

APPENDIX I: VISION 2040 Legal Framework

VISION 2040 was developed under the authority and mandates of a variety of federal and state statutes and regional agreements. This appendix provides an overview of this legal framework.

Growth Management Act

Washington's Growth Management Act provides the framework for planning at all levels in the state, including identifying and protecting critical environmental areas, developing multicounty and countywide planning policies, and crafting local comprehensive plans (Chapter 36.70A, Revised Code of Washington — RCW). *Multicounty planning policies* (and the related *countywide planning policies*) provide a common planning framework for local and regional planning in the central Puget Sound region. At a minimum, multicounty planning policies are to address the urban growth area, contiguous and orderly development, siting capital facilities, transportation, housing, joint planning, and economic development. The multicounty planning policies are included in *Part III* of VISION 2040.

Additional guidance is provided by the portion of state law that authorizes and directs the planning efforts and responsibilities of *regional transportation planning organizations* (RTPOs) — see RCW 47.80. The Puget Sound Regional Council is designated as the RTPO for King, Kitsap, Pierce, and Snohomish counties. This legislation related to the Growth Management Act calls for RTPOs to develop and conduct a program to certify the transportation-related provisions in local comprehensive plans. It mandates the development of *regional guidelines and principles* to guide both regional and local transportation planning. These guidelines and principles are to address, at a minimum, the following factors: concentration of economic activity, residential density, urban design that supports high-capacity transit, freight transportation and port access, development patterns that promote pedestrian and nonmotorized transportation, circulation systems, transportation demand management, joint and mixed-use developments, railroad right-of-way corridors, and intermodal connections. Multicounty planning policies serve as the Regional Council's regional guidelines and principles under RCW 47.80. Certification of transportation-related provisions in local comprehensive plans includes determining conformity with state requirements for transportation planning in local plans, consistency with adopted regional guidelines and

principles, and consistency with the regional transportation plan (RCW 36.70A.070 and 47.80.026). The legislation also addresses the certification of the regional transportation plan and countywide planning policies for consistency.

Interlocal Agreement

In 1992, the Puget Sound Regional Council and its member jurisdictions, including counties, cities, federally recognized Indian tribes, state agencies, ports, and associate members, adopted an interlocal agreement that provided the Puget Sound Regional Council with the authority to carry out the functions required under state and federal law. With regard to long-range planning, the interlocal agreement calls for the Regional Council to “maintain VISION as the adopted regional growth management strategy.”

SAFETEA-LU


In 2006, Congress enacted the latest authorization for the nationwide transportation program, titled the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users* (SAFETEA-LU). This legislation includes requirements for planning by *metropolitan planning organizations* (MPOs). MPOs are charged with maintaining financially constrained long-range transportation plans for their regions, which are certified by the Federal Highway Administration and the Federal Transit Administration. Certified plans ensure that regions remain eligible to receive and administer federal funds and grants for transportation projects. The Puget Sound Regional Council is the designated MPO for King, Kitsap, Pierce, and Snohomish counties. Federal requirements and planning factors include supporting the economic vitality of the region, increasing safety and security, improving mobility for people and freight, protecting the environment, coordinating transportation and land use, integrating and connecting the transportation system across all modes, and an emphasis on the preservation of existing investments in the transportation system. These planning factors have been incorporated into VISION 2040’s Regional Growth Strategy and multicounty planning policies, which in turn guide the development of the region’s more detailed Metropolitan Transportation Plan (Destination 2030), the functional transportation plan of VISION 2040.

Public Works and Economic Development Act

The *Public Works and Economic Development Act* (1965, amended in 1998) supports long-term economic development in areas experiencing substantial economic distress through the creation, expansion, or retention of permanent jobs that help raise income levels. Economic development funding programs support these goals with financial backing for economic projects that support the construction or rehabilitation of essential public infrastructure and the development of facilities that are necessary to generate private investments. To be eligible for these programs, the region must develop a comprehensive economic development strategy to guide its economic development efforts. To satisfy this requirement, the Regional Council and the Central Puget Sound Economic Development District have developed and adopted the *Regional Economic Strategy*, which serves as the economic functional plan of VISION 2040.

Clean Air Act

VISION 2040 and its multicounty planning policies were developed in conformity with the guidelines and requirements of the federal and state Clean Air Acts and related amendments. These complementary pieces of legislation define a framework for maintaining air quality and human and environmental health through planning, project implementation, and regulation. Under federal and state regulations, the Regional Council is required to demonstrate that the long-range Metropolitan Transportation Plan (*Destination 2030*) and the region’s Transportation Improvement Program (TIP) — which are guided by VISION 2040 — conform to the State Implementation Plan for Air Quality (SIP). This conformity requirement is a mechanism for ensuring that transportation activities — plans, programs, and projects — are reviewed and evaluated for their impacts on air quality prior to funding or approval. Required under the federal Clean Air Act, the SIP provides a blueprint of how maintenance and nonattainment areas such as the central Puget Sound region will meet or maintain the National Ambient Air Quality Standards. Positive conformity findings allow the region to proceed with implementation of transportation projects in a timely manner.



APPENDIX 2: VISION 2040 Update Process

VISION 2040 is the result of a multiyear update process overseen by the Puget Sound Regional Council's Growth Management Policy Board. Successful completion of the process has depended on extensive public outreach to other Regional Council boards, member counties and cities, tribes, government agencies, organizations and interest groups, and individuals.

The update process has relied on an outreach effort intended to solicit early, continuous, and widespread participation. It followed the guidance of the Public Participation Plan for the Puget Sound Regional Council (adopted in April 2002), met the requirements of the State Environmental Policy Act (SEPA), and followed the more specific VISION 2020 Update Public Involvement Plan (September 2004).

Introduction

The process began with recognition that VISION 2020 (adopted in 1995) was becoming out-of-date. Many things had changed since 1995, including the availability of new data, the adoption of local comprehensive plans under the state's Growth Management Act, and new environmental information. The Act itself had been amended since 1995 to include many new or changed provisions, such as the requirement for buildable lands analysis, provisions for including economic elements in comprehensive plans, and directives for addressing health and nonmotorized planning in local land use and transportation elements.

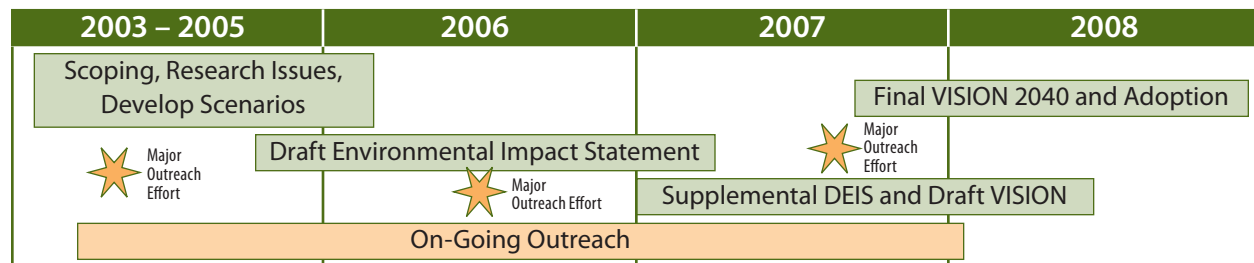
Furthermore, there were a number of important concerns and emerging issues only partially addressed in VISION 2020 or not addressed at all. For example, VISION 2020 contained few environmental provisions, little guidance for implementation actions, and no specific measures for monitoring implementation progress.

In 2003, the Regional Council's Executive Board decided to update VISION 2020. It asked the Growth Management Policy Board to lead the update process — with direct assistance from the Transportation Policy Board and

Economic Development District Board. The Executive Board also asked the Regional Staff Committee¹ to play a major role in advising the Regional Council staff and the boards.

The timeline below depicts the major phases of the update process. Specific information on each phase of the process follows.

VISION 2040 Update Timeline



Scoping, Research Issues, Scenarios

Scoping. In October 2003, the Growth Management Policy Board launched a scoping process, which it conducted pursuant to the State Environmental Policy Act. The process spanned an eight-month period and was designed to obtain comments and input regarding the extent of the update, as well as to identify significant issues that might require detailed environmental analysis. In July 2004, the Executive Board adopted the *Scope of Environmental Review for the Update of VISION 2020* (June 2004).

The *Scoping Report* described six key ideas for updating VISION 2020:

- Build on the current vision
- Think long-range
- Be bold and provide leadership
- Broaden the vision to cover other important regional issues
- Be specific when possible
- Add measurable objectives to the policies

The *Scoping Report* established assumptions that planning would be based on:

- Forecast population and employment growth for the year 2040
- The long-range transportation system defined in *Destination 2030*
- Alternatives based on varying patterns of population and employment distribution — from very focused growth to dispersed growth

Issue Papers. The Growth Management Policy Board oversaw the preparation of a series of 12 issue papers (including two supplemental papers) and six information papers. The topics were selected based on the findings of the *Scoping Report*. These papers influenced the design of eight regional growth scenarios for sensitivity testing and provided information used to revise the multicounty planning policies.

Scope of Environmental Review for the Update of VISION 2020



Puget Sound Regional Council • JUNE 2004

DRAFT

¹ The Regional Staff Committee consists of planning, public works, and economic development directors and other senior-level staff from the counties and cities in all four central Puget Sound counties.

Scenarios. Concurrent with the preparation of the issue papers, the Growth Management Policy Board worked through a series of eight possible growth scenarios for the year 2040. The scenarios depicted a wide range of population and employment distributions. The scenarios underwent an initial level of technical analysis and were compared and evaluated by the Regional Staff Committee and the Growth Management Policy Board.

Growth Alternatives. In September 2005, the Growth Management Policy Board took action to select four growth alternatives for detailed evaluation in the *Draft Environmental Impact Statement* (DEIS).

Outreach Activities for Scoping Process

- Two special issues of Regional VIEW
- A targeted “Request for Comments” mailing
- An informational video titled: What’s Next?
- Development of a VISION 2020 Update poster
- A public opinion survey
- Two public events
- Five public open houses
- An E-Vent poll of elected officials at the 2004 PSRC General Assembly
- 14 mini-workshops

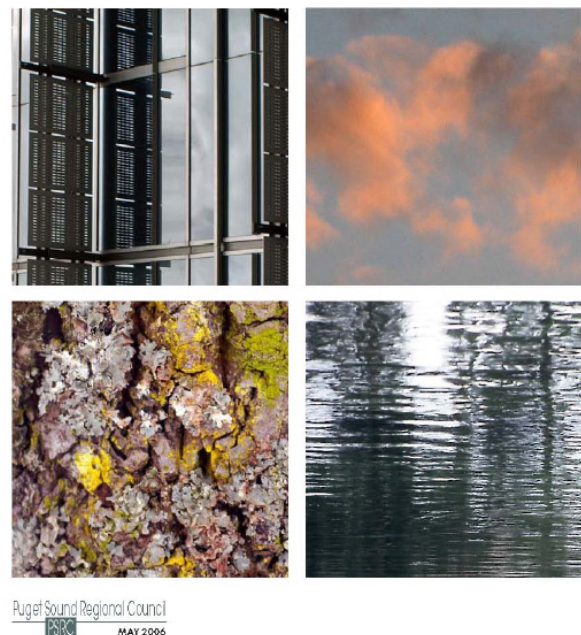
Draft Environmental Impact Statement

Review of the Draft Environmental Impact Statement. The *Draft Environmental Impact Statement* (DEIS) was released at a kick-off event in May 2006 for a 60-day written comment period, which lasted until July 31, 2006. In September, the Growth Management Policy Board used four primary tools to develop a single preferred growth alternative: (1) the findings in the DEIS, (2) findings developed in the *Public Review and Comment on the VISION 2020 Update Draft Environmental Impact Statement — Summary Report* (October 2006), (3) the analysis and recommendations of an interjurisdictional technical panel composed of staff from each of the counties in the region, and (4) application of evaluation criteria, published in the DEIS and the report *Evaluation Criteria for Selecting a Preferred Growth Alternative* (September 2006). As a result, the Board developed a *preferred growth alternative* that drew from each of the four DEIS alternatives.

Revised Multicounty Planning Policies. In October 2006, the Growth Management Policy Board began a new phase of work to revise the multicounty planning policies. The Transportation Policy Board and Economic Development District Board also reviewed and refined the transportation and economy sets of policies. In conjunction with their policy review and recommendations, the boards also worked through related implementation actions and measures.

Regional Design Strategy. A *regional design team* was created to link urban design to regional long-range planning and to provide design assistance during the update process. The design team was a volunteer group of both public

VISION 2020 Update Draft Environmental Impact Statement



and private sector design and planning professionals and interested individuals, including architects, planners, urban designers, and academicians from the four-county region. This effort was funded through a grant by the Washington State Department of Community, Trade and Economic Development. The goals of the team included: (1) developing draft design-related policies and provisions for the update to be considered by the Growth Management Policy Board and (2) crafting a *Regional Design Strategy* for jurisdictions in the four-county region, with statewide application. In June 2007, the team completed work on *A Regional Design Strategy: In Support of VISION 2040 for the Central Puget Sound Region*. The *Strategy* includes recommendations for guiding principles, design strategies for implementation, and a compendium of best practices.

Outreach Activities for the Draft Environmental Impact Statement

- One special issue of *Regional VIEW*
- A third public event: DEIS Kick-Off
- Distribution of the *Draft Environmental Impact Statement* and the DEIS Executive Summary
- Publication of display advertisements
- 70-plus presentations to cities, counties, interest groups and community organizations
- Five environmental justice workshops
- Two board coordination meetings — involving all three policy boards and the Executive Board
- *Regional Design Strategy* — complete report and executive summary

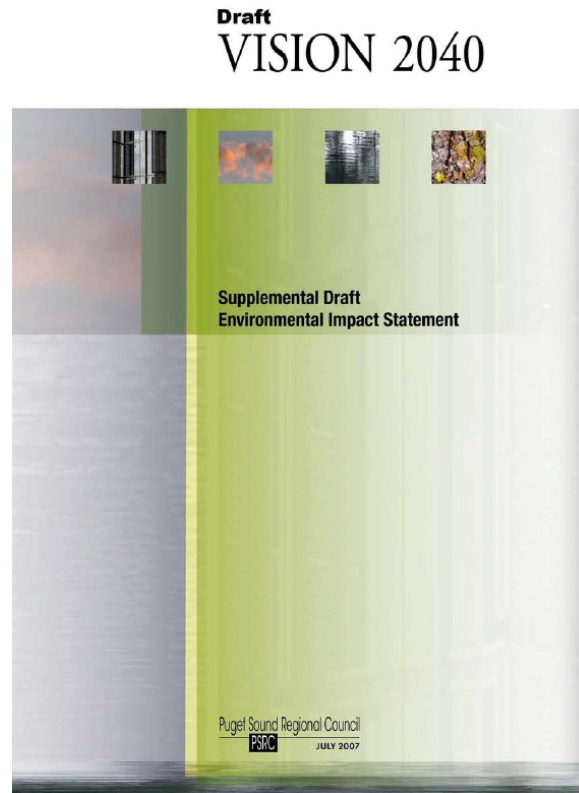
Draft VISION 2040 and Supplemental DEIS

During the first half of 2007, the Growth Management Policy Board continued to develop proposed revisions to the multicounty planning policies. The Transportation Policy Board and the Economic Development District Board also continued to participate in this work.

Release of Draft VISION 2040 and the Supplemental Draft Environmental Impact Statement. In July 2007, the Regional Council released the *Draft VISION 2040* and the *Supplemental DEIS* for public review. The extended written comment period lasted from July 16 to September 7, 2007. Nearly 2,000 separate comments were received in the official comment period. The Regional Staff Committee assisted PSRC staff with initial review and organization of the comments for the Growth Management Policy Board. A *Summary of the Public Comment Period on the Draft VISION 2040 and Supplemental Draft Environmental Impact Statement* (October 2007, final December 2007) was produced to assist the Growth Management Policy Board, Transportation Policy Board, and Economic Development District Board in their review.

Outreach Activities for Supplemental DEIS and draft VISION 2040

- One special issue of *Regional VIEW*
- Distribution of the *Draft VISION 2040* and the *Supplemental DEIS*
- Publication of display advertisements
- A video on *Draft VISION 2040* and the *Supplemental DEIS* findings
- 70-plus presentations to cities, counties, interest groups, and community organizations
- Two board coordination meetings
- A fourth public event
- Four public open houses
- A *VISION 2040* poster



Preparation of Final VISION 2040 and Adoption

In October and November 2007, the Growth Management Policy Board reviewed the comments received during public review and developed recommendations for potential edits to VISION 2040. Once again, the Transportation Policy Board and the Economic Development District Board participated in the review and developed recommended edits for their respective policy sections of VISION 2040.

The *Summary of Public Comments* was revised to include a summary of potential edits under consideration by the policy boards and distributed in advance of the three public hearings held in December 2007. The hearings — held in Edmonds, Auburn, and Port Orchard — gave the public a chance to review the recommended revisions the boards were considering before preparation of the final VISION 2040.

In January 2008, the Growth Management Policy Board received transcripts of the public hearings and worked on final revisions to the VISION 2040 document. On January 24, 2008, the Board took action to transmit the revised draft of VISION 2040 to the Executive Board for its consideration and action. The Executive Board took action on March 27, 2008 to transmit VISION 2040 to the General Assembly for its consideration. The *Final Environmental Impact Statement* was issued in March 2008 and provided to the General Assembly and interested parties. VISION 2040 was adopted by the General Assembly on April 24, 2008.

PUGET SOUND REGIONAL COUNCIL VISION 2040 PROJECT TEAM (as of VISION 2040 adoption – April 24, 2008)

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Charlie Howard, *Transportation Planning Director*
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Sheila Rogers, *Administrative Assistant*
Yorik Stevens-Wajda, *Associate Planner*
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Rogelio Batarao, *Growth Management Intern (former staff)*
John Dortero, *Growth Management Intern*
Talia Henze, *Growth Management Intern (former staff)*
Margarete Oenning, *Planning Technician (former staff)*
Matthew Peelen, *Growth Management Intern (former staff)*
Jeff Storrar, *Growth Management Intern (former staff)*
Michelle Zeidman, *Growth Management Intern*

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Larry Blain, *Program Manager*
Mark Charnews, *Senior Modeler*
Joan Chen, *Project Manager*
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King Cushman, *Regional Strategy Advisor (former staff)*
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Lindy Johnson, *Senior Planner*
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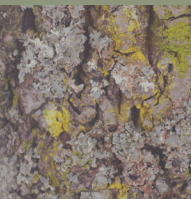
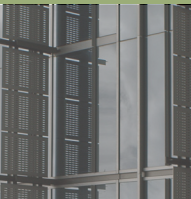
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