

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

**GROWTH MANAGEMENT POLICY BOARD (GMPB)**

At its June 6 and 13 meetings, the GMPB:

- **Unanimously passed the Arlington-Marysville Manufacturing Industrial Center (MIC) designation and subarea plan approval.** VISION 2040 requires jurisdictions to designate Manufacturing and Industrial Centers, and to develop subarea plans for those centers. The PSRC reviews and certifies those designations.
- **Continued review and discussion on draft VISION 2050 policies and chapters, including:**
  - *The Regional Growth Strategy Preferred Alternative Revisions*
  - *The Climate Change Chapter*
  - *Proposed amendments to Multicounty Planning Policies (MPP)*

**Regional Growth Strategy Preferred Alternative Revisions**

PSRC staff presented a Preferred Alternative for discussion by the GMPB. The Preferred Alternative uses the Transit Focused Growth Alternative as a starting point and incorporates numeric adjustments to address feedback from Pierce County and Snohomish County.

The Transit Focused Growth alternative includes an explicit goal for 75 percent of the region's population and employment growth to be located in centers and near high capacity transit stations. Based on a review of data, PSRC staff is now recommending a regional population growth goal of 65 percent and an employment growth goal of 75 percent.

PSRC staff is also recommending shifting some growth shares to rural and unincorporated lands in Pierce and Snohomish Counties and adding new regional policies to manage this growth and encourage annexation and incorporation. The growth shares in King County under the Preferred Alternative remain the same as the Transit Focused Growth alternative.

Much of the discussion concerned issues of regional equity in growth forecasts among the counties, specifically Pierce, Snohomish and Kitsap counties. The Board discussed the overall countywide effect of shifting growth to urban unincorporated and rural areas and noted the extensive technical work that underpins the growth forecasts. Other concerns included how to address the jobs-housing imbalance, sprawl, vested property rights, and city plan consistency with VISION 2050.

Final action on the preferred alternative is scheduled for the next GMPB meeting on July 11.

### Climate Change Chapter

The GMPB discussed acceptable measurement of greenhouse gases, the role of transportation decisions in climate, the use of the PSRC Four-Part Greenhouse Gas Strategy, a PSRC commitment to regular monitoring and evaluation, regional resilience planning and local actions on greenhouse gas reductions.

### Proposed amendments to Multicounty Planning Policies (MPP)

The GMPB reviewed a set of potential revisions to the draft MPPs that will be included in the draft VISION 2050 document for public review. The draft MPPs have been reviewed by the GMPB over the course of the last six months, and final GMPB action on the MPPs is scheduled for the next meeting on July 11.

The next meeting of the GMPB is scheduled for July 11.

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

At its June 13 meeting, the TPB:

- **Approved a routine amendment to the 2019-2022 Transportation Improvement Program (TIP).** Two agencies submitted three 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 Tacoma: 6<sup>th</sup> Avenue Pedestrian Crossing Safety Improvements
  - The Washington State Department of Transportation (WSDOT): State Route (SR) 531/43<sup>rd</sup> Avenue NE to 67<sup>th</sup> Avenue NE – Widening
  - The WSDOT: SR 16/Blackjack Creek – Remove Fish Barriers
- **Recommended Certification of the Arlington-Marysville Manufacturing/Industrial Center (MIC) Subarea Plan.** VISION 2040 requires jurisdictions with regional growth centers and/or manufacturing centers to develop subarea plans for those centers. The PSRC staff reviews and certifies those subarea plans.
- **Recommended policy revisions for tracking federal funding awards.** The PSRC monitors the progress of projects awarded federal funds through a project tracking system implemented in 2000. Since 2013, the WSDOT has established annual targets for delivery of transportation funds from the Federal Highway Administration (FHWA). Regions must meet their delivery

target for the year's FHWA funds or risk losing the unused portion of funds to other regions in Washington.

Two regional staff groups collaborated to recommend policy revisions that will help the PSRC meet its project delivery target in 2019 and in future years. This resulted in a prioritized list of strategies to maximize the regional benefits of federal funding. The TPB unanimously approved the recommendation. The PSRC Executive Board is scheduled to take final action on June 27.

- **Recommended a supplemental funding action to meet the 2019 regional project delivery target.** To meet the region's 2019 project delivery target as described above, the PSRC needs to adjust its FHWA funding allocations by \$43 million. The PSRC staff and the Regional Project Evaluation Committee (RPEC) recommended funding reallocation according to the revised project tracking policies described above. If approved by the PSRC Executive Board on June 27, the supplemental funding action will provide \$1,026,000 for Bellevue's NE Spring Boulevard Multimodal Corridor project. This project will construct a new multi-modal road through the BelRed area.

Outside of the RPEC's recommendation, the City of Port Orchard requested an additional \$1.3 million for a street widening project that has experienced cost overruns. After deliberation, the TPB decided to support Port Orchard's request. The TPB also asked the RPEC to draft policy revisions that would allow the TPB to grant additional funding in the future based on hardship experienced by the project sponsor.

- **Received a briefing on the I-5 System Partnership (the Partnership).** Last year, the WSDOT and the PSRC convened a group of stakeholders to examine near- and long-term investment strategies for the I-5 corridor between Tumwater and Marysville. Councilmembers John Stokes and Janice Zahn are Bellevue's representatives. Last month, the Partnership completed its final report, which calls for the development of a comprehensive master plan for the I-5 system. The legislature did not allocate funding in the 2019-2021 transportation budget to develop an I-5 master plan, so the WSDOT plans to apply for grant funding.

The next meeting of the TPB is scheduled for July 11.