

Regional Collaboration

Goal: *The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.*

Coordinated planning across jurisdictions is a foundation of the Growth Management Act, which recognizes that cities and counties are interdependent and that systems, whether rivers or roads, span across and connect communities. VISION 2050 recognizes the necessity and opportunity for working together to achieve the region’s vision for a connected region with a high quality of life and opportunities for all.

The multicounty planning policies in this chapter support coordination and collaboration among cities, counties, tribes, special purpose districts, and other agencies. These policies also address cross-cutting topics that have implications for other policy chapters, such as coordination with tribal nations, recognition of the importance of major military installations, and the need to address health and equity in all of the desired plan outcomes. Lastly, this chapter also provides policy direction for setting funding priorities and addressing the fiscal needs of the region.

Countywide Coordination

The Growth Management Act establishes broad goals to act as the basis for planning at the local, countywide, and regional scales. The law requires consistency between multicounty planning policies (VISION 2050), countywide planning policies, and local comprehensive plans, while recognizing that specific aspects of implementation often occur through local actions.

Figure 4 – Washington State Planning Framework



Under the Growth Management Act, counties are required to work with their respective cities to establish growth targets and adopt countywide planning policies. To support the periodic local comprehensive plan update process, which must next be completed by 2023 or 2024, countywide planning policies and targets are expected to be updated by 2021.

Equity and Health Disparities

While VISION 2050 envisions that growth and change can benefit all residents of the region, it could also exacerbate challenges currently facing historically marginalized communities. These communities include native and indigenous peoples, people of color, immigrants and refugees, people with low incomes, those with disabilities and health conditions, and people with limited-English proficiency. Some of these challenges include unmet housing demand and supply, difficulty in accessing jobs and education, economic and cultural displacement, and inequitable access to opportunity for some residents. Social inequities like this can often lead to poor health outcomes, and these historically disadvantaged communities also experience the greatest health disparities, such as shorter life spans and higher rates of chronic illnesses. Addressing these issues will move the region closer to where being a member of a historically marginalized community does not impact or predict where someone lives, how well they do in school, their net worth, or the likelihood they will be incarcerated.

Equity

All people can attain the resources and opportunities that improve their quality of life and enable them to reach full potential. Communities of color, historically marginalized communities, and those affected by poverty are engaged in decision-making processes, planning, and policy-making.

Inequitable life outcomes in the central Puget Sound region cannot be attributed to a single factor. Past overtly discriminatory government policies, such as redlining, and existing neutral policies that do not recognize the uneven playing field are some of the factors contributing to present inequities and health disparities. These factors and others require many solutions, some of which may begin to be addressed through VISION 2050 or continued work by PSRC and local jurisdictions.

Coordination with Tribal Nations

The central Puget Sound region is within the traditional ancestral lands of the Coast Salish Tribes. Under treaties signed with the United States in the 1850s, many tribes in the region ceded most of the state of Washington, but in exchange reserved fishing and hunting rights including off-reservation rights to fish in all usual and accustomed fishing grounds and the right to hunt and gather on open and unclaimed lands. Federal courts have interpreted the nature and extent of those retained rights and have ruled that sovereign tribes, along with the state of Washington, have co-management responsibility and authority over fish and wildlife resources.

Each tribe has its own government with its own governing charter or constitution and set of general laws. The federal government currently recognizes nine tribal nations in the region:

- Muckleshoot Indian Tribe
- Nisqually Indian Tribe
- Port Gamble S'Klallam Tribe
- Puyallup Tribe of Indians



- Sauk-Suiattle Indian Tribe
- Snoqualmie Tribe
- Stillaguamish Indian Tribe
- Suquamish Tribe
- Tulalip Tribes

Like all governments, tribes engage in land use planning and economic development to provide jobs, housing, and services, as well as the infrastructure to support and plan for growth. As sovereign nations, tribes are not required to plan under the Growth Management Act but recognize the importance of coordination and cooperation with all governments to deal with the challenges of population growth and climate change facing the region. With many treaty-protected resources lost or severely impacted, protecting water quality and restoring the habitat of the Salish Sea is of shared critical significance and is possible through meaningful consultation with tribes.

Coordination with Military Installations

Military installations are a vital part of the region, home to thousands of personnel and jobs and a major contributor to the region's economy. These bases vary in size and character, and include base services, industrial uses, airfields, ports, and natural lands. They act as large employment centers for civilians living in nearby jurisdictions and house significant numbers of enlisted personnel.

While military installations are not subject to local, regional, or state plans and regulations, PSRC recognizes the relationship between regional growth patterns and military installations, and the importance of military employment and personnel in all aspects of regional planning. Whether planning for development near military installations or considering transportation projects and programs to serve and support them, it is crucial to involve military officials in regional and local planning efforts.

Funding Priorities and Fiscal Challenges

Local jurisdictions, state and county governments, transit agencies, and other service providers are consistently challenged to find the revenues necessary to maintain and operate services and facilities and to fund and develop new facilities to serve growth.

Creating and maintaining sufficient infrastructure to support the Regional Growth Strategy is critically important. This goal is shared by the jurisdictions of the region, who are responsible for transportation project and program implementation. Many of the actions described by multicounty planning policies and actions will require significant financial commitments from all levels of government to provide and maintain services and facilities.

PSRC provides local jurisdictions with access to federal transportation funds from the Federal Highway Administration and the Federal Transit Administration. Consistent with federal rules for project funding, PSRC establishes broad funding priorities in VISION 2050 policies. These policies are implemented through the funding policy framework and merit-based project competitions that provide about \$260 million annually. While a significant investment in transportation infrastructure, this funding is a small part of the local, state, transit agency, and federal funding that supports transportation in the region.



The [Regional Transportation Plan](#), adopted in 2018, identifies \$200 billion in anticipated transportation investments through the year 2040. While the region has secured significant transportation funding in recent years, forecasts identify major disruptions in traditional revenue streams, including the fuel tax, due to technological advances, electrification, and inflation within the next 20 years that will require a new approach to funding transportation. Counties and cities are challenged to maintain existing facilities under current revenues. The Regional Transportation Plan contains a detailed financial strategy for meeting the region’s transportation funding needs and is updated every four years as directed by federal regulations.



Source: U.S. Navy (photo by Thiep Van Nguyen II, PSNS & IMF photographer)

Regional Collaboration Policies

MPP-RC-1

Coordinate planning efforts among jurisdictions, agencies, federally recognized tribes, and adjacent regions, where there are common borders or related regional issues, to facilitate a common vision.

MPP-RC-2

Improve services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.

MPP-RC-3

Make improvement of health outcomes across the region a priority when developing and carrying out regional, countywide, and local plans.

MPP-RC-4

Coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.

MPP-RC-5

Consult with military installations in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside installation boundaries.

MPP-RC-6

Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers and manufacturing/industrial centers, consistent with the regional vision. Regional funds are prioritized to regional centers.

MPP-RC-7

Direct subregional funding, especially county-level and local funds, to countywide centers, high-capacity transit areas with a station area plan, and other local centers. County-level and local funding are also appropriate to prioritize to regional centers.

MPP-RC-8

Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.

MPP-RC-9

Identify and develop changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools within the region to implement the vision.

MPP-RC-10

Explore new and existing sources of funding for services and infrastructure, recognizing that such funding is vital if local governments are to achieve the regional vision.

MPP-RC-11

Update countywide planning policies, where necessary, prior to December 31, 2021, to address the multicounty planning policies in VISION 2050.

MPP-RC-12

Monitor implementation of VISION 2050 to evaluate progress in achieving the Regional Growth Strategy, as well as the regional collaboration, environment, climate change, development patterns, housing, economy, transportation, and public services provisions.

Regional Collaboration Actions

Regional Actions

RC-Action-1

Plan Updates: PSRC will support efforts to update countywide planning policies, local comprehensive plans, and infrastructure and utility plans, including providing updated plan review and certification guidance.

RC-Action-2

Monitoring Program: PSRC will track the implementation of VISION 2050 through monitoring and periodic evaluation.

RC-Action-3

Regional Equity Strategy: PSRC, in coordination with member governments and community stakeholders, will develop a regional equity strategy intended to make equity central to PSRC's work and to support the 2023/24 local comprehensive plan updates. The strategy could include components such as:

- Creating and maintaining tools and resources, including data and outreach, to better understand how regional and local policies and actions affect our region's residents, specifically as they relate to people of color and people with low incomes.
- Developing strategies and best practices for centering equity in regional and local planning work, including inclusive community engagement, monitoring, and actions to achieve equitable development outcomes and mitigate displacement of vulnerable communities.
- Identifying implementation steps, including how to measure outcomes.

RC-Action-4

Outreach: PSRC will develop an outreach program for VISION 2050 that is designed to communicate the goals and policies of VISION 2050 to member jurisdictions, regional stakeholders, and the public. This work program will have the following objectives:

- Build awareness of VISION 2050 among local jurisdictions in advance of the development of local comprehensive plans.
- Raise awareness of PSRC and the desired outcomes of VISION 2050 to residents across the region.
- Collaborate with residents who are historically underrepresented in the planning process to ensure all voices are heard in regional planning.



Regional and Local Actions

RC-Action-5

Funding Sources: PSRC, together with its member jurisdictions, will investigate existing and new funding sources for infrastructure, services, economic development, natural resource planning, and open space, to assist local governments with the implementation of VISION 2050. Explore options to develop incentives and innovative funding mechanisms, particularly in centers and transit station areas. Provide technical assistance to help local jurisdictions use existing and new funding sources.

RC-Action-6

Communicate VISION 2050 to State Agencies and the Legislature: PSRC, together with its member jurisdictions, will relay the goals and objectives of VISION 2050 to state agencies and the Legislature, in order to promote changes in state law and funding to best advance VISION 2050.

