



## PART IV: Implementation

*Since VISION 2020 was first adopted in 1990, cities and counties, agencies, businesses, community groups, and individuals have made real progress in implementing its core strategies. For example, regional growth centers have been identified as locations for concentrated urban growth. Redevelopment and infill has occurred in communities throughout the region, strengthening many of our downtown areas and town centers. Sound Transit was formed and has been working to build and operate a high-capacity regional transit system. Local transit agencies have expanded service, providing people with more transportation choices. New roadways, high-occupancy vehicle lanes, and bicycle paths have been built, providing better connections and improving mobility. The Regional Council and other agencies have streamlined the administrative framework for prioritizing transportation projects and programs that support the Regional Growth Strategy.*

*The plans and policies of local governments and agencies, and the actions that implement them, will continue to be critically important to carrying out VISION 2040. Strategic regional actions will also play a major role.*

*The Regional Council will conduct a number of efforts to implement VISION 2040. Four primary efforts are described in this section: (1) actions for implementing the multicounty planning policies, (2) the policy and plan review process, (3) the regional transportation improvement program, and (4) regional implementation and performance monitoring.*

## VISION 2040 Actions

As part of the process to develop VISION 2040, the Puget Sound Regional Council's boards have developed detailed sets of actions designed to implement the multicounty planning policies. While many of the actions are directed at the Regional Council, others are geared to counties or countywide planning bodies, and others to cities and towns. The Regional Council and/or the counties will make efforts to assist smaller cities and towns in addressing those actions for which local jurisdictions are responsible.

For those items directed to the Regional Council, it is anticipated the Council's policy boards and Executive Board will routinely identify which should be advanced and worked on in any given work program and budget cycle. The boards themselves will likely make refinements and adjustments to how the actions are carried out. While amendments to the multicounty policies will require action by the Regional Council's General Assembly, actions can be modified and amended regularly through the Regional Council's Executive Board.

More detailed information on the implementation actions is provided at the end of each policy section in *Part III*.

### **Regional Guidelines and Principles**

*State law requires regional guidelines and principles to be established for regional and local transportation planning purposes (RCW 47.80.026). Among the factors these guidelines and principles are to address are: concentration of economic activity, residential density, development and urban design that supports high-capacity transit, joint- and mixed-use development, freight movement and port access, development patterns that promote walking and biking, transportation demand management, effective and efficient transportation, access to regional systems, and intermodal connections. Within VISION 2040, the multicounty planning policies are adopted to serve as the region's guidelines and principles. Many of the sidebars throughout the policy sections of VISION 2040 provide examples to serve as guidance for local planning efforts, especially related to transportation.*

(including consistency with established regional guidelines and principles, physical design guidelines for centers, and compliance with federal and state clean air legislation), and (3) consistency with the multicounty planning policies. Information provided in this report will be a primary tool for developing the Regional Council's certification recommendation regarding the transportation-related provisions for the Council's boards to consider.

**Review of Subarea Plans for Designated Regional Growth Centers and Regional Manufacturing/Industrial Centers.** Jurisdictions that have regionally designated centers — either regional growth centers or regional manufacturing/industrial centers — are asked to prepare a subarea plan for each center. The subarea plan should be adopted within four years of the designation of the center. The plan should include a brief report (similar to the one prepared for the jurisdiction-wide comprehensive plan) that outlines how the plan satisfies Growth Management Act requirements for subarea plans, as well as regionally established criteria for center planning. This report will be a primary tool for developing the Regional Council's certification recommendation for the Council's boards to consider.

**Review of Countywide Planning Policies and Multicounty Policies, including Certification of Countywide Policies for Consistency with the Regional Transportation Plan.** Countywide planning bodies are asked to

## Policy and Plan Review

The Regional Council has established a process for the review of local, countywide, and transit agency plans guided by: (1) the consistency provisions in the Growth Management Act, (2) state requirements for establishing common regional guidelines and principles for evaluating transportation-related provisions in local comprehensive plans, and (3) directives for coordination in the Regional Council's Interlocal Agreement and Framework Plan. (For additional information, see *Appendix 1*.)

### **REVIEW OF LOCAL COMPREHENSIVE PLANS, CERTIFICATION OF TRANSPORTATION-RELATED PROVISIONS**

Local jurisdictions are asked to incorporate a brief report in future updates to their comprehensive plans that addresses: (1) conformity with requirements in the Growth Management Act for comprehensive plan elements, (2) consistency with the *Metropolitan Transportation Plan*

include a report in updates to the countywide planning policies that addresses: (1) consistency of countywide planning policies and multicounty planning policies, and (2) consistency with the *Metropolitan Transportation Plan*. This report will be a primary tool for the Regional Council to develop a certification recommendation for consideration by the Council's boards. According to Policy MPP-G-2, countywide planning policies are to be updated to reflect revised multicounty planning policies by December 31, 2010.

**Consistency Review of Transit Agency Plans.** To coordinate transit planning with local and regional growth management planning efforts, transit agencies are requested to incorporate a report in their long-term strategic plans that addresses: (1) conformity of the strategic plan with state planning requirements for transit planning, (2) consistency with the *Metropolitan Transportation Plan*, (3) compatibility of the strategic plan with multicounty planning policies, (4) compatibility of the strategic plan with the countywide planning policies for the county or counties in which the agency provides service, and (5) coordination with local governments within the agency's service area. The report should be considered and approved by the governing authority of the transit agency, and then transmitted to the Regional Council's boards for review and comment.

**Certification of Plans Prepared by the Regional Transit Authority (Sound Transit).** Washington state law requires the Regional Council to formally certify that the regional transit system plan prepared by the Regional Transit Authority — known as Sound Transit — is consistent with the regional transportation plan (RCW 81.104). Regional Council staff, together with Sound Transit staff, prepares a draft consistency report for review and comment. This report will be forwarded to the Regional Council's policy boards, which will transmit a recommendation to the Executive Board for action.

## Transportation Improvement Program

The regional Transportation Improvement Program (TIP) provides a list of current transportation projects within King, Kitsap, Pierce, and Snohomish counties. These projects are funded with federal, state, or local funds, including federal grants awarded and managed through the Regional Council's triennial project selection process. As required under federal and state legislation, the region's Transportation Improvement Program spans a multiyear period and must be regularly updated.

In addition to the list of projects, the regional Transportation Improvement Program also contains the following information:

- The adopted Policy Framework for PSRC's federal funds containing the adopted policy guidance, based on the multicounty planning policies, for the distribution of these funds.
- A description of the project selection process for these funds.
- A discussion of the interagency coordination and the public review process.
- The findings of the air quality conformity analysis.

Each transportation project undergoes a comprehensive review by Regional Council staff to ensure it meets certain requirements:

- Projects must be part of, or consistent with, the region's long-range *Metropolitan Transportation Plan*, including the multicounty planning policies.
- Projects must demonstrate that the funds being programmed are secured or there are reasonable expectations to acquire those funds.
- If an existing or proposed roadway project is using federal funds, the roadway must also be part of the federally classified roadway system.
- Projects are also evaluated to determine if they are incorporated in the current air quality conformity finding; projects cannot be included in the Regional Transportation Improvement Program until this step has been completed.



## Measures and Monitoring

The primary purpose of monitoring VISION 2040 is to provide policymakers and the public with answers to the following four key questions:

- Is our region developing in a manner that is consistent with our Regional Growth Strategy?
- Do our activities in this region minimize harm to and protect and sustain the natural environment?
- Is our economy strong, and does it provide opportunity for all?
- Do we have a variety of efficient and safe transportation choices that support our growth strategy and offer greater options and better mobility?

Regional monitoring is based upon two major components: *implementation monitoring* and *performance monitoring*. *Implementation monitoring* assesses whether we are doing what we said we would do. *Performance monitoring* assesses whether we are achieving the desired results.

The Regional Council will periodically report on additional environmental, growth management, transportation, and economic issues, based on the region's adopted goals and multicounty planning policies. This includes assembling and reporting on major analysis and findings developed by state and regional environmental organizations. The Regional Council will also convene a technical advisory group to evaluate additional measures for use in monitoring reports that will build on and refine the measures presented in this chapter.

### TRACKING IMPLEMENTATION ACTIONS

The region's monitoring program will track whether the VISION 2040 actions are being addressed and report back findings to the region and to decision-makers. An understanding of whether these actions are being accomplished will help decision-makers know whether we are making progress toward achieving the regional VISION. A *State of the Region* report will be produced on a regular basis. It will document progress in addressing these adopted VISION 2040 implementation actions.

### IMPLEMENTATION AND PERFORMANCE MEASURES

Local governments and regional and state agencies all play an important role in the implementation of the region's VISION. To see whether the region, cities, counties, and agencies are taking the specific steps necessary to *implement* VISION 2040, the Regional Council will track key areas of agreement associated with regional policy and other related issues.

The second major focus of the region's monitoring efforts will focus on *performance*, which is intended to show whether the region is achieving desired outcomes, based on adopted goals and multicounty planning policies. Once specific actions have been taken, such as designating a regional growth center, performance monitoring will assess whether the policies and related actions are producing the desired results. While establishing direct cause and effect relationships can be difficult, it is important to track progress toward achieving regional goals.

By laying out key measurable objectives for each of the VISION 2040 policy areas, identifying corresponding performance measures, and specifying what the region hopes to achieve for these indicators, the region will be able to establish specific performance goals for its adopted policies. The region will also be able to assess whether it is achieving the future envisioned by VISION 2040. In addition, the performance measures will help to provide a snapshot of environment, development, housing, economic, transportation, and public services conditions that are important to the region. Together, these components of performance monitoring will provide additional structure and guidance for regional monitoring.

## REGIONAL MEASURES

### Environment

#### Implementation Measure

- Has the region developed a mechanism to coordinate stakeholders and to address environmental issues more comprehensively?

**En-Measure-1:** Existence of a coordinating mechanism and environmental strategy.

#### Performance Measures

- Outcome: Natural systems and designated critical areas are protected and preserved.

**En-Measure-2:** Change in type and distribution of land cover, and related to designated critical areas.

*Source: LANDSAT land cover imagery and impervious surface analysis*

- Outcome: Water quality is maintained and improved.

**En-Measure-3:** Water quality and impaired waters designations, by county.

*Source: Washington Department of Ecology Water Quality Assessment*

- Outcome: Air pollutants and greenhouse gas emissions are reduced.

**En-Measure-4:** Number of unhealthy air days .

*Source: Puget Sound Clean Air Agency*

**En-Measure-5:** Annual average emissions of greenhouse gases — as information becomes available.

*Source: Puget Sound Clean Air Agency*

**En-Measure-6:** Track local jurisdictions' efforts to address climate change and other environmental policies.

### Development Patterns

#### Implementation Measure

- Are local jurisdictions adopting city and regional center growth targets that are consistent with the Regional Growth Strategy? Has the region developed and supported strong employment centers with a variety of job opportunities distributed around the region?

**DP-Measure-1:** Adopted local population/housing unit and employment growth targets in countywide planning policies.

*Source: Countywide Planning Policies*

#### Performance Measures

- Outcome: Designated natural resource and rural areas are permanently protected from incompatible growth.

**DP-Measure-2:** Development densities and distribution and quantity of designated urban, rural, agriculture, forest, and mineral resource lands. This includes distribution of new issued permits by regional geography.

*Sources: County urban, rural and resource land comprehensive plan designations; PSRC Housing Unit Permit Database; PSRC Employment Security Department Database.*

- Outcome: The region's residents are healthy.

**DP-Measure-3:** Body Mass Index, by sex and race, by county.

*Source: Washington State Department of Health, U.S. Centers for Disease Control (Behavioral Risk Factor Surveillance System)*

## Housing

### Implementation Measure

- Has the region developed a coordinated housing program?

**H-Measure-1:** Existence of a coordinating mechanism and housing strategy.

### Performance Measures

- Outcome: Local jurisdictions are permitting housing units in a manner consistent with the Regional Growth Strategy.

**H-Measure-2:** Distribution of issued housing permits by regional geography and by county, in order to assess jobs-housing balance and other issues.

*Source: PSRC Housing Permit Database*

- Outcome: Housing in the region meets residents' needs.

**H-Measure-3:** Supply and distribution of ownership and rental housing units at all income levels by regional geography and by county; affordable housing availability by amount and location; review of local housing elements and plans; tracking of implementation and outcomes; reporting on successes and challenges.

*Sources: Dupre & Scott, U.S. Census American Community Survey*

*Note: Affordability as defined by Housing section of document*

## Economy

### Implementation Measure

- Is the region making progress in implementing its foundation and economic cluster initiatives and action items, as identified in the Regional Economic Strategy? Are local jurisdictions incorporating economic development elements into their comprehensive plans?

**Ec-Measure-1:** Demonstrated progress in addressing foundation and cluster initiatives, action items; employer and job locations.

*Sources: Review of Prosperity Partnership progress, PSRC Employment Security Department database, local comprehensive plans*

### Performance Measures

- Outcome: There are ample employment choices offering family-wage jobs.

**Ec-Measure-2:** Number of jobs and real wages per worker by employment/industry categories and economic clusters by county, and unemployment rates at subarea level matching state database.

*Sources: Washington State Employment Security Department, PSRC*

*Note: Family-wage job defined in Economy section; Economic clusters defined by the Regional Economic Strategy*

- Outcome: The region's residents are well trained and have access to higher education.

**Ec-Measure-3:** Number of post-secondary degrees awarded per 1,000 individuals of targeted population groups, and high school completion rates.

*Sources: National Center for Education Statistics, Integrated Postsecondary Education Database System, Washington State Board for Community and Technical Colleges, Office of the Superintendent for Public Instruction*

## Transportation

### Implementation Measure

- What types of transportation is the region investing in and where? How much is the region investing, in which locations, and for what types of projects? Is the region developing an efficient multimodal transportation system that connects regional centers?

**T-Measure-1:** Metropolitan Transportation Plan project priorities, funded projects, and completed projects.

*Sources: PSRC Metropolitan Transportation Plan (Destination 2030), Transportation Improvement Program databases*

## Performance Measures

- Outcome: The region's residents have a variety of transportation choices and improved mobility.

**T-Measure-2:** Travel mode splits, travel times, and delay by county and major corridor, and by regional geography (including designated centers).

*Sources: U.S. Census, PSRC Household Travel Survey, Washington State Department of Transportation*

**T-Measure-3:** Traffic volumes, transit boardings, and delay by major corridor, by county and regional geography (including designated centers).

*Sources: U.S. Census, PSRC Household Travel Survey, Washington State Department of Transportation*

**T-Measure-4:** Total and per capita vehicle miles traveled, by region, county and major corridor, and by regional geography (including designated centers).

*Sources: U.S. Census, PSRC Household Travel Survey, Washington State Department of Transportation*

## Public Services

### Performance Measures

- Outcome: The region's urban service providers have the financial and other resources to support growth.

**PS-Measure-1:** Adequacy of infrastructure capital and operating financial resources.

*Sources: Washington State Department of Transportation, PSRC, Association of Washington Cities*

