



Puget Sound Regional Council

Executive Board

Thursday, February 24, 2022 • 10:00 AM – 12:00 PM **[note EXTENDED MEETING]**

Hybrid Meeting • PSRC Board Room • 1011 Western Avenue, Suite 500, Seattle 98104

The meeting will be streamed live over the internet at www.psrc.org.

In accordance with the Governor's Proclamations and the Seattle-King County Department of Public Health Officer's orders, masks are required for all visitors to PSRC's office, regardless of vaccination status. No refreshments will be provided at the meeting.

PSRC will continue to monitor public health guidance from the Washington State Department of Health and Seattle-King County Public Health Officer. Should there be any major changes to guidance, this meeting may be held virtually only.

Attend in person, watch or listen

This is a hybrid meeting. Members of the public can attend meetings at PSRC's offices, watch the meeting live at <https://www.psrc.org/boards/watch-meetings>, or listen by phone 1-888-475-4499, Meeting ID: 831 7714 1434, Passcode: 965483.

Provide public comment

PSRC's boards value public comment. Members of the public may provide public comment in multiple ways:

- Written comments may be submitted via email to srogers@psrc.org up to one hour before the meeting. Comments will be emailed to board members. Comments received after that deadline will be provided to board members after the meeting.
- Public comment may be made via Zoom or by phone. Registration is required and closes one hour before the meeting starts. Late registrations will not be accepted. [Register here](#). You will have 2 minutes to address the board.
- Public comment may be made in person at PSRC's office.

Public comments are public records and may be subject to disclosure pursuant to the Public Records Act, RCW Chapter [42.56](#). For further information regarding public comment, see our [website](#).

1. **Call to Order and Roll Call (10:00) - Councilmember Claudia Balducci, President**
2. **Communications and Public Comment**
3. **President's Remarks**
4. **Executive Director's Report**
5. **Committee Reports**
 - a. Operations Committee -- Mayor Becky Erickson, Vice President
6. **Consent Agenda (10:20)**

- a. Approve Minutes of Meeting held January 27, 2022
- b. Approve Vouchers Dated January 15, 2022 through February 7, 2022 in the Amount of \$642,423.64
- c. Adopt Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)

7. New Business (10:25)

- a. Approve Regional Housing Strategy -- *Laura Benjamin, PSRC*

8. New Business (10:55)

- a. Adopt Resolution in Support of Move Ahead Washington -- *Josh Brown, PSRC*

9. Discussion Item (11:15)

- a. Regional Transportation Plan Preliminary Comments and Next Steps -- *Ben Bakkenta and Kelly McGourty, PSRC*

10. Discussion Item (11:40)

- a. Economic Development District Update -- *Jason Thibedeau, PSRC*

11. Information Item

- a. VISION 2050 Awards Program - Call for Nominations 2022

12. Other Business

13. Next Meeting: Thursday, March 24, 2022, 10 - 11:30 AM, Hybrid Meeting

14. Adjourn (12:00)

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Sheila Rogers at srogers@psrc.org.

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711.

العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng Việt | Vietnamese, visit <https://www.psrc.org/contact-center/language-assistance>.



February 10, 2022

PSRC Funding

The Transportation Policy Board released the project lists for two of the PSRC's funding programs for public comment through March 24, 2022. Nine projects have been recommended for \$13.5 million in [Transportation Alternative Program](#) funding. Eight projects have been recommended for \$5.48 million in [Rural Town Centers and Corridors Program](#) funding. The board will review comments received to date and make a recommendation to the Executive Board at the March meeting. [View the presentation](#) or [watch the meeting video](#).

For more information on the Rural Town Centers and Corridors Program, contact Jennifer Barnes at 206-389-2876 or jbarnes@psrc.org. For more information on the Transportation Alternatives Program, contact Sarah Gutschow at sgutschow@psrc.org or 206-587-4822.

2022 Preliminary Work Program

The Transportation Policy Board was briefed on the draft 2022 work program, including implementation items from the Regional Transportation Plan as well as other upcoming programs and activities for the transportation department. [View the presentation](#).

For more information, contact Gil Cerise at 206-971-3053 or gcerise@psrc.org, or Jennifer Barnes at 206-389-2876 or jbarnes@psrc.org.

Regional Transportation Plan Outreach and Engagement

The Transportation Policy Board was briefed on the outreach and engagement leading up to the release of the draft Regional Transportation Plan. Staff also reported on the preliminary comment themes received to date as well as next steps and information to be provided in the coming months once the public comment period concludes. [View the presentation.](#)

For more information, contact Kelly McGourty at 206-971-3601 or kmcgourty@psrc.org, or Ben Bakkenta at 206-971-3286 or bbakkenta@psrc.org.

In other business, the board:

- Recommended adoption of a Routine Amendment to the 2021-2024 Transportation Improvement Program.



Growth Management Policy Board | At Work

Puget Sound Regional Council

February 3, 2022

Regional Transportation Plan and Project Selection Process

PSRC staff provided the board with an update on the Regional Transportation Plan and changes to the Project Selection Process. Board members are encouraged to visit PSRC's [online open house](#) for the [draft 2022-2050 Regional Transportation Plan](#) and comment on the plan. PSRC is also hosting public webinars with a live presentation and question and answer session:

- [Tuesday, February 8, 12-1 pm](#)
- [Wednesday, February 9, 5:30-6:30 pm](#)

The Project Selection Process guides the distribution of PSRC's federal transportation funds. A Project Selection Task Force was organized in 2021 to evaluate the policies and procedures for the upcoming 2022 project selection process. The Task Force recommended strengthening criteria related to safety and equity, emphasized in [VISION 2050](#), and the creation of a new Equity Pilot Program to be developed in collaboration with the Equity Advisory Committee. The Executive Board approved the updated framework at its January 27 meeting. A Call for Projects will be released later this month for the 2025-2026 funding cycle.

For more information, contact Kelly McGourty at kmcgourty@psrc.org.

Economic Development District update

The board received an update on the adopted [2022-2026 Regional Economic Strategy](#) and focus areas for implementation in 2022. The strategy is a five-year

strategic blueprint for regional collaboration around economic development. Focus areas for 2022 include but are not limited to:

- Analysis and strategy development: Space sector, workforce recovery, COVID economic impacts
- Technical assistance: Grant applications and comprehensive plan guidance
- Amplification of regional economic development efforts: Workforce, housing, childcare, broadband, cluster accelerators

For more information, contact Jason Thibedeau at jthibedeau@psrc.org.

Black Diamond's comprehensive plan certification

The Growth Management Policy Board voted to postpone taking action to recommend conditional certification of the City of Black Diamond's 2020 comprehensive plan until its next meeting on March 3. Board members wanted additional time to consider the impacts of extending conditional certification status until the next periodic update deadline, currently set for June 30, 2024.

For more information, contact Laura Benjamin at lbenjamin@psrc.org or Paul Inghram at pinghram@psrc.org.

Open Space, Rural, and Resource Lands Conservation Toolkit

PSRC staff is working to develop a toolkit of regional open space conservation and other rural and resource lands protection strategies. The board was briefed on the development of the toolkit and asked to provide additional direction. The board was also reminded about the [DNR Urban Forestry grants](#) that are now available.

For more information, contact Erika Harris at eharris@psrc.org or Paul Inghram at pinghram@psrc.org.

Stormwater Parks update

Puget Sound recovery is one of the key strategies of [VISION 2050](#). [Stormwater parks](#) can help fix legacy stormwater problems, preventing pollution from entering the Puget Sound. PSRC was awarded a Puget Sound National Estuary Program grant to help catalyze the development of new stormwater

parks. The grant is being used to provide jurisdictions with technical assistance for developing new parks.

Board members were briefed on progress made to develop new parks. Grant funding has been awarded to jurisdictions in King, Kitsap, and Snohomish counties. Pierce County jurisdictions are encouraged to consider applying for the technical assistance opportunity.

For more information, contact Erika Harris at eharris@psrc.org.



February 2, 2022

New Leadership

The Central Puget Sound Economic Development District Board named Commissioner Axel Strakeljahn, Port of Bremerton, as its President and Councilmember Conrad Lee, Bellevue, as its Vice President for the 2022 to 2024 term, which ends in February 2024. [Watch the meeting video.](#)

The board ratified the following Presidential Appointments to the board through February 2024:

- Tom Florino, Amazon
- Alex Pietsch, WSU
- Terry Ryan, Snohomish County
- Michael Greer, ArtsFund
- Emily Wittman, Aerospace Futures Alliance

The board also ratified the following people to be its Executive Committee through February 2023:

- Commissioner Axel Strakeljahn, Port of Bremerton
- Councilmember Conrad Lee, City of Bellevue
- Tom Florino, Amazon
- Terry Ryan, Snohomish County
- Councilmember Ed Stern, City of Poulsbo
- Andrea Reay, Seattle Southside Chamber of Commerce
- Katie Condit, WorkForce Central
- Councilmember Dave Morell, Pierce County

- Commissioner Kristin Ang, Port of Tacoma

For more information, contact Jason Thibedeau at jthibedeau@psrc.org or (206) 389-2879.

Industrial Lands

The Industrial Lands Analysis will be updated this year per direction provided in VISION 2050. Staff briefed the board on the 2015 report and received feedback on plans for this year's report. Staff will begin collecting updated industrial lands data and expects to share a data snapshot in late spring/early summer. The draft report is planned for review during late summer/early fall. [View the presentation.](#)

For more information contact Paul Inghram at pingham@psrc.org or (206) 464-7549.

Regional Workforce Recovery Planning Project

The EDD Board was briefed on the Regional Workforce Recovery Planning Project. The consultant team is in the process of completing a final report detailing key findings from all project phases, including summarizing findings from the stakeholder engagement. The report will include occupational profiles that provide easy-to-use information for job seekers in the region to pursue high-demand occupations and describe an approach to workforce development to equitably meet growing occupational demand. [View the presentation.](#)

For more information, contact Jason Thibedeau at jthibedeau@psrc.org or (206) 389-2879.



Puget Sound Regional Council

MINUTES

Puget Sound Regional Council Executive Board
Thursday, January 27, 2022, 10 – 11:30 AM
Hybrid Meeting, PSRC Board Room

CALL TO ORDER AND ROLL CALL

The meeting of the Executive Board was called to order at 10:01 AM by King County Councilmember Claudia Balducci, PSRC President. This was the Executive Board's first hybrid meeting, allowing for remote and in-person attendance. A video of the meeting was streamed live as well as recorded and will be available for viewing on PSRC's website. A call-in number was provided on the meeting agenda for members of the public to call-in by phone and listen live to the meeting. Roll call determined attendance and that a quorum was present.

[To watch a video of the meeting and hear the full discussion, please go to <https://www.psrc.org/boards/watch-meetings>.]

COMMUNICATIONS AND PUBLIC COMMENT

Verbal comments were received from Brock Howell.

PRESIDENT'S REMARKS

President Balducci welcomed the following new board members:

- Commissioner Ryan Calkins has changed positions from alternate to member representing Port of Seattle
- Commissioner Sam Cho is the new alternate for Port of Seattle
- Councilmember Jennifer Robertson the new alternate representing City of Bellevue
- Enumclaw Mayor Jan Molinaro the new alternate representing Other Cities & Towns in King County
- Steve Roark a new alternate for WSDOT

She reported that she is working with Vice President Erickson to finalize the 2022 performance goals for PSRC Executive Director Josh. In February, board members will receive an email forwarding the goals. She commented, "These goals that I am

forwarding to you will be used to evaluate Josh's performance during his next annual performance review in December of 2022." She asked that members keep an eye out for that email.

She asked that members mark their calendars for PSRC's Annual General Assembly scheduled for May 26, 2022, from 10:00 AM – 1:00 PM, location to be determined. A "save the date" notice will be sent soon.

President Balducci reported that in February I will announce the 2022 nominating committee, which is tasked with proposing candidates for the positions of PSRC President and Vice President at the General Assembly.

COMMITTEE REPORTS

Vice President Becky Erickson, Chair, Operations Committee, reported that at today's meeting the Operations Committee recommended the approval of vouchers dated November 15, 2021 through January 10, 2022 in the Amount of \$1,830,912.20; and approved the adoption of the 2022 Amendment to PSRC's Title VI Plan. The committee also reviewed PSRC's 2021 Base Pay Market Study. This is an annual study comparing PSRC's pay with the external market to ensure that the agency's salaries remain competitive with comparable jurisdictions.

CONSENT AGENDA

ACTION: It was moved and seconded (Strakeljahn/Wahl) to: (a) Approve Minutes of Meeting Held December 2, 2021 (b) Approve Vouchers Dated November 15, 2021 through January 10, 2022 in the Amount of \$1,830,912.20 and (c) Adopt 2022 Amendment to PSRC's Title VI Plan d. Adopt Routine Amendment to the 2021-2024 Transportation Improvement Program.

The motion passed unanimously.

NEW BUSINESS

Approve Growth Management Policy Board Chair Appointment

President Claudia Balducci stated that the bylaws of the Puget Sound Regional Council require the President to recommend policy board chairs to the Executive Board for approval.

"Pursuant to the Interlocal Agreement, and to applicable state and federal laws, a Transportation Policy Board and a Growth Management Policy Board shall be established to advise the Executive Board on regional transportation and growth management issues, and on any other matters as directed by the Executive Board. Membership on the boards shall be consistent with the Interlocal Agreement, federal

and state requirements, and direction provided by the Executive Board. The Chairpersons and voting structure of the Policy Boards shall be recommended by the President to the Executive Board for approval.” (Regional Council Bylaws, Article VI, Section 10).

She reported that “I recommend that the Executive Board approve the appointment of Renton Councilmember Ed Prince as the new chair of the Growth Management Policy Board.”

Councilmember Ed Prince is the current Vice Chair of the Growth Management Policy Board and has agreed to serve as the new Chair. He is in his third term on the Renton City Council, Councilmember Prince is the Executive Director of the Washington State Commission on African American Affairs and previously worked for the Washington State House of Representatives.

Councilmember Price currently serves as President of the Sound Cities Association (SCA). He is also a member of the Sound Transit Board of Directors, and Co-chair of the King County Regional Homeless Authority. During his time on Renton’s city council, he has served on several other regional boards and committees, including:

- Association of Washington Cities (AWC) Legislative Committee
- Sound Cities Association (SCA) Public Issue Committee (PIC)
- Regional Transit Committee
- Regional Water Quality Committee
- Growth Management Planning Council
- SCA Legislative Committee
- AWC State and Federal Policy Committee
- Economic Development District Board

ACTION: It was moved and seconded (Ockerlander/Backus) to approve the appointment of Renton Councilmember Ed Prince as new Chair of the Growth Management Policy Board.

The motion passed unanimously.

Approve 2022 Policy Framework for PSRC’s Federal Funds

Kelly McGourty, PSRC Director of Transportation Planning, briefed the board on the requested action to approve the 2022 Policy Framework for PSRC’s federal funds to include the recommended changes proposed by the Project Selection Task Force.

PSRC is required under federal legislation to have a documented process that provides the policies and guidance for how PSRC will approve, manage and administer projects to be selected to receive PSRC’s federal funds. PSRC has project selection authority for several sources of funds from both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Prior to each funding cycle, the policies and

procedures for the project selection process are reviewed and updated to reflect current regional priorities and requirements and are documented in the Policy Framework for PSRC's Federal Funds. The Project Selection Task Force worked between April and November 2021 to review these policies and procedures and have recommended several revisions.

This includes development of an Equity Pilot Program and strengthening of criteria for equity and safety. The Equity Pilot Program will be funded through a set aside of 5% of PSRC's Federal Highway Administration Surface Transportation Block Grant Program funds. PSRC will work with its new Equity Advisory Committee on the development and parameters of this program beginning in July 2022.

At its meeting on January 13, 2022, the Transportation Policy Board recommended approval of the 2022 Policy Framework for PSRC's Federal Funds as revised.

ACTION: It was moved and seconded (Ralph/Backus) to approve the policies and procedures for the 2022 project selection process as documented in the 2022 Policy Framework for PSRC's Federal Funds.

The motion passed with one abstention.

Approve and Initiate Implementation of the Regional Housing Strategy

Laura Benjamin, PSRC Senior Planner, briefed the board on updates to the Regional Housing Strategy in response to Executive Board feedback provided at its October 28 and December 2 meetings. Ms. Benjamin reviewed the draft Regional Housing Strategy to further address equity, impacts of the pandemic, supply, and parking concerns. In the discussion that followed, the board directed staff to strengthen language related to discriminatory housing practices and increasing housing supply.

At its meeting on October 7, 2021, the Growth Management Policy Board recommended approval of the draft Regional Housing Strategy.

The Regional Housing Strategy will be brought back to the board for final approval in February.

INFORMATION ITEMS

Included in the agenda packet was information on the Draft Supplemental Biennial Budget and Work Program, a new employee status report, and 2022 Executive Board and Operations Committee meeting schedule.

OTHER BUSINESS

There was no other business brought before the board.

NEXT MEETING

The Executive Board will next meet on Thursday, February 24, 2022, 10 – 11:30 AM.
This will be a hybrid meeting.

ADJOURN

The meeting adjourned at 11:55 AM.

Adopted this 24th day of February 2022.

Councilmember Claudia Balducci, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director



Puget Sound Regional Council

CONSENT AGENDA

February 17, 2022

To: Executive Board

From: Mayor Becky Erickson, Chair, Operations Committee

Subject: **Approve Vouchers Dated January 15, 2022 through February 7, 2022 in the Amount of \$642,423.64**

IN BRIEF

Two representatives of the Operations Committee review and sign off on the vouchers. In accordance with RCW 42.24.080, following the Operations Committee's review, the Executive Board approves the vouchers. Because the meeting is being attended remotely, PSRC will email voucher information to 2 members of the Operations Committee for review and approval.

RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

REQUESTED

<u>WARRANT DATE</u>	<u>VOUCHER NUMBER</u>	<u>TOTALS</u>
01/17/22 - 02/07/22	AP Vouchers	\$ 293,176.64
01/15/22	Payroll	\$ 349,247.00
		<hr/>
		\$ 642,423.64

For additional information, please contact Andrew Werfelmann at 206-971-3292; email awerfelmann@psrc.org.



Puget Sound Regional Council

CONSENT AGENDA

February 17, 2022

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Adopt Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)**

IN BRIEF

One agency submitted one project this month for routine amendment into the Regional TIP. The project is summarized in Exhibit A. This project was awarded local funds and federal funds from the Local Bridge Program managed by the Washington State Department of Transportation. PSRC staff reviewed the project for compliance with federal and state requirements, and consistency with VISION 2050 and the Regional Transportation Plan. At its meeting on February 10, the Transportation Policy Board recommended adoption of the amendment.

RECOMMENDED ACTION

The Executive Board should adopt an amendment to the 2021-2024 Regional TIP to include the project as shown in Exhibit A.

DISCUSSION

Under the Fixing America's Surface Transportation (FAST) Act, PSRC has project selection authority for all projects programming regional funds from the Federal Highway Administration (FHWA) - Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) - and Federal Transit Administration (FTA) - Urbanized Area Formula Program (5307), State of Good Repair (5337), Bus and Bus Facilities Formula (5339), and Enhanced Mobility of Seniors and Individuals with Disabilities (5310).

While PSRC does not have project selection authority for other types of federal, state, or local funds, the Executive Board does have responsibility for adding these projects to the Regional TIP. Each project must comply with requirements regarding plan consistency, air quality, and financial constraint. The attached Exhibit A illustrates the action needed to amend the Regional TIP.

The recommended action would approve the TIP amendment request based on a finding of consistency with VISION 2050, the Regional Transportation Plan, and the air quality conformity determination of the Regional TIP. Approval is also based on a determination that funding is reasonably expected to be available to carry out the project. Information describing plan consistency, air quality conformity, and the funding basis for approving the request is further described below.

Consistency with VISION 2050 and the Regional Transportation Plan

The project recommended for action was reviewed by PSRC staff and has been determined to be consistent with the multicounty policies in VISION 2050 and the Regional Transportation Plan.

Air Quality Conformity

The project in Exhibit A was reviewed and it has been determined that a new air quality analysis and conformity determination is not required because the project falls into one or more of the following categories:

- It is exempt from air quality conformity requirements.
- It is an existing project already included in the current air quality modeling.
- It is a non-exempt project not able to be included in the regional model.

Funding Reasonably Expected to be Available

For the project in Exhibit A, PSRC has confirmed that the funds are reasonably expected to be available.

PSRC's Project Tracking Policies

This month's amendment includes no project tracking actions.

Federal Fund Source Descriptions

The following federal funding source is referenced in Exhibit A.

STP(BR)	Local Bridge Program providing federal assistance for eligible bridges on public roads.
---------	---

For more information, please contact Jennifer Barnes at 206-389-2876 or jbarnes@psrc.org.

Attachments:
Exhibit A

Month: February

Year: 2022

Project(s) Proposed for Routine Amendment to 2021-2024 TIP

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/ Phase	UPWP Other	Amend
1. Seattle	SW Admiral Way/Fairmount Ave North Bridge	\$3,000,000	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Federal STP(BR)				
		\$4,789,917				
		Local				
	New project with preliminary engineering and construction phases, retrofitting the SW Admiral Way bridge to meet current seismic standards. Retrofits will include fiber reinforced polymer wrapping, seat extensions, expansion joint repair, longitudinal and horizontal bracing, and ground improvements.	\$7,789,917				
		Total				

Attachment: Exhibit A (3346 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))



Puget Sound Regional Council

ACTION ITEM

February 17, 2022

To: Executive Board
From: Josh Brown, Executive Director
Subject: **Approve Regional Housing Strategy**

IN BRIEF

Last month the board continued its review of the GMPB recommended [draft Regional Housing Strategy](#) and several board members requested edits. Staff will provide a briefing on updates to the strategy to respond to Executive Board feedback. The board will be asked to take action to approve and begin implementation of the Regional Housing Strategy.

RECOMMENDED ACTION

The Executive Board should approve and initiate implementation of the Regional Housing Strategy, as amended.

DISCUSSION

Many residents in the region are facing an unprecedented challenge in finding and keeping a home that they can afford. Housing access and affordability are major challenges for the region, and limit the region in achieving other mobility, equity, environmental, and economic goals. The complexity of addressing the full range of housing needs and challenges requires a coordinated approach and action from cities, counties, residents, businesses, and other agencies and stakeholders to work together to meet the needs.

VISION 2050 calls for a regional strategy to address housing needs. The Growth Management Policy Board led the development of the Regional Housing Strategy for the past 18 months. During this time the GMPB developed a [work plan](#) for the project, reviewed the [Regional Housing Needs Assessment](#) in detail and developed draft

strategies to address housing supply, stability, and subsidy. The board took action at its October meeting to recommend the draft Regional Housing Strategy to the Executive Board to adopt and begin implementation

Draft Regional Housing Strategy

The Regional Housing Strategy is intended to serve as a “playbook” of regional and local actions that move towards the region’s goals of: preserving, improving, and expanding housing; providing a range of affordable, accessible, healthy, and safe housing choices to every resident; and promoting fair and equal access to housing for all people.

Based on the findings of the Regional Housing Needs Assessment and an understanding of housing efforts currently underway in the region, the Regional Housing Strategy has the potential to further existing efforts and propose new tools and actions for regional stakeholders to consider. Tools and actions address housing supply, stability, and subsidy.

At its October 28 and December 2 meetings, the Executive Board reviewed the GMPB’s recommended draft Regional Housing Strategy. Many board members expressed support for the draft strategy and suggested additional edits. Based on board discussion the strategy was updated to respond to feedback.

At the request of the Executive Board, the Equity Advisory Committee (EAC) was asked to review the draft strategy and identify where equity can be strengthened and/or is missing in the draft strategy. At the January 27 meeting the board reviewed feedback from the Equity Advisory Committee and potential changes to address the committee’s comments.

The board directed staff to incorporate both sets of changes into the draft strategy, shown as **text** in the updated draft strategy. (Attachment A). The board also discussed a few additional changes to the draft strategy that are summarized below. The most recent proposed changes are shown in **text** in the updated draft strategy.

- **Racially Exclusionary Practices**
 - Language detailing racially exclusionary housing practices, such as redlining, covenants, and federal financing practices, including outcomes of discriminatory housing policies and practices and relevant data
- **Strengthen Supply Language**
 - In the “Supply” section beginning on page 4, substitute “Encourage” for “Allows for”
- **State Action**
 - “Review existing laws and pass new legislation to encourage housing construction” added in the State Capacity column of the Implementation Table
- **Clarify Language on Incentives**

- Language on voluntary and mandatory incentives has been reworded to keep intent but add clarity

If board members need any additional information to support taking action at the February meeting, please contact staff so that information can be made available ahead of the meeting.

If comfortable with the proposed changes the board will be asked to take action to approve and begin implementation of the Regional Housing Strategy.

NEXT STEPS

If action is taken to adopt the strategy, implementation of the strategy will begin in early 2022.

For more information, contact Laura Benjamin at 206-464-7134 or LBenjamin@psrc.org, or Paul Inghram at 206-464-7549 or PInghram@psrc.org.

Attachments:

Draft Regional Housing Strategy, dated February 2022

Changes to respond to Executive Board and Equity Advisory Committee feedback that were discussed and received support at the January 27 meeting are shown in **text**.

Proposed changes to respond to additional Board feedback from the January 27 meeting are shown in **text**.

Regional Housing Strategy

The goal of the Regional Housing Strategy is to ensureing that all people have a range of safe and affordable housing choices in order to create a healthy and prosperous future for the region, including eliminating racial disparities in access to housing is essential to ~~creating a healthy and prosperous future for the region.~~

In the central Puget Sound region, where the housing market is becoming increasingly unaffordable, many residents experience housing instability daily. Many residents in the region are facing an unprecedented challenge in finding and keeping a home that they can afford. Meeting the housing needs of all households at a range of income levels is integral to promoting health and well-being and creating a region that is livable for all residents, economically prosperous, and environmentally sustainable. Housing access and affordability continues to be a major challenge for the region, and limits the region in achieving other mobility, equity, environmental, and economic goals. Meeting the housing needs of all households at a range of income levels is integral to promoting health and well-being and creating a region that is livable for all residents, economically prosperous, and environmentally sustainable.

The COVID-19 pandemic and related economic recession have only exacerbated the housing crisis for many residents, specifically lower income renters who are disproportionately people of color. With the loss of jobs and wages, a record number of lower income renters are unable to pay their rent on-time. While government support, such as eviction moratoria and direct payment support have been essential to keep people housed, these support systems are ending while many households are still unable to pay their rent. Providing long-term affordable housing options across the region is even more crucial now as the region works to recover from the pandemic.

Addressing Racial Inequities in Housing

The central Puget Sound region's housing landscape reflects more than market forces and conditions. It is also the product of decades of public policies and private practices that, throughout the 20th century, often excluded lower-income households, immigrant

communities, and people of color from accessing housing and living in certain areas. Practices such as restrictive covenants, redlining, and loan discrimination, limited where people could live based on their race. These actions contributed to patterns of racial segregation still seen today, paired with lower quality of life outcomes such as access to quality education, living wage employment, a healthy environment, and transportation.

Together, past and current housing practices have perpetuated substantial inequities in wealth, ownership, and opportunity, and they continue to create barriers to rectifying these conditions. Black homeownership in the central Puget Sound region fell from 36 percent of households in 2000 to 30 percent today. This trend is steeper than the decline in the national rate for Black homeownership, which has dropped to 42 percent from 46 percent in 2000. Lower Black homeownership rates in our region may be, in part, due to the extreme lack of affordability throughout the region. Disparities in household income – \$57,300 for the typical (or median) Black household compared to \$95,000 for white households¹– contribute to the racial gap in homeownership as well.

The Regional Housing Strategy recognizes this legacy and of the comprehensive work needed to redress it.

Housing access and affordability are goals of the state Growth Management Act and key policy areas in VISION 2050, the region's long-range plan for growth. Recognizing that housing access, affordability, and choice are regional issues that do not stop at a jurisdiction's borders, VISION 2050 calls for a coordinated regional housing strategy. In addition to addressing existing gaps and needs, VISION 2050 identifies the need for more housing of all types to meet the needs of the region out to 2050.

Cities and counties throughout the region have a long history of planning for housing. Local comprehensive plans address housing access and affordability. Partnerships, like A Regional Coalition for Housing (ARCH) and Alliance for Housing Affordability (AHA), bring cities together to enact housing ordinances and to fund construction. Cities and counties are adopting new subarea plans for downtowns, town centers, and transit stations to allow for more housing in denser, mixed-use development. Yet, even with the many successes, every community has a continuing and active role to play in meeting the region's housing needs.

Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

Growth Management Act housing goal

¹ [2019 ACS 1-Year PUMS](#)

This strategy calls out the highest priority goals and actions to best implement VISION 2050 and meet the housing needs of our communities. These strategies will have the greatest impact at the necessary scale. However, actions such as zoning changes, renter protections, and funding often rely on individual local and agency actions that may be challenging to implement. Implementing these actions will require substantial efforts, shared accountability, and may meet resistance. For decades the region has struggled to provide enough housing for a growing population. The region is about two years behind in housing production, with an even greater deficit for affordable housing, and continues to face acute housing challenges. If we are to meet the region's housing needs now and in the future, cities, counties, agencies, coalitions, businesses, and other housing advocates need to begin now to implement these strategies.

What is the Regional Housing Strategy?

The Regional Housing Strategy is a “playbook” of regional and local actions to preserve, improve, and expand housing stock in the region. The aim is to make a range of affordable, accessible, healthy, and safe housing choices available to every resident and to promote fair and equal access to housing for all people.

The Regional Housing Strategy is intended to:

- Support the Growth Management Act and VISION 2050
- Provide a coordinated, data informed, and ambitious framework to address current and future housing needs for all residents
- Recognize and support the different roles local jurisdictions, agencies, and partners play in preserving and expanding both affordable and market-rate housing
- Inform, complement and advance future housing planning actions at regional, countywide, and local levels
- Center equity and use a racial equity lens to assess disparities, engage residents, and minimize burdens to vulnerable communities

This work began with development of the first region-wide assessment of housing needs. The [Regional Housing Needs Assessment](#) addresses the central question of “What are gaps between current and projected housing needs and housing supply?” The needs assessment analyzed the region's housing stock and demonstrated how local and subregional housing need and supply fit into the regional picture. Findings from the Regional Housing Needs Assessment underscore that it is increasingly difficult to find and afford a home in the central Puget Sound region, and that these challenges are disproportionately felt by Black, Indigenous, and People of Color (BIPOC) communities. More on the Regional Housing Needs Assessment is [available online](#). The Regional Housing Strategy is informed by the findings of the Regional Housing Needs Assessment, Growth Management Policy Board feedback, stakeholder outreach, and discussions among focus groups.

The Regional Housing Strategy will help guide and support upcoming local comprehensive plan updates. By providing data, guidance, and technical assistance, PSRC supports jurisdictions in their efforts to adopt best housing practices and establish coordinated local housing and affordable housing targets. More information about the Regional Housing Strategy and housing resources can be found at psrc.org/housing.

The Regional Housing Strategy is organized around the areas of supply, stability, and subsidy as a way to recognize the multiple facets of housing challenges. As a regional tool, it seeks to identify those strategies that are most important to address through regional and multijurisdictional coordination and those local actions that are essential to the implementation of VISION 2050.

Regional Housing Strategy Goals and Actions

The Regional Housing Needs Assessment underscores that it is increasingly difficult for people living and working in the central Puget Sound region to find housing that is affordable. The affordable housing challenge is not distributed evenly among residents based on income, race, age, or household size, nor is it evenly spread geographically. There are significant, regionwide challenges and disparities in access to housing, with the most vulnerable residents in the region shouldering the burden. With increasing incomes – and a growing gap in incomes – and a surge in demand for housing, the region is experiencing an affordability crisis not seen since World War II. Many middle and lower income households struggle to find housing that fits their income in an increasingly competitive and expensive housing market. As affordable housing options become scarce, households are forced to move farther from their jobs and communities, resulting in increased traffic congestion and fragmentation of communities.

With a projected need for more than 800,000 new housing units and more than a third of households are anticipated to be at moderate- and lower-income levels, VISION 2050 aims to substantially increase the construction of housing and to build more housing that is affordable to more families. The Regional Housing Needs Assessment concluded that about 34% of new housing will need some level of public incentive – ranging from flexible development standards to direct subsidy – to be affordable to households earning less than 80% AMI. In response to this need, the Regional Housing Strategy calls for three areas of action:

Supply: Build more housing of different types

To meet the region's vision for a more livable, prosperous, and equitable future, more housing is needed of different types, costs, and with access to jobs, transit and services.

Stability: Provide opportunities for residents to live in housing that meets their needs

As the region grows and become a more expensive place to live, many households are at a serious threat of being displaced from their communities. More housing options and strategies are needed to help people have the option to stay in their neighborhoods, with an emphasis on lower-income communities and BIPOC communities that have been systemically excluded from homeownership opportunities.

Subsidy: Create and sustain long-term funding sources to create and preserve housing for very low-income households and unhoused residents

At the lowest income levels, the market is not capable of building housing at a cost that is affordable. Eliminating cost burden for households will require a major increase in funding to subsidize housing costs and to build more housing affordable to households earning less than \$50,000 per year.

Supply: Build more housing of different types

The region needs more housing of varied types in all communities. There is already a backlog of about 50,000 units needed to address current housing gaps and the region needs over 800,000 new housing units to accommodate the region's needs through the year 2050. Not keeping up with population growth has exacerbated the upward pressure on housing costs. The region needs to build more housing to address the current backlog and reduce the impact on housing prices and rents.

Although jurisdictions do not typically build housing, zoning and development regulations at the local level play a significant role in whether and how much housing is built as the construction industry responds to growth. Most cities and counties have sufficient zoned capacity for growth in accordance with Buildable Lands reports. Even so, this capacity is not always located near transit stations, schools, jobs, or services, and zoning may not encourage the types of housing that best corresponds to needs or planned infrastructure. While the region is making major investments in transit and ferries, often the zoning near these transit station areas reflects decisions made decades ago. The Supply strategies call for a reexamination of residential zoning to create more places for multifamily and middle density housing and to reform single family zoning to increase flexibility and opportunities.

To reflect these needs and opportunities to improve housing supply, the Regional Housing Strategy calls for:

- Encourage Allow for more multi-family housing choices near transit to provide greater access for more people
 - **Increase the opportunity for moderate and higher density housing** to meet the goal of 65% of residential growth to be located near high-capacity transit stations. This could include increasing the land zoned for multifamily and mixed-use housing and revising multifamily zones to increase heights and densities. Areas near high-capacity transit stations, such as light rail, should be zoned for the highest housing densities and prioritize housing and people-centered uses over automotive uses whenever possible.
- Encourage Allow for more middle density housing to provide greater housing choice for people at all stages of life
 - **Increase zoning that allows for moderate density “missing middle” housing** to increase opportunities for townhomes and multiple units in neighborhoods with infrastructure, services, and amenities. Zoning that supports moderate densities is limited in the region, while these forms of housing have been shown to be less costly than either single-family homes or higher density developments. Moderate density housing can fit well within established neighborhoods and

significantly increasing housing supply and choices for households at 80-120% Area Median Income².

- Encourage Allow for more housing choices within single-family zones to provide greater housing choice and less costly ownership options throughout the region.
 - **Reform single-family zoning** to increase opportunities for small lots, zero-lot line, accessory dwelling units, cottage homes, and of up to six units per lot that serve a wider range of households, including singles, couples, seniors, and smaller families. The vast majority of zoning in the region is for exclusively single-family development, often requiring large lots. Due to the extensive amount of single-family zoning, even modestly increasing housing opportunities in single-family zones can have a significant regional impact in both more and less densely developed places. These modest density increases are critical for places farther from job centers and high capacity transit.
- Reduce the costs to build housing
 - **Increase densities, reduce minimum lot sizes, and reduce or eliminate parking requirements** to make it less costly per unit to build homes. Costs make home ownership increasingly out of reach for families and make development of more affordable housing choices difficult. Allowing increased densities, smaller lots, and reducing or eliminating parking requirements, especially in areas with access to transit and in less auto dependent neighborhoods, has the potential to significantly reduce the per unit costs of constructing housing.
 - **Increase development predictability** through cross-jurisdiction coordination and multi-jurisdiction housing organizations that works to increase regulatory consistency and reduce complexity. Developers report that varying regulations in jurisdictions across the region results in complexity and greater costs for housing.
 - **Invest in education for trades people and new building technologies.** A key contributor to housing costs are labor and materials. Supporting a healthy work force to build housing is critical to ensuring supply can keep up with demand.

² More on Area Median Income and other commonly used housing terms is [available online](#).

Stability: Provide opportunities for residents to live in housing that meets their needs

The rising cost of housing threatens the ability of people to remain in their communities. The housing market has experienced great highs and lows that have benefitted some and created and exacerbated hardship and inequalities for others. There are substantial disparities in housing access between white and person of color households, underscoring the ongoing effects of systemic racism in housing. People of color, on average, have lower incomes, are more likely to rent, and are more likely to be cost burdened than white households. White residents are more likely to own their own home than Black residents across all income levels.

Following the precipitous drop in housing prices and foreclosures of the 2008 recession, the region's economic upswing and strong job growth in the 2010s fueled dramatic increases in rents and home prices. Despite job losses due to the COVID-19 pandemic and the resulting financial impact on many households, home prices have continued to increase in the region. Some may have been able to take advantage of historically low mortgage interest rates or lower rents, while others are in a challenging position due to loss of income and face the potential of eviction or foreclosure. An imbalanced recovery may further the threat of displacement of low-income households, people of color, and seniors on fixed incomes. As a result, housing costs are a greater burden for many households today than a decade ago, leaving less for other basic needs and amenities. Renters, and renters of color in particular, face a considerable shortage of affordable housing opportunities. While housing costs are one of myriad reasons people experience homelessness, there is a close correlation between the growing number of people experiencing homelessness with rising housing costs. And these households are often the most at risk of losing their housing and experiencing homelessness.

Regional growth centers and communities near transit are home to more people of color and higher concentrations of poverty than the region as a whole. As these central places continue to grow and develop, residents and businesses who contribute to these communities should have the option to remain and thrive and take advantage of new amenities and services. The Stability strategies call for education and financial support to provide opportunities for residents to continue to live in community, and to promote development that ensures housing is near transit, childcare, and other services and amenities needed to improve quality of life.

To reflect these needs and opportunities to improve housing stability, the Regional Housing Strategy calls for:

- Expand and strengthen tenant assistance and protections, and their enforcement to provide opportunities for residents to continue to live in their communities
 - **Provide tenant counseling and assistance and landlord education** to further fair housing and the ability of tenants to remain in safe, healthy housing. Cities can

work cooperatively and through local housing agencies to provide assistance, education, and enforce tenant protections to ensure available affordable housing meets basic health and safety standards.

- Increase access to home ownership, with an emphasis on BIPOC homeownership
 - **Advocate for a bill to support equitable home ownership assistance** that expands home ownership and down payment assistance programs to provide support for renters seeking to purchase a home in their community. Often renters are able to afford the monthly costs of housing, but lack the ability to make the down payment at the costs of housing today. This is especially significant for people of color, who still face the ongoing effects of systemic racism in housing. White residents are more likely to own their own home than Black residents across all income levels. Past efforts to provide low-cost mortgages and low-interest loans have been successful at increasing homeownership. A modern federal program could work use these tools to improve access to home ownership to low-income families and people of color and support alternative ownership models such as community land trusts.
- Increase services and amenities to provide access to opportunity in low opportunity areas experiencing housing growth.
 - **Incentivize early childhood education centers, medical care, and other community serving commercial uses in mixed-used development.** Stable, affordable housing and community serving commercial uses – such as early education, medical care, community banking, and social services – set the foundation for economic opportunity. Families in the region face high housing cost burdens and are often displaced from high opportunity areas. Community-serving commercial uses are similarly being displaced, and there is already a shortage of services in many communities. Development regulations can help to accelerate the development of community-serving commercial uses as ground floor commercial uses in new mixed-use development.
- Leverage growth near transit and higher opportunity areas to incentivize and/or require the creation and preservation of long-term affordable housing
 - **Use voluntary and/or mandatory incentives** to include affordable housing in all new development in proximity to transit and in higher opportunity areas. These incentives may be voluntary or mandatory, dependent on local needs and market strength. Transit station areas are most at risk of displacement as they grow and people seek to take advantage of the region's investments in transportation. Providing housing for moderate- and low-income households will increase the opportunities for families to remain in their communities even as they growth and change. These areas are particularly suited to incentives and affordability requirements that can be included as areas near transit are zoned

for higher densities. Other higher opportunity areas, including single family zones, may also be suited to affordability incentives that can leverage strong housing markets to increase inclusion. Incentives should be designed to support the development of affordable housing, not stifle production by adding to the costs of development.

- **Adopt MFTE in all areas near frequent transit** where allowed under state law. The multifamily tax exemption allowed by state law has been shown in PSRC's survey of local jurisdictions to be the most effective tool at creating more housing and housing units at moderate-income levels. Continuing and expanding its use to all allowed areas would be a major factor in creating housing for households earning less than 80% AMI. MFTE could be used with other incentives, funding and tools to also reach lower income levels and expand the subsidy longer than the usual 8- or 12-year period. Smaller communities may need assistance from multi-jurisdiction housing organizations to implement MFTE.

Subsidy: Create and sustain long-term funding sources to create and preserve housing for very low-income households and unhoused residents

Homes provided by the private market make up most housing in the region. However, the private market alone cannot provide housing for all residents. Income restricted units (often also referred to as subsidized units) – made possible with federal, state, and local funding and incentives that ensure long-term rent or income restrictions – provide affordable housing that the private market cannot. Rent restrictions are typically set at 30 percent of the household's income, meaning that, ideally, no one living in a subsidized unit is cost burdened. Income restricted units are typically targeted to meet the needs of low and very low-income households as well as who need specific services.

The region cannot fully address affordability needs until the housing needs of extremely low-income (less than 30 percent AMI) households are met. Addressing the needs of the lowest income households will cause a chain reaction, freeing up more moderately priced housing units that are more affordable for households at higher income thresholds. The current housing crisis is not something that we can “build out way out of” with market rate housing alone. This will require significant incentives, subsidies, and funding as the private market cannot produce housing affordable to these households without public intervention. The Subsidy strategies call for identifying existing and new funding sources from a variety of housing stakeholders.

To reflect these needs and opportunities to improve housing subsidy, the Regional Housing Strategy calls for:

- Identify public, private, and philanthropic funding to increase affordable housing and access to housing for lower-income families
 - **Advocate for substantial federal and state funding** to address affordability for very low-income households. The federal government provides tax incentives for homeownership, that primarily benefits higher income households, but spending directed toward low-income households has decreased compared to historic levels. Federal rental assistance targets households with incomes below 30 percent of the median level, which are often elderly people, people with disabilities, and working poor families. Due to funding limitation, rental assistance programs only reach a fraction of those with needs. More funding for assistance and to build more affordable housing options is necessary to meet the needs for very low-income households. Additional funding is also needed to preserve existing affordable housing and to provide more opportunities for public ownership of income restricted housing. Further, addressing the need for housing at very low-income levels adds to the overall availability of housing and reduces pressure on the housing market, creating greater housing opportunities for those families at low- and moderate-income levels.
 - **Encourage major employers to finance affordable housing** construction and preservation to provide opportunities for employees to live closer to where they work. Employers are increasingly seeing housing access as critical to attracting employees, contributing to livable communities, and a moral responsibility. Major employers have recently committed to spending millions towards affordable housing and homelessness. Local jurisdictions and housing organizations can facilitate continued corporate involvement.
 - **Expand local funding options** and how they are used across the region. Adopting a housing levy or increasing general funds towards housing may be challenging for communities. However, local funding can be critical to “match” other funding sources and to demonstrate an ongoing commitment to increasing housing affordability. Local housing levies and funds have played a significant role in building housing and are often coordinated through subregional housing agencies. Recognizing that it may be impossible for smaller communities to individually develop and manage local housing funds, strengthening multi-jurisdiction housing organizations may be key to raising and coordinating housing funding.

Implementation

The collective work of PSRC, counties, cities, and other agencies and organizations is needed to implement the Regional Housing Strategy and meet the region's housing needs. Many of the needed actions require work by cities and counties as zoning and permitting are local functions.

Past housing planning efforts underscore that a plan is only as strong as its ability to be implemented. The Regional Housing Strategy strives to engage all 86 jurisdictions in the central Puget Sound region to address housing in a more coordinated and collaborative way, while also recognizing local circumstances. For this to happen, we as a region need to hold ourselves accountable to implementing the strategy over the coming years.

Cities and counties must be strategic in allocating funding, resources, and organizational capacity to take on planning projects in addition to the required 2024 plan update, such as new rezones and code amendments. Recognizing that individual cities have limited capacity, most communities in the region have been forming regional housing agencies, such as A Regional Coalition for Housing (ARCH) and South King Housing and Homelessness Partnership (SKHHP) in King County, the Alliance for Housing Affordability (AHA) in Snohomish County, and South Sound Housing Affordability Partners (SSHAP) in Pierce County. Although some of these organizations are new and small, they may be critical to the implementation of the Regional Housing Strategy in their ability to coordinate work across multiple jurisdictions. Coordination at the subregional level has also proven effective for state and federal advocacy work and for engaging with major employers and other private sector stakeholders.

During the development of VISION 2050, the board discussed how jurisdictions need to hold each other accountable for meeting growth objectives and allowing for housing. As a regional planning agency, PSRC does not have regulatory to enforce the actions of the Regional Housing Strategy, but there may be opportunities to incentivize housing actions through regional funding programs or other innovative approaches. PSRC also has opportunities to expand its role in technical assistance to potentially include model code and ordinances and exploratory research to expand the region's "toolbox" of housing tools. PSRC's Equity Advisory Committee will help to guide implementation efforts to ensure that an equity lens is applied to regional housing work. Additionally, some of the actions called for in the draft Regional Housing Strategy require action at the state and/or federal level and coordination with private partners.

Based on this feedback the following implementation approaches are proposed to address existing gaps in capacity, resources and funding.

	Capacity	Resources	Funding
Federal			<p>Expand LIHTC, Section 8, credit enhancement, low interest loans, and other funding sources to build and preserve income restricted units</p> <p>Expand home ownership and down payment assistance for moderate- and lower-income households</p> <p>Expand foreclosure prevention support</p> <p><u>Expand Fair Housing tracking and response efforts</u></p>
State	<p>Support local jurisdictions in advocating for Federal reforms</p> <p><u>Review existing laws and pass new legislation to encourage housing construction</u></p>	<p>Provide technical assistance to support comprehensive plan updates and ongoing housing work</p>	<p>Expand the Housing Trust Fund to build and preserve income restricted units</p> <p>Expand home ownership and down payment assistance and matching programs for moderate- and lower-income households</p> <p>Expand foreclosure prevention support</p> <p><u>Expand Fair Housing tracking and response efforts</u></p>

	Capacity	Resources	Funding
			<p>Support the continued authorization of local funding mechanisms and provide additional funding options for local jurisdictions, including REET 3 and a payroll tax</p> <p><u>Provide funding for local planning efforts, specifically, the implementation of HB 1220</u></p>
PSRC	<p>Support state and local efforts to advocate for funding reforms</p> <p>Convene stakeholders to increase collaboration, resource sharing, and public-private partnerships</p>	<p>Provide technical assistance to support local work, including guidance on engaging community members <u>including groups that have been historically excluded from the planning process and groups opposed to affordable housing</u>, and model codes and ordinances</p> <p>Develop and use a typology to identify the strategies, tools, and actions that have the most potential to make an impact in different types of places.</p> <p>Explore the feasibility of potential new tools and resources,</p>	<p>Explore financial incentives for housing actions, including prioritizing transportation funding for projects that support affordable housing</p> <p>Explore housing planning requirements in Plan Review and Certification as they relate to transportation and access to jobs and services.</p>

	Capacity	Resources	Funding
		<p>including opportunities to land bank and other opportunities to drive down costs</p> <p><u>Provide technical assistance to support state work, including the implementation of HB 1220, specifically quantifying housing need at the county and local level, and developing resources and policies to address historic and current racism in housing policies and practices.</u></p> <p>Provide data and ongoing monitoring, coordinating with other local and subregional efforts. <u>Monitoring will include performance measures related to housing production and affordability, equity outcomes and implementation measures including the local adoption of tools to implement VISION 2050 and the Regional Housing Strategy.</u></p>	
Sub-Regional Agencies	Support state and local efforts to advocate for funding reforms	Support local audits of existing development	Establish and/or expand a capital fund

	Capacity	Resources	Funding
	Convene stakeholders to increase collaboration, resource sharing, and public-private partnerships	regulations and revise as needed Increase consistency in development regulations and incentives	Explore establishing a housing benefit district, if enabled
Local Jurisdictions	Join a multi-jurisdictional agency, if applicable <u>Utilize equity in decision making</u>	Rezone/upzone Establish/expand tenant and landlord programs Audit existing development regulations and permit timelines, and revise as needed <u>Develop tools and strategies to reduce the risk of displacement as traditionally underserved areas, especially those near high-capacity transit, are redeveloped</u>	Contribute to multi-jurisdictional agency capital funds, if applicable Audit existing and potential local revenue sources and adopt new sources as needed

Typology

The Regional Housing Strategy provides the region an opportunity to take a more coordinated approach to address housing access and affordability. However, the region includes a variety of jurisdictions, neighborhoods, and housing markets. Communities serve different functions in the region, such as dense downtown central business districts, smaller mixed-use neighborhood districts, and less dense single-family neighborhoods. At the local level, these places vary in their needs for housing investments and interventions, just as the people who live

and work in these communities differ in their access to education, employment, housing, and other amenities and services to allow them to lead a successful life. Moreover, the local visions for these communities may differ greatly in terms of the amount and scale of future residential growth anticipated. Accordingly, different sets of strategies will help communities thrive and grow with equitable outcomes for current and future community members.

A typology is a way to retain a commonality of approach regionally while tailoring recommendations to specific locations based on their needs and opportunities. This classification framework assesses current conditions and utilizes existing regional policy to develop a framework to link appropriate implementation strategies to communities with common characteristics. The typology therefore would have two primary functions: 1) to assess existing community conditions and 2) to identify appropriate tools and actions to support housing access and affordability now and as places change and grow.

Following the adoption of the Regional Housing Strategy, PSRC will work with stakeholders to develop and use a typology to identify the strategies, tools, and actions that have the most potential to make an impact in different types of places.

Monitoring

In consultation with jurisdictions and other stakeholders, PSRC will develop a framework to track performance and outcomes over time and identify challenges or barriers over time. PSRC will also explore methods to share the most current data, such as an online dashboard. Performance measures should support the housing goal and policies in VISION 2050 and the strategies identified in the Regional Housing Strategy.

Measures will include assessment of demographic characteristics, performance measures related to housing production and affordability, equity outcomes, and implementation measures including the local adoption of tools to implement VISION 2050 and the Regional Housing Strategy. A racial equity lens will be applied to monitoring efforts to continue to assess racial disparities in housing. PSRC will publish an annual update on housing data monitoring efforts. Some data measures may be updated more or less frequently based on the availability of new data.

PSRC will work with stakeholders to develop a periodic review and update to the Regional Housing Strategy based on the results of the monitoring program and gaps and opportunities that are identified through other regional work.

Housing is critical for every resident, and every community plays a role in addressing this collective responsibility. The complexity of addressing the full range of housing needs and challenges requires a coordinated regional-local approach and will require action from cities, counties, residents, businesses, and other agencies and stakeholders to work together to meet the needs. A coordinated, regionwide effort to build and preserve housing accessible to

all residents is not just about housing. It is also about building healthy, complete, and welcoming communities where all families and people, regardless of income, race, family size or need, are able to live near good schools, transit, employment opportunities, and open space.

DRAFT



Puget Sound Regional Council

ACTION ITEM

February 17, 2022

To: Executive Board

From: Councilmember Claudia Balducci, Chair, Executive Board

Subject: **Adopt Resolution in Support of Move Ahead Washington**

IN BRIEF

The Move Ahead Washington transportation proposal under consideration in the state Legislature provides \$16 billion over 16 years to shore up transportation infrastructure and services across the state. Move Ahead Washington includes key funding for projects within the central Puget Sound region to support transit, safety projects, and equitable transportation. It also invests in projects that will reduce greenhouse gas emissions through electrification and related projects.

RECOMMENDED ACTION

The Executive Board should adopt Resolution EB-2022-01: A Resolution of the Puget Sound Regional Council in support of Move Ahead Washington.

DISCUSSION

On February 8, Rep. Jake Fey, House Transportation Chair, and Sen. Marko Liias, Senate Transportation Chair, announced [Move Ahead Washington](#) – a 16-year, \$16 billion statewide transportation package. This package includes:

- \$3 billion for transit
- \$4 billion for new road and highway projects, including backfilling projects that are underway such as the Gateway Program and I-405
- \$3 billion for preservation and maintenance of roadways
- \$2.4 billion for culvert removals
- 1.3 billion for nonmotorized projects and programs
- \$1.6 billion for ferries

- \$150 million for ultra-high-speed rail

Primary revenue sources include \$5.4 billion from the state's Climate Commitment Act, \$3.4 billion from the federal transportation reauthorization, \$2 billion from the general fund, and \$2 billion from a gasoline export tax.

The bills that make up Move Ahead Washington are Senate Bills [5974](#) and [5975](#) and House Bills [2118](#) and [2119](#). The regular session of the Washington State Legislature is scheduled to conclude on March 10, 2022.

For more information, contact Josh Brown at jbrown@psrc.org.

Attachments:

ResolutionEB-2022-01

RESOLUTION NO. PSRC-EB-2022-01**A RESOLUTION of the Puget Sound Regional Council
Supporting Move Ahead Washington**

WHEREAS, the Puget Sound Regional Council is designated by local governments and under federal and state laws as the Metropolitan Planning Organization and Regional Transportation Planning Organization for the central Puget Sound region encompassing King, Kitsap, Pierce and Snohomish counties;

WHEREAS, the Puget Sound Regional Council develops policies and coordinates decisions about regional growth, transportation and economic development planning within the central Puget Sound region;

WHEREAS, a primary responsibility of the Puget Sound Regional Council is to develop and maintain a long-range Regional Transportation Plan describing how the region will create a sustainable, equitable, affordable, safe, and efficient multimodal transportation system;

WHEREAS, the Regional Transportation Plan places specific emphasis on an integrated regional transit network that supports the region's growth strategy and promotes vitality of the region's economy, environment, and health;

WHEREAS, the safety of the system for all people is an increasingly critical concern as the region continues to grow and transportation infrastructure and services are more heavily used;

WHEREAS, the region's communities face a significant backlog of maintenance and preservation needs for roadways, bridges, sidewalks, ferries and other transportation infrastructure;

WHEREAS, climate change is an urgent environmental, economic, and equity threat and the central Puget Sound region's leaders have committed to taking actions to reduce greenhouse gas emissions and create a sustainable urban region;

WHEREAS, Move Ahead Washington would represent a significant investment in infrastructure and services critical for supporting job and population growth expected in the central Puget Sound region over the next two decades;

WHEREAS, Move Ahead Washington would provide historic investment in transit, non-motorized priorities, and in preservation and maintenance of roads, bridges, ferries and sidewalks in the region;

WHEREAS, Move Ahead Washington would help to reduce carbon emissions and expand safe, equitable, and affordable transportation options;

NOW, THEREFORE, BE IT RESOLVED, that the Puget Sound Regional Council supports continued collaboration with local, state and federal partners to find solutions to fulfilling the transportation needs of the region and state;

BE IT FURTHER RESOLVED, that the Puget Sound Regional Council recognizes that Move Ahead Washington provides critical funding to address long-term financial needs identified in the Regional Transportation Plan and the long-range plans of local governments, transit agencies and the State of Washington;

BE IT FURTHER RESOLVED, that the Puget Sound Regional Council supports Move Ahead Washington as an important step in creating reliable, predictable and ongoing solutions to achieving the region's transportation goals, supporting economic growth, and creating a healthy future for all residents.

ADOPTED by the Executive Board this 24th day of February 2022.

 Claudia Balducci, Councilmember
 King County
 President, Puget Sound Regional Council

ATTEST:

 Josh Brown, Executive Director



Puget Sound Regional Council

DISCUSSION ITEM

February 17, 2022

To: Executive Board

From: Josh Brown, Executive Director

Subject: **Regional Transportation Plan Preliminary Comments and Next Steps**

IN BRIEF

The draft Regional Transportation Plan has been released for a public review and comment period through February 28, 2022. An online open house is available with draft plan documents, short topical videos and an online comment form. In addition, three public webinars were held in early February. The Executive Board will be briefed on preliminary themes from early comments received by the time of the February 24 meeting, and a full report will be provided in March once the comment period has concluded and staff has had time to comprehensively review and process.

Staff will review the schedule of board discussion and actions on the draft plan between February and April, including consideration of plan revisions. The Transportation Policy Board and Executive Board are scheduled to recommend approval of the plan at their meetings in April, and the plan is scheduled for adoption at the General Assembly in May.

DISCUSSION

Significant outreach has been conducted over the last two years, leading up to the release of the draft plan for public comment. Engagement activities have included a representative public survey reaching over 1,900 residents; 22 follow-up interviews with individuals in four languages; outreach to over 570 individuals on the needs of people with special transportation needs; engagement with over 50 middle and high school aged youth; and an online survey that yielded almost 1,400 responses. Five focus groups have also been held, reaching communities in all four counties within the region.

As part of the online open house for the draft plan public comment period, three public webinars were held in early February. Targeted advertisements and social media posts have been made to reach historically underrepresented communities, as well as outreach to individuals who participated in the representative survey. Outreach to the business community, tribal governments and the military will also occur in February.

At the February 24 meeting, staff will provide a report on preliminary comment themes received to date. The comment period concludes at the end of February, and in March staff will provide a more detailed briefing on the public comments received. This will include data on the number of comments and breadth of responders, how the comments are categorized across specific plan topics, and a categorization of comments by type – i.e., those that are general in nature, those that suggest technical corrections to the plan document, and those that require further board review and consideration. A report of draft staff responses to each comment will also be provided.

The Transportation Policy Board and Executive Board will be asked to recommend adoption of the plan at their April meetings, in order to meet the required federal deadline of plan adoption by the General Assembly in May 2022. In order to maintain this schedule, any proposed revisions to the plan will need to be discussed and finalized between February and April. Revisions proposed via the public comment process will be provided in the public comment review and report provided in March; any additional revisions proposed by board members are requested to be submitted to staff in advance of the March 24 meeting, for compilation and dissemination to board members. The board will have opportunity at both the March and April meetings to discuss any proposed revisions, with final action scheduled to be taken at the April 28 meeting.

For more information, please contact Kelly McGourty, Director of Transportation Planning, at 206-971-3601 or kmcgourty@psrc.org, or Ben Bakkenta, Director of Regional Planning, at 206-971-3286 or bbakkenta@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

February 17, 2022

To: Executive Board

From: Josh Brown, Executive Director

Subject: **Economic Development District Update**

IN BRIEF

At its December meeting, the Central Puget Sound Economic Development District Board adopted the 2022-2026 Regional Economic Strategy as the region's Comprehensive Economic Development Strategy. In addition, the Board adopted a set of Economic Development Focus Areas for implementation in 2022.

DISCUSSION

The Central Puget Sound Economic Development District (EDD) is responsible for updating the region's Comprehensive Economic Development Strategy (CEDS) every five years. A CEDS is designed to build capacity and guide the economic prosperity and resiliency of a region, building off other regional planning efforts. Implementation of the CEDS is accomplished by a broad set of regional stakeholders, highlighting important ongoing economic development programs and initiatives as well as identifying new opportunities for implementation. Adoption of a regional CEDS enables local jurisdictions and eligible organizations to qualify for funding under U.S. Economic Development Administration programs.

At its December meeting, the region's Economic Development District Board adopted the 2022-2026 Regional Economic Strategy as the region's CEDS. The strategy aims to address the current challenges of the COVID-19 pandemic and looks ahead to what needs to happen to support the region's long-term economic success. The strategy is organized around three overarching goals: expanding economic opportunity, maintaining global competitiveness, and sustaining the region's high quality of life. New and expanded regional challenges identified include equity, health, childcare, regional job distribution, broadband, housing, business recovery, and industry resilience. The

adopted strategy is available on PSRC's website (<https://www.psrc.org/our-work/regional-economic-strategy>).

The Economic Development District Board also approved a set of focus areas, which will be used as a work plan to guide board and staff efforts to implement the Regional Economic Strategy in 2022. These focus areas identify ways that the EDD can utilize its regional role to advance economic development efforts and build economic development capacity in the region. These roles include analysis and strategy development, technical assistance, and amplifying important regional economic development efforts that align with the adopted strategy.

PSRC's Executive Board will receive a briefing on the new Regional Economic Strategy and EDD workplan for 2022.

For more information, please contact Jason Thibedeau, Economic Development Program Manager, at 206-389-2879 or jthibedeau@psrc.org.



Puget Sound Regional Council

VISION 2050 AWARDS

Call for Nominations 2022

The Puget Sound Regional Council is seeking nominations for the VISION 2050 Awards Program through April 1, 2022.

The VISION 2050 Awards celebrate progress to enhance the region's communities and natural environment while advancing equity and opportunity for all. The awards recognize innovative work by jurisdictions, Tribes, nonprofit organizations, businesses, and other groups in the region to create a better future for central Puget Sound.

We welcome nominations in the following categories:

On the Ground

Projects that show VISION 2050 in action today, including housing, mixed-use development or redevelopment, expanding access to opportunity, open space preservation, and transportation investments.

Planning Ahead

Comprehensive or subarea plans, economic development plans, climate action plans, equity initiatives, design guidelines, outreach programs, and other similar efforts that are shaping a positive future for the region.

Working Together

Cross-jurisdictional or public/private partnerships focused on solutions or working together to tackle tough problems and advance VISION 2050. Examples include multijurisdictional work on housing affordability, environmental and climate initiatives, corridor transportation planning, or other similar efforts to face long-term regional challenges.



The region's vision for 2050

is to provide exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy. More information about the goals and themes of VISION 2050 can be found at <https://www.psrc.org/vision>

Eligibility

Nominations must be for projects, programs, plans and partnerships in the four-county region (King, Kitsap, Pierce and Snohomish counties) that are developed in the public or private sectors, or through public/private partnerships. Any individual, business, agency, Tribe, organization or jurisdiction may submit a nomination.

Submit a Nomination!

Nominations must be submitted online through the [VISION 2050 Awards Nomination Form](#)

Learn more at: psrc.org/vision-2050-awards

Scan the code for
the nomination form



Schedule

- **Feb 16, 2022** – Call for Nominations announced
- **April 1, 2022** – Nominations due
- **April-May 2022** – Awards Selection Committee composed of PSRC board members will select the award winners
- **June-August 2022** – Awards presented on location around the region

