

**COUNCIL SUMMARY BACKGROUND BRIEF:
PUGET SOUND REGIONAL COUNCIL (PSRC)
January 2020**

GROWTH MANAGEMENT POLICY BOARD (GMPB)

At its November 21 special meeting, the GMPB:

- **Continued Review of Amendments to Vision 2050.** The Board continued to work through the table of potential amendments to prepare a recommended draft of the plan by reviewing the organized matrix of comments, determining whether to make changes to the draft plan; and preparing series of formal recommendations to the PSRC Executive Board.
- **Took action on recommended amendments including the amendment sponsored by then-Mayor John Chelminiak.** Proposed policy F-12 (Mayor Chelminiak's jobs-housing policy action amendment with the updated language provided on November 21, was moved and seconded to incorporate into the GMPB recommended draft of VISION 2050 and the motion passed.

***RGS-Action Plan for jobs-housing balance.** Countywide planning organizations will consider data on jobs-housing balance, especially recent and projected employment growth within Metropolitan and Core cities, to set housing growth targets that substantially improve the jobs-housing balance consistent with the Regional Growth Strategy. Metropolitan and Core cities experiencing high job growth will take measures to provide additional housing capacity for a range of housing types and affordability levels to meet the needs of those workers as well as the needs of existing residents who may be at risk of displacement.*

- Agreed to continue its amendment review to the December 5 meeting.

At its December 5 meeting, the GMPB:

- Finished working through a number of topics and amendments proposed by various Board members to the initial draft plan for VISION 2050. (During meetings from September through November the Board acted to include more than 200 amendments to text, policy, and actions, addressing a wide range of topics.)
- Formally recommended the VISION 2050 draft plan to the PSRC Executive Board with the amendments directed by final voting recommendations. The Board's recommendations will be presented to the Executive Board in early 2020.

- Met a critical milestone as roughly half of the GMPB's current elected Board membership, including many of the officials most involved in VISION 2050 deliberations and those from various member jurisdictions in the four-county region, will not be on the Board in 2020.

The next meeting of the GMPB is scheduled for February 6.

TRANSPORTATION POLICY BOARD (TPB)

At its December 12 meeting, the TPB:

- **Discussed the freight work program.** The PSRC adopted its Regional Transportation Plan last year. The Plan contains policies and investments to support a sustainable, multimodal transportation system for people and goods. The plan directed the PSRC to develop a regional freight inventory. The regional freight inventory will identify freight assets such as roadways, railways, airports, marine ports, and industrial lands. The PSRC staff is collaborating with jurisdictions and other stakeholders to collect data on these assets and map them.
- **Discussed federal safety targets.** Federal legislation requires that states and metropolitan planning organizations (MPOs), such as the PSRC, adopt performance targets for a variety of transportation measures. Per these requirements, the PSRC Executive Board adopted safety targets in January 2018, updated them in 2019 and is working on the 2020 update.
- **Discussed the implications of passage of Initiative 976 (I-976).** I-976, referred to as "Bring Back Our \$30 Car Tabs", was approved by voters in the November 5 statewide General Election. The legislation does the following:
 - Limits motor vehicle license fees (VLF, car tab fees) to \$30 per year;
 - Repeals or reduces certain motor vehicle weight fees;
 - Repeals the authority of transportation benefit districts (TBDs) to impose vehicle fees;
 - Reduces electric vehicle fees to \$30 per year;
 - Repeals the 0.3 percent tax on motor vehicle retail sales;
 - Requires local motor vehicle excise taxes (MVET) to be calculated using the Kelley Blue Book base value of the vehicle;
 - Conditionally repeals the Sound Transit 0.8 percent MVET; and,
 - Requires the retirement or refinancing of Sound Transit-related bonds to adjust for the lost revenue from the MVET.

On November 13, King County, the City of Seattle, and other parties filed a lawsuit in King County Superior Court asserting that I-976 violates the state Constitution. The

King County Superior Court judge granted the parties an injunction, which prevents I-976 from taking effect until a judgement is made. While the case is moving through the courts, the WSDOT Secretary has placed a hold on transportation projects that are not in construction. Additionally, if I-976 is allowed to stand, some WSDOT pass-through funding to cities and grant awards may also be reduced or cancelled

At its January 9 meeting, the TPB:

- **Approved a routine amendment to the 2019-2022 Transportation Improvement Program (TIP).** Three agencies submitted nine projects for routine amendment into the TIP. 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:

- King County Department of Transportation: 2020 high friction surface treatments.
 - City of Seattle: NE 117th Street intersection redesign and sidewalk.
 - WSDOT: I-405/NE 132nd Street interchange improvements.
 - WSDOT: I-5 Northgate Way and Maple Road Bridges – seismic retrofit.
 - WSDOT: I-5/Southbound Stillaguamish River Bridge painting near Arlington
 - WSDOT: Three fish barrier replacement projects on SR 305 on Bainbridge Island.
 - WSDOT: SR 162/SR 410 Interchange – construct roundabouts in Sumner.
- **Recommended changing the status from “candidate” to “approved” of Bellevue’s Mountains to Sound Greenway Trail, 132nd Avenue SE to 142nd Place SE project within the Regional Transportation Plan.** This project will design and construct two sections of trail along the south side of I-90. The trail will include a 12-foot-wide, hard surface path, landscaping, lighting, and drainage. The project will also modify the traffic signal at 136th Place SE. The estimated project cost is \$6.8 million.
 - **Recommended approval of the 2020 Policy Framework for the PSRC’s federal funds.** The PSRC has project selection authority for several sources of funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Every two-to-three years, the PSRC conducts a competitive project selection process to distribute federal funds. The 2020 process will allocate the PSRC’s 2023-2024 FHWA and FTA funds. The PSRC convenes a Project Selection Task Force prior to each funding allocation process to review and update the Policy Framework for allocating federal funds.

From September through December, the PSRC convened the Project Selection Task Force, which was composed of 31 volunteer board members and alternates. Bellevue Councilmember Jennifer Robertson represented Bellevue on the group. The Project Selection Task Force recommended minor changes to the distribution policies. The

selection criteria will be revisited during the upcoming Regional Transportation Plan update, which is discussed below.

- **Recommended allowing an exchange of the PSRC's federal funds with Transportation Improvement Board () state funds between two projects** that are jointly funded by both sources. The two projects are:
 - City of Lake Stevens: 20th Street SE Phase II, Segment 1 – this project will widen 20th Street and add sidewalks.
 - City of Lynnwood: 196th Street SW (SR 524) Improvements – this project will provide business access and transit lanes in each direction.

The exchange of \$2.5 million would expedite completion of the Lake Stevens project to better align it with other transportation projects on the 20th Street SE corridor. Both projects would remain whole, with no changes to the total amount of funding allocated, and no change to the amount of the PSRC funding per year.

- **Recommended adoption of federal safety targets.** As discussed above, the PSRC must annually update its federal safety targets. The WSDOT established its annual statewide safety targets for 2020 and calculated proportionate sub-targets for each of the MPOs. Bellevue Councilmember Jennifer Robertson recommended that the PSRC adopt Vision Zero safety policies during the upcoming Regional Transportation Plan update.
- **Discussed the Passenger-Only Ferry Study.** The study will include a review of potential routes and terminals, ridership demand, costs, and use of alternative fuels. The Washington State Legislature appropriated \$350,000 in the 2019-2021 budget for this study. The PSRC last studied passenger-only ferry service in 2008. Since July, the PSRC has conducted initial outreach to representatives of the 12 counties that are part of the study area. The PSRC also hired a team led by KPFF Consulting Engineers to complete the study by the 2021 deadline required by the Legislature.
- **Discussed the 2022 Regional Transportation Plan update.** This work will begin in 2020 and continue through 2022, when the plan is scheduled to be adopted. Under federal and state law, the PSRC is required to develop a long-range transportation plan every four years. The current plan was adopted in 2018. Since then, the PSRC drafted a long-range regional growth strategy, the VISION 2050 plan, which is under review by the Executive Board and is scheduled for adoption by the PSRC General Assembly this spring. Bellevue supports the draft strategy, which concentrates growth around high-capacity transit hubs.

The next meeting of the TPB is scheduled for February 13.