Draft SEIS Overview

Draft released February 28 with a 60-day comment period

- Outreach
- Alternatives
- Environmental Effects
- Next Steps
VISION 2050 SEPA Process

- **Final EIS issued for VISION 2040**: Spring 2008
- **Scoping for Supplemental EIS**: Spring 2018
- **Process to select alternatives**: Fall 2018
- **Issue Draft SEIS, comment period**: March 2019
- **Select preferred alternative**: Spring 2019
- **Issue draft VISION 2050 plan**: Summer 2019
- **Issue Final SEIS, adopt VISION 2050**: Spring 2020
Outreach

- 5 Open Houses
- Notice
- Presentations
- Community Partners
- News Release
- Social Media
- Environmental Resource Agencies
Growth Alternatives
## Growth Alternatives

<table>
<thead>
<tr>
<th>Stay the Course</th>
<th>Transit Focused Growth</th>
<th>Reset Urban Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth focused in Metropolitan and Core cities</td>
<td>More compact growth focused in high capacity transit (HCT) areas</td>
<td>Growth more distributed throughout the urban growth area</td>
</tr>
</tbody>
</table>
Growth Alternatives

Population Growth 2017-2050

- Stay the Course:
  - Metropolitan Cities: 35%
  - Core Cities: 28%
  - HCT Communities: 18%
  - Cities & Towns: 9%
  - Urban Unicorp.: 5%
  - Rural: 5%

- Transit Focused Growth:
  - Metropolitan Cities: 36%
  - Core Cities: 29%
  - HCT Communities: 23%
  - Cities & Towns: 6%
  - Urban Unicorp.: 4%
  - Rural: 2%

- Reset Urban Growth:
  - Metropolitan Cities: 31%
  - Core Cities: 25%
  - HCT Communities: 18%
  - Cities & Towns: 8%
  - Urban Unicorp.: 12%
  - Rural: 6%
Growth Alternatives

Employment Growth 2017-2050

- Stay the Course: 44% (36% Metropolitan Cities, 12% Core Cities, 5% HCT Communities, 3% Cities & Towns, 1% Urban Unicorp., 1% Rural)
- Transit Focused Growth: 44% (35% Metropolitan Cities, 13% Core Cities, 4% HCT Communities, 2% Cities & Towns, 1% Urban Unicorp., 1% Rural)
- Reset Urban Growth: 41% (32% Metropolitan Cities, 12% Core Cities, 6% HCT Communities, 6% Cities & Towns, 2% Urban Unicorp., 2% Rural)
Environmental Effects

Common to all alternatives

- Average drive times and distances will be less, but time spent stuck in traffic will increase
- Transit ridership more than doubles
- Air quality will improve and greenhouse gas emissions will be reduced
- All require about 830,000 new housing units
- Redevelopment will increase the threat of displacement, which will require mitigation to be avoided
## Environmental Effects

<table>
<thead>
<tr>
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<th>Stay the Course (plan extended)</th>
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<tbody>
<tr>
<td><strong>Vehicle Delay</strong></td>
<td>31 hours (increase compared to 21 hours in 2014)</td>
<td>29 hours</td>
<td>32 hours</td>
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<tr>
<td></td>
<td>Annual average per person</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Transit ridership</strong></td>
<td>476 million (substantial increase compared to 194 million in 2014)</td>
<td>502 million</td>
<td>490 million</td>
</tr>
<tr>
<td><strong>Greenhouse gas emissions</strong></td>
<td>41,000 tons per day CO\textsubscript{2} equivalent (decrease compared to 47,200 tons per day in 2014)</td>
<td>39,600 tons per day CO\textsubscript{2} equivalent</td>
<td>41,400 tons per day CO\textsubscript{2} equivalent</td>
</tr>
</tbody>
</table>
### Environmental Effects

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<tr>
<td><strong>Land Developed</strong></td>
<td>322,000 acres</td>
<td>285,000 acres</td>
<td>331,000 acres</td>
</tr>
<tr>
<td><strong>Impervious Surface</strong></td>
<td>23,200 acres</td>
<td>19,600 acres</td>
<td>24,300 acres</td>
</tr>
<tr>
<td><strong>Redevelopment (Stormwater Improvement)</strong></td>
<td>22,800 acres</td>
<td>17,200 acres</td>
<td>26,000 acres</td>
</tr>
<tr>
<td>Environmental Effects</td>
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<tr>
<td><strong>Moderate density housing</strong> (moderate=townhome, triplex, low-rise MF)</td>
<td>15% moderate-density</td>
<td>19% moderate-density</td>
<td>13% moderate-density</td>
</tr>
<tr>
<td><strong>Jobs-housing balance</strong></td>
<td>Improved balance</td>
<td></td>
<td></td>
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</table>
Equity Analysis

- Equity Analysis part of Draft SEIS
- Measures impact in areas with high concentrations of low income residents and people of color
- Displacement risk analysis and updated Opportunity Mapping
Displacement Risk

Composite index of displacement risks:
- Socio-demographics
- Transportation qualities
- Neighborhood characteristics
- Housing
- Civic engagement

Population growth in areas of high displacement risk

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<td>Population growth in areas of high displacement risk</td>
<td>18%</td>
<td>23%</td>
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GMBP Review-Evaluation Criteria

How can GMPB best use Draft SEIS results?

Evaluation criteria categories:
- Climate Change
- Development Patterns
- Economy
- Environment
- Health
- Housing
- Public Services
- Social Equity
- Transportation

Potential scorecard for GMPB in May
How to Comment

Draft SEIS Review:
Feb 28-April 29

www.psrc.org/vision/seis

PSRC open house:
• March 21, 12 – 2 p.m.
Thank you

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