Growth Management Policy Board

Thursday, September 5, 2019 • 10:00 AM – 12:00 PM
PSRC Board Room • 1011 Western Avenue, Suite 500, Seattle, WA 98104

The meeting will be streamed live over the Internet at www.psrc.org.

1. Call to Order (10:00) - Councilmember Ryan Mello, Chair
2. Director's Report
3. Communications and Public Comment
4. Public Hearing (10:10)
   a. Public Hearing on Draft VISION 2050 Plan
5. Report of the Chair (10:50)
6. Consent Agenda (10:55)
   a. Approve Minutes of Growth Management Policy Board Meeting held July 11, 2019
7. Discussion Item (11:00)
8. Information Item
   a. Bringing the Region Together Flyer - Regional TOD Event
9. Information Item
   a. Updated 2019 GMPB Calendar
10. Next Meeting: October 3, 2019, 10:00 a.m. - 12:00 p.m., PSRC Boardroom
    Major Topics for October:
    VISION 2050 Public Engagement
    Draft VISION 2050 Review
11. Adjourn (12:00)

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Kristin Mitchell, e-mail kmitchell@psrc.org, fax 206-587-4825; or mail.

Sign language, and communication material in alternative formats, can be arranged given sufficient notice by calling 206-464-7090 العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, Call 206-587-4819.

TTY Relay 711.
PUBLIC HEARING

To: Growth Management Policy Board

From: Paul Inghram, Director of Growth Management

Subject: Public Hearing on Draft VISION 2050 Plan

IN BRIEF

The board will be asked to conduct a public hearing on the Draft VISION 2050 Plan. The Draft VISION 2050 Plan was released for public review on July 19 for a 60-day comment period that will run through September 16. Comments made at the public hearing will be included in the public comment record.

DISCUSSION

VISION 2050 is the long-range plan for how and where the region’s growth will occur. The region is preparing to add more people and jobs in the coming decades. By 2050, the region’s population will reach 5.8 million people.

Public engagement has been a critical part of the process since PSRC began updating the plan in early 2018. Using feedback from the scoping process, the Growth Management Policy Board worked to identify revisions to the plan that will keep the central Puget Sound region healthy and vibrant as it grows. The Draft VISION 2050 Plan addresses several fundamental issues, including extending the plan horizon year, addressing statutory changes, recognizing major changes to the region, and updating the plan to reflect recent regional plans and initiatives. High priority policy issues for the Growth Management Policy Board were also to take a fresh look at the Regional Growth Strategy and find ways to further support greater housing affordability throughout the region. There was strong interest among the policy board and in public comments to address climate change and resiliency, social equity and displacement, the impact of transportation technology, community health, annexation, environment and open space, and better recognition of Native American tribes.
The Growth Management Policy Board completed development of draft VISION 2050 multicounty planning policies and the Regional Growth Strategy in July. Public comments, including from the public hearing, will be collected online and through multiple events. The public comment period will last until September 16, 2019. Feedback will be used in preparing the final plan in fall 2019.

Hearing Format

The chair will open the hearing as indicated on the meeting agenda. Speakers are asked to sign in prior to the start of the hearing. The chair will call on speakers in turn. An on-screen timer will indicate how much time remains for each speaker.

NEXT STEPS

The comments will be recorded and delineated the same as all other written comments on VISION 2050. Following the 60-day public comment period, the Growth Management Policy Board will review all comments received and discuss additional revisions to the plan, including changes to goals, policies, actions, and the Regional Growth Strategy. The Growth Management Policy Board will make a recommendation on the VISION 2050 plan to the Executive Board in late 2019.

For more information, contact Paul Inghram at 206-464-7549 or pinghram@psrc.org.
MINUTES
Growth Management Policy Board
July 11, 2019
PSRC Boardroom

[To watch a video of the meeting and hear the discussion, go to http://psrcwa.iqm2.com/Citizens/Detail_Meeting.aspx?ID=1751]

CALL TO ORDER

The meeting was called to order at 1:05 p.m. by Councilmember Ryan Mello, Chair

COMMUNICATIONS AND PUBLIC COMMENT

The following people provided public comment:

Leah Missik with Climate Solutions commented on climate change in VISION 2050 and asked PSRC to commit to the Clean Air Agency’s goals. Ms. Missik will send amendments to staff with specific language.

Alex Tsimerman provided public comment on VISION 2050.

Mike Todd spoke to the title Transit Focused Growth and concerns about how that is messaged to communities outside of Seattle. Mr. Todd suggested using a description of the solution the Transit Focused Growth alternative will address and to replace the word transit with “transportation system” or “mobility” instead.

Hester Serebrin with Transportation Choices Coalition expressed concern with increased rural growth, along with the increase in growth in unincorporated urban areas of Kitsap County, and that their adjustment to the Regional Growth Strategy sets a precedent. Ms. Serebrin suggested PSRC should think about how available funding can support the Greenhouse Gas Strategy.

John Bito expressed concerns that the draft VISION 2050 plan leads to emissions exceeding the state’s limit in 2050. Mr. Bito suggested the plan needs to be revised to be stronger.

Claire Martini with Cascade Bicycle Club spoke to improving access to opportunity and how it impacts public health. Ms. Martini spoke to the need to reduce car trips and bend trends to improve equity and public health.
Skip Swenson with Forterra expressed concerns about how growth in rural areas puts pressure on critical lands and said there shouldn’t be more than 2% rural growth. Mr. Swenson suggested the use of Transfer of Development Rights and other programs can be used to preserve rural lands.

Andrew Kidde with 350 Seattle and Seattle Neighborhood Greenways stated electric cars are not the answer as they are expensive, and most people cannot afford to purchase them in the needed timeframe. Also, there are not enough rare earth minerals (used in the cars) available on the planet to build the cars in the needed timeframe. Mr. Kidde believes transit oriented growth is the answer and to add more transit in suburban areas.

DIRECTOR’S REPORT

Director of Transportation Kelly McGourty joined Director of Growth Management Paul Inghram to speak about climate change in VISION 2050. Ms. McGourty explained work was being done to clarify the emissions concerns and to update the climate change background paper.

Ms. McGourty announced she is looking for volunteers to join the Project Selection Committee, which will be convened in the fall.

CONSENT AGENDA

a. Approve Minutes of Growth Management Policy Board Meeting held June 6, 2019
b. Approve Minutes of Growth Management Policy Board Meeting held June 13, 2019

ACTION: It was moved and seconded (Margeson/Schuette) to adopt the Consent Agenda. The motion passed.

VISION 2050

Mr. Inghram introduced the potential action before the board to direct staff to prepare a complete draft document of VISION 2050. If needed, items can be tabled to review and make changes in the fall. Principal Planner Liz Underwood-Bultmann reviewed the work the board has done so far on VISION 2050 and then reviewed Level 1 policies for the board for further discussion and resolution.

The board discussed climate change and the sense of urgency to take needed action on it. The board recognized work is still being done and asked for staff to share any proposed amendments with the board. The board also noted that jobs-housing balance and fiscal sustainability should be revisited in the fall.
Ms. Underwood-Bultmann updated the board on the current status of the Regional Growth Strategy (RGS). The RGS draft preferred alternative is currently the Transit Focused Growth alternative with adjustments from Kitsap, Pierce, and Snohomish counties. The board discussed the adjustments from the three counties and agreed to include the changes as shown in the July 11 meeting packet, including a range for Pierce County.

The board agreed to move forward with the revised language suggested in the table titled Level 1 Draft Policies and Actions for Board Discussion on pages 24 – 26 of the July 11 GMPB meeting packet. This included the following specific changes:

- Policy # MPP-RGS-E, Option B
- Policy # MPP-RGS-G, Option B

**ACTION:** It was moved and seconded (Margeson/Holman) to direct staff to prepare the draft VISION 2050 plan, with the policies and growth strategy as amended during the July 11 meeting, and release for a 60-day public review period. The motion passed with one No vote from King County Councilmember Kathy Lambert.

**VISION 2050 OUTREACH**

Mr. Inghram reviewed the VISION 2050 Draft Plan outreach plan for the 60-day public comment period which includes various public outreach events. Ms. Underwood-Bultmann shared that the Draft VISION 2050 Plan will be released on July 19.

**NEXT MEETING**

The next GMPB meeting is scheduled for September 5 and there will be a VISION 2050 Public Hearing.

**ADJOURN**

The meeting adjourned at 2:55 p.m.
GROWTH MANAGEMENT POLICY BOARD Attendance Roster – July 11, 2019

GMPB MEMBERS & ALTERNATES PRESENT

(Italicsized = alternate)
Patricia Akiyama, Master Builders Association – Business/Labor
Deputy Mayor Jay Arnold, Kirkland – Other Cities & Towns in King County
Councilmember Scott Bader, Metropolitan Center—Everett
Councilmember Traci Buxton, Des Moines – Other Cities & Towns in King County
Mayor John Chelminiak, Metropolitan Center—Bellevue
Jeff Clarke, Alderwood Water & Wastewater District
Councilmember John Holman, Auburn – Other Cities & Towns in King County
Councilmember Jeanne Kohl-Welles, King County
Marty Kooistra, Housing Development Consortium – Seattle/King County
Councilmember Kathy Lambert, King County (via remote)
Councilmember Hank Margeson, Redmond – Other Cities & Towns in King County
Peter Mayer, Metro Parks Tacoma – Community/Environment (via remote)
Robin Mayhew, Transportation Agency – WSDOT
Councilmember Ryan Mello, Metropolitan Center—Tacoma
Commissioner Don Meyer, Port of Tacoma – Ports (via remote)
Barb Mock, Regional Staff Committee
Councilmember Mike O’Brien, Metropolitan Center—Seattle
Councilmember Abel Pacheco, Metropolitan Center—Seattle
Councilmember Ron Peltier, Bainbridge Island – Other Cities & Towns in Kitsap County
Deputy Mayor Cynthia Pratt, Thurston Regional Planning Council (via remote)
Mayor Rob Putaansuu, Port Orchard – Other Cities & Towns in Kitsap County
Councilmember Terry Ryan, Snohomish County
Councilmember Jan Schuette, Arlington – Other Cities & Towns in Snohomish County
Edna Shim, Seattle Children’s – Business/Labor
Councilmember Nancy Tosta, Burien – Other Cities & Towns in King County (via remote)
Dr. Susan Turner, Kitsap Public Health District – Community/Environment (via remote)
Mayor Greg Wheeler, Metropolitan Center—Bremerton
Councilmember Paul Winterstein, Issaquah – Other Cities & Towns in King County
Commissioner Edward Wolfe, Kitsap County
Bryce Yadon, Futurewise
Councilmember Derek Young, Pierce County (via remote)

GMPB MEMBERS ABSENT (*alternate present)
Dave Andersen, WA State Department of Commerce
*Dr. Anthony Chen, Tacoma-Pierce County Health Department – Community/Environment
Councilmember Tim Curtis, Fife – Other Cities & Towns in Pierce County
*Councilmember Larry Gossett, King County
Clayton Graham, Municipal League of King County – Business/Labor
*Commissioner Paul McIntyre, Alderwood Water & Wastewater District
Ian Morrison, NAIOP Commercial Real Estate Association – Business/Labor
Rob Purser, Suquamish Tribe
*Commissioner Peter Steinbrueck, Port of Seattle – Ports

Doc ID 2650
GUESTS AND PSRC/STAFF PRESENT
(As determined by signatures on the attendance sheet and documentation by staff.)
Laura Benjamin, PSRC
John Bito
Dan Cardwell, Pierce County
Carolyn Downs, PSRC
Erika Harris, PSRC
Andrea Harris-Long, PSRC
Michael Hubner, City of Seattle
Kathryn Johnson, PSRC
Ben Kahn, PSRC
Andrew Kidde, 350 Seattle/Greenways
Claire Martini, Cascade Bicycle Club
Kelly McGourty, PSRC
Leah Missik, Climate Solutions
Kristin Mitchell, PSRC
Maggie Moore, PSRC
Ian Munce, City of Tacoma
Hester Serebrin, Transportation Choices Coalition
Skip Swenson, Forterra
Mike Todd
Alex Tsimerman
Liz Underwood-Bultmann, PSRC
Karen Wolf, King County
DISCUSSION ITEM

August 28, 2019

To: Growth Management Policy Board
From: Paul Inghram, Director of Growth Management
Subject: Draft VISION 2050 Plan Review

IN BRIEF

Staff will brief the Growth Management Policy Board on the release of the Draft VISION 2050 Plan and on outreach activities that occurred over the summer. This item is an opportunity to review the plan as a whole and continue discussion of key policy areas.

DISCUSSION

VISION 2050 captures a vision for the region’s future as one that provides exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy. VISION 2050 acknowledges the challenges and opportunities facing the region and identifies policies and actions to promote livable, healthy communities while continuing to protect the natural resources that make the region unique.

At the July 11 meeting, the board acted to release the draft growth strategy, policies, and actions for public review and comment during a 60-day comment period that runs through September 16. Following board action, staff assembled a complete plan document that combines each of the policy chapters and includes several sections of narrative discussion.

At the September meeting staff will:

• Provide an overview of the draft plan as a whole, including the narrative text and other components.
• Review the public engagement that has occurred over the summer.
- Provide additional information for the board’s discussion on three key areas that the board previously identified for additional consideration:
  - Fiscal sustainability
  - Climate change
  - Jobs-housing balance

**Overview of Draft Plan**

The Draft VISION 2050 Plan includes chapters that address each of the policy areas reviewed by the board:

- Regional Collaboration
- Regional Growth Strategy, including numeric growth allocations for regional geographies
- Environment
- Climate Change
- Development Patterns
- Housing
- Economy
- Transportation
- Public Services

These chapters show the policy and actions as developed by the board during the drafting process. Policies and actions are renumbered and ordered. A matrix tracking the changes from the VISION 2040 policy wording and translating old and new numbering is available online.

Each chapter includes an updated narrative introduction to frame the policies. Chapters state the overarching goal, the need to address relevant issues, a summary of the different roles PSRC, local jurisdictions, and other agencies play, and provide the current context to support understanding of the policies. The intent is to provide information to help the reader understand the purpose and intent of the policies, while keeping the overall focus of each chapter on the policies. More detailed information is provided in background papers and reports on-line and the intent is to not fully duplicate that more detailed information within the plan.

VISION 2050 also includes an introduction to the central Puget Sound region, a discussion of the future vision of the region, and a summary of key strategies that are addressed by the plan. The vision and outcome statements included in the introduction were edited slightly since the board’s prior review. For instance, an outcome statement on culture was divided into two statements, one on community and one on diversity, to better address board comments. Staff will highlight changes for the board’s consideration.

The Regional Growth Strategy chapter is one of the fundamental parts of the plan as it describes the expectations for how and where growth will occur throughout the region.
In addition to the policies and actions to guide growth, it includes numeric shares of growth that represent the growth strategy alternative the board developed. It also includes a discussion of how the growth strategy is implemented through countywide targets and local plans. This is an important section that helps users understand how the Regional Growth Strategy connects to regional and local efforts.

A glossary of terms and other background resources are available on the VISION 2050 website.

**Draft Plan Public Engagement**

The primary goal for this public comment period was to offer a range of opportunities for residents and stakeholders to learn about and comment on the draft plan. Nearly 200 people attended five open houses held throughout the four counties. These events provided an opportunity for elected officials, agency staff, and members of the general public to directly engage with PSRC staff and share their thoughts and concerns.

PSRC staff also tabled at the Pierce County Fair, Burien’s B-Town Fiesta, and Evergreen State Fair and met hundreds of people who typically do not engage with PSRC but were interested to learn about VISION 2050. PSRC staff has worked to schedule a tabling opportunity in Kitsap County and is continuing to actively pursue opportunities at community events in Kitsap County. Staff has been busy presenting about the draft plan to countywide groups, city councils, and other community groups.

Supporting these in-person events, PSRC developed an online open house that is available through September 16. As of late August, the draft VISION 2050 plan has been downloaded close to 1,000 times and the VISION 2050 webpage has over 5,000 views. Social media has extended the reach of the engagement efforts. Posts, tweets, and blog entries have been clicked, shared, and followed to consistently remind residents of the comment period and opportunities to engage with PSRC staff.

VISION 2050 materials were translated into nine languages (Spanish, Chinese, Vietnamese, Russian, Korean, Arabic, German, French, and Tagalog) and distributed to community-based organizations around the region to get the word out to non-English speaking residents. The online open house is available for translation in these nine languages as well.

As a result of these different engagement efforts, a variety of comments have been submitted, both through the in-person events and the online comment form.

**Fiscal sustainability**

At prior meetings, Councilmember Lambert raised the issue of fiscal sustainability of unincorporated areas, especially as urban locations are annexed into cities, removing tax revenue from counties. Similar concerns have been echoed about the fiscal health of counties attempting to serve very large areas and by cities that may be faced with
taking on newly annexed areas. Ironically, many counties are wary of the revenue impact of losing lands to annexation, while cities are concerned about the potential fiscal obligation of taking on new areas. Overall, all jurisdictions are struggling to maintain sufficient revenue to adequately serve areas, invest in new infrastructure, and to conduct the planning needed to respond to a growing and changing region.

VISION 2050 plays an important, but limited role in fiscal management. VISION 2050 encourages the eventual annexation of all urban areas. Yet, fiscal viability remains a hurdle preventing many annexations from occurring. The Ruckelshaus report A Roadmap to Washington’s Future also summarizes concerns from stakeholders on the current fiscal framework for local governments for successful implementation of the Growth Management Act.

The growth pattern in VISION 2050 is specifically designed to better leverage growth near existing and planned infrastructure and amenities in a way that limits fiscal impacts on jurisdictions, relative to other growth patterns. While the VISION 2050 pattern seeks to provide greater efficiency and utilization of infrastructure, the plan does not have the means to address underlying fiscal issues related to state law and local taxation authority. Work with the state Legislature will be necessary to address tax policy and other fiscal concerns.

This intent is broadly captured by MPP-RC-10, which states:

*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.*

The board may consider whether additional plan text, actions, or policies are needed to reflect fiscal challenges for local governments and recognize the role of the state in addressing structural funding issues beyond the scope of this plan.

**Climate change**

Recognizing the critical importance of addressing climate change, board members sought to strengthen policy language and elevate climate change in VISION 2050. A new Climate Change chapter was added to the plan, including information about the region’s work and goals to address greenhouse gas emissions. Policies and actions were revised, strengthened and expanded. Board members expressed interest in continuing to review VISION 2050 and the Regional Growth Strategy as they relate to climate change.

In the decade since VISION 2040 was adopted, many jurisdictions and agencies have advanced efforts to combat and prepare for climate change. International science and data have also evolved over the last decade. The new chapter recognizes the work accomplished to date at all levels of government to address both the reduction of emissions and climate preparedness, as well as the diversity of climate goals.
established at the state, regional and local levels. In addition, the chapter provides the framework for the climate policies in VISION 2050 and the work to advance PSRC’s adopted Four-Part Greenhouse Gas Strategy, including regular monitoring and analysis of progress.

VISION 2050 works towards significantly reducing greenhouse gas emissions and increasing resilience. Policies address emissions reduction across many sectors, including transportation, clean energy, forest protection, and energy efficiency. The Regional Growth Strategy plans for the accommodation of about 1.8 million additional people and 1.2 million additional jobs. While VISION 2050 assumes that new growth will lead to infill and increases in density, it does not represent fundamental changes to much of the existing built environment that exists today. The analysis takes into account the pattern of future growth, setting an ambitious goal of 65% of population and 75% of job growth to occur near high-capacity transit. PSRC’s Four Part Greenhouse Gas Strategy expands beyond the growth strategy, to consider additional emission reductions possible should the region choose to take further actions in the areas of land use, travel choices, pricing, and transportation technology. For example, the strategy looks at aggressively advancing electric vehicles throughout the region and greater pricing levers to manage travel demand.

Board members have asked whether the strategies and policies in VISION 2050 are enough to meet state and regional greenhouse gas reduction goals. PSRC’s analysis estimates greenhouse gas emissions from on-road vehicles, as influenced by the Regional Growth Strategy and investments contained in the Regional Transportation Plan through 2040. This is just one sector of the overall inventory of greenhouse gas emission sources in the region, representing approximately 35% in 2015. Other sectors include power generation for buildings and industry, non-road transportation, agriculture, etc. PSRC is working with state and regional partners on a more comprehensive assessment of the full inventory of sources and the various actions and policies in place to reduce emissions, to better answer this question. However, Attachment A illustrates – within the on-road transportation sector – the combined impacts of VISION 2050, the current Regional Transportation Plan, and the additional efforts possible within the Four-Part Greenhouse Gas Strategy. PSRC will continue to monitor and evaluate progress of these efforts, particularly during the four-year update cycle of the Regional Transportation Plan.

The board may consider through the fall whether additional changes to plan text, policies, actions, or the Regional Growth Strategy are needed to address climate change.

Jobs-Housing Balance

Throughout VISION 2050 development, the board has talked about the importance of having enough housing to support the region’s job growth and how housing types could better match local jobs. Without adequate housing, people find themselves living further
away and making longer commutes. This can be exacerbated when housing is available, but unaffordable to the jobs in the area.

Board members raised questions about how the growth strategy and housing policy could work together to better connect housing, jobs, and transportation together. As a result, VISION 2050 takes several steps at a regional level:

- The Regional Growth Strategy shifts 5% of regional employment growth from King County to Pierce, Snohomish, and Kitsap counties. This shifts 24,000 additional jobs, each, to Pierce and Snohomish counties, and 12,000 more to Kitsap County.

- Housing policy in VISION 2050 encourages planning for more housing, more types and greater affordability in all urban areas. Doing so will create more opportunity for people to find housing that meets their needs closer to where they work. The Housing chapter includes actions to prepare a Regional Housing Strategy, provide technical assistance to local government, and to seek state support to better address housing issues.

- Policies in VISION 2050 directly address jobs/housing balance. Housing policy H-6 states:

  Develop and provided a range of housing choices for workers at all income levels throughout the region in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work.

The Economy chapter includes a parallel policy (EC-18) regarding jobs development.

The result of these measures is improvement in jobs/housing balance across the region by 2050. Analysis of jobs-housing balance in the Draft Supplemental Environmental Impact Statement was based on an index that compares the amount of jobs and housing. Closer to 1.0 is “balanced,” while greater than 1.0 indicates more jobs and less than 1.0 indicates more housing. For example, the jobs/housing ratio for the Sea-Shore subarea of King County, including Seattle, is 1.32 in 2017, which improves to 1.19 in the draft Preferred Alternative. The ratio in the East King subarea worsens slightly, from 1.26 in 2017 to 1.28 in the draft Preferred Alternative, although King County overall improves from 1.19 in 2017 to 1.17 in the draft Preferred Alternative.

Pierce County improves from 0.78 to 0.81 with the draft Preferred Alternative. Snohomish County improves from 0.77 to 0.81 and Kitsap County improves from 0.71 to 0.79.

To fully “balance” every jurisdiction or subarea in the region would require dramatic market changes as some areas are currently predominantly jobs-based or residential. Care also needs to be taken in working towards balance, as some cities can appear balanced in terms of a jobs/housing ratio, but still find that many of their residents commute out and many of their workers commute in due to housing costs, employment opportunities, multi-worker households, or personal preference.
Effectively reducing and shortening commute trips can occur by providing enough housing in high-job growth areas, supporting the development of a full range of housing types and densities, supporting a development pattern that best maximizes the transportation system, and providing greater housing affordability, especially to support lower wage jobs. Lack of balance can be mitigated by providing alternative and reliable transportation choices that connect people to job centers. Additional jobs in communities that lack transit or nonmotorized connections may not result in improved commutes or regional mobility.

While VISION 2050 and the Regional Growth Strategy would make significant improvement to jobs/housing balance, some board members expressed concern that the plan should do more. Staff identified a range of potential strategies that could be expanded in VISION 2050:

- Shift additional population growth to King County.
- In the Regional Housing Strategy, discuss how to use housing prices as an indicator of need for greater housing supply.
- Prepare guidance for establishing growth targets that includes working towards jobs/housing balance in each subregion.
- Set minimums for housing development in high-capacity transit stations, potentially through county-level target setting.

Staff could explore these concepts further and bring back additional information or options. VISION 2050 includes a goal of 65% of population growth and 75% of job growth to occur near high-capacity transit stations. Achieving that goal will help bring people and jobs closer together and provide people with greater transportation access to other jobs centers. That goal applies regionally and is based on assumptions that varies in each county. To help ensure its implementation throughout the region, VISION 2050 could include guidance or policy about applying the goal to high-capacity transit station areas.

NEXT STEPS

The public comment period ends September 16. Staff and the outreach consultant are working to collect, sort and tabulate comments for the board’s review at its October meeting. The October meeting will also be an opportunity for the board to continue to review the plan and identify areas for potential additional changes.

Are there parts of the plan, policies, actions, or other components that the board would like to focus on at the October meeting?

For more information, please Paul Inghram at 206-464-7549 or pingram@psrc.org.

Attachments:
A - Climate Change Analysis

Doc ID 2652
PSRC’s Climate Change Analysis

As illustrated in the table below, the sources of greenhouse gas emissions in the Puget Sound region encompass a variety of sectors, including the built environment, transportation and other mobile sources, solid waste, water and wastewater, agriculture and other sectors. The draft VISION 2050 plan contains policies addressing climate change across many of these areas - e.g. transportation, energy supply, conservation, etc. In addition, there are numerous actions and regulations at the state and local level addressing these sources, including the recently adopted Clean Energy Transformation and Clean Buildings Acts by the State Legislature.

PSRC is working with partner agencies to estimate the emissions reductions possible from the full spectrum of sectors identified below, based on current programs and legislation. However, PSRC’s analysis capabilities address the on-road transportation system only, as influenced by land use patterns and population and employment. As such, the climate change analysis for the draft VISION 2050 plan reflects the total estimated greenhouse gas emissions (carbon dioxide equivalent) produced from on-road vehicles, based on the investments and assumptions in the current Regional Transportation Plan, the expected growth in population and employment by 2050, and the draft regional growth strategy.

In addition to this analysis, PSRC has adopted a Four-Part Greenhouse Gas Strategy that identifies opportunities for further emission reductions that may be possible within each of the following areas – land use, transportation choices, pricing and technology. These strategies go above and beyond what is captured in the core analysis as described above, reflecting additional levers that are consistent with the draft VISION 2050 policies – e.g., increased pricing mechanisms and cleaner vehicles.

As illustrated below, the draft VISION 2050 plan – based on the core analysis assumptions mentioned above – has the potential to reduce emissions from on-road vehicles 16% from 2015 (the base year of the regional inventory), by the year 2050. With the additional levers analyzed in the Four-Part Greenhouse Gas Strategy, there is the potential to reduce emissions even further, to between 37% and 58% below 2015 levels. These potential reductions from the on-road transportation sector will be combined with the estimated reductions from the other sectors of the inventory to produce a more comprehensive assessment in the coming months.
**PSCAA REGIONAL GHG EMISSIONS INVENTORY - 2015**

<table>
<thead>
<tr>
<th>Sector</th>
<th>Regional Emissions (metric tons)</th>
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<tbody>
<tr>
<td><strong>Built Environment</strong></td>
<td>19,782,600</td>
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<tr>
<td>Residential</td>
<td>7,351,300</td>
</tr>
<tr>
<td>Electricity</td>
<td>4,035,500</td>
</tr>
<tr>
<td>Natural Gas</td>
<td>2,708,300</td>
</tr>
<tr>
<td>Petroleum (heating)</td>
<td>198,700</td>
</tr>
<tr>
<td>Petroleum (non-road equipment)</td>
<td>408,800</td>
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<tr>
<td>Commercial</td>
<td>6,527,500</td>
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<td>Electricity</td>
<td>3,848,400</td>
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<tr>
<td>Natural Gas (heat and other)</td>
<td>1,789,200</td>
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<tr>
<td>Natural Gas (equipment)</td>
<td>40,700</td>
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<tr>
<td>Petroleum (heat and other)</td>
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<tr>
<td>Petroleum (equipment)</td>
<td>273,100</td>
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<td>Steam</td>
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<td><strong>Industrial</strong></td>
<td>5,903,800</td>
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<tr>
<td>Electricity</td>
<td>851,900</td>
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<tr>
<td>Process emissions</td>
<td>452,600</td>
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<tr>
<td>Stationary combustion</td>
<td>2,574,800</td>
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<tr>
<td>Fugitive gas</td>
<td>2,024,500</td>
</tr>
<tr>
<td><strong>Transportation and other Mobile Sources</strong></td>
<td>13,246,900</td>
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<tr>
<td>On-road vehicles</td>
<td>11,884,800</td>
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<td>Passenger vehicles</td>
<td>9,838,600</td>
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<td>Freight and service vehicles</td>
<td>1,624,800</td>
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<td>Transit vehicles</td>
<td>221,400</td>
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<tr>
<td>Freight and passenger rail</td>
<td>158,300</td>
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<tr>
<td>Marine vessels</td>
<td>519,800</td>
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<tr>
<td>Off-road vehicles and other mobile equipment</td>
<td>29,400</td>
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<tr>
<td>Air travel</td>
<td>654,600</td>
</tr>
<tr>
<td><strong>Solid Waste</strong></td>
<td>622,200</td>
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<tr>
<td>Generation and disposal of solid waste</td>
<td>622,200</td>
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<tr>
<td><strong>Water and Wastewater</strong></td>
<td>295,300</td>
</tr>
<tr>
<td>Potable water process emissions</td>
<td>6,300</td>
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<tr>
<td>Wastewater process emissions</td>
<td>289,000</td>
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<tr>
<td><strong>Agriculture</strong></td>
<td>376,000</td>
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<tr>
<td>Domesticated animal production</td>
<td>176,500</td>
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<tr>
<td>Manure decomposition and treatment</td>
<td>199,500</td>
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| **Supplementary Emission Sectors** | 122,800 |}

**TOTAL** 34,445,800
Building on the region’s commitment to bus rapid transit—growing from 8 lines today to 42 lines in 2040—join community and industry leaders at a day-long event to explore innovative techniques and best practices for building thriving and equitable BRT communities.

$30 registration fee, breakfast and lunch included. Limited scholarships available.

Register online at https://psrc-brt-event.eventbrite.com
# 2019 GROWTH MANAGEMENT POLICY BOARD MEETINGS
*(updated August 2019)*

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<th>FEBRUARY</th>
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Meetings are held at the Puget Sound Regional Council, 1011 Western Avenue, 5th Fl. Boardroom, 10:00 a.m.-12:00 p.m.

Meetings held at regular time from 10:00 a.m.-12:00 p.m.

*December 5 Meeting Time - TBD*

As the need arises, the Transportation Policy Board and the Growth Management Policy Board meet in joint session to coordinate activities and make decisions/recommendations.

Meeting dates & times are subject to change. If a meeting is changed or cancelled, members & alternates will be notified.

Updated meeting dates are also listed on PSRC’s website at [https://www.psrc.org/board/growth-management-policy-board](https://www.psrc.org/board/growth-management-policy-board)