvement Program (TIP).** Two agencies submitted seven projects this month for routine amendment into the TIP. These projects were awarded local, state and federal funding through various processes, such as funding from the 2015 Connecting Washington statewide transportation package. The projects were reviewed by the PSRC staff and were determined to be consistent with VISION 2040 and the Regional Transportation Plan.

The projects approved for routine amendment to the TIP include:

- City of Bothell: State Route (SR) 522 Multi-Modal Corridor Stage 3 Improvements

- The Washington State Department of Transportation (WSDOT): SR 9/Snohomish River Bridge – Painting
  - The WSDOT: SR 9/Bickford Avenue – Intersection Improvements
  - The WSDOT: I-5/Mounts Road to Steilacoom-Dupont Road – Corridor Improvements
  - The WSDOT: I-5/Steilacoom-DuPont Road to Gravelly Lake Drive – Corridor Improvements
  - The WSDOT: SR 162/Spiketon Creek Bridge – Bridge Replacement
  - The WSDOT: 2018 City Safety Projects, which will benefit Bellevue by providing \$542,000 in funding for Bellevue to complete the SE Eastgate Way Illumination project. This project will include the design and installation of a new lighting system along SE Eastgate Way from Richards Road to 139th Avenue SE. Improvements include putting up new electrical poles, foundations, wiring, conduits, and fixtures.
- **Recommended authorizing changes in the Regional Transportation Plan project status for two projects:**
    - Kitsap Transit: Bremerton-to-Seattle Passenger-Only Ferry Project
    - City of Sumner: State Route (SR) 410/Traffic Avenue Interchange Project.

Per the PSRC's adopted procedures, requests to change project status require action by the TPB.

- **Discussed the Community Transit Swift Green Line opening.** Community Transit launched "Swift" service in 2009 with the 17-mile Blue Line along Highway 99 between Everett Station and the Aurora Village Transit Center in Shoreline. Swift was the first bus rapid transit (BRT) service in the state, launching just before the introduction of King County Metro's (Metro) RapidRide.

On March 24, Community Transit launched the Green Line, the second Swift service. The Green Line connects Canyon Park in Bothell with the Boeing Everett manufacturing plant, traveling through Mill Creek. Community Transit and Snohomish County completed many capital improvements along the corridor to support the Green Line and other transit service. Improvements included bus lane extensions, bus-only lanes, traffic signal improvements, and bicycle and pedestrian projects. The project cost was approximately \$74 million, of which \$48 million was federally funded.

- **Discussed the Alaskan Way Viaduct closure and related projects.** The Alaskan Way Viaduct was permanently closed on January 11 in preparation for the opening of the new SR 99 tunnel on February 4. This temporary closure of SR 99 in Seattle was the longest major highway closure in the Puget Sound region. The removal of the viaduct is underway and is expected to continue for approximately six months. Representatives of the WSDOT, Metro, and the City of Seattle provided a debrief on coordinated mitigation efforts during the closure.

- **Discussed project tracking and delivery.** The PSRC monitors the progress of projects awarded federal funds through a project tracking system implemented in 2000. Over the last several years there has been a renewed emphasis on project delivery and performance management at the federal and state levels. Since 2013, the WSDOT has established annual targets for delivery of transportation funds from the Federal Highway Administration (FHWA). Regions must meet delivery targets for the year's FHWA funds or risk losing the unused portion of funds to other parts of the state. The TPB received background information on strategies to meet the delivery targets.

The TPB will consider action in June, including:

- Approve federal funding adjustments to meet the PSRC's 2019 project delivery target. The PSRC is working to identify how much adjustment is needed to meet the target. The PSRC staff is working with Bellevue staff and other stakeholders via the Project Delivery Working Group to draft a recommendation to the TPB for how federal funding should be adjusted.
- Revise the PSRC's project tracking policies to more efficiently meet the delivery targets in the future. The PSRC is working with the Project Delivery Working Group to develop strategy recommendations for the TPB.

The next meeting of the TPB is scheduled for May 9.