



## Puget Sound Regional Council

### **Minutes**

#### **General Assembly Meeting**

#### **Puget Sound Regional Council**

**Thursday, March 31, 2016**

**Don James Center at the Husky Stadium**

**Seattle, Washington**

#### **Call to Order and Roll Call**

The meeting was called to order at 12:10 p.m. by Mayor John Marchione, President. He announced that a quorum was present. Attendance was determined by the signatures on the registration sheets, and registration check-in by staff, both included with the official copy of these minutes.

President Marchione welcomed attendees to the 2016 General Assembly. He introduced PSRC's leadership: Snohomish County Executive Dave Somers, PSRC Vice President and chair of the Operations Committee; Tacoma City Councilmember Ryan Mello, chair of the Growth Management Policy Board; Seattle City Councilmember Rob Johnson, chair of the Transportation Policy Board; Lake Forest Park Deputy Mayor Catherine Stanford, President of the Economic Development District Board; Snohomish County Councilmember Terry Ryan, Vice President of the Economic Development District Board; and Josh Brown, PSRC's executive director.

#### **Public Comment**

The following people addressed the Assembly: Paul W. Locke, Will Knedlik, and John Niles. (Comments on file with the official copy of these minutes.)

#### **Executive Director's Report**

Josh Brown, Executive Director, thanked Mayor John Marchione for his leadership to the region and to PSRC. He also thanked PSRC staff for its work, and thanked attendees for being here today, noting that there were over 200 people in attendance today. He stated, "Most of you represent PSRC's membership—our cities, counties, ports and tribes. But we also have partners from business, education, Federal and State offices, all of whom work with PSRC to tackle the issues we need to address to ensure our region thrives."

He thanked Rick Krochalis, Regional FTA Administrator, noting that "he has been a great partner with PSRC for a lot of the things that we do. This is his last General Assembly meeting as the FTA Administrator."

Mr. Brown reported that, "As I've gone around the region – I've spent time meeting with many of you and listening. The issue that everyone wants to talk about is growth.

"Over the past 5 years, our region has grown 241,000 jobs—that's three times the number of people employed by our region's largest employer Boeing. Last year alone we added 54,300 jobs. The level of job growth we are experiencing is at near record levels. To put these numbers in perspective, all of last decade, from 2000-2010, our region grew only 10,100 jobs total or just 1,000 jobs per year.

“And these jobs bring people. Our region added 63,270 people in 2015. And we are due to reach 4,000,000 people in our region sometime over the next year. But it’s not just about how much we are growing as a region that is remarkable. It is also about where.

“When our region adopted VISION 2040, our growth strategy, we made a commitment to concentrating growth in our urban areas, particularly our centers. We made a commitment to reducing sprawl and protecting our rural areas, especially our forests and farms.

“Today, at least 95 percent of new housing is being built in cities and urban areas (2013) compared to only 72 percent in 1991. We have fundamentally moved the needle in terms of how and where our region grows. Thirty-three percent of the region’s job growth going into regional growth centers - just 3 percent of the urban land area (covered employment for 2010-2014). Since 2010, we have added more than 52,000 more jobs in regional growth centers and 18,000 more jobs in manufacturing/industrial centers.

“And here is something important to note, each of our four counties has contributed to this fundamental change. Being from the smallest county in the region, I understand how different each of our counties are. While we have started in different places, the thing that is most important is that we are working toward a shared vision and common goals. And this has been a busy year with all of our cities and counties working to update their comprehensive plans in order to implement VISION 2040.

“One of the reasons why we decided to have the General Assembly meeting here at Husky Stadium was to be able to celebrate our regional successes. When we have surveyed real people about the issues that most impact them today, transportation has been far and away at the top of the list. With the growth we are experiencing as a region I know that doesn’t surprise anyone in this room.

“This is why we came together to work to secure the largest transportation package in the history of our state last year. The people of our region demanded action and our leaders stepped up to the plate and acted. It was just outside of this stadium last summer where Governor Inslee signed the Connecting Washington package into law. It was a bipartisan, statewide group of leaders here that spectacular July afternoon to celebrate our shared accomplishment.

“And action didn’t stop in Olympia. Voters in communities as diverse as Seattle and Enumclaw and Tacoma passed transportation measures. Community Transit also secured additional authority from their voters. We know people are hungry for more transportation options. Transit use is breaking records – it’s grown twice as fast as our population growth in the last five years. VISION 2040 relies on a robust transit system to achieve our regional goals. And as we have learned from our region’s history, failure to act pushes us further behind.

“Over my shoulder is the new 520 floating bridge which will open in a few days. PSRC put the first money into the 520 bridge replacement way back in 1997. I will let you guess where I was at back then. The point is, it takes time and it takes partnership to deliver these projects and if we aren’t consistently pushing, we find ourselves woefully behind.

“Many of you rode light rail here today. Wasn’t it incredible? The Seattle Times called U-link the most significant capacity improvement for our region since the opening of the third I-90 bridge. It took a region to make this happen. But we know with a million more people coming to our region we need to do more.

“This is why the leadership of the region has proposed Sound Transit 3 this November. I liked what Executive Constantine said about ST3, “it’s an ambitious plan for an ambitious region.” Let’s shed

our Puget Sound modesty and be bold about what we want for our region and what we need to get there together.

“We have a shared vision of what we want our region to be. We want a thriving economy and a protected environment. We want to promote a great future for a diverse region full of thriving urban centers and healthy small towns and rural areas. And we want the opportunities that comes with growth to benefit everyone – both newcomers and people who already call our region home. We want everyone to have the chance to share in the region’s prosperity. This is why our work this year launching our new Regional Economic Strategy is so important. With a strong economy, we have the opportunity to figure out how we can sustain this prosperity and ensure it is more broadly available.

“The work that we do at PSRC—helping the region prepare for growth and ensuring that it is done well, and focusing all of us on what we need to do better has never been more important. I look forward to working with all of you to make this happen.”

### **Consent Agenda**

Adoption of Minutes of PSRC Assembly Meeting held April 30, 2015

**ACTION: It was moved and seconded to adopt the minutes of the Puget Sound Regional Council Assembly meeting held April 30, 2015. The motion passed unanimously.**

### **New Business**

Adoption of FY 2016-2017 Supplemental Biennial Budget and Work Program

Executive Dave Somers, Vice President, Chair, Operations Committee, reported that “the FY 2016-2017 Supplemental Biennial Budget and Work Program was developed by our Operations Committee and has had an in-depth review by the Transportation Policy Board, Growth Management Board, and Economic Development Board and comes to you today with a unanimous vote of support from our Executive Board.”

Executive Somers asked members of the Operations Committee to stand to be recognized.

He reported, “The proposed Supplemental Budget and Work Program updates the budgeted revenues and expenses July 1, 2015 – June 30, 2017. The budget of \$29.8 million provides for continuing the excellent work we have come to expect from PSRC in the areas of Growth Management, Transportation, Data, Economic Development, and Administrative services.

“In the coming year, major activities will build on and enhance efforts carried forward from the current fiscal year. Our work will continue to focus on meeting mandates, and providing essential services to members as illustrated in the Integrated Planning Timeline.”

Executive Somers provided a brief overview of the revenues and expenditures for the budget. He stated, “Fifty-three percent of the funds originate from Federal and State Grants, 14 percent provide the match for the Federal and State grants, 22 percent represents carryover funds from the prior biennium, 1 percent represents carryover funds for tenant improvements, and 10 percent is anticipated funds.

“Sixty percent of the expenditures support the salaries and benefits (which supports 77 employees), 13 percent to overhead which supports the internal operating costs like rent, and information technology, 11 percent to direct project costs and consultants/partners, 12 percent is encumbered, and 4 percent is reserved for contingency fund.

“The revenue comparison shows funding sources for the proposed supplemental budget in comparison to the current budget. State/Federal Funding increased by \$204,000 due to additional

Federal Transit Administration funds and WSDOT Transit Integration Funds. Local Funds increased by \$1,000 with the addition of Alderwood Water & Wastewater District. Carryover was reduced by \$10,000 to reflect additional FY2015 expenses. State/Federal/Local Anticipated increased overall by \$2.2 million.

“The expenditure comparison shows the updated expenditures for the biennium in comparison to the current budget. Labor reduced by \$297,000 to reflect staffing changes. Direct costs increased by \$152,000 due to reclassification of consultant costs and purchase of Remix Software. Consultants reduced by \$30,000 to reflect reduction and reclassification of Consultant costs. Encumbered/anticipated increased by \$2.2 million due to the addition of State/Federal/Anticipated funds as stated above, as well as an additional \$370,000 in encumbrance, which is a mixture of increased revenue and decreased expenses, for a total increase of \$2.57 million.”

**ACTION: It was moved and seconded to (1) adopt the FY2016-2017 Supplemental Biennial Budget and Work Program as recommended by the Executive Board, and (2) adopt Resolution PSRC-A-2016-01 authorizing the submittal of the adopted Fiscal Year 2016-2017 Supplemental Biennial Budget and Work Program to the appropriate federal and state funding agencies. The motion passed 99 percent.**

#### Election of Officers – Report of the Nominating Committee

Executive Pat McCarthy, Chair, Nominating Committee, reported on the recommendations of the Nominating Committee. She first introduced the 2016 Nominating Committee members: King County Executive Dow Constantine, Kitsap County Commissioner Charlotte Garrido, City of Bremerton Mayor Patty Lent, Town of Steilacoom Mayor Ron Lucas, Port of Tacoma Commissioner Clare Petrich, Snohomish County Councilmember Terry Ryan, City of Everett Mayor Ray Stephanson, and City of Kirkland Mayor Amy Walen.

She reported, “the Nominating Committee recommends our officers to be Redmond Mayor John Marchione as President; and Snohomish County Executive Dave Somers as Vice President.”

There were no nominations from the floor.

**ACTION: It was moved and seconded to adopt the slate of officers presented by the Nominating Committee. The motion passed unanimously.**

#### **Video Presentation**

Next, the Assembly watched PSRC’s “One Region” video.

#### **Regional Economic Strategy Launch**

Mayor John Marchione commented, “This is a really an uplifting moment to be here, it’s like a deep breath of fresh air on a spring day. It’s inspiring just to be here with you – representatives of nearly 100 local governments, ports, transit agencies, tribes and affiliates, and our private sector partners, gathered as a collective body to collaborate and prioritize regional policy issues.

“You know there is not a lot of glory that comes with working on regional government issues. But glory is not our motivation. We care about neighborhoods, about our kids’ kids, about fixing potholes and creating jobs. We are building up and strengthening communities.

“I wish the many Americans who *today* are so frustrated with the pettiness, paralysis and partisanship in government could see more of what we do at a local level. Potholes and sewer lines are not partisan. They are real problems that cannot be filibustered. No, we work together. We get things done. So thank you. Thank you for being here and thank you for your service to the local and regional community.”

Mayor Marchione stated, “One of the prerogatives of being the Puget Sound Regional Council president is the opportunity to address the General Assembly. So thank you for indulging me today. I will start with sports. Congratulations to UW Women’s basketball team for reaching the NCAA Final Four this weekend. Here is a group of women who work as a team to achieve great success. Yes, they have Wooden All-American guard Kelsey Plum, the nation’s third leading scorer, but they are stronger together and everyone has a role in their success.

“I also want to give a shout out to the 13<sup>th</sup> ranked UW Women’s Softball team and their coach, Heather Tarr. Again a great example of excellent team work accomplishing great things. I also want point out that Coach Tarr is a product of Redmond Little League and Redmond High School. She played on All-Star teams with my youngest brother. Yes, she played baseball because there were no softball leagues 30 years ago.

“Next, the economy! Today, I am so excited that we, PSRC, are launching the creation of a new regional economic strategy. This strategy is not going to be a re-do or update, it’s going to be a fresh, from the ground-up, new economic strategy. A bold new plan for the next phase of the Puget Sound economy. We are taking a data-driven approach with a consensus-based process in which many of you will be called on to participate and contribute – starting today! But the outcome is not going to be an aspirational tome about a shining city on a hill. Again, local leaders take a more pragmatic approach in addressing our community’s needs. We need to take a sober look at the future and clearly delineated actions that we, as local policy makers, working regionally, can take to ensure job creation and long-term prosperity.

“Successful economies in the future are going to depend more on brain power – and the availability of a highly educated work force – than on a natural deep water harbor, mining or fish and forests. The future economy will be driven by where entrepreneurs, and the people they need to help grow their businesses, want to live. We’re competing with every metropolitan region on the planet – from Austin to Boston to the North Carolina Research Triangle and from Vancouver to Shenzhen to Bangalore and Seoul – not just for new business but for talented individuals and to keep the assets we already have.

“Now, when our economy is strong, is the best time to figure out ways to leverage our strengths and overcome our weaknesses. Now is the time to secure our future prosperity. There are lots of things we need to do to sustain and grow the economy. I’ll just mention three that may not seem obvious from an economic development perspective: education, transportation and competitiveness.

“Education is a no brainer, yes the pun is intended. Companies in our region are going to be offering more and more great jobs with good salaries. The question is whether our kids will be qualified to fill them. The job market is changing rapidly. Thirty years ago a young person with a high school diploma could get a decent job. Most of those jobs are gone and they are not coming back. That doesn’t mean everyone has to go to college. But everyone does need post-high school education whether it’s learned at a university, a community college, a trade school or through an apprenticeship.

“The vast majority of new jobs, of course, will require a bachelor’s or advanced degree. We need to dramatically increase the number of college graduates we produce to keep up with the demand for talent. If Microsoft hired every computer science major across the country who graduates this spring there would still be vacancies at the company.

“We need to think differently about education. We have a 19<sup>th</sup> century system in a 21<sup>st</sup> century world. Too many 17 and 18 year olds graduate from high school without a clue in the world where they are going or how to get there. What if, as part of their education, kids were required to map out a course

for their first five years after high school. Let's help them identify their interests, abilities, options and opportunities. If a student has a knack for science, we need to spot that early and nurture it beginning in middle school.

"We need to embrace change. When I was in school, we were taught foreign languages in high school. Now we know, based on study after study, the best time to start teaching new languages is in pre-school.

"At the same time, education is an interconnected ecosystem – early learning, K-12, community/technical college, higher education – all the parts need to work for it to be successful. Early learning is especially important. This is when the brain develops at an amazing pace and is most receptive to learning. These years present an unprecedented opportunity to help kids build the cognitive, social and emotional skills they need to succeed in school and life.

"It's gratifying to see there is some progress being made in the Legislature. But there is so much more to do.

"Education must be a cornerstone of our regional economic strategy.

"The second, but equally important issue, is transportation. Transportation, oh where to begin? Well, first a shout out to all of you who were out in the field advocating for Connecting Washington, the \$16 billion package approved by the Legislature and Governor last year. The package also includes authority for local jurisdictions to levy voter-approved transit measures, including for Sound Transit 3. It's a huge and hopeful step forward.

"A special thank you to Representative Judy Clibborn, chair of the House Transportation Committee, and a steady hand in pushing the legislation across the finish line. Thank you. Judy comes from good political stock (meaning local!), serving as Mercer Island's mayor before heading to Olympia.

"She knows the challenges we face.

"Our transportation needs are great and growing. We live in a region with an inadequate transportation system that is behind our times and overburdened. Much of it was built during the Eisenhower Administration. And the transportation system is fragile. Remember when the fish truck overturned on the Viaduct last year? The resulting traffic jam reverberated throughout the region. One crash.

"That is why we need to salute Sound Transit. Wow. Westlake to Husky Stadium in eight minutes. This new route is changing lives – hour-long, unpredictable commutes are now 20 minutes. I think some of you might have taken it here to our meeting today!

"Sound Transit's accomplishments are Exhibit #1 for how we can work together as a region. Most of the people here today are within the Central Puget Sound Regional Transit Authority district – and certainly share in Sound Transit's success. It helps communities outside the district too.

"But there is more work to do. There is a current demand for more light-rail. Redmond is a net importer of people every work day. Our day-time population doubles to 120,000 as people pour into our employment centers. Light rail and regional transportation are essential to helping keep Redmond, and many other communities, accessible and sustainable as our regional population grows.

"We also know that more than one million additional people are expected to live in the central Puget Sound region by 2040, bringing a dramatic increase in demand for transportation. In addition, trends

in technology and demographics point to disruption in the fiscal foundations that currently sustain the region's transportation system.

"We need to make the large infrastructure investments now to meet the growth we know is coming.

"To paraphrase King County Executive Dow Constantine from his state of King County speech earlier this week:

*Even if we had the money, we lack the physical space to build enough lanes to build our way out of this crisis. There is simply no other option (than transit) that can add the kind of capacity we need to our transportation system. And even if we could build more freeway lanes, our arterials and side streets could never handle the additional traffic these lanes would deliver.*

*The case for light rail is simple: at peak capacity, a light rail line can carry 16,000 people an hour—in each direction—absolutely reliably. It's always an eight-minute ride from Westlake Station to Husky Stadium, regardless of traffic or weather or time of day. That's the equivalent of adding 14 new lanes to Interstate 5 through the heart of downtown Seattle. 14 lanes! Try to get that permitted!*

*There is simply no other option that can add the kind of capacity we need to our transportation system. None.*

"Reliable, safe and efficient transportation is needed to sustain and grow the economy. We need goods and services delivered. People need to get to and from work, school, shopping and recreation. Even with the Connecting Washington package – and the anticipated revenue from existing sources – a new report by the Transportation Futures Task Force concludes we are short by more than \$36 billion from what is needed in future decades. In addition, I also believe transportation can become the leading edge of our strategy to provide affordable housing. We have plenty of areas in the four-county region that offer affordable housing today. The challenge is those areas are too distant, given the transportation options and costs available today, from employment centers.

"In thinking about our regional economic strategy, we need to find solutions that make it possible for people to travel efficiently and inexpensively from where they can afford to live to where they work. Light rail and express buses will play a role, but we need to do more.

"Finally, a word about competitiveness. We live in one of the most spectacular places on the planet. Mountains, Puget Sound, rivers and lakes, abundant parks, refuges and wilderness areas. Where else in the world, but from the Space Needle, can you see three magnificent national parks, five snow-capped volcanos, four lakes, many rivers, and the second largest estuary in the United States? I mean really!

"Our healthy, wild and scenic environment gives us a competitive economic advantage as a region. It is something to be highly valued, protected and nourished.

"But competitive advantage isn't just the environment. A vibrant cultural sector helps define the Puget Sound region as surely as does Mount Rainer. Our region is desirable because of the value we place on culture and curiosity, and the way we embrace new Americans. Sometimes walking around Redmond I feel like I'm at the United Nations. We have residents from Russia, India, Korea, Peru and China. We welcome diversity and the cultural enrichment it brings to our community.

“Research clearly shows that exposure to the arts, culture and science brings citizens together, and expands understanding of our and others’ heritage. Culture – performing arts, museums, galleries, zoos and aquariums – is critical to our economic strategy.

“The new economic strategy will assess the health of our cultural organizations and define tactics for ensuring they remain strong. By upping our game on education, transportation and our overall competitiveness, we can build a strategy that lifts up the entire region, including those who have sometimes been left behind. It’s got to be about ensuring access to economic opportunity for everyone, no matter what zip code you were raised in or the circumstances of how you got here. All, need to be in.

“In close, we are certainly blessed in the Puget Sound region. We don’t have the kind of systemic problems that face many other urban areas of our country. Instead we have gigantic opportunities on our doorstep just waiting to be picked up and put into play. We have the talent and financial resources to take full advantage of the opportunities before us and to sustain a prosperous economy for our children. We need to take bold steps. We need to invest in what matters. And we need to have some fun and celebrate our successes while we’re are at it. We can do this. Thank you for coming today and let’s get to work!”

Deputy Mayor Catherine Stanford, President of the Economic Development District Board commented, “I am delighted to be here today to launch the development of a new economic strategy for the region. Next year, we will bring that new strategy back here for your embrace.

“We are not starting from scratch. A dozen years ago, in the middle of a recession, the Puget Sound Regional Council brought the region together on our first-ever regional economic strategy. That cluster based strategy served us well. It served to educate people about the regional economy. It helped boost investment in higher education and transportation. It helped grow our strategic clusters and rally the region—and the entire state – with wins in aerospace, clean technology, biomedical research, international trade and support for our military bases. It led the state to develop a cluster based approach to economic development. And it created new sustainable industry support systems that had never existed before.

“The overall strategy has always been to cultivate the drivers of job growth in our region as the best way to grow all kinds of jobs and opportunity in every business, in every corner of the region. We launch work to develop a new strategy that builds on all that we learned, that is informed by all the changes underway in the region, and that is customized to work for us for the next several years.

“Our board has set up a data-driven, action oriented, inclusive process to deliver a new strategy. We’ll need your help. Let’s launch this strategy with the same spirit we started with over a decade ago – by rolling up our sleeves and getting down to work right away.”

Deputy Mayor Stanford then introduced Chris Mefford, Community Attributes, Inc., who is helping to lead this work. Mr. Mefford provided instruction for an interactive survey. He asked a series of questions which attendees were able to answer using their phone.

### **Honoring Washington State Representative Judy Clibborn**

Mayor John Marchione presented the President’s VISION 2040 award to Representative Judy Clibborn.

He remarked, “We could not be more grateful to our state Legislature and our Governor for their success in producing a comprehensive, statewide transportation package this past year. It took many years of leadership – really hard work. There was no single leader in our state who was

leading longer – from beginning to end – than our beloved House Transportation Chairwoman, Judy Clibborn.

“We need to stand up and recognize leaders like Judy Clibborn, who have gone beyond everyday leadership and accomplished something truly extraordinary. And that’s what we’re doing today.

“In terms of achieving our regional VISION, there are few who have done more. Judy led the way on the most important priority of the people of the region: transportation. She led the way in passage of the most important transportation investment package in our region’s history. In the planning world, the package will finally allow the region to complete the regional highway network and the opportunity to connect the region’s major centers with light rail. Those are the planning terms.

“What this will mean to millions of people, for many generations to come, is much, much more. In short, it will mean better lives, better access to opportunity, more chances for everyone in the region to have more choices in where they work, live and play. In short, a brighter future for our people – and this place. Everything the state invested in transportation supports VISION 2040 and our goals for a strong economy and a healthy environment.

“It’s rare that we honor any single person with the region’s highest honor. It’s rare when leadership comes along like Judy Clibborn. It is a deep honor to be in a position to honor Judy on behalf of the region’s elected leadership with the President’s VISION 2040 award for exemplary leadership and I ask you to stand with me to show her how much we appreciate all that she has accomplished.”

**Other Business**

There was no other business brought before the Assembly.

**Adjourn** -- The meeting adjourned at 1:36 p.m.

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ADOPTED by the Assembly this 31<sup>st</sup> date of May, 2017.

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Mayor John Marchione  
President, Puget Sound Regional Council

ATTEST:

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Josh Brown, Executive Director

(To listen to a recording of the meeting, please contact the PSRC Information Center at [info@psrc.org](mailto:info@psrc.org); 206-464-7532.)