

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

**GENERAL ASSEMBLY**

At its June 25 meeting the General Assembly:

- **Adopted the Fiscal Years 2020-2021 Supplemental Budget and Work Program.** PSRC is funded through a combination of federal and state grants and local funds. The General Assembly adopted the Fiscal 2020-2021 Supplemental Budget and Work Program. The federal grants traditionally make up nearly 68 percent of the funding, while state grants contribute about 7 percent. Local funds provide 25 percent and are used to match the state and federal grants, as well as to fund work not covered by federal and state grants.

Last May, the PSRC's General Assembly adopted a two-year budget and work program, which runs from July 1, 2019 through June 30, 2021. The adopted biennial budget allows adjustments via a supplemental budget after the first year.

In the supplemental budget, PSRC eliminated the 4 percent increase in membership dues for FY2021. This revision reduces revenue and contingency reserves by \$93,000. In recent years, the PSRC has used all increases in membership dues to build up the contingency reserve. Freezing its dues is the same practice the agency followed during the Great Recession to support its member jurisdictions. Bellevue's 2020 PSRC annual dues are about \$80,000.

- **Elected Officers.** Pierce County Executive Bruce Dammeier was reelected to a second, one-year term as General Assembly President. According to the PSRC's bylaws, the President of the General Assembly is responsible for conducting the annual General Assembly meeting and the meetings of the Executive Board. The President ensures that the functions of the PSRC are carried out and is responsible for directing the Executive Director and staff and makes reports as needed.

King County Councilmember Claudia Balducci was reelected to a second, one-year term as the General Assembly Vice President. The Vice President performs the duties of the President in his/her absence, serves as Vice President of the Executive Board and chairs the Operations Committee.

The General Assembly meets at least annually to vote on major decisions, establish the budget, and elect new officers. This year, the General Assembly will meet a second time in late October. A with other organizations, its schedule was impacted by the COVID-19 pandemic and another meeting is needed to vote on adoption of the VISION 2050 Plan.

The next meeting of the General Assembly is October 29.

## **EXECUTIVE BOARD**

At its May 28 meeting the Executive Board:

- **Approved the 2020 Federal Highway Administration (FHWA) project delivery and supplemental funding action.** The PSRC has project selection authority for funding from the Federal Transit Administration (FTA) and the FHWA. The PSRC allocated FHWA funding for 2019-2020 in 2016. Since 2013, the WSDOT has established annual targets for delivery of transportation funds from FHWA. Regions must meet these delivery target for the FHWA funds or risk losing the unused portion to other regions in Washington. The 2020 delivery target is about \$46 million higher than the PSRC anticipated. The Executive Board approved an adjustment to allocate the \$46 to meet the region's delivery target.

Bellevue will benefit from the funding adjustment, which provided an additional \$2,034,070 for the Mountains to Sound Greenway (MSTG) Trail improvements between 132<sup>nd</sup> Avenue SE and 142<sup>nd</sup> Place SE. This project was initially awarded \$2,725,032 by PSRC in 2016. Extending trail improvements between Factoria and the 142<sup>nd</sup> Place SE/I-90 overcrossing and accessing the extensive local and regional transit service available at the Eastgate freeway flyer stop and Eastgate Park and Ride/new Transit Oriented Development zone remain a high priority for the City. In 2019, Sound Transit also awarded this project \$1 million from its System Access Fund.

At its July 23 meeting the Executive Board:

- **Approved the PSRC Fiscal 2021 Indirect Cost Rate.** Indirect costs are those incurred for common or joint purposes that benefit more than one project or program. Examples include rent, office supplies, office maintenance, hardware, software, and insurance. The costs are allocated to federal awards by use of an indirect cost rate. The Executive Board approved the indirect rate of 63.34 percent of direct labor costs for fiscal year 2021. The fiscal year 2020 indirect rate was 67.23 percent.
- **Approved new grant funded projects for stormwater parks and Coronavirus Aid, Relief, and Economic Security (CARES) Act pandemic recovery and resiliency work.** The Executive Board approved a budget and work program amendment to add two new sources of grant revenues and to authorize related contracts.

The two grants are:

- The Stormwater Parks project would use about \$200,000 in grant funds from the Washington State Department of Ecology and the federal Environmental Protection Agency to conduct a stormwater project. This funding will support planning work to

expand stormwater parks in the region. Stormwater parks are retrofits that provide recreational opportunities.

- The CARES Act Pandemic Recovery and Resiliency grant would use an estimated \$400,000 in funds from the U.S. Economic Development Administration, pending a final award. If successful, PSRC will use the funding to:
  - Update the Comprehensive Economic Development Strategy.
  - Coordinate regional recovery efforts, identify partnership opportunities, and share best practices across the region.
  - Conduct targeted recovery and resiliency planning for aerospace, manufacturing, and tourism.
- **Approved a routine amendment to the 2019-2022 Transportation Improvement Program (TIP)** for 12 projects. The projects were reviewed by the PSRC staff and were determined to be consistent with VISION 2040 and the Regional Transportation Plan. Projects approved for routine amendment to the TIP include:
  - City of Kirkland: 100<sup>th</sup> Avenue Corridor Improvements.
  - WSDOT: I-90/SR 18 Interchange to Deep Creek – Interchange Improvements and Widening.
  - WSDOT: I-5 Southbound Ravenna Boulevard to NE Northgate Way – Deck Seal and Expansion Joint
  - WSDOT: SR 167/S. 208<sup>th</sup> Street Vicinity to S. 200<sup>th</sup> Street Vicinity – Drainage Replacement
  - WSDOT: State Route (SR) 9/South Lake Stevens Road- Intersection Improvements
  - WSDOT: SR 16/SR 160/Kitsap County Fish Passage Barriers-Remove Fish Barriers
  - WSDOT: SR 305/Murden Creek – Remove Fish Barrier
  - WSDOT: SR 305/Sam Snyder Creek – Remove Fish Barrier
  - WSDOT: SR 305/Klebeal Creek – Remove Fish Barrier
  - WSDOT: SR 302/Purdy Creek – Remove Fish Barrier
  - WSDOT: SR 7/Unnamed Tributary to S. Creek 1 and S. Creek 2 – Remove Fish Barriers
  - Kitsap Transit: Operations 2018-2020
- **Approved an amendment to the Regional Transportation Plan.** The Executive Board approved changing the status of the Hospital Area Multimodal Connections Project from “candidate” to “approved” status. The “Hospital Area Multimodal Connections Project” was the original name of the NE 8<sup>th</sup> Street Overcrossing project in Bellevue.

This King County Project is a component of the larger Eastrail project, which will construct a 42-mile regional trail to connect the cities of Renton, Bellevue, Kirkland, Woodinville and Redmond.

The overcrossing will provide a safe and comfortable connection over a major arterial and allow pedestrians and bicyclists access to Sound Transit’s Wilburton Station. Construction of the NE

8th Street Overcrossing is expected to begin in 2020 and must be completed in 2022, in advance of completion of the East Link light rail.

This project is fully funded at \$24 million, with about \$2 million in federal funding and about \$22 million in local funding from the King County Parks Levy. In 2017, Bellevue contributed \$45,000 to the design of the NE 8th Street Overcrossing.

- **Approved conditional certification of the Buckley Comprehensive Plan.** The Washington State Growth Management Act (GMA) calls for coordination between local, regional, and state planning efforts. To advance this coordination, state law requires PSRC to certify that regional transit plans, countywide planning policies, and local comprehensive plans within the central Puget Sound region conform to regional plans and guidelines.

The City of Buckley Comprehensive Plan is largely consistent with these requirements, but it lacks some required information concerning employment growth targets and transportation planning.

The next deadline for periodic updates is June 2024. The Executive Board approved conditional certification, which allows Buckley to address these issues as part of the update effort, rather than requiring a separate, near-term amendment process.

- **Appointed the Growth Management Policy Board (GMPB) Chair.** The Executive Board appointed Everett City Councilmember Scott Bader to Chair the GMPB.
- **Allocated PSRC's 2023-2024 FHWA and FTA Funds.** As described above, the PSRC has project selection authority for funding from the FHWA and the FTA. \$549 million in federal funds was available for distribution as part of the 2020 process. Over 250 projects requesting a combined total of almost \$800 million were submitted. The Executive Board approved the funding recommendation, which was prepared by the Regional Project Evaluation Committee, each of the four countywide forums, the Regional FTA Caucus, and the Transportation Operators Committee.

Bellevue will receive the following grant funding:

- \$1,455,600 for 120th Avenue NE (Stage 4) – NE 16th Street to Northup Way Final Design.
  - Once constructed, this project will widen 120th Avenue NE from two to five lanes and add new protected bicycle lanes and sidewalks on both sides of the roadway.
  - Bellevue needs approximately \$25 million to advance the project beyond design. Bellevue staff will pursue additional grant funding.
  - Stages 1, 2 and 3 widened segments of the 120th Avenue NE corridor between NE 4th Street and NE 16th Street.

- \$1,282,600 for the Eastrail to Spring Boulevard Trail Link Final Design.
  - Once constructed, this project will create an 850-foot-long nonmotorized trail linking the Eastrail with the new Spring Boulevard bicycle and pedestrian path.
  - Bellevue has no further local project implementation funding to advance construction, estimated at \$5.3 million.
- **Discussed VISION 2050.** The PSRC is extending the region's growth strategy to 2050. In February, the Executive Board discussed two potential amendments to the draft VISION 2050 plan:
  - Snohomish County proposed that growth strategy allocations for Snohomish County be changed to match the draft plan released for public comment last July, which would increase the population growth threshold for the County's rural areas from 13,000 to 25,000. The "core cities" and "cities and towns" allocations within the County would be reduced by the same amount.
  - King County Councilmember Balducci proposed several edits related to housing, including two new action statements related to housing choice and housing production. The proposed action statements are:
    - Counties and cities will update regulations and strategies to reduce barriers to development and preservation of moderate density housing to address the need for housing between single-family and more intense multifamily development, consistent with the Regional Growth Strategy.
    - Counties and cities will review and amend, where appropriate and consistent with the Regional Growth Strategy, development standards and regulations to reduce barriers to the development of housing by providing flexibility and minimizing additional costs.

The proposed actions are aligned with Multicounty Planning Policies that are already in the draft plan. The Executive Board discussed these amendments, as well as potential text amendments to acknowledge COVID-19 and its disparate impacts. The Executive Board plans to continue its discussion and to consider recommending VISION 2050 to the General Assembly for adoption.

- **Discussed the Regional Aviation Baseline Study.** PSRC is leading a baseline study, in consultation with airport operations in the region, to gather information about existing aviation activities and assess the needs in the region that will set the stage for future planning efforts. This is the first regional aviation study since the Flight Plan Study was conducted in the early 1990s. PSRC has received \$1.64 million in grant funding from the Federal Aviation Administration to conduct the study.

Regional demand for commercial and air cargo service is expected to double by 2050. In order to meet this growth, the region is estimated to need to complete planned infrastructure improvements at Sea-Tac Airport and Paine Field in Everett. The region would also need to add 1-3 commercial airports with three total runways. The study will not analyze potential airport

sites. Members of the Executive Board asked staff to compile information about airports' adverse impacts to communities, and to consider demand management. PSRC plans to publish its final report later this year.

The Executive Board met on September 24. A summary will be included in the October Regional Issues packet. Bellevue Mayor Lynne Robinson serves on the Executive Board.

The next meeting of the Executive Board is scheduled for October 22.

### **GROWTH MANAGEMENT POLICY BOARD (GMPB)**

At its July 16 meeting the GMPB:

- **Approved conditional certification of the Buckley Comprehensive Plan.** The GMPB recommended approval of the Buckley Comprehensive Plan which was later approved by the Executive Board on July 23, as described above.
- **Discussed Regional Centers Framework Implementation.** In 1995, PSRC established a regional centers framework to manage growth in urban areas within the four county planning area of King, Snohomish, Pierce and Kitsap counties. The first regional centers were designated at that time, and over the years regional and local policies have focused investments and growth into these central places. Regional centers are locations of the region's most significant business, governmental, and cultural facilities and are planning for growth. Today, there are 29 regional growth centers within the four county region. Ten regional manufacturing/industrial centers are also designated, which are locations for more intensive industrial activity. Both regional growth centers and regional manufacturing/industrial centers are focal points for planned growth, economic development and transportation infrastructure investments.

Working with its members, PSRC initiated the first comprehensive review of the system since most centers were designated in 1995. In March 2018, after years of analysis and engagement with stakeholders and extensive review by the GMPB, the Executive Board adopted the Regional Centers Framework. The update makes significant changes to regional and countywide centers, including:

- Establishing two different types of growth centers (Urban and Metro) and manufacturing/industrial centers (Employment and Growth), each with its own criteria.
- Providing deadlines for required center plans – existing centers are required to have adopted center plans by 2020 and be fully consistent with all planning requirements by 2025. Applications for new designations require adopted center plans prior to designation.
- Providing minimum criteria for countywide centers for consistent designation of these places across the region.

- Establishing application windows for new regional centers, with the first deadline occurring at the end of 2019. The next application period will open in 2024.
- Clarifying the process for re-designation and setting the stage for the next centers monitoring period, which will occur in 2025.

The Framework includes several implementation tasks. PSRC updated the Designation Procedures for New Regional Centers in 2018. Staff is working with jurisdictions to finalize center typology and discuss whether existing centers already meet or could meet the criteria. The majority of regional centers have adopted center plans. PSRC is working with jurisdictions to certify these plans, in accordance with the Plan Review Manual, over the next several months. Some jurisdictions are in the process of completing center plans, which will be certified once adopted. Countywide planning groups have begun the process to designate countywide centers. These tasks and other preliminary work will be discussed in more detail during this Board meeting.

In September, PSRC staff will bring adopted regional center plans to the GMPB for a recommendation to certify that they meet center planning expectations.

- **Discussed Regional Housing Strategy and Received a Panel Presentation on Regional Housing.** The draft VISION 2050 plan presents an opportunity for the region to better assess and address housing needs and to develop a coordinated regional housing strategy, including a regional housing needs assessment.

The GMPB was briefed on staff progress relating to regional housing work including the Regional Housing Strategy and other work to support local housing efforts. The GMPB also heard from outside speakers on collaborative housing work that is moving forward in the region.

#### **At its September 17 meeting the GMPB:**

- **Recommended certification of Regional Center Subarea Plans for Bellevue, Burien, Puyallup – Downtown and Puyallup South Hill.** These plans fulfill the center planning framework requirements for a mix land uses for employment, commercial and residential use.
- **Discussed Regional Aviation Baseline Study.** PSRC is leading a baseline study, in consultation with airport operations in the region, to gather information about existing aviation activities and assess the needs in the region that will set the stage for future planning efforts. This is the first regional aviation study since the Flight Plan Study was conducted in the early 1990s. PSRC received \$1.64 million in grant funding from the Federal Aviation Administration to conduct the study.

The GMPB reviewed and discussed scenarios for the region to respond to the projected doubling of demand for commercial activity by 2050. The scenarios assessed the additional

airports and runways needed to accommodate increased activity levels and examine the impacts of these different levels of activity. In addition, each of the region's 29 airports were reviewed to assess their ability to provide additional commercial capacity. The airports were assessed on such items as airspace and airfield capacity, surrounding land and land use, transportation infrastructure, ownership considerations, and proximity to population and jobs.

- **Discussed Regional Equity Strategy.** Equity is a key policy area in VISION 2050, the region's long-range plan for growth. A new action in the draft VISION 2050 plan (RC-Action-3) directs PSRC to develop a regional equity strategy, which is intended to make equity central to PSRC's work and to support the 2024 local comprehensive plan updates. GMPB received a briefing on work to date related to RC-Action-3 and implementation of the Regional Equity Strategy. The strategy will include developing a plan and committing resources for an equity advisory committee. Staff is also exploring the creation of an eight-person ad hoc group of government and community organization leaders to develop a recommended proposal for the Executive Board to consider.
- **Discussed Equity Mapping Tools.** GMPB received a briefing from PSRC staff on two mapping tools – an Opportunity Mapping tool and a Displacement Risk mapping tool associated with PSRC's equity work program.

The Opportunity Mapping tool assesses the amount of opportunity that exists in neighborhoods across the region today. This tool allows the analysis of growth that may take place in areas with moderate to high opportunity. Growth in areas of opportunity is based on an "Opportunity Index," which combines measures of five key elements of neighborhood opportunity and positive life outcomes: education, economic health, housing and neighborhood quality, mobility and transportation, and health and environment. The level of opportunity score (very low, low, moderate, high, very high) is determined by sorting all census tracts into quintiles based on their index scores. Areas of opportunity that experience greater proportions of growth may experience an increased risk of displacement.

The Displacement Risk Mapping tool identifies areas at greater risk of displacement based on existing neighborhood conditions. Displacement Risk is a composite of indicators representing five elements of neighborhood displacement risk: socio-demographics, transportation qualities, neighborhood characteristics, housing, and civic engagement. The data from these five displacement indicators are compiled into a comprehensive index for all census tracts in the region and the level of displacement risk (lower, moderate, higher) is determined by sorting all census tracts based on their index scores.

- **Discussed Stormwater and Watershed Planning Resources for Jurisdictions.** VISION 2050 supports the work of local jurisdictions and the Puget Sound Partnership to promote a coordinated approach to watershed planning and restoring the health of Puget Sound (MPP-En-17-20). PSRC has created resources to assist local jurisdictions to achieve these strategies,



including: a new stormwater and watershed planning webpage, a guidebook for incentivizing low impact development and a stormwater parks technical assistance guidebook.

The next meeting of the GMPB is scheduled for October 15. Bellevue Mayor Lynne Robinson serves on the GMPB.

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

At its July 9 meeting, the TPB:

- **Approved a routine amendment to the 2019-2022 Transportation Improvement Program (TIP).** The TPB recommended approval of the routine amendment, which was later approved by the Executive Board on July 23, as described above.
- **Approved an amendment to the Regional Transportation Plan.** The TPB recommended approval of the amendment, which was later approved by the Executive Board on July 23, as described above.
- **Recommended the Executive Board approve the PSRC's 2023-2023 Federal Highway Administration and Federal Transit Administration funding allocation.** This was later approved by the Executive Board on July 23, as described above.
- **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.

In May and June, the PSRC conducted an online survey regarding the initial scope for the ferry study. Over 10,000 people responded. This feedback will be used with other information to identify routes with potential for near-term opportunities, and those with more substantial hurdles to overcome to implementation. Based on this work, a small number of routes will be advanced for more detailed route profile development and analysis in the study, which is due in 2021.

- **Discussed the Regional Transportation Plan update.** The PSRC is preparing a major update to the plan this year, with completion of the update scheduled for 2022. The TPB confirmed key policy areas for the update, including access to transit, forward thinking/future investments, local agency needs, safety, and equity.

At its September 10 meeting, the TPB:

- **Recommended the Executive Board approve a routine amendment to the 2019-2022 TIP** for five projects. 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: Eastrail Hospital Station Area Multi-Modal Connections, which is now called the “NE 8th Street Overcrossing Project.”
    - As described above, the Executive Board approved a routine administrative change to update this project’s description in the Regional Transportation Plan in July.
    - Updating the project in the TIP will allow the project to move into the construction phase.
  - Lake Forest Park: State Route (SR) 104/40th Place NE Roundabout
  - Washington State Department of Transportation (WSDOT): Washington State Ferry Reduction Gear Preservation Project
  - WSDOT: SR 522/NE 145th Street Bus Rapid Transit (BRT)
  - Sound Transit: Everett Link Extension Model Code Partnership
- **Recommended the Executive Board authorize a change in the Regional Transportation Plan project status for the Canyon Road East Southerly Extension**, 196<sup>th</sup> Street East to 208<sup>th</sup> Street East project. Pierce County submitted a request to change the status of the project from “candidate” to “approved” status.

This project will extend Canyon Road East to 208th Street East, and will include a two-lane roadway with sidewalk, traffic signal improvements, lighting, and stormwater treatment. The estimated cost is \$11.2 million. The project is funded with Pierce County road funds, real estate excise tax, traffic impact fees, general obligation bonds, and federal Build America bonds.

As described above, this is a routine administrative change.

- **Recommended the Executive Board authorize a change in the Regional Transportation Plan project status for East Lake Sammamish Master Plan Trail (ELST)**. King County submitted a request to change the status of the project from “candidate” to “approved” status.

This project will construct a 3.6-mile paved regional trail segment in Sammamish between SE 33rd Street to Inglewood Hill Road. The project will be the final developed segment of the ELST, a 11.2-mile regional trail through Redmond, Sammamish, and Issaquah. The project is estimated to cost about \$55 million. It is funded through the King County Parks Levy.

As described above, this is a routine administrative change.

- **Approved release of the draft 2021-2024 TIP for public comment.** Federal and state legislation requires the PSRC to prepare the regional TIP, which lists all projects utilizing federal transportation funds and all regionally significant projects in the region. The PSRC adopts a new TIP after allocating federal funding every two years.

The Executive Board approved the 2023-2024 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding distribution in July. PSRC staff incorporated these awards into a draft 2021-2024 TIP. The draft also incorporates contingency funding awards made in June.

- **Discussed the Puget Sound passenger-only ferry study,** which is described above. PSRC staff presented the results of a ferry survey that generated over 10,000 responses.

PSRC staff used a tiered approach to identify routes for a feasibility analysis. Routes on Lake Washington that will undergo additional analysis are:

- Kirkland/University of Washington (UW)
- Kenmore/UW
- Renton/UW
- Renton/South Lake Union

Other routes selected for additional study are:

- Bellingham/Friday Harbor
- Tacoma/Seattle
- Gigi Harbor/Seattle
- Suquamish/Seattle or South Whidbey/Everett - The PSRC can only study eight routes due to funding constraints, so staff will work with these communities to determine which route to study.

A 2015 King County study and report concluded that ferry service to and from Bellevue was not competitive with travel times of existing and planned traditional transit routes. Existing City policy does not support passenger ferry service from Meydenbauer Bay. The City has not advocated to include a Bellevue location in the new PSRC Study. Bellevue staff will monitor the PSRC Ferry Study.

The draft study will be released in October. The final study is due to the Washington State Legislature in January.

- **Discussed transit funding.** At the April and July Executive Board meetings, members requested additional information about how the PSRC allocates FTA funding. Per adopted PSRC policy, one of the allocation methods is an “earned share distribution formula”. Members representing Pierce County and the City of Lakewood believe this formula distributes funding inequitably.

This formula allocates funding to transit agencies in proportion to the service characteristics of each agency, such as transit route mileage. The PSRC's formula matches the one the FTA uses to allocate funding to the region. The PSRC has used its formula since 2004.

TPB members agreed that the Project Selection Task Force should review the formula next year and consider recommending changes. TPB members also agreed that PSRC staff should present the same information to the Executive Board for discussion.

- **Discussed the Regional Transportation Plan update.** The PSRC is preparing a major update to the plan this year, with completion of the update scheduled for 2022. PSRC staff used an online tool to ask TPB members how safety should be incorporated into the plan. The results will be shared before the October TPB meeting.

The next meeting of the TPB is scheduled for October 8. Bellevue Councilmember Jennifer Robertson serves on the TPB.

### **ECONOMIC DEVELOPMENT DISTRICT BOARD (EDDB)**

At its July 1 meeting, the EDDB:

- **Amended the EDDB's budget to add expected grant revenues from the U.S. Economic Development Administration (EDA) to perform pandemic recovery and resilience work.** The resolution also authorized hiring consultants to assist staff in implementation.

The grant award is from non-competitive CARES Act funding which requires the district to undertake work items related to pandemic recovery and long-term resilience, including an update to the Comprehensive Economic Development Strategy (CEDS) and the deployment of additional disaster recovery resources, including staff. The EDA grant and associated budget amendment will increase the Adopted Budget and Work Program for Fiscal Years 2021-21 by \$400,000 to \$905,000.

The expenditures supported by this grant include up to \$150,000 to support the work of existing PSRC staff and up to \$250,000 for consultant work targeting the following work areas:

- Regional recovery coordination
- Targeted economic recovery and resilience planning for specific industries, including aerospace, manufacturing, and tourism
- **Discussed the scope of the Comprehensive Economic Development Strategy (CEDS) update.** The CEDS was adopted in September 2017 by the EDDB. The purpose of the CEDS is to identify strategies to be implemented within the next five years to ensure the region's economic success.

The EDDB is entering the first year of a three-year planning grant from EDA, which includes funding for maintaining and updating the region's CEDS. CARES Act funds will supplement this grant. EDDB is required to develop and submit a new CEDS to the EDA by January 2022.

The overall goals of the CEDS are 1) to open economic opportunities to everyone, 2) compete globally, and 3) sustain a high quality of life. To achieve the goals there are 22 implementation strategies. These are recommended for cooperative implementation between local governments, public agencies and others as partners.

To update the next CEDS, staff proposed and explored various scope ideas with the EDDB, including:

- Streamlining the document to focus on core economic data, priority strategies, and implementation.
- Revising goals and strategy updates based on direction from the EDDB, current economic development efforts, and stakeholder comments.
- Strengthening the recovery and resilience aspects of the strategy, including the integration of activities from regional recovery work.
- Focusing on implementation, including work plans and action plans by the EDDB and regional partners like the Port of Seattle and Greater Seattle Partners.

The next meeting of the EDDB is scheduled for October 7. Bellevue Councilmember Conrad Lee serves on the EDDB.

## **REGIONAL TRANSIT ORIENTED DEVELOPMENT ADVISORY COMMITTEE (RTODAC)**

At its June 19 meeting the RTODAC:

**Virtual tour of Seattle's Roosevelt Link Station.** The meeting included a webinar on the Roosevelt Link Station and station area. Sound Transit and City of Seattle staff, and community members provided an overview of work underway at Roosevelt Station, including community-led planning efforts and how lessons learned at Roosevelt can serve as a model for future TOD planning throughout the region. Near Green Lake, Roosevelt High School, and growing residential development, this underground station is located on 12th Avenue Northeast between Northeast 65th and Northeast 67th streets. The site is located across the street from Roosevelt High School and between 12<sup>th</sup> Avenue NE and Roosevelt Avenue NE. Roosevelt at 65<sup>th</sup> is one of the stops for Metro's Route 70 Rapid Ride southbound towards the Seattle University District, Eastlake neighborhood and downtown Seattle.

The station is anticipated to be completed by 2021 and is the one of three new stations on the Northgate Link Extension. Sound Transit and the Seattle Office of Housing have partnered to

create affordable housing adjacent the station. Bellwether Housing and Mercy Housing Northwest are developing the project, which includes a daycare center and approximately 245 units of affordable family housing that will be built on station property and is anticipated to open in 2022. The project includes affordable units at the 0-60 percent average median income (AMI) and provides 87 two and three bedroom units, as well as 20 units set aside for families experiencing homelessness and children with chronic health conditions in partnership with Mary's Place and Seattle Children's Hospital.

When completed, the Northgate light rail extension will offer riders a reliable, traffic-free alternative to congested traffic. An estimated 41,000 to 49,000 riders are expected to travel on the extension daily by 2022.

The RTODAC met on September 18. The agenda for the meeting included discussion of equity policies and the forthcoming Regional Equity Strategy to be implemented through VISION 2050; early findings from the regional housing needs assessment; impacts of COVID-19 on the regional economy. A summary will be included in the October Regional Issues Summary.

The next meeting of the RTODAC is scheduled for December 4. Bellevue Councilmember Janice Zahn serves on the RTODAC.