



# What is the Puget Sound Regional Council?

The Puget Sound Regional Council is the regional planning organization for the four-county central Puget Sound region of Washington state. PSRC is committed to creating a great future for the region through planning for regional transportation, land use and economic development, under authority embodied in state and federal laws. PSRC



Othello Station, Sound Transit

maintains a common vision for the region's future, expressed through three connected major activities: VISION 2040, the region's growth strategy, Transportation 2040, the region's long-range transportation plan, and the Prosperity Partnership, which develops and advances the region's economic strategy. PSRC also distributes about \$160 million a year to transportation projects and provides regional data for planning.

PSRC is designated under federal law as the Metropolitan Planning Organization (required for receiving federal transportation funds) and under state law as the Regional Transportation Planning Organization for King, Kitsap, Pierce and Snohomish counties. PSRC also supports the work of the region's federally designated Economic Development District (EDD).

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Mt. Rainier

## The Central Puget Sound Region

The central Puget Sound region is one of the principal metropolitan regions in the Pacific Northwest of the United States. It includes King, Kitsap, Pierce and Snohomish counties and their 82 cities and towns, covering an area of nearly 6,300 square miles (16,300 square kilometers). The region's geography is diverse, and includes urban, rural, and resource lands. Numerous hills, mountains, and lakes provide significant variety to the topography of the region, which ranges in elevation from sea level at Puget Sound to over 14,000 feet (more than 4,000 meters) at Mount Rainier.

## Mandates and Requirements

*Transportation 2040 is the functional transportation plan that implements VISION 2040, the long range environmental, growth management, economic development, and transportation strategy for the central Puget Sound Region. It responds to Washington's Growth Management Act and conforms to federal transportation planning requirements. As the region's Metropolitan Transportation Plan and state-required Regional Transportation Plan, Transportation 2040 replaces Destination 2030, and meets substantive and procedural requirements of Section 47.80.030 of the Revised Code of Washington.*

*In addition, state legislation requires Regional Transportation Planning Organizations to work with local jurisdictions to establish regional guidelines and principles. These products assist local jurisdictions in developing their local transportation plans. The guidelines and principles also enable the Regional Transportation Planning Organization to determine whether the transportation elements in local plans are consistent with the regional transportation plan (RCW 47.80). VISION 2040 multicounty planning policies constitute the regional guidelines and principles for the central Puget Sound region. See Appendix C for the complete text of the region's adopted multicounty planning policies.*

*Transportation 2040 addresses federal mandates that were first contained in the 1991 Intermodal Surface Transportation Efficiency Act (often referred to as ISTEA). ISTEA was*

*reauthorized in 1998 as the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), and again in 2005 as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Like ISTEA and TEA-21, SAFETEA-LU requires that urban regions link comprehensive planning programs with funding decisions for transportation projects. It also provides a context for linking transportation planning and programs with growth and development considerations. SAFETEA-LU adds new requirements to plan for transportation users with special needs, system security, safety, management and operations, and environmental mitigation.*

*SAFETEA-LU requires that Metropolitan Planning Organizations make regular updates to their Metropolitan Transportation Plans every four years. Under state law, the region's transportation plan must also be formally reviewed and updated or revised every four years. The adoption of Transportation 2040 establishes a 30-year planning horizon for the region's Metropolitan Transportation Plan.*

### **Federal Requirements for Metropolitan Transportation Plans**

- *Plans must be developed through an open and inclusive process that ensures public input and seeks out and considers the needs of those traditionally under-served by existing transportation systems.*
- *Plans must be for a period not less than 20 years into the future.*
- *Plans must reflect the most recent assumptions for population, travel, land use, congestion, employment, and economic activity.*

- *Plans must be financially constrained, and revenue assumptions must be reasonable in that funds can be expected to be available during the time frame of the plan.*
- *Plans must conform to the Clean Air Act and its amendments, and to applicable State Implementation Plans for regional air quality.*

#### **Planning Factors Required by SAFETEA-LU**

- *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.*
- *Increase the safety of the transportation system for motorized and non-motorized users.*
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- *Increase the accessibility and mobility of people and for freight.*
- *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.*
- *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.*
- *Promote efficient system management and operation.*
- *Emphasize the preservation of the existing transportation system.*

#### **State Factors for Regional Guidelines and Principles**

*The region's Multicounty Planning Policies serve as its guidelines and principles. See Appendix C. Guidelines and Principles must, at a minimum, address the following factors:*

- *Freight transportation and port access.*
- *Development patterns that promote pedestrian and non-motorized transportation.*
- *Circulation systems, access to regional systems, and effective and efficient highway systems.*
- *Transportation demand management.*
- *Present and future railroad right-of-way corridors.*
- *Intermodal connections.*
- *Concentrations of economic activity.*
- *Residential density.*
- *Development corridors and urban design that support high capacity transit.*
- *Ability of transportation facilities and programs to retain existing and attract new jobs and private investment to accommodate growth in demand.*
- *Joint and mixed-use development.*

*PSRC has developed materials to assist local governments in addressing VISION 2040, Transportation 2040, the region's guidelines and principles and other planning requirements. These materials, including examples for local planning, are online at [www.psrc.org/growth/planreview](http://www.psrc.org/growth/planreview).*