



Puget Sound Regional Council

Regional Transit-Oriented Development Committee Agenda

Date: Friday, March 17, 2023 | 10:00 a.m. – 12:00 p.m.

Location: Remote Attendance Only

10:00 1. Call to Order – *Committee Co-Chair*

- As part of roll call, committee members will have the opportunity to share updates on TOD work.

2. Report of the Co-Chair

3. Communications

10:45 4. Discussion Item: Guidance to Implement Regional Growth Strategy Goals for TOD and Centers – *Liz Underwood-Bultmann, PSRC*

- The committee will discuss work underway to develop guidance to implement VISION 2050's goals to locate 65% of population growth and 75% of employment growth in regional growth centers and near high-capacity transit.

11:15 5. Discussion Item: 2023 State Legislative Session – *Robin Proebsting, APA WA Legislative Committee Chair*

- The committee will be provided an update on the 2023 state legislative session, with a focus on TOD related bills. Committee members will also have the opportunity to share update on their respective legislative work.

11:45 6. Discussion Item: PSRC Transit Access Work – *Gil Cerise, PSRC*

- The committee will be briefed on work to develop and update tools and resources to identify where access to transit can be improved.

Next meeting: June 16, 2023

12:00 7. Adjourn Meeting

Zoom connection information:

Preferred method, join online: Click [here](#) for Zoom link

Or to join by phone:

- Call 877-853-5257 or 888-475-4499
- Meeting ID: 849 1617 6362, Passcode: 630408

Other Formats:

- 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/language-assistance>.



Puget Sound Regional Council

DISCUSSION ITEM

March 10, 2023

TO: Regional TOD Committee

FROM: Liz Underwood-Bultmann, Principal Planner

SUBJECT: Guidance to Implement Regional Growth Strategy Goals for TOD and Centers

IN BRIEF

The committee will discuss work underway to develop guidance to implement VISION 2050's goals to locate 65% of population growth and 75% of employment growth in regional growth centers and near high-capacity transit.

DISCUSSION

VISION 2050 includes the Regional Growth Strategy, which provides regional guidance for the distribution of population and employment growth within the four-county central Puget Sound region. The Regional Growth Strategy supports a broad set of regional goals, including aligning growth with investments in infrastructure, supporting regional mobility, reducing environmental impacts, and supporting job growth and economic development.

Both regional centers and investments in high-capacity transit represent critical opportunities to accommodate new growth. The Regional Growth Strategy assumes 65% of the region's population growth and 75% of the region's job growth will locate in regional growth centers and near high-capacity transit (MPP-RGS-8). Achieving this goal will help bring people and jobs closer together and provide people with greater transportation access to other jobs centers.

The 65/75% growth goal is a regional goal, and jurisdictions have asked for additional guidance on how to implement it through their local plan. Transit access, characteristics, and the timing of future investments vary by county. The committee will be asked for input on how to guide jurisdictions in reflecting the regional goals for growth near transit in their comprehensive plans.

For more information, contact Liz Underwood-Bultmann at LUnderwood-Bultmann@psrc.org.



Puget Sound Regional Council

INFORMATION ITEM

March 10, 2023

TO: Regional TOD Committee
FROM: Laura Benjamin, Principal Planner
SUBJECT: 2023 State Legislative Session

IN BRIEF

The committee will be provided an update on the 2023 state legislative session.

DISCUSSION

Robin Proebsting, [APAWA Legislative Committee](#) Chair, will provide the committee with an update on the 2023 state legislative session, with a focus on TOD related bills.

Committee members will also have the opportunity to share updates on their respective legislative work.

For more information, contact Laura Benjamin at LBenjamin@psrc.org.

Attachment A: APAWA's 2023 Legislative Priorities



The American Planning Association seeks to Make Great Communities Happen for All, and the Washington State chapter (APAWA) is dedicated to that goal in our state. The 2023 legislative session presents opportunities to advance this goal by pursuing legislation that supports the following priorities.

2023 Session Legislative Priorities

Act Immediately on Climate Resilience and Sustainability

Planning and preparing for a rapidly warming climate is a necessity and a top priority. Reducing our greenhouse gas emissions and adapting to expected climate impacts is a moral obligation to current and future generations, a wise use of tax dollars, and beneficial to the state's economy.

- ***Integrate climate planning into the Growth Management Act framework and processes.***
- ***Support the Dept. of Commerce to develop guidance on clear metrics.***
- ***Provide state funding for cities and counties to address climate planning.***
- ***Update, clarify, and strengthen the state's statutory greenhouse gas emission reduction benchmarks.***
- ***Support legislative efforts to pursue climate action plans, regulatory measures, incentives, technical standards and specifications (e.g., LEED), and mitigation and adaptation measures.***
- ***Incorporate climate impacts, indicators, and benchmarks in comprehensive plans, environmental impact analysis, and development reviews.***
- ***Adopt climate policy including adaptation, resilience and hazard mitigation at all levels of government and among agencies rather than only at the local level.***
- ***Support proactive inclusion of adaptation, resilience, and hazard mitigation strategies and pre-disaster recovery planning in Comprehensive Plans.***
- ***Coordinate and collaborate at all governmental scales as fundamental to a successful effort.***
- ***Amend RCW 39.35D to require major facility projects of public agencies receiving funding in a state capital budget to meet LEED Platinum standards.***

Eliminate Homelessness and Increase Affordable Housing Choices

In order for communities to function, there must be an adequate supply of housing in proximity to employment, food, public transportation, and community facilities, such as schools. The housing stock must include affordable and accessible owned and rented units, not only to meet social equity goals, but in order to ensure community viability. The development of a diverse and affordable housing stock must be carried out without sacrificing sound regulations that are in place to protect the environment and public health.

- ***Strengthen requirements for comprehensive plan housing elements and implementation through zoning reforms, as well as expanding technical assistance and financial support from the state, which will together make providing housing for all economic segments of the population more achievable.***
 - ***Continue to provide planning grants and require local governments to plan for housing at every income level, especially for lower-income households, and require accountability.***
 - ***Encourage communities to facilitate the development of more affordable housing.***
 - ***Seek responsible changes to development-related statutes to facilitate housing development.***
- ***Provide stable and dependable funding for affordable housing.***
 - ***Provide subsidies for the construction of housing affordable to people making 50% of the Area Median Income or less.***
 - ***Provide support for land banking for subsequent affordable housing construction.***



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Washington Chapter

- ***Expand the availability of accessory dwelling units, duplexes, triplexes, and other denser housing types in single family areas throughout the state.***

Apply an Equity Lens to All GMA Goals

The American Planning Association of Washington seeks social justice by working to expand choice and opportunity for all persons, recognizing a special responsibility to plan for the needs of the disadvantaged and to promote equity.

- ***Apply an equity lens to all policies to address community engagement and empowerment; access to basic needs and opportunity; safe, fair, and affordable housing; and public health.***

Provide Financial Support for Essential Planning

Planning creates value. Planners need sustainable funding, planning requirements, and technical and policy support from the state; in return, effective planning can provide better communities, better health, a better economy, and more participation, fairness, efficiency, and innovation.

We observe that state and local revenue sources for planning work are similar (sales, property, B&O, utility fees, and other revenue), but also recognize that many cities and counties are challenged in their ability to raise revenue. To the extent that local governments are prevented by state law from raising the necessary revenue to fund existing and new planning requirements, local taxing authority or state funding should be provided.

Good planning pays ongoing dividends through efficient and effective provision of public services, a healthy tax base, and engaged communities.

- ***Identify sustainable state funding, consistent with the statewide interest in consistent and effective planning work, for upcoming local comprehensive plan periodic updates and development regulation updates.***
- ***Continue work to develop broad agreement on improvements to the state's planning framework.***

Transform the Transportation System

To address today's challenges, this work will transform the historic focus on vehicular travel to multimodal solutions, connectivity, safety, context-sensitivity, and maintenance needs in order to address climate and equity goals and targets. Planning for transportation includes local, regional and intrastate travel needs to ensure the system works for all. Transportation is closely linked with land use, and transportation facilities and services are best provided using a structured, objective, and transparent project selection and development process.

- ***Implement a performance-based, outcome-driven transportation planning and funding process that aligns with the Growth Management Act.***
- ***Develop sustainable transportation funding sources to replace the gas tax as fuel consumption decouples from vehicle miles traveled.***
- ***Develop and expand sustainable local transportation funding authority, particularly for transit, complete streets, and non-motorized transportation.***
- ***Fund projects and programs that will significantly reduce transportation-related deaths and injuries, especially among vulnerable, lower-income, and historically- marginalized populations that are overrepresented in deaths, injuries, and impacted health.***
- ***Maintain and enhance state transit operations funding in all communities, with a focus on improving service in underserved populations and smaller jurisdictions that have historic underinvestments in transit.***



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Washington Chapter

- *Require evaluation and reporting of levels-of-service for transit, pedestrian, and bicycle facilities.*
- *Adopt a fix-it-first focus on keeping our transportation facilities in a state of good repair and carefully considering long-term maintenance and operations costs for new and expanded transportation facilities.*

Ensure Infrastructure Investments Support Climate Resilience and Equity

The legislature has made strides but more steps are needed to address infrastructure deficits. Local governments need tools like the Public Works Trust Fund and revenue options. The state should also establish mechanisms to ensure funding decisions reflect state, regional, and local plans and policies, consistent with the Growth Management Act.

- *Expand loan programs, local funding authority, and state appropriations to address infrastructure needs that align with state, regional, and local plans and policies.*
- *Promote future infrastructure funding, design, and maintenance that addresses climate change causes and impacts as well as resiliency/disaster recovery planning strategies to ensure the investments are protected and resilient to climate change.*
- *Apply an equity lens to infrastructure planning, funding, design, and maintenance.*

Reform Annexation Policies and Procedures

A core principle of the state's planning framework is that urban growth areas should transition to municipal governance, providing local government that is more local, flexible, and fiscally sound. However, annexation and incorporation activity in many urban growth areas has stalled.

- *Amend laws to ensure that a proposed annexation does not become final until the resolution of any and all GMA appeals.*
- *Create a state program of incentives and regulatory simplification to facilitate and encourage annexations in urban growth areas.*

Define Capital Facilities Necessary for Development and Clarify Comprehensive Plan Requirements

The American Planning Association of Washington supports the coordinated planning called for by the Growth Management Act and seeks to facilitate compliance through clarified definitions and standards.

- *Clarify that the term "capital facilities", as used in RCW 36.70A, refers to physical facilities in a fixed location that a city or county deems necessary to support development, together with park and recreation facilities.*
- *Clarify that when updating its comprehensive plan a city or county shall identify all public entities that own capital facilities within the Urban Growth Area and endeavor in good faith to work with other public entities, but that if the city or county is unable to obtain the necessary information after a good faith effort, failure to include such information in the capital facilities plan shall not be grounds for a finding of noncompliance or invalidity of its comprehensive plan.*



Ensure Coordinated Planning Between Special Purpose Districts and Local Governments

Special purpose districts providing services such as water, sewer, fire, and schools are vital for supporting development, but planning resource and capacity needs can be challenging, given that special districts and local governments each have their own decision-making authority and governance systems. Further, the geographic boundaries of these various entities rarely align with each other, further complicating joint planning. Information-sharing and collaboration amongst special purpose districts and local governments is crucial, because local governments need to understand service capacity in order to plan for future growth, and special purpose districts need to understand the future population they will be asked to serve in order to provide adequate facilities.

- ***Require special purpose districts to plan for the county-adopted 20-year population forecast and local jurisdictions' growth targets.***
- ***Include special purpose districts in the local planning process(es).***
- ***Support siting schools and other public facilities within the UGA when the school district includes both urban and rural land.***
- ***Support funding for collaborative efforts between special purpose districts, local governments, and others to address siting challenges, and support smart site and capacity planning in a positive and thoughtful way.***

Maintain 10-year Update Cycle for Comprehensive Plans

The comprehensive plan update cycle was changed from 8 to 10 years in the 2022 legislative session, aligning the update cycle with the decennial census.

- ***Maintain the 10-year comprehensive plan update cycle; if legislation adding or modifying comprehensive plan requirements is enacted this session, these requirements should be addressed separately or during the next review.***
- ***Maintain value-added planning work through midpoint reviews every five years after a periodic update. The ten-year cycle should address accommodating new growth; a review every five years should be used to remove obsolete provisions, update existing conditions and inventories, and address new and revised state laws that affect planning.***



Puget Sound Regional Council

DISCUSSION ITEM

March 10, 2023

To: Regional TOD Committee

From: Gil Cerise, Program Manager

Subject: Transit Access Work Program and Ad Hoc Working Group

IN BRIEF

At the March 17 meeting, PSRC staff will share a draft work program addressing an action called for in the Regional Transportation Plan to improve work on transit access in the region. Staff will also share a plan for standing up an ad hoc working group to assist in guiding progress on this work program between updates to PSRC advisory committees.

DISCUSSION

The Regional Transportation Plan calls on PSRC to "...develop and update tools and resources to help identify where access to transit can be improved, particularly for bicyclists and pedestrians." PSRC staff have developed a work program (see Attachment A) that addresses the many facets of transit access and builds upon past work in this topic area.

The work program starts with a review of existing transit access tools and resources in conjunction with updated data to help identify potential improvements to transit access assessments and next steps. This initial task will begin with review of tools, such as the PSRC Transit Access Checklist and Transit Access Toolkit, found on the PSRC website at this [link](#). Data available that can help with assessment of transit access needs will also be reviewed. This includes data available on the [PSRC Transportation System Visualization Tool](#).

The initial work (Task 1) will provide findings or recommendations to inform future tasks by providing a more refined identification of needs and gaps associated with assessing transit access improvements.

Ad Hoc Transit Access Working Group Recruitment

In order to assist PSRC with technical expertise and lived experience, we are planning to recruit an ad hoc working group to assist in review and evaluation of existing tools, resources and data through use of several case studies representing different contexts and transit access challenges within the region.

The working group will be charged with addressing Task 1 on the work program found in Attachment A, and possibly providing input and guidance on other tasks on the work program, as needed. PSRC anticipates that the working group will be convened four times between May and November 2023, with potential for input via email between meetings.

As described in the Regional Transportation Plan, transit access comes in many different forms. It covers:

- Transit-Oriented Development (TOD).
- Active transportation modes like walking, bicycling, and rolling.
- Transit service, provided by regular fixed-route transit (rail, bus, ferry).
- Transportation services of varying sorts provided by transit, human service agencies, and private providers that drop-off and pick-up of transit passengers without requiring them to park at the transit station (generally categorized as Mobility On Demand [MOD] or specialized transportation).
- Parking, such as at a park & ride.

As such, PSRC is recruiting stakeholders with specific expertise and perspectives that will inform this work. These include:

- **Local jurisdiction staff** with knowledge and expertise in:
 - Land use planning, development, and place-making.
 - Infrastructure in the public rights-of-way, including design and operation of rights-of-way that prioritize various modes and curb space management. This includes:
 - Pedestrian infrastructure and prioritizing pedestrian access and comfort.
 - Bicycling infrastructure and prioritizing bicycle access and comfort.
 - Prioritizing access and reliability for transit vehicles.
 - Curb management for transit, Mobility On Demand, specialized transportation, etc.
- **Transit agency staff** with knowledge and expertise in:
 - Transit service as a form of access, including both regular fixed-route transit (rail, ferry, bus) and flexible, MOD-types of services.
 - Transit station/stop access, including physical station infrastructure that melds with the surrounding public rights-of-way controlled by local jurisdictions.
 - Management of parking at park & rides.
- **Developers and similar professionals** with knowledge and expertise in:
 - Transit-Oriented Development
 - Place-making
- **Perspectives of a variety of system users** and others who can provide lived experiences to inform this work, including:
 - People with mobility challenges (e.g., people with disabilities, older adults, youth, people with low incomes, or people with limited English proficiency).
 - People of Color who are experiencing accessibility needs.
 - Caregivers.

The list of expertise noted above is intended to be representative and not all-inclusive. In order to keep the working group to a manageable size to schedule meetings and facilitate work progress, PSRC plans to limit the size of this group to fifteen people, providing a core set of complementary expertise needed to conduct this work.

PSRC will provide periodic progress updates to advisory committees throughout 2023.

For more information, please contact Gil Cerise at gcerise@psrc.org or 206-971-3053.

Attachment A – DRAFT Transit Access Work Program

ATTACHMENT A:

PSRC DRAFT Work Program

Improving Transit Access

RTP Regional Action: “Develop and update tools and resources to help identify where access to transit can be improved, particularly for bicyclists and pedestrians.”

Task 1: Review existing transit access tools/resources in conjunction with updated data to help identify potential improvements to transit access assessments and next steps

The intent of this task is to review and build off of existing transit access tools and resources, both those developed by PSRC, as well as relevant information provided by other agencies.

Resources to review/consider:

- PSRC Transit Access resources available at: <https://www.psrc.org/our-work/transit-access>
- Data resources available for the region at a scale that is useful for assessing access improvements
- Transit access policies, strategies, and resources provided by the region’s transit agencies and WSDOT

Deliverable: a draft report providing an analysis of existing transit access tools and data, along with a recommendation for next steps in Tasks 2-5.

Task 2: Identify potential improvements to assessment of pedestrian and bicycle connectivity near existing and planned transit stations.

Based upon the findings from Task 1, PSRC will consider ways of improving assessment of pedestrian and bicycle connectivity near transit facilities. Given constraints of time and resources, prioritize existing and planned transit facilities that do or will move the most people.

Deliverable: This task and its deliverable will be updated based upon findings from Task 1.

Task 3: Review and assess Mobility On Demand (MOD)/Microtransit and other flexible transit services in providing transit access.

Inventory existing and past microtransit or MOD services within the region. Build on existing inventories of specialized transportation services found in Coordinated Mobility Plan and other resources. Assess the role that these services provide in transit access within the region and assess transit agency plans for expanding these services over time.

Deliverable: Inventory of MOD/microtransit services and their characteristics. Assessment of the role of MOD/microtransit in future transit plans for use in RTP update.

Task 4: Update PSRC's existing transit access resources

Based upon findings from Tasks 1-3, make updates to the PSRC Transit Access Assessment, and the Transit Access Checklist and Toolkit. Incorporate any updated findings relating to equity, safety, and other relevant work.

Task 5: Work with stakeholders to develop regional transit access needs assessment and potential recommendations for addressing those needs.

Building on work of previous tasks, work with stakeholders to explore development of regional transit access needs assessment and/or identification of recommendations to better assess transit access needs in the future.

DRAFT

2023 PSRC Regional Transit-Oriented Development Committee Meetings

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Meetings are held 10:00 a.m. - 12:00 p.m. Meeting dates & times are subject to change. If a meeting is changed or cancelled, members & alternates will be notified.

More information on the committee is available on PSRC's website at www.psrc.org.