



PSRC and Regional Planning

Introduction to Land Use, Growth Management and Environmental Planning

November 3, 2009

Presentation Overview



BACKGROUND

REGIONAL PLANNING FRAMEWORK

HOW ARE WE DOING?

TRANSPORTATION 2040

- Background – About PSRC
- Regional Planning Framework
- Progress
- Regional Transportation Planning



Background

What We Do

BACKGROUND

REGIONAL PLANNING FRAMEWORK

HOW ARE WE DOING?

TRANSPORTATION 2040

- Long range growth, economic and transportation planning
- Multicounty Planning Policies under Washington State Growth Management Act
- Transportation funding
- Approximately \$160 million annually
- Economic planning & funding
- Review of local comprehensive plans & countywide policies
- Regional data

**BACKGROUND**

REGIONAL
PLANNING
FRAMEWORK

HOW ARE WE
DOING?

TRANSPORTATION
2040

Who We Represent

Our Region

- 4 Counties
- 82 Cities and Towns
- Hundreds of Special Districts

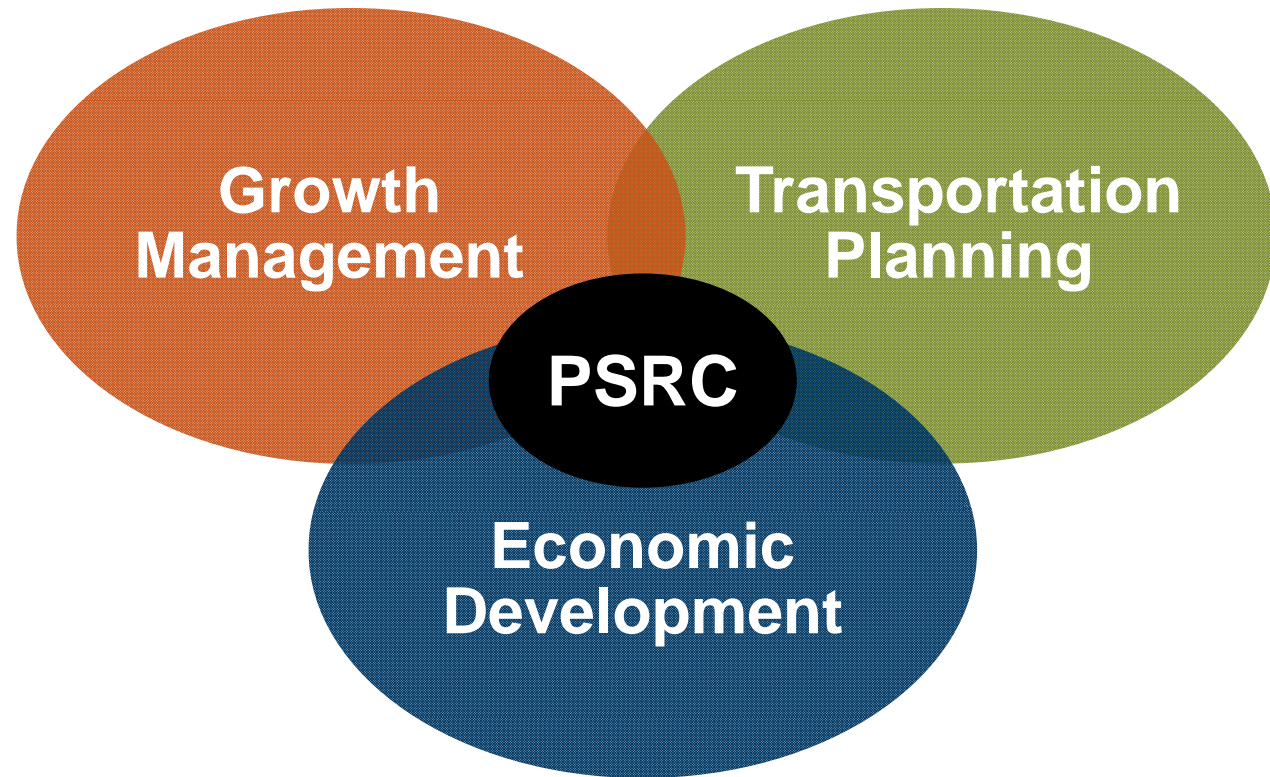


Our Members

- Cities, Counties, Ports and Transit
- State Agencies and Tribal Governments

Our Mission

To play a key regional role in keeping central Puget Sound thriving as we grow



BACKGROUND

REGIONAL
PLANNING
FRAMEWORK

HOW ARE WE
DOING?

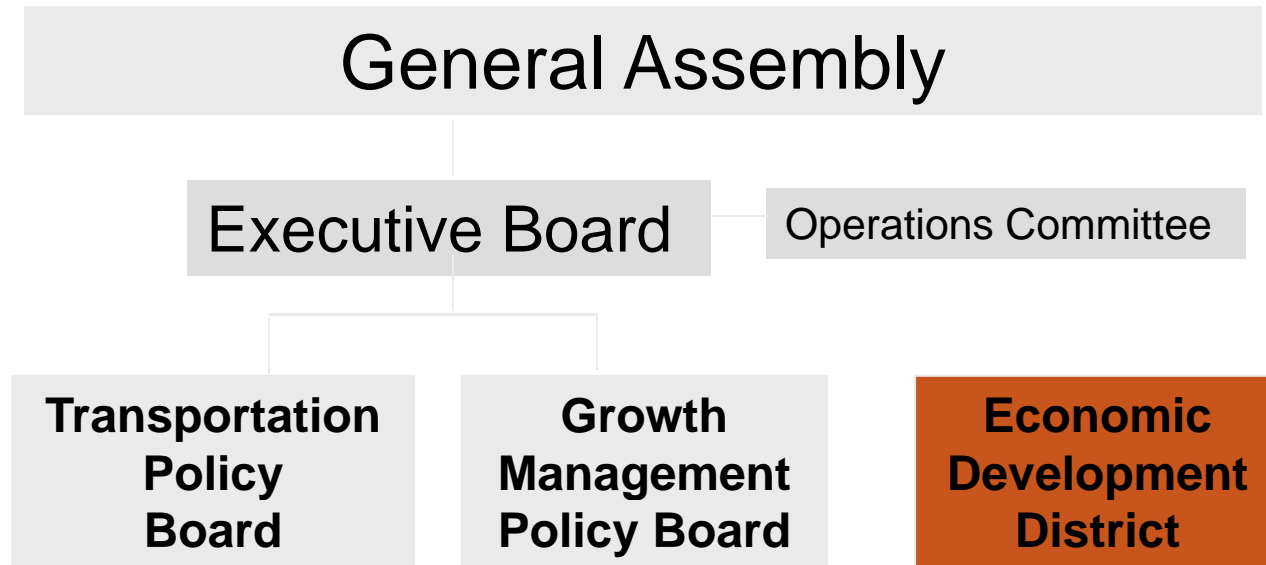
TRANSPORTATION
2040

Organization & Decision Making

Relationships of PSRC Policy Bodies

*Meets annually
for budget &
plan actions*

*Day-to-day
operations &
policy actions*



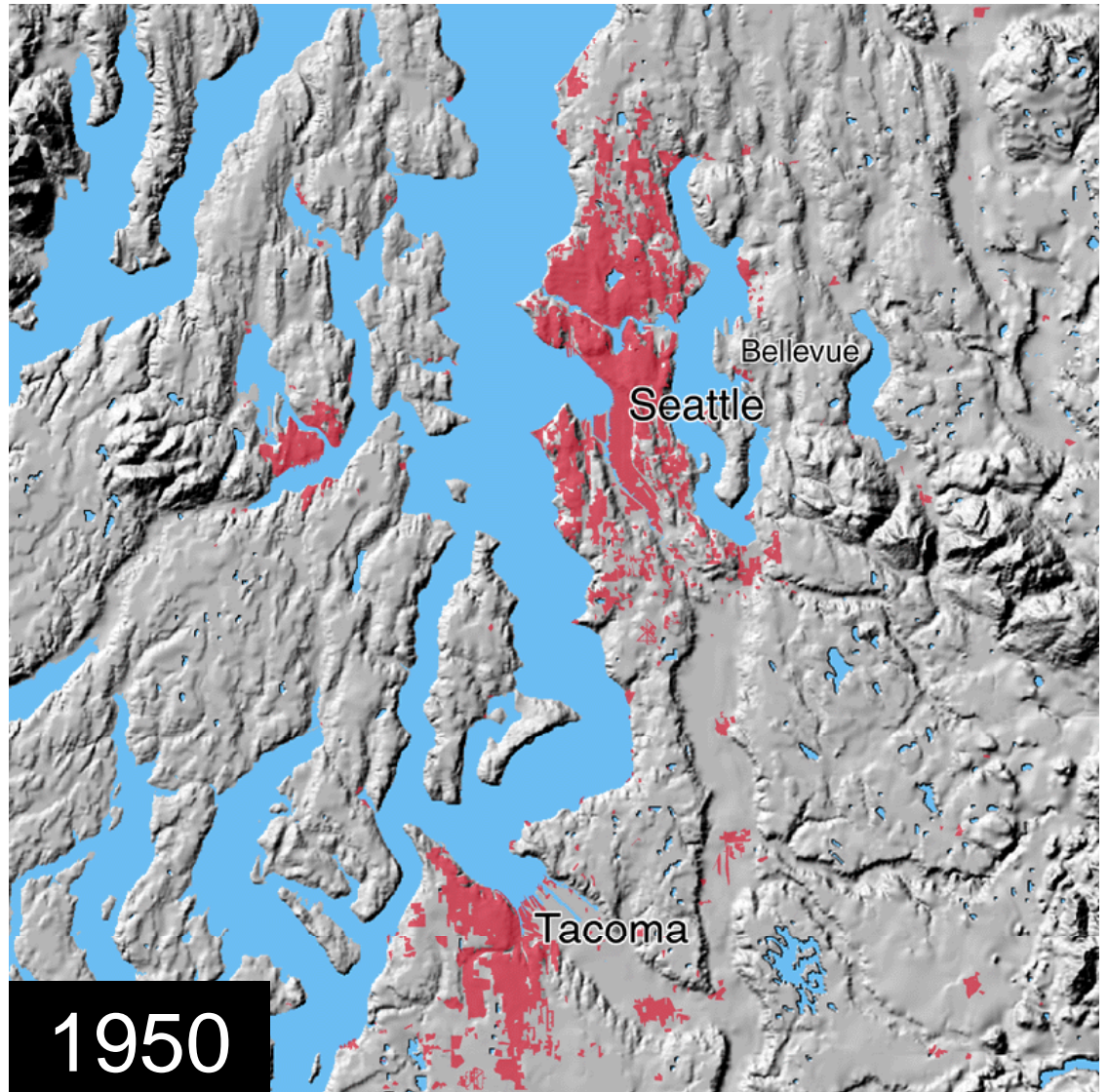


Regional Planning Framework

Growing Urban Footprint

Washington State
2.4 million people

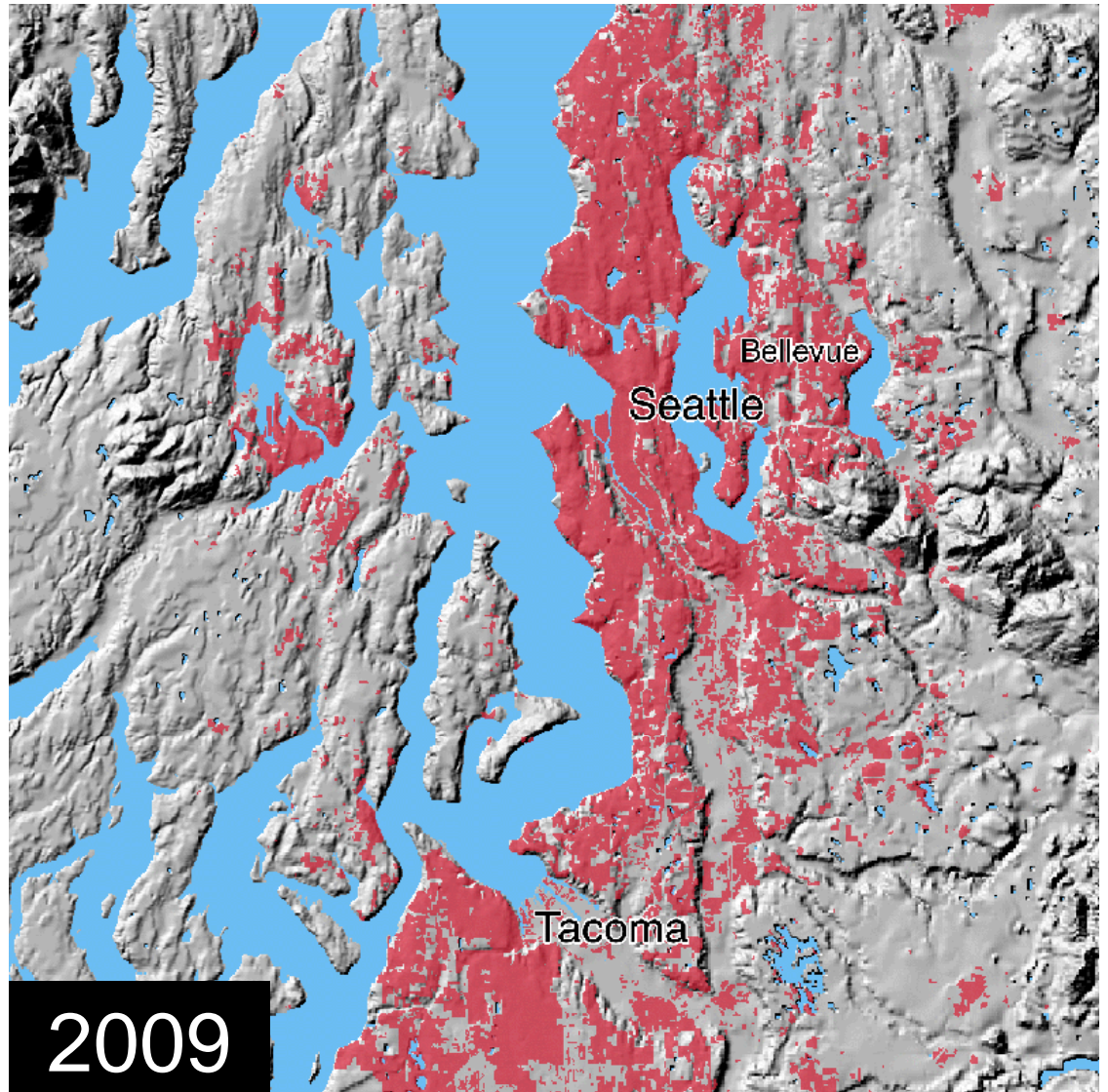
Central Puget Sound
1.2 million people



Growing Urban Footprint

Washington State
6.3 million people

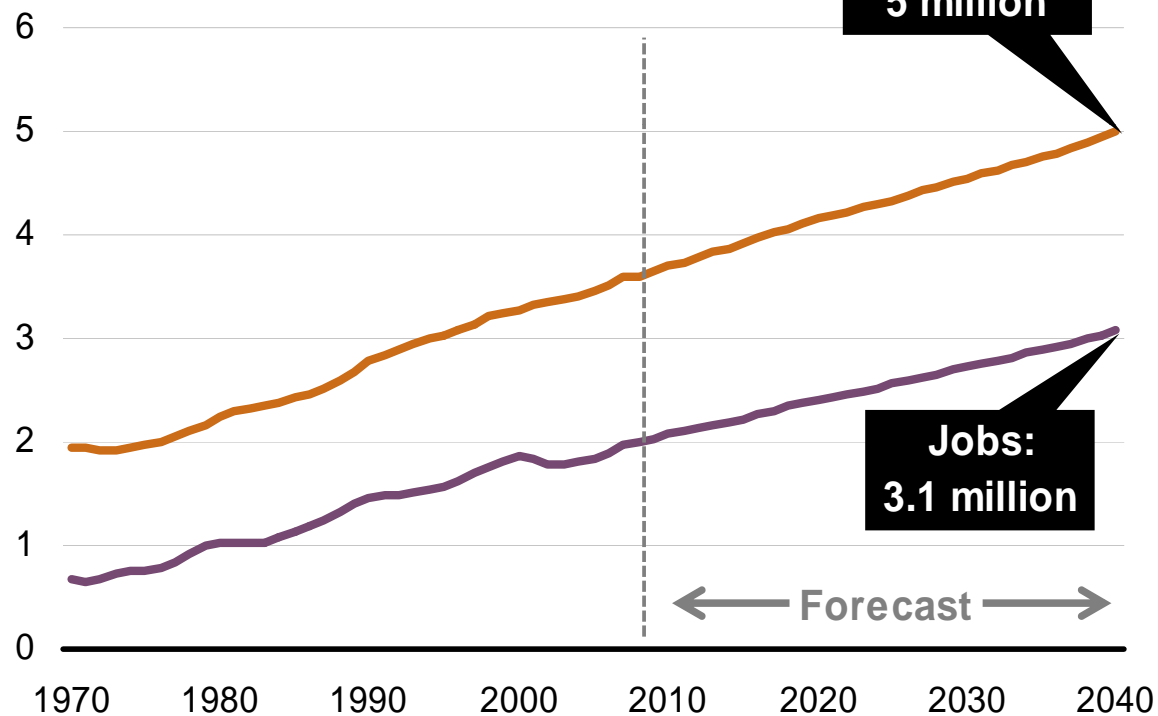
Central Puget Sound
3.6 million people



Our Region is Growing

Regional Growth Estimates

In millions



Puget Sound is forecast to see a 36% increase in population and a 51% increase in jobs by 2040

More Commuters Projected

BACKGROUND

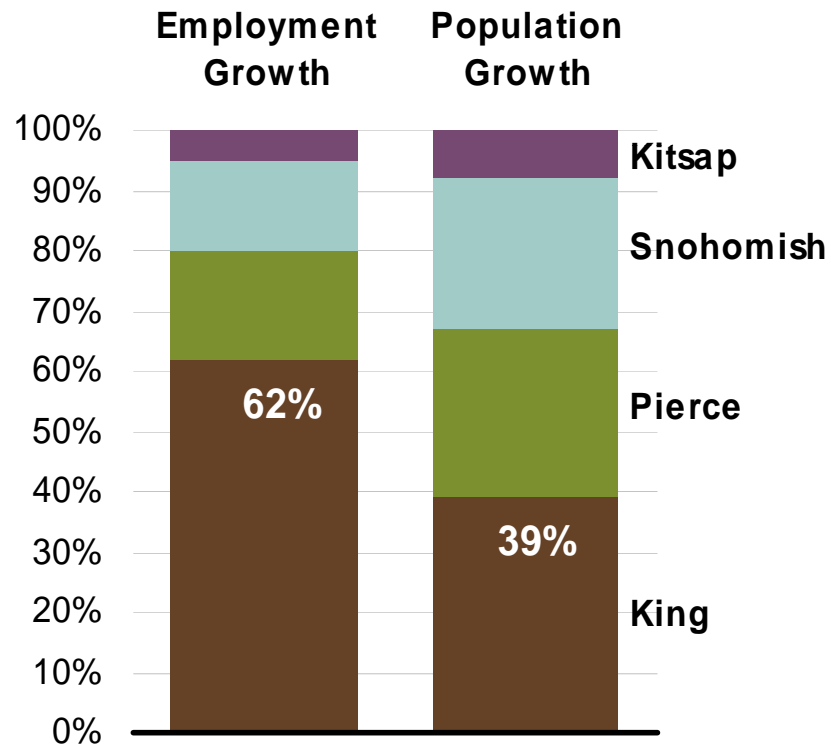
REGIONAL PLANNING FRAMEWORK

HOW ARE WE DOING?

TRANSPORTATION 2040

Share of Regional Growth

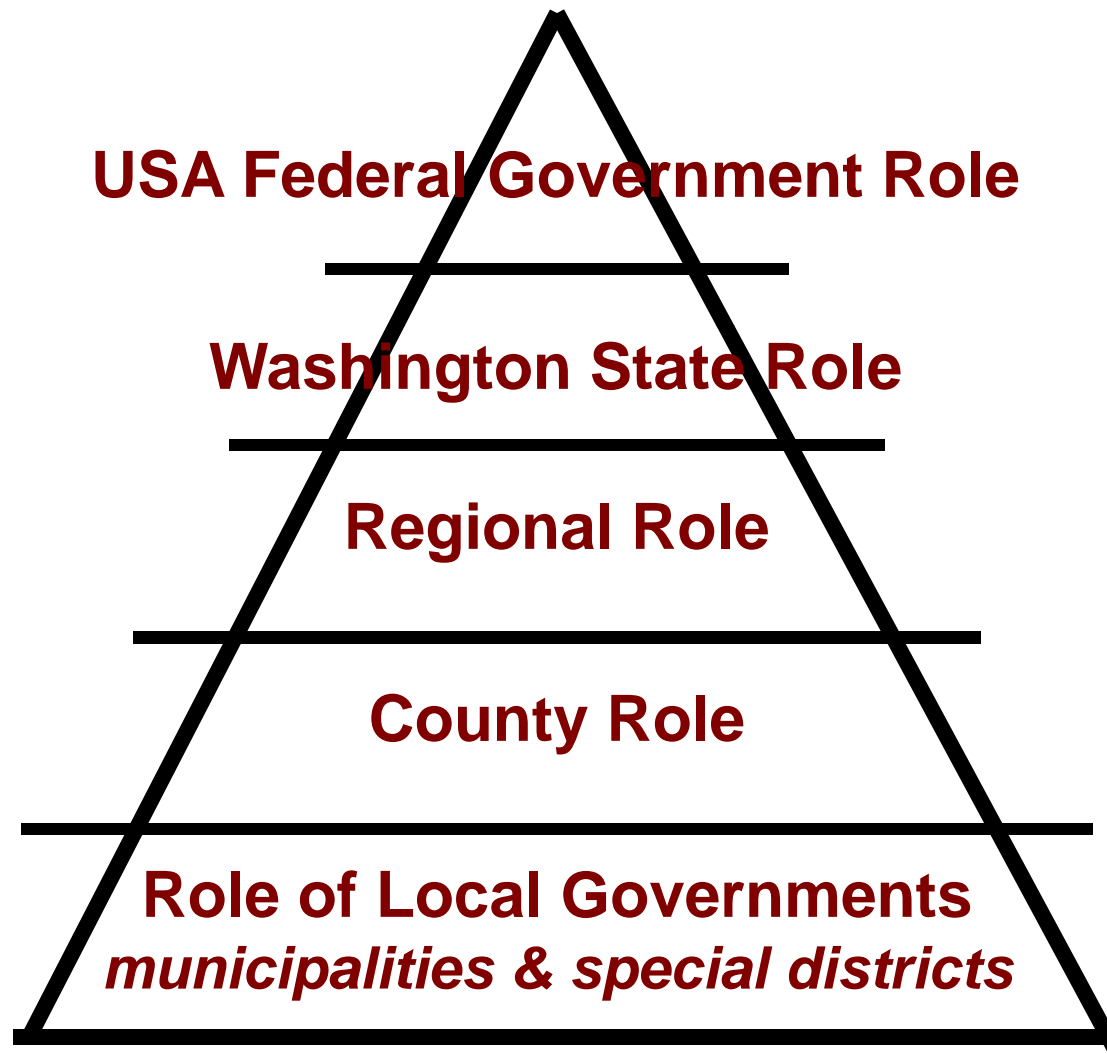
By county, 2000-2040



Sources: Bureau of Economic Analysis, PSRC

With more job growth than population growth in King County, more people will be commuting to King from other counties for work

Shared Responsibility for Urban & Regional Planning





WA State Growth Management Act

Landmark Change - 1990

BACKGROUND

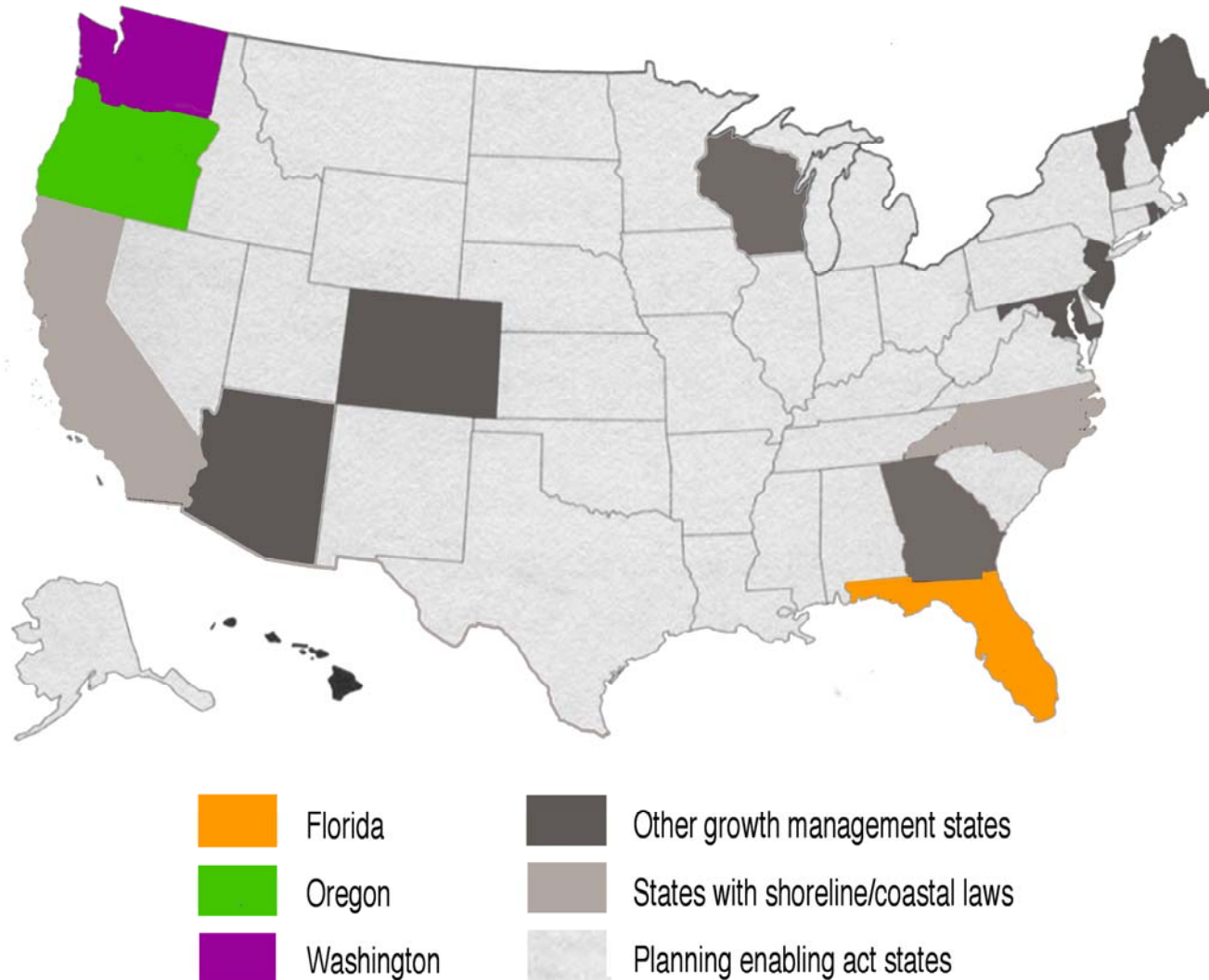
REGIONAL PLANNING FRAMEWORK

HOW ARE WE DOING?

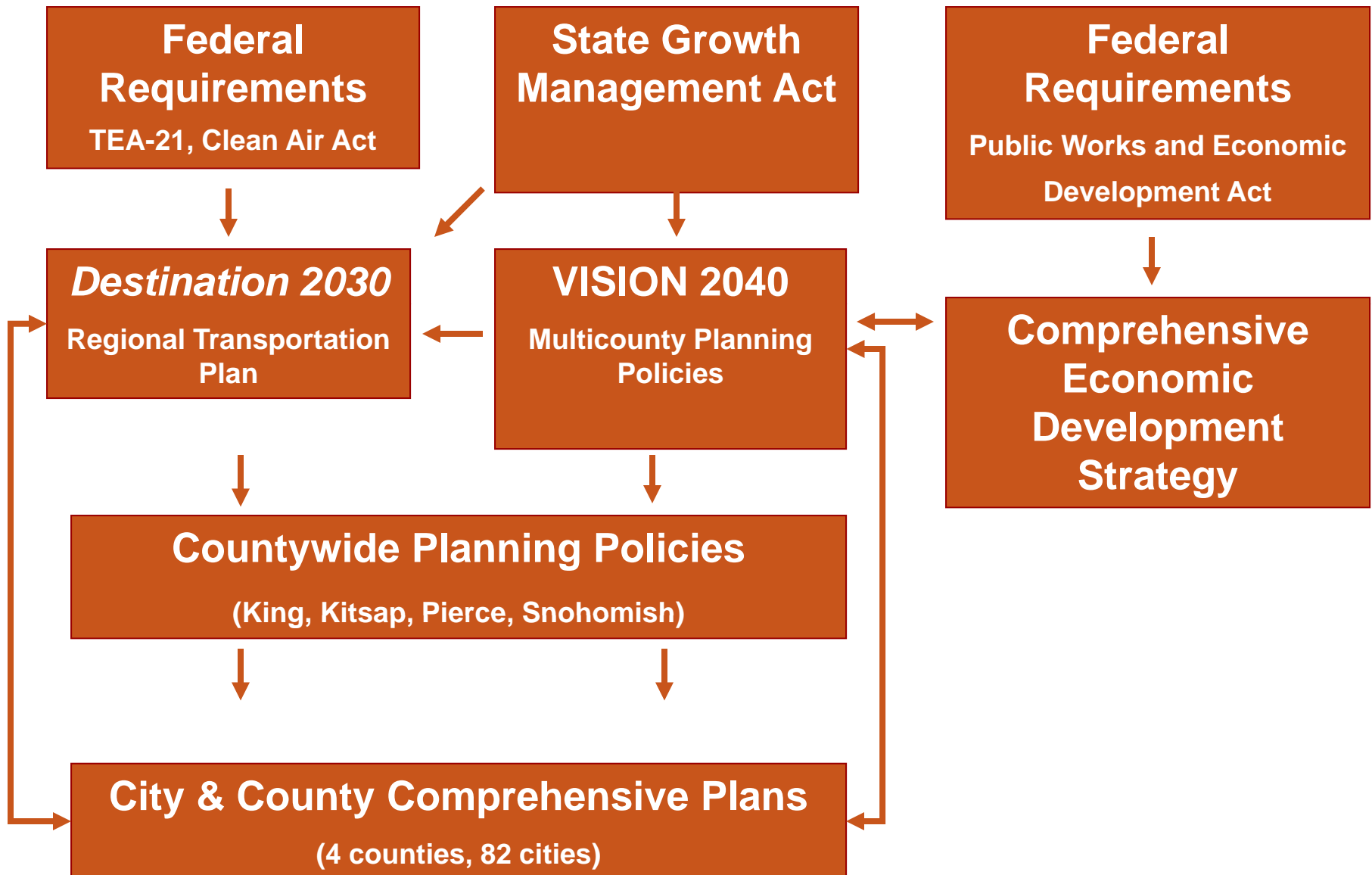
TRANSPORTATION 2040

- Establish urban growth areas to curb sprawl
- Protect resource lands & critical areas
- Coordinated planning required, including regional policies (**MPPs** and CPPs with teeth)
- Requirements for strong local comprehensive plans and implementing development regulations
- Regional certification of local plans
- Buildable lands analyses, growth targets

Growth Management & Planning Laws by State



Shared Responsibility For Regional Planning



Regional Framework for Planning

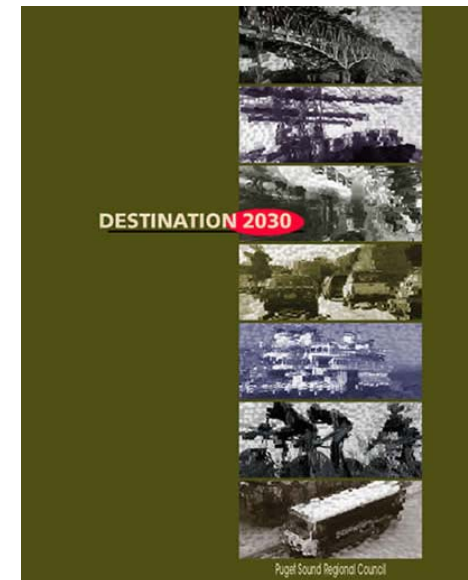
Integrated Strategy

- **VISION 2040**
region's integrated strategy for growth, transportation, economy & environment; multicounty planning policies



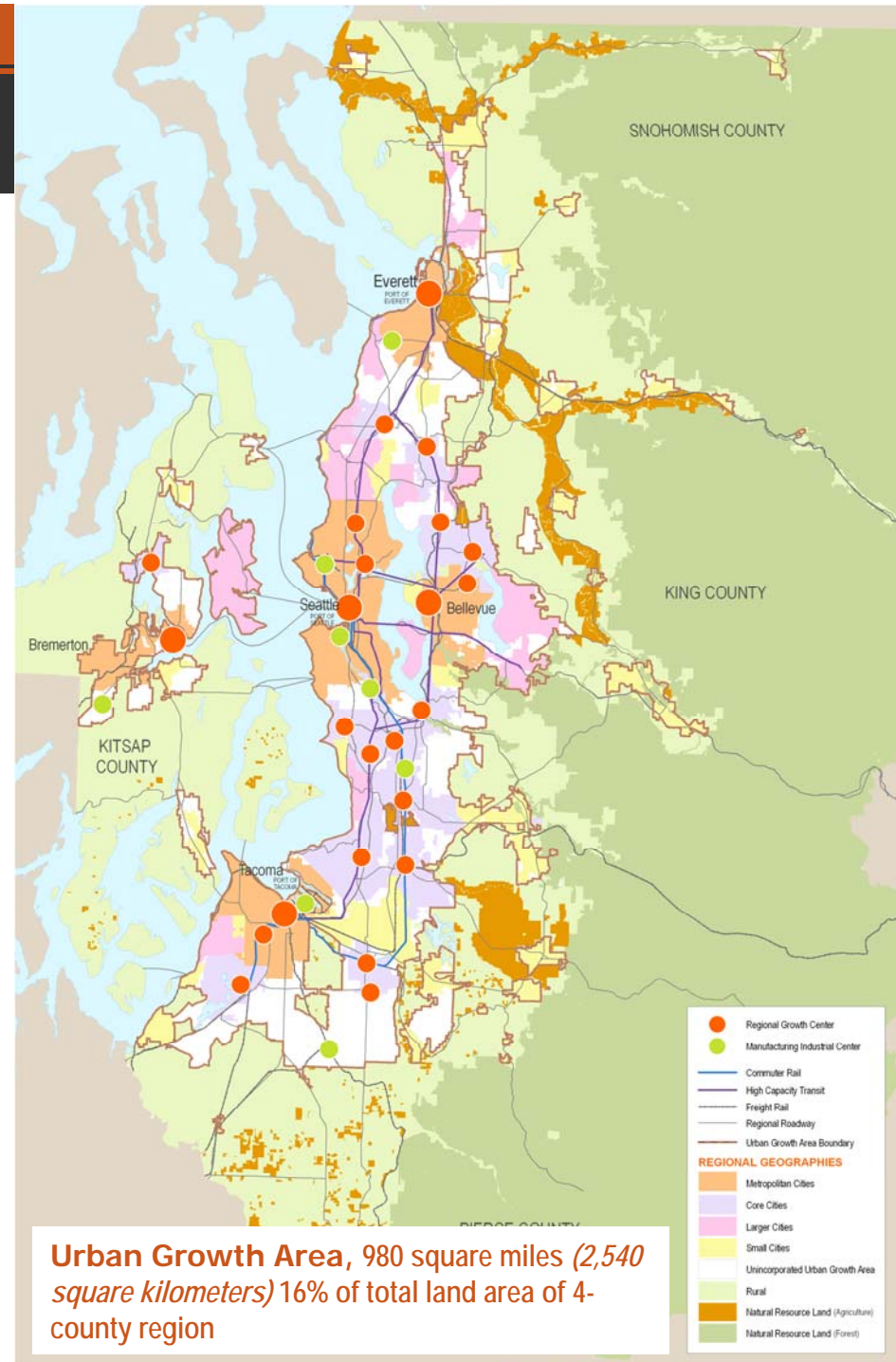
Functional Plans

- **Destination 2030**
regional transportation plan: under state Growth Management Act, federal transportation law (*SAFETEA-LU*)
- **Regional Economic Strategy**

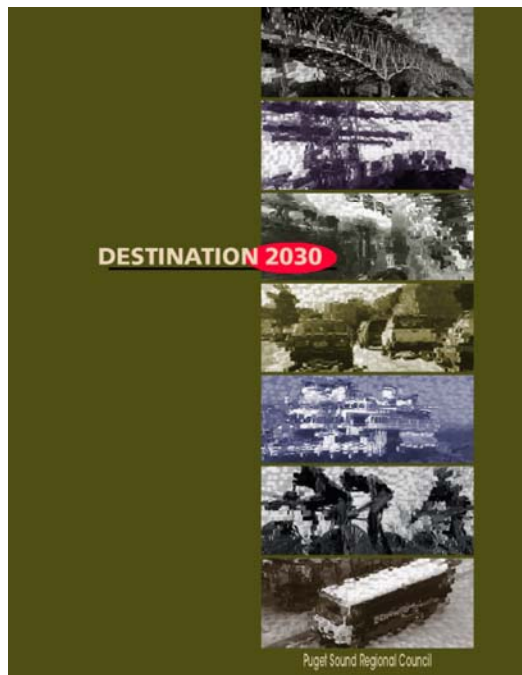


VISION 2040

- Adopted April 2008
- Multicounty Planning Policies under State Growth Management Act
- Regional agreement on integrating growth management, transport, economic, & environmental goals
- Sustainable development & environmental responsibility
- Growth in urban area, centers focus
- Preserve rural & resource lands
- Support economic development; affordable housing
- Clean transportation; conserve resources



Destination 2030



- Region's long-range metropolitan transportation plan *(updated in 2007)*
- Detailed 10-year action plan & long range goals
- Financing plan
- Regional project list
- Currently updating – **Transportation 2040**

Prosperity Partnership



- **Regional Economic Strategy (2005)**
- ***Foundation Initiatives*** – redevelop region's economic foundations
- ***Cluster Initiatives*** – address needs of specific industry clusters
[Aerospace, Clean Technology, Information Technology, Life Sciences, Logistics & International Trade, Tourism, Military]

Sustainable Environment Framework

VISION 2040

Framework & Context

- New section – establishing important link between natural environment & quality of life
- Recognizes the value of the natural environment
- Acknowledges the damage of pollution & past practices
- Serves as a *call-to-action* to protect, conserve & restore environment as the region grows



Multicounty Planning Policies

Role of Multicounty Planning Policies

- Direction for implementing *Regional Growth Strategy*
- Common framework for planning at various levels: regional, county, local
- Guidance & direction for regional planning:
 - ***Transportation 2040***
 - ***Regional Economic Strategy***



Multicounty Planning Policies

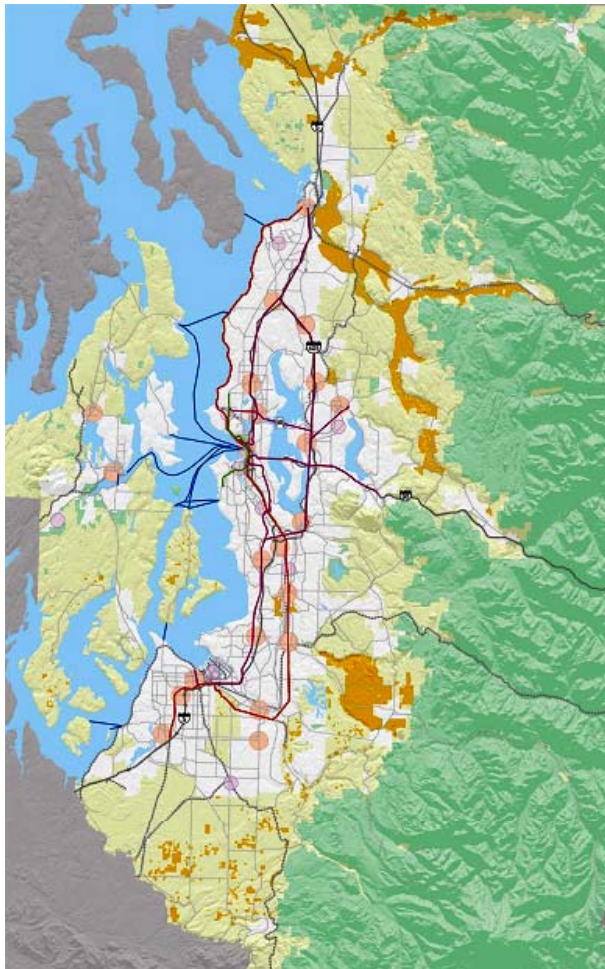
New Policy Direction

- Environmental policy section addressing habitat, water quality, air, climate change
- Strengthen commitment to compact growth & developing centers
- Preserve rural & natural resource areas
- Emphasis on improved jobs/housing balance
- Strategic emphasis on housing
- Relationship between health & built environment
- Attention to regional urban form & design
- Call for cleaner transportation
- Meet service needs through conservation

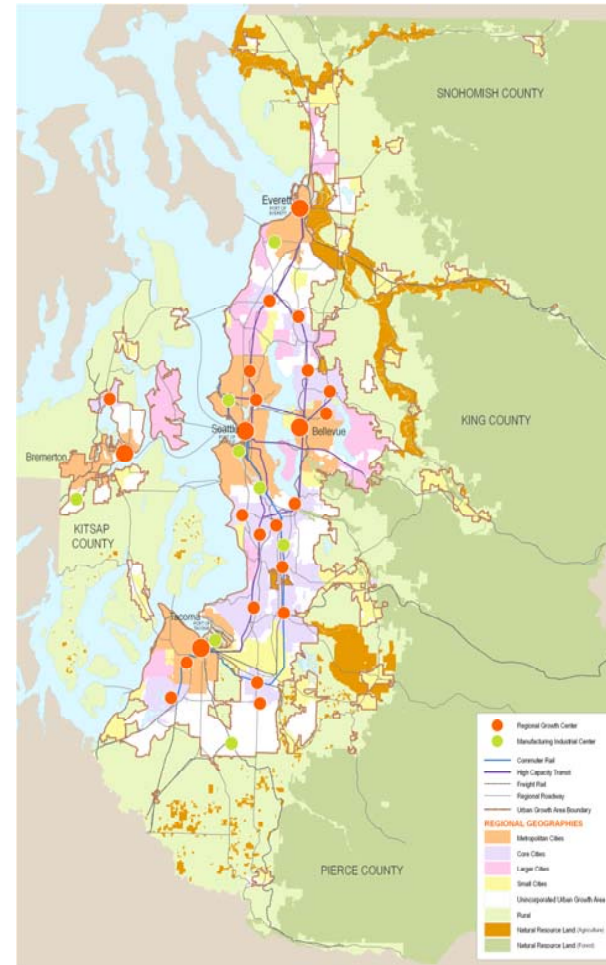


Regional Growth Strategy: New Approach

VISION 2020 Conceptual



VISION 2040 Numeric

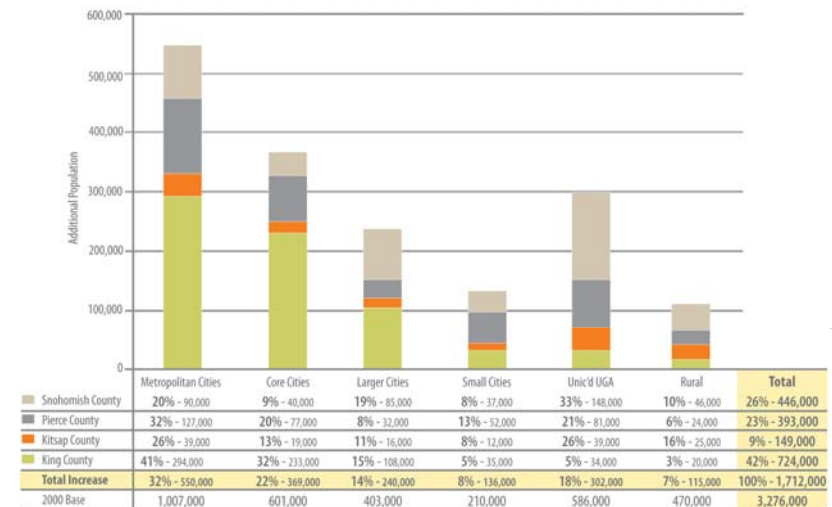


Regional Growth Strategy

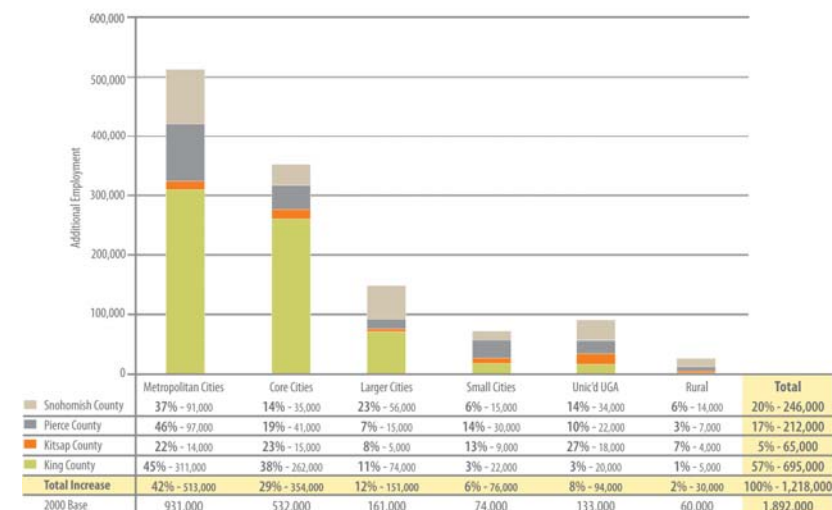
Numeric Guidance for Local Planning & Targets

- Helps define roles different types of cities play in accommodating people & jobs
- Permanently protect resource lands
- Minimize incompatible rural development
- Commit to compact development
- Concentrate jobs, housing & activities in cities & centers
- Focus growth in *Metropolitan, Core & Larger Cities*
- Improve regional jobs-housing balance

Population Growth by Regional Geography and County, 2000-2040
(Final Draft Technical Amendment as of January 8, 2009)



Employment Growth by Regional Geography and County, 2000-2040
(Final Draft Technical Amendment as of January 8, 2009)



Centers

27 Regional Growth Centers



King County (17)

- Auburn
- Bellevue
- Burien
- Federal Way
- Kent
- Redmond (2)
- Renton
- Seattle (6)
- SeaTac
- Totem Lake
- Tukwila

Kitsap County (2)

- Bremerton
- Silverdale

Pierce County (5)

- Lakewood
- Puyallup (2)
- Tacoma (2)

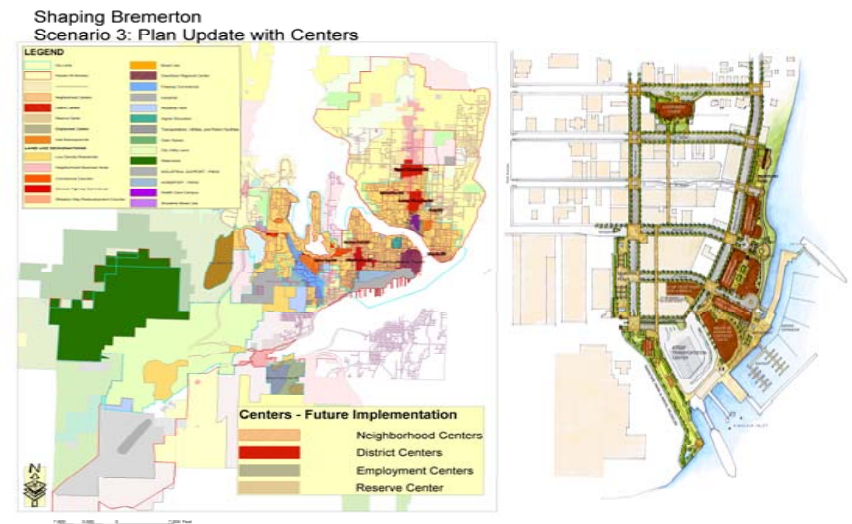
Snohomish Co (3)

- Canyon Park
- Everett
- Lynnwood

Objectives of Centers Strategy

Even relatively modest growth in centers brings large benefits

- Urban land & services used more efficiently – improved access to services & housing choices
- Congestion relief - reduced growth of future automobile trips
- More people can walk, bike & take transit to nearby destinations
- Framework for regional transportation system reinforced



Implementation

Actions & Measures

- Both short-term & mid-term implementation actions (regional & local)
- implementation & performance measures
- Direction for PSRC work program
- Outreach & technical assistance to local jurisdictions

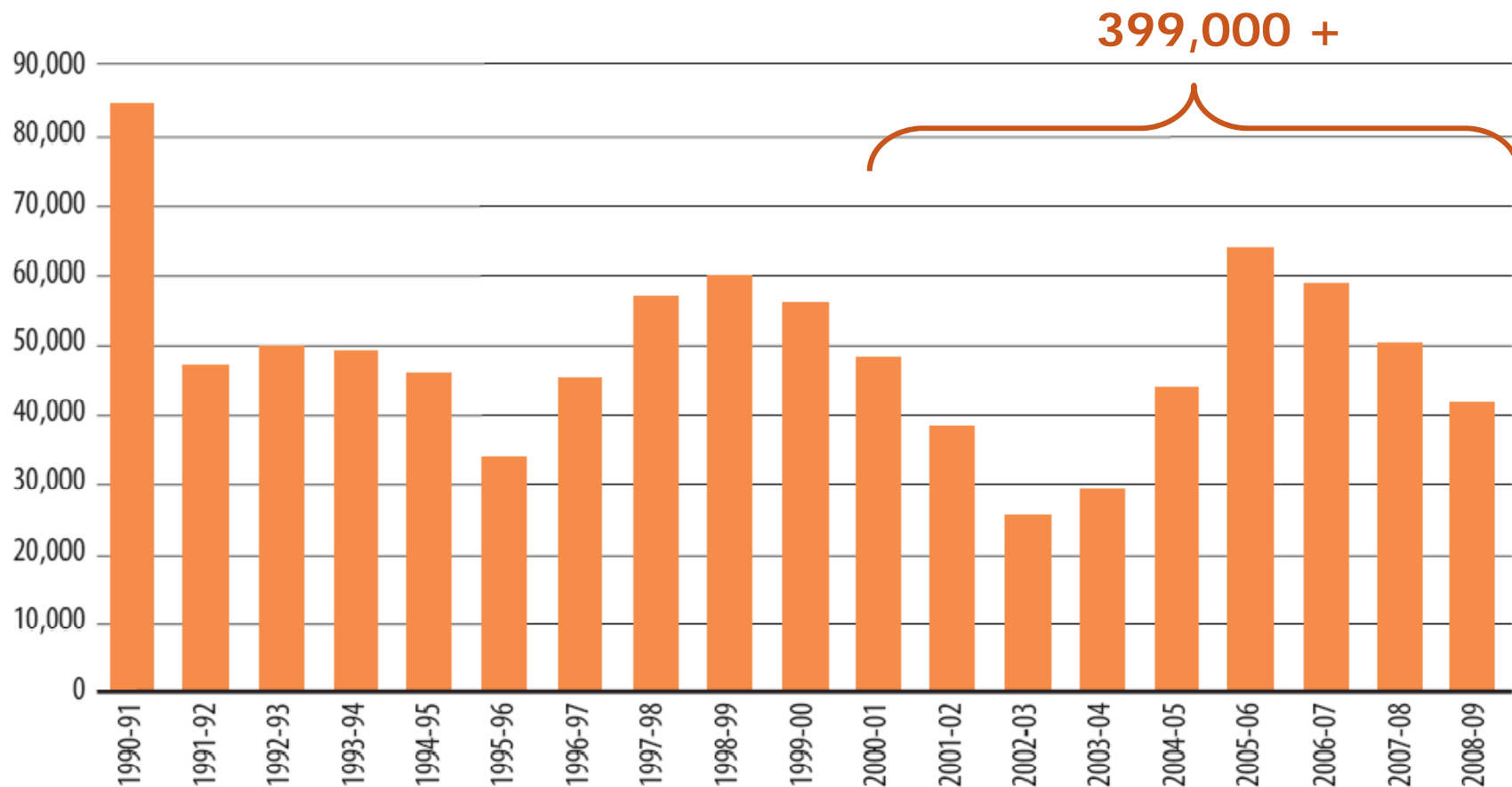




How are we doing?

2000 - 2009: Continued Regional Growth

Figure 1. Annual Population Change in the Central Puget Sound

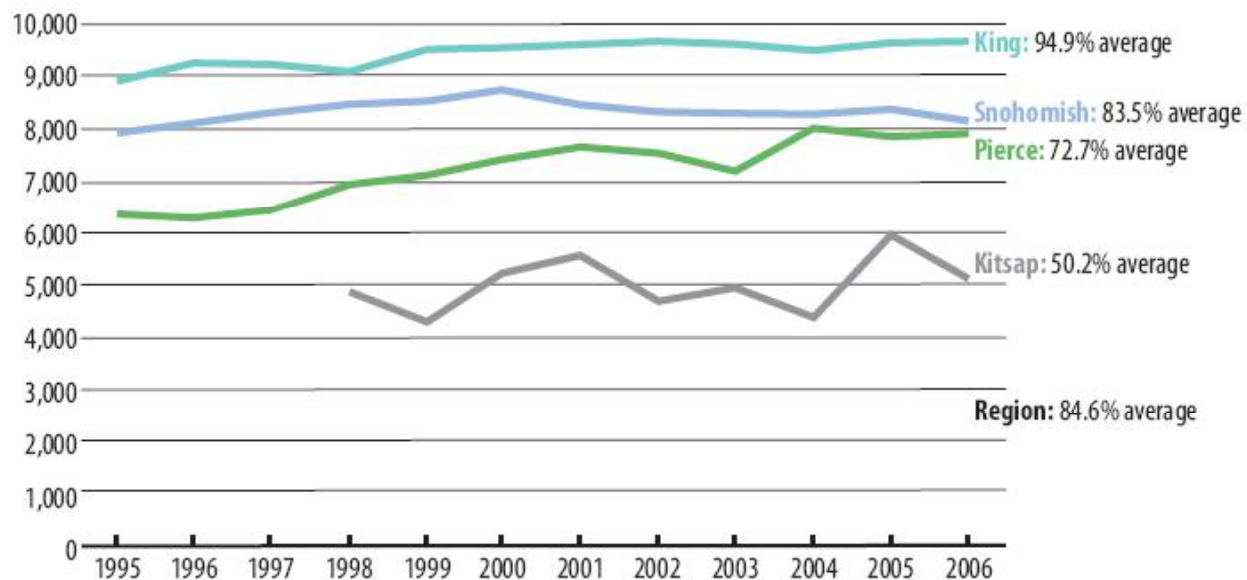


Source: U.S. Census Bureau, Washington State Office of Financial Management

Where is Growth Going?

- 1995 – 2006: 85% in UGA Regionally
- Trending Up - Increasingly in UGA
- Wide Differences by County

Percent Permitted New Housing Units Inside the UGA

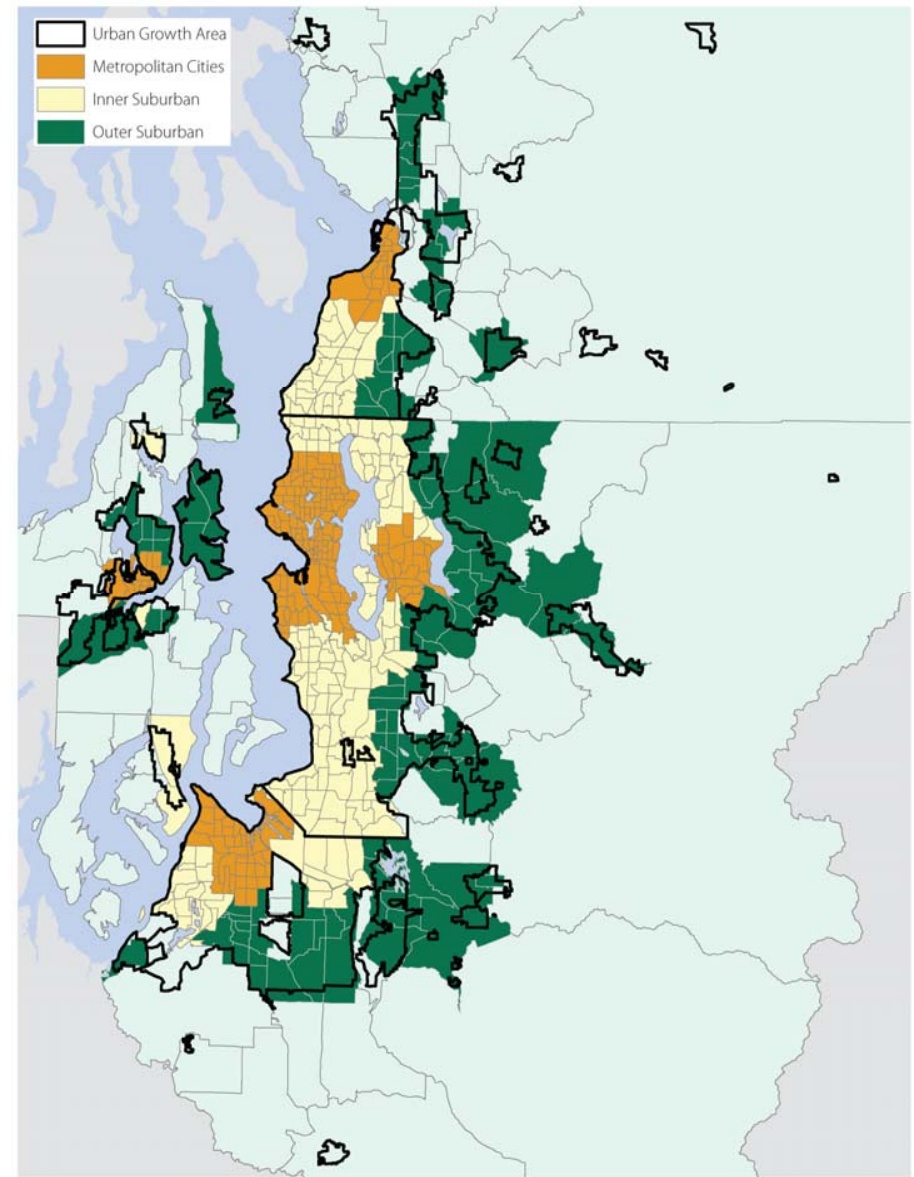


Notes: Data are for permitted new units only, and exclude demolitions and other unit losses. Estimates for all years were calculated using 2006 urban growth area boundaries. Kitsap County's UGA was not formally approved and adopted until 1998; Kitsap County permit activity for 1995-1997 was not included when calculating the 1995-2006 regional average of percent permitted new housing units inside the UGA (84.6%).

Where is Growth Going?

- Looked at growth from two periods under GMA:
 - 1995 – 2000
 - 2000 – 2007
- In three basic parts of the Urban Growth Area:
 - Metropolitan Cities
 - Inner Suburban Cities
 - Outer Suburban Cities

Figure 2. Metropolitan Cities, Inner Suburban and Outer Suburban Communities (Represented by Census Tracts)



Note: Census tracts were consolidated in areas where tract boundary changes occurred from 1990 to 2000.

Where is Growth Going – within UGA?

Growth at the Core and at the Fringe

Figure 3. Average Annual Growth in Housing Units by Community Type

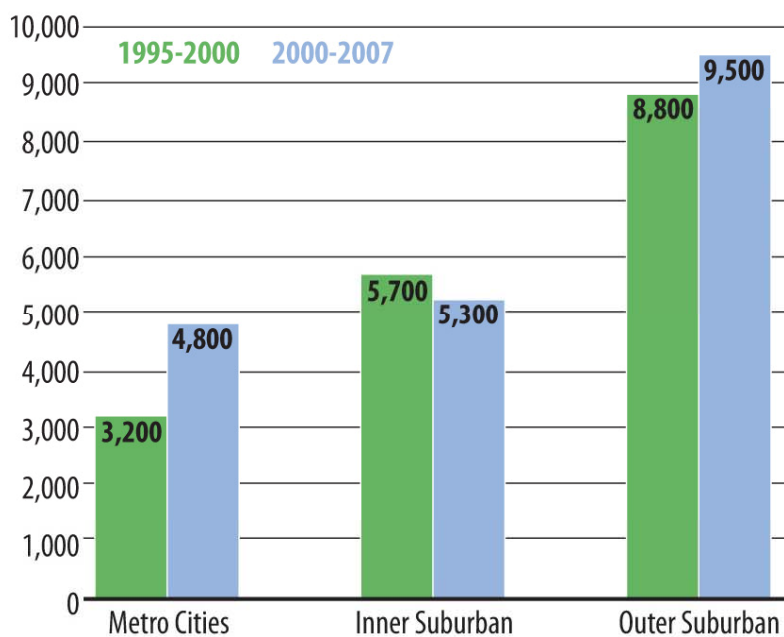
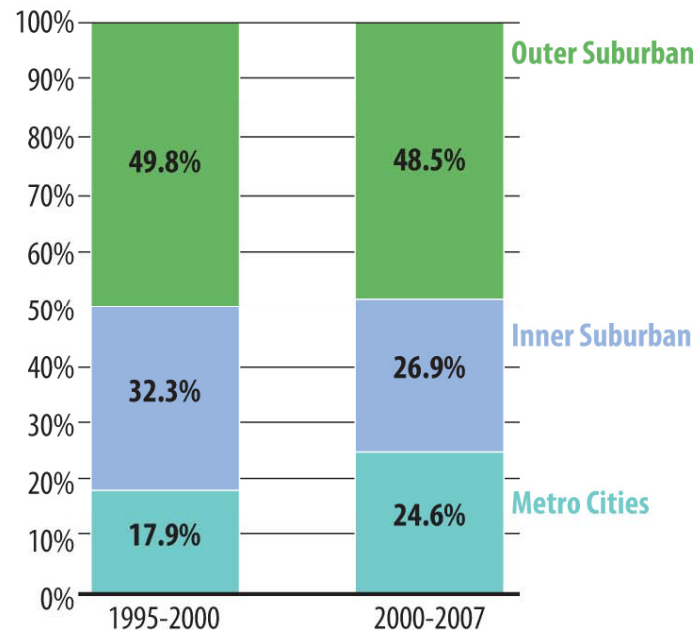


Figure 4. Distribution of Housing Unit Growth by Community Type



Where is Growth Going – within UGA?

**7 of top ten highest-growth cities have centers
Attracted 35%* of total regional growth**

Table 2. Top Ten Cities with the Greatest Nominal Population Growth from 2000 to 2009

Municipality	County	Population 2000	Population 2009	Change 2000-09	% Change 2000-09	Population Annexed 2000-09
★ Seattle	King	563,374 *	602,000	38,630	6.9%	0
★ Renton	King	50,052	83,650	33,600	67.1%	21,900
★ Auburn	King/Pierce	43,047	67,485	24,440	56.8%	16,280
Issaquah	King	11,212	26,890	15,680	139.8%	6,210
Marysville	Snohomish	25,315	37,530	12,220	48.3%	5,780
★ Everett	Snohomish	91,488	103,500	12,010	13.1%	4,710
★ Bellevue	King	109,827	120,600	10,770	9.8%	2,750
★ Tacoma	Pierce	193,556	203,400	9,840	5.1%	0
★ Kent	King	79,524	88,380	8,860	11.1%	880
Lake Stevens	Snohomish	6,361	14,800	8,440	132.7%	7,350

Source: U.S. Census Bureau, Washington State Office of Financial Management

Note: * Indicates a correction to the federal 2000 census count and/or a revised state estimate.

*** 138,150**

Where is Growth Going – within UGA?

Several high growth rate cities have MPDs, vested development, large annexations. Attracted 28%* of regional growth.

Table 3. Top Ten Cities with the Greatest Percentage Population Growth from 2000 to 2009

Municipality	County	Population 2000	Population 2009	Change 2000-09	% Change 2000-09	Population Annexed 2000-09
★ Snoqualmie	King	1,631	9,730	8,100	496.6%	0
Roy	Pierce	260	870	610	234.6%	500
★ DuPont	Pierce	2,452	7,650	5,200	212.0%	0
★ Issaquah	King	11,212	26,890	15,680	139.8%	6,210
Lake Stevens	Snohomish	6,361	14,800	8,440	132.7%	7,350 ★
★ Bonney Lake	Pierce	9,687	16,500	6,810	70.3%	2,160
Renton	King	50,052	83,650	33,600	67.1%	21,900 ★
Mill Creek	Snohomish	11,525*	18,480	6,960	60.3%	3,660
Fife	Pierce	4,784	7,610	2,830	59.1%	0
Auburn	King/Pierce	43,047	67,485	24,440	56.8%	16,280 ★

Source: U.S. Census Bureau, Washington State Office of Financial Management

Note: * Indicates a correction to the federal 2000 census count and/or a revised state estimate.

*60,000

2000-2007 Growth Served by ST Investments

31% of total regional growth occurred in cities with designated centers served by Sound Transit investments (94,000 out of 307,000)

Sounder

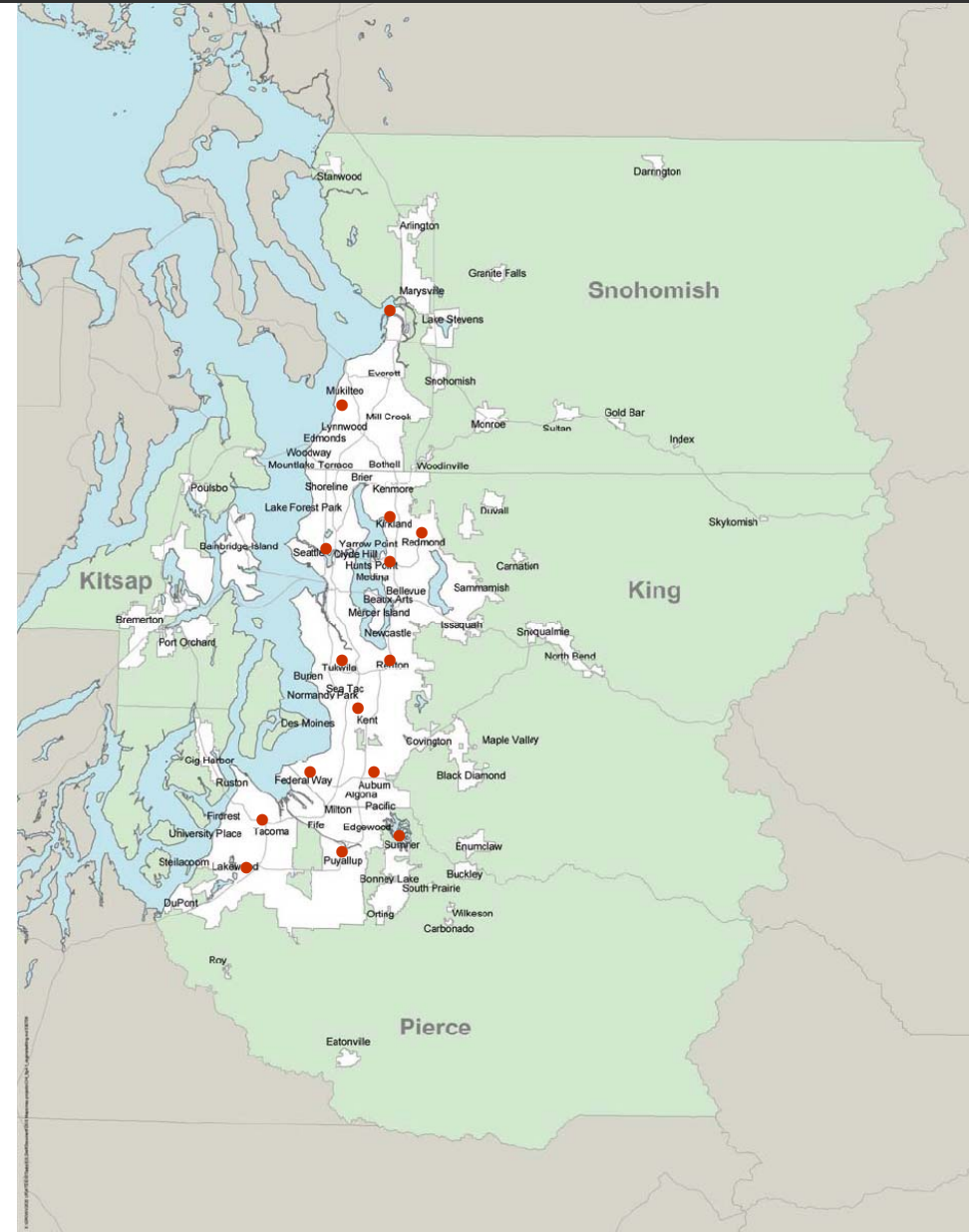
Auburn, Everett, Kent, Puyallup,
Seattle, Sumner, Tacoma, Tukwila

Regional Express Bus

Bellevue, Federal Way, Kirkland,
Lakewood, Lynnwood, Redmond,
Renton

Link

Seattle, Tukwila



Centers Progress



27 Designated Urban Centers

- 3% of UGA land area (25+ mi²)
- 6% of UGA population (160,000+)
- 34% of UGA jobs (490,000+)
- Average pop. density double UGA's
- 2000 – 2006: 25,000 permitted new housing units
(within ¼ mi of centers - 15% of total regional housing permits)

Planned Land Use in Centers (2025 targets)

- Current Plans double present population
(160,000+ additional people, 80,000+ HU)
- Current Plans add 180,000+ jobs

Forecasts for Center Areas (2040)

- 13% of forecast 2040 total UGA population (630,000+)
- 40% of forecast 2040 total regional jobs

Center Share of Change (2000 - 2040)

- 27% of forecast 2000 – 2040 regional pop. change
- 60% of forecast 2000 – 2040 regional job change

Regional Growth Centers Progress

Regional Growth Center + 1/4 Mile Buffer	Total Housing Units 2000	Net Permitted Housing Units 2000-2006	Total Jobs 2000	Net Job Change 2000 - 2006
Auburn	1,633	(15)	5,705	100
Bellevue	4,492	1,807	38,139	1,182
Everett	5,002	249	15,319	553
Federal Way	1,214	7	6,880	169
Kent	1,698	9	6,532	78
Kirkland Totem Lake	6,946	240	13,687	(1,081)
Lakewood	4,633	202	8,341	352
Lynnwood	3,074	540	15,857	2,262
Puyallup Downtown	2,121	(12)	3,721	(807)
Puyallup South Hill	2,706	566	7,537	1,669
Redmond Downtown	3,641	268	12,174	(1,278)
Redmond Overlake	3,817	729	46,060	10,657
Renton	2,332	718	17,525	(4,037)
SeaTac	7,149	78	23,058	(1,573)
Seattle Downtown*	50,823	15,408	216,238	(22,999)
Seattle Northgate	7,124	383	11,760	(207)
Seattle University Community	11,511	1,444	35,817	945
Tacoma Downtown	6,743	1,425	32,243	(3,172)
Tukwila	397	16	21,497	(2,819)
Buffered Centers Total	127,056	25,062	538,089	(15,745)

*only includes centers that have had ST investments or service

Transportation Progress

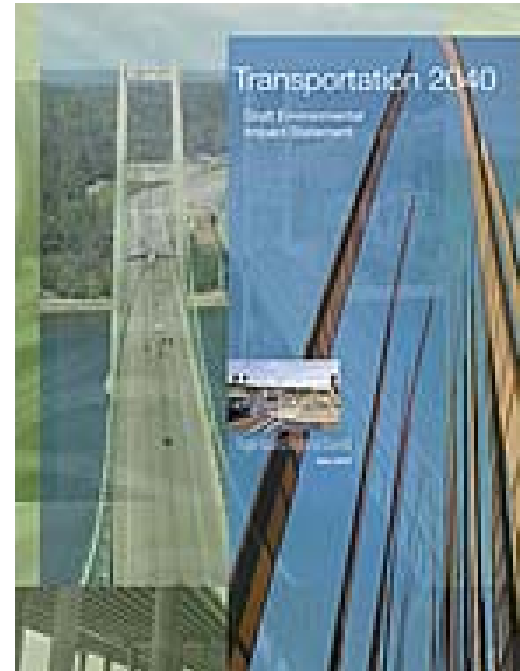
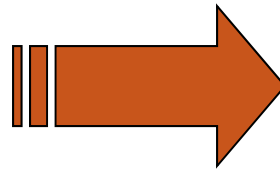
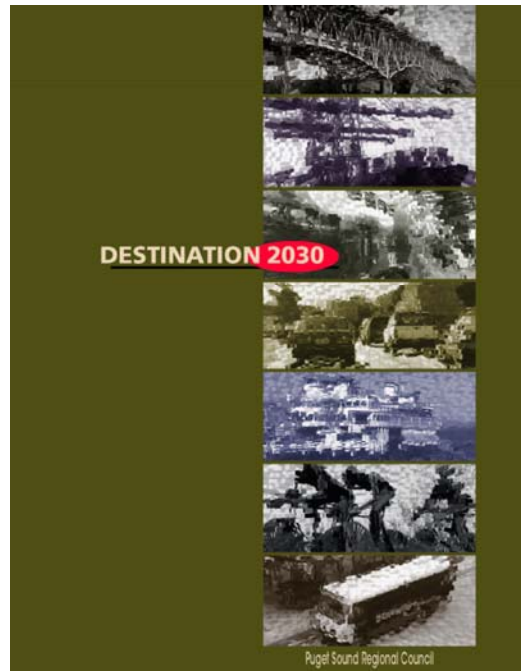
- Regional Transit Authority (1996)
- Nickel Funding Package (2003)
- Transportation Partnership Act (2005)
- Sound Transit Phase 1:
 - Regional Express Bus
 - Sounder
 - Tacoma Link
 - Central Link
- Freight Action Strategy (FAST) Progress
- Major Highway Projects Complete/Underway
- Sound Transit 2
- *SAFETEA-LU Reauthorization: ???*





VISION 2040 & Transportation 2040

From Destination 2030 to Transportation 2040



Mandates & Requirements

Federal requirements (SAFETEA-LU)

State & regional requirements:

(Growth Management Act & VISION 2040)



Major Factors

BACKGROUND

REGIONAL PLANNING FRAMEWORK

HOW ARE WE DOING?

TRANSPORTATION 2040

Sustainable Funding

- New sources of revenue
- Reliable, predictable, sufficient

Environment

- Climate change
- Puget Sound water quality

Congestion and Mobility

- Regional economic vitality
- Mobility for people and goods movement

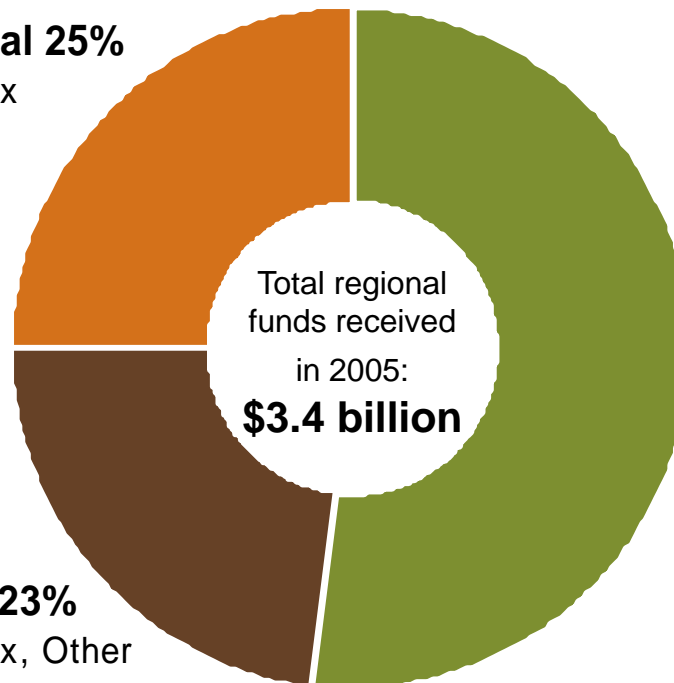
Current Funding

Transportation Funding Sources 2005

Federal 25%
Gas Tax

State 23%
Gas Tax, Other

Region 52%
Taxes, Levies, City
and County
General Funds,
Fees and Fares



Close to half of the region's transportation funding returned to the region through State and Federal programs in 2005

BACKGROUND

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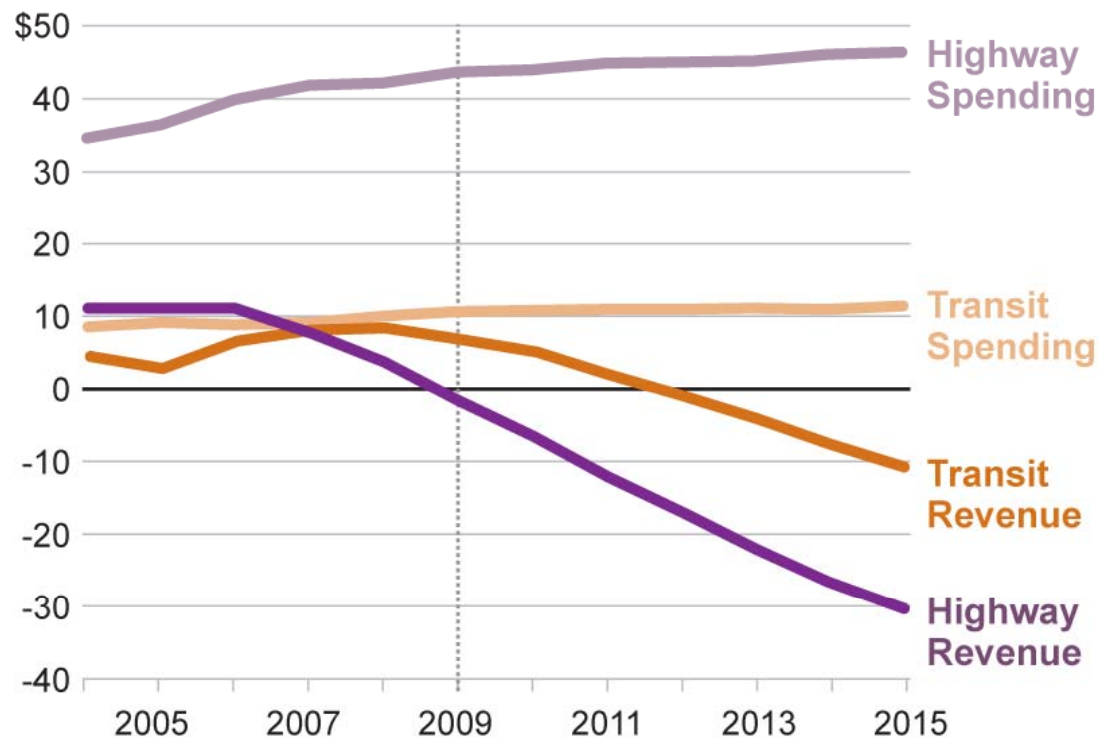
HOW ARE WE
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TRANSPORTATION
2040

Federal Funding Concerns

Federal Transportation Funding*

In billions of dollars



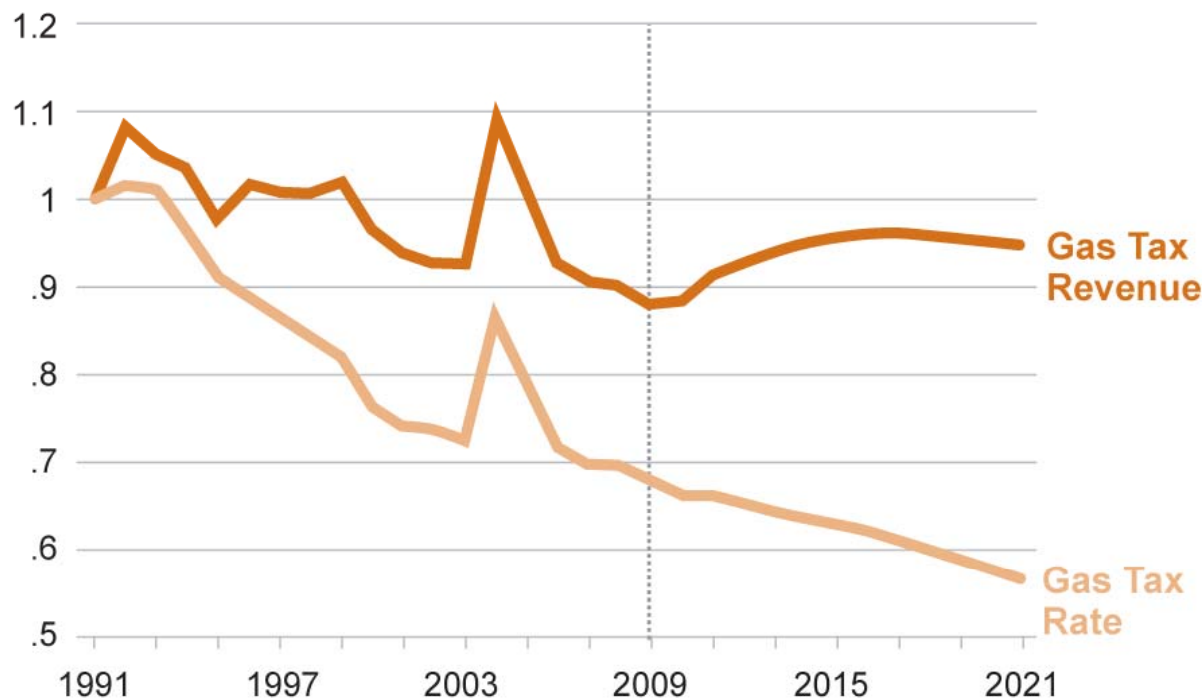
* Figures do not account for The American Recovery and Reinvestment Act of 2009 (ARRA).

**In 2009,
revenue will be
inadequate to
meet federal
transportation
spending
guarantees**

State Funding Concerns

State Gas Tax Growth Rates

In 1991 dollars



Source: Washington State Department of Transportation

Even with recent increases, the purchasing power of the State Gas Tax has declined since 1991



How Much is Too Much?

BACKGROUND

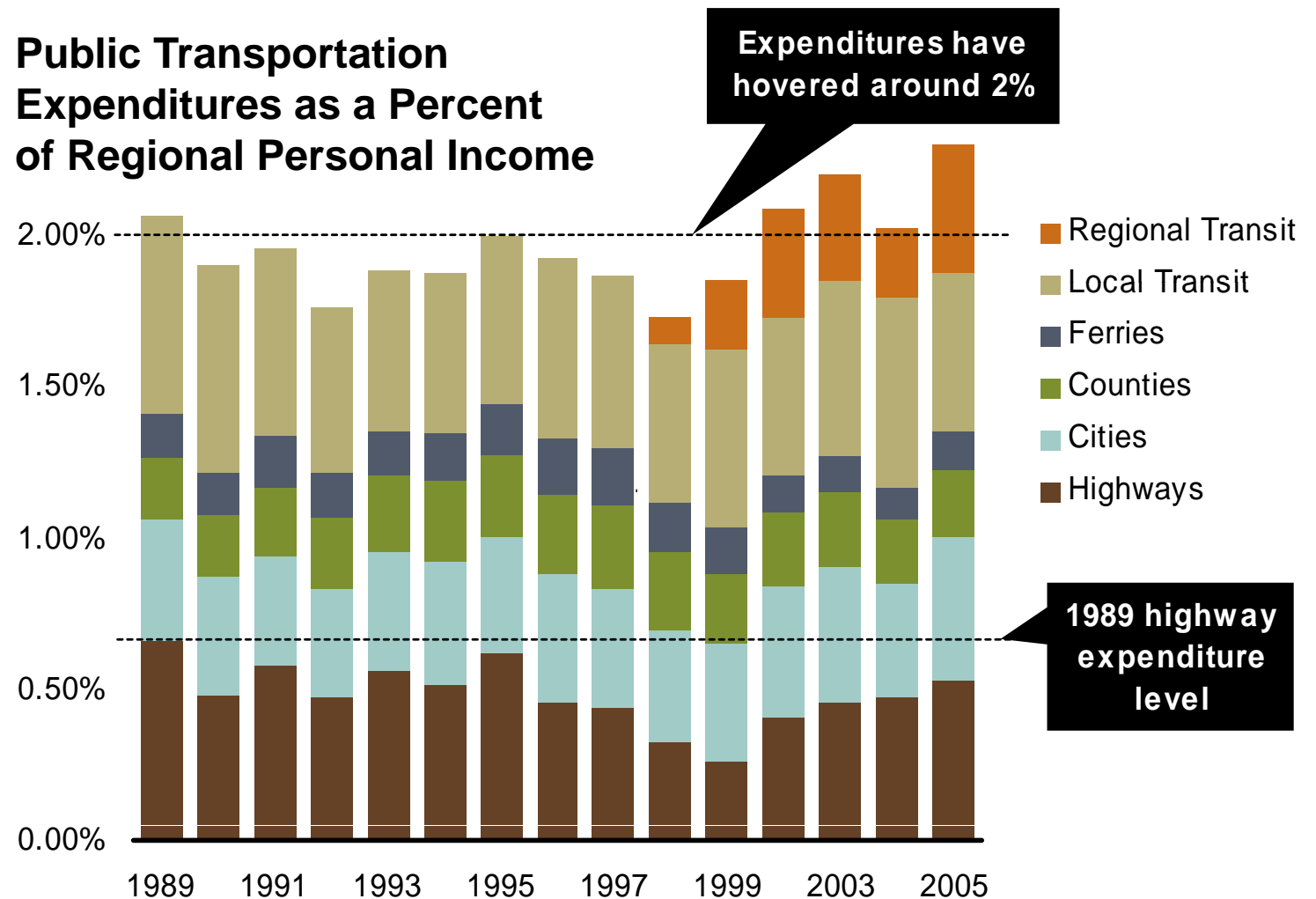
REGIONAL PLANNING FRAMEWORK

HOW ARE WE DOING?

TRANSPORTATION 2040



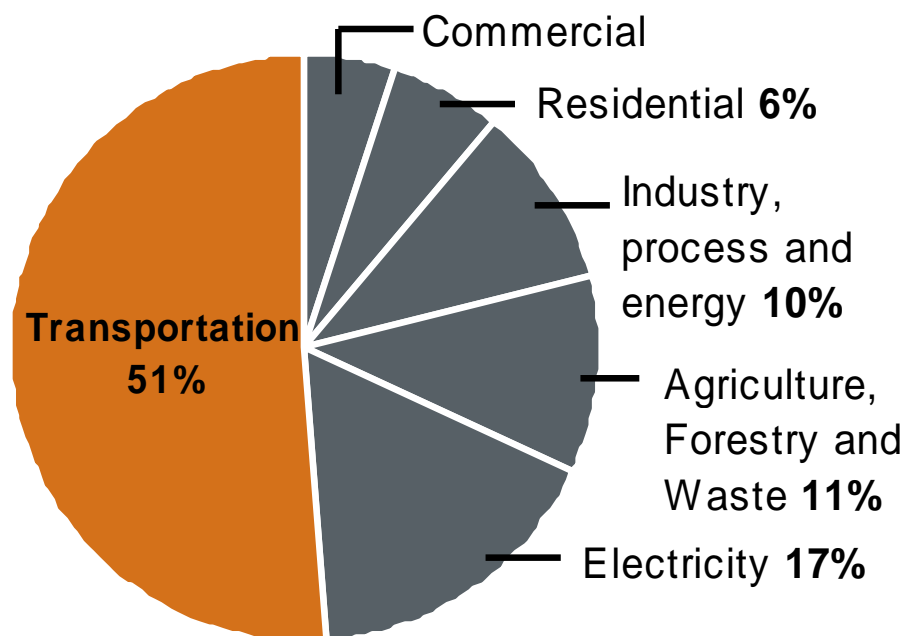
Public Transportation Expenditures as a Percent of Regional Personal Income



Vehicle Emissions

Greenhouse Gas Emissions

For the Puget Sound Region, 2002



Source: Puget Sound Clean Air Agency

More than half of all Puget Sound greenhouse gas emissions comes from transportation sources

BACKGROUND

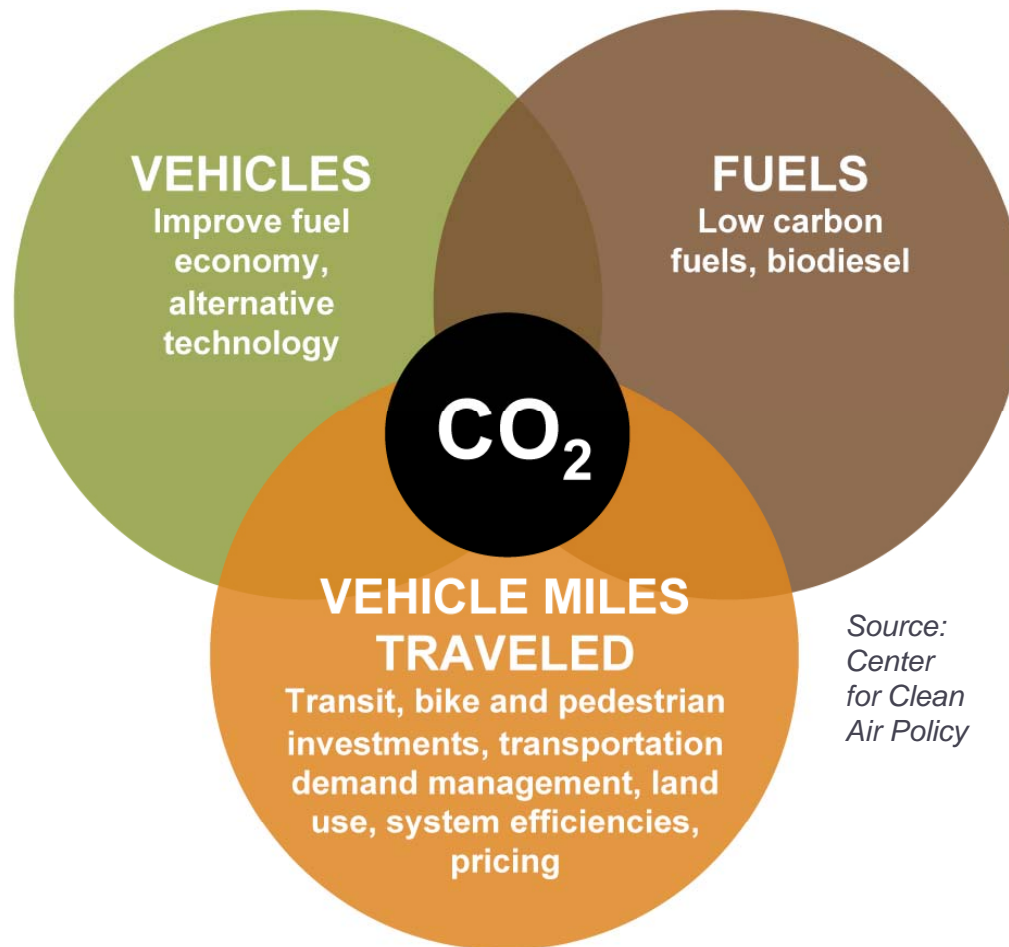
REGIONAL
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HOW ARE WE
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TRANSPORTATION
2040

How To Reduce Emissions

Three key factors to reducing transportation emissions



Source:
Center
for Clean
Air Policy

BACKGROUND

REGIONAL
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HOW ARE WE
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2040

Increasing Congestion

BACKGROUND

REGIONAL PLANNING FRAMEWORK

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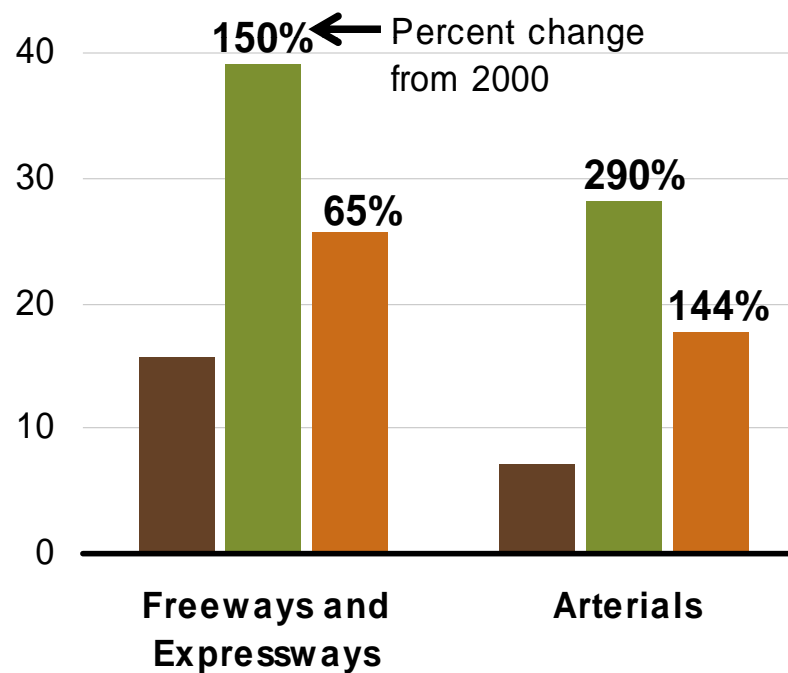


Seconds of Delay Per Vehicle per Mile

■ 2000

■ 2040 Business as Usual

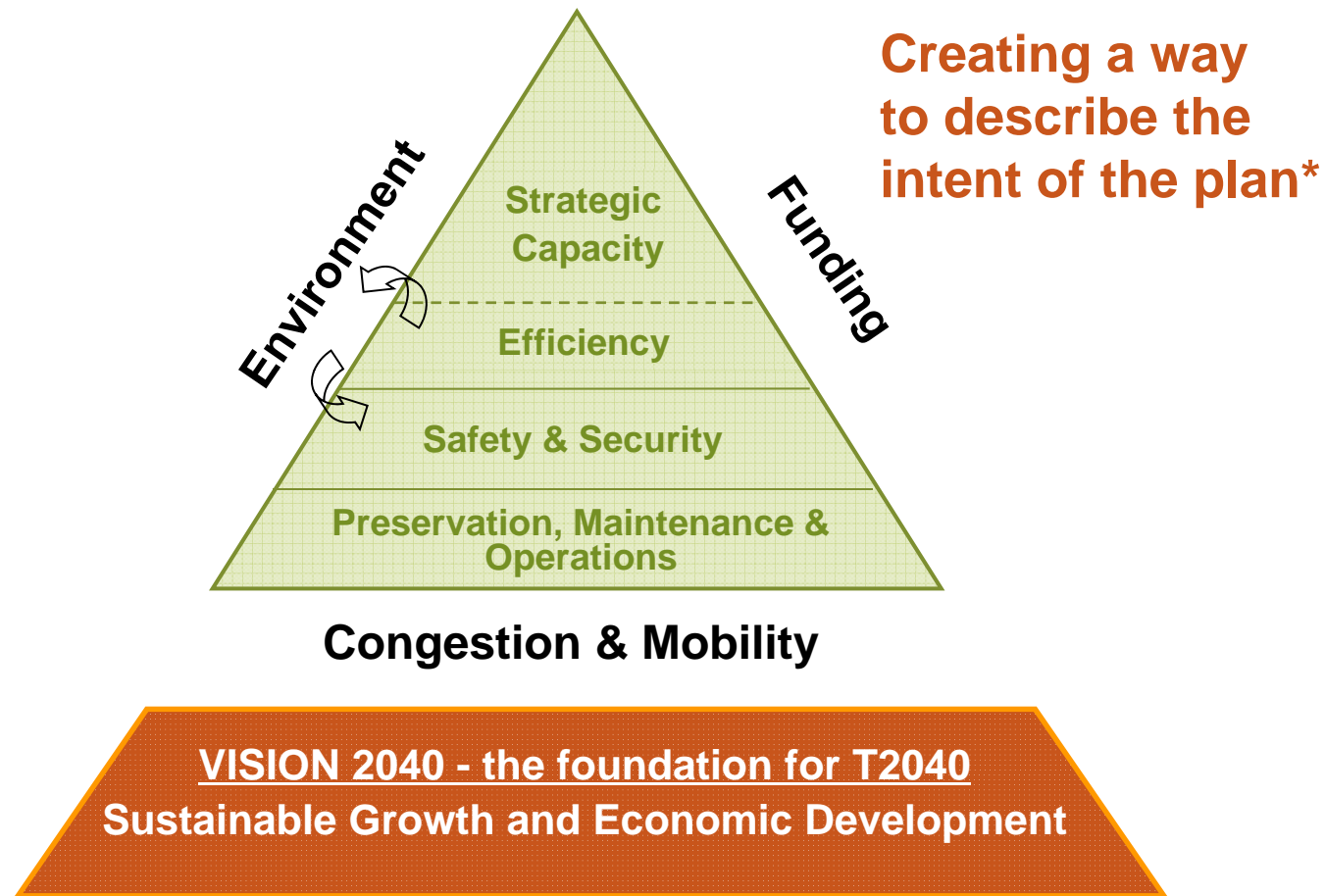
■ Vision 2040 Regional Growth Strategy



Source: PSRC: Vision 2040 analysis

If Regional Growth Strategy goals are not achieved, delays and congestion will increase dramatically

Transportation 2040 Organizing Framework



* Which will address all scope issues including health, equity, etc.

4-Part GHG Strategy

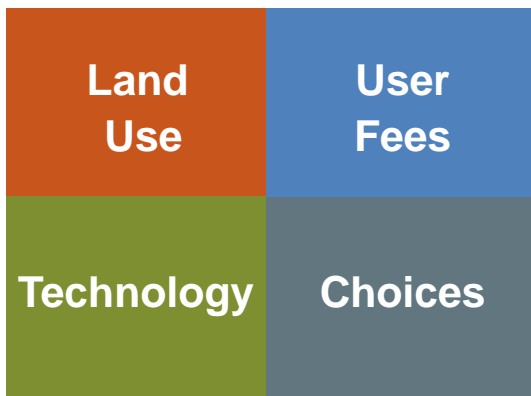


BACKGROUND

REGIONAL PLANNING FRAMEWORK

HOW ARE WE DOING?

TRANSPORTATION 2040



Land Use

Implement VISION 2040

- Jobs Housing Balance (macro)
- Centers, Transit Oriented Development & efficient communities (micro)

User Fees

Implement Roadway Pricing to support VMT reduction and reduce travel delay emissions

Choices

Expand transportation choices that reduce GHG emissions ⁽¹⁾

Technology

Support development of technology to dramatically reduce tailpipe emissions ⁽²⁾

(1) Post plan work item designed to better understand the cost and benefits of strategies

(2) State, local and regional action item-
-white paper being developed

Land Use Matters

- Compared to business as usual, more compact land use patterns alone estimated to **reduce VMT by approximately 10%**
- More compact land use patterns alone estimated to **reduce CO₂ by between 6-9%**

BACKGROUND

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TRANSPORTATION 2040

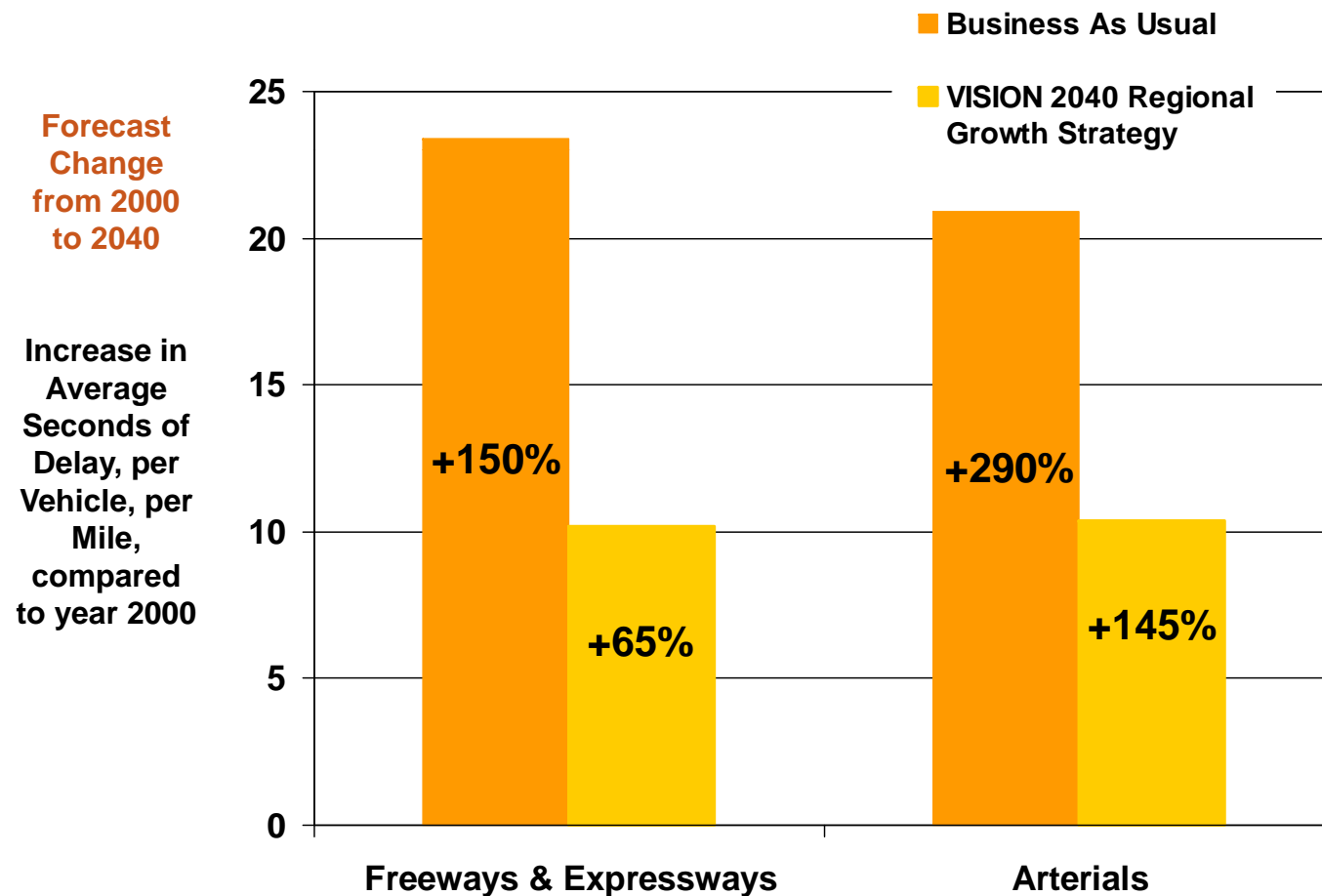
FIGURE 5-4-5: PROJECTED POLLUTANT EMISSIONS (TONS/DAY) ¹

Pollutant	Emissions Budget ²	Preferred Growth Alternative	Growth Targets Extended Alternative	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
Carbon Monoxide	2,510.00	1,163.91	1,231.13	1,151.08	1,147.59	1,155.85
Volatile Organic Compounds	248.20	55.56	61.24	54.20	53.78	58.70
Nitrogen Oxides	263.01	42.08	45.13	41.06	40.87	44.68
PM ₁₀						
Kent	0.12	0.07	.07	.08	.08	.06
Duwamish	0.42	0.17	.19	.23	.18	.16
Tacoma	0.23	0.13	.14	.15	.11	.13
PM _{2.5}	N/A ³	1.97	2.09	1.91	1.91	2.08
CO ₂	N/A ⁴	60,503	64,138	58,736	58,588	63,756

¹Source: VISION 2040 FEIS. PSRC, April 2008

Land Use Matters

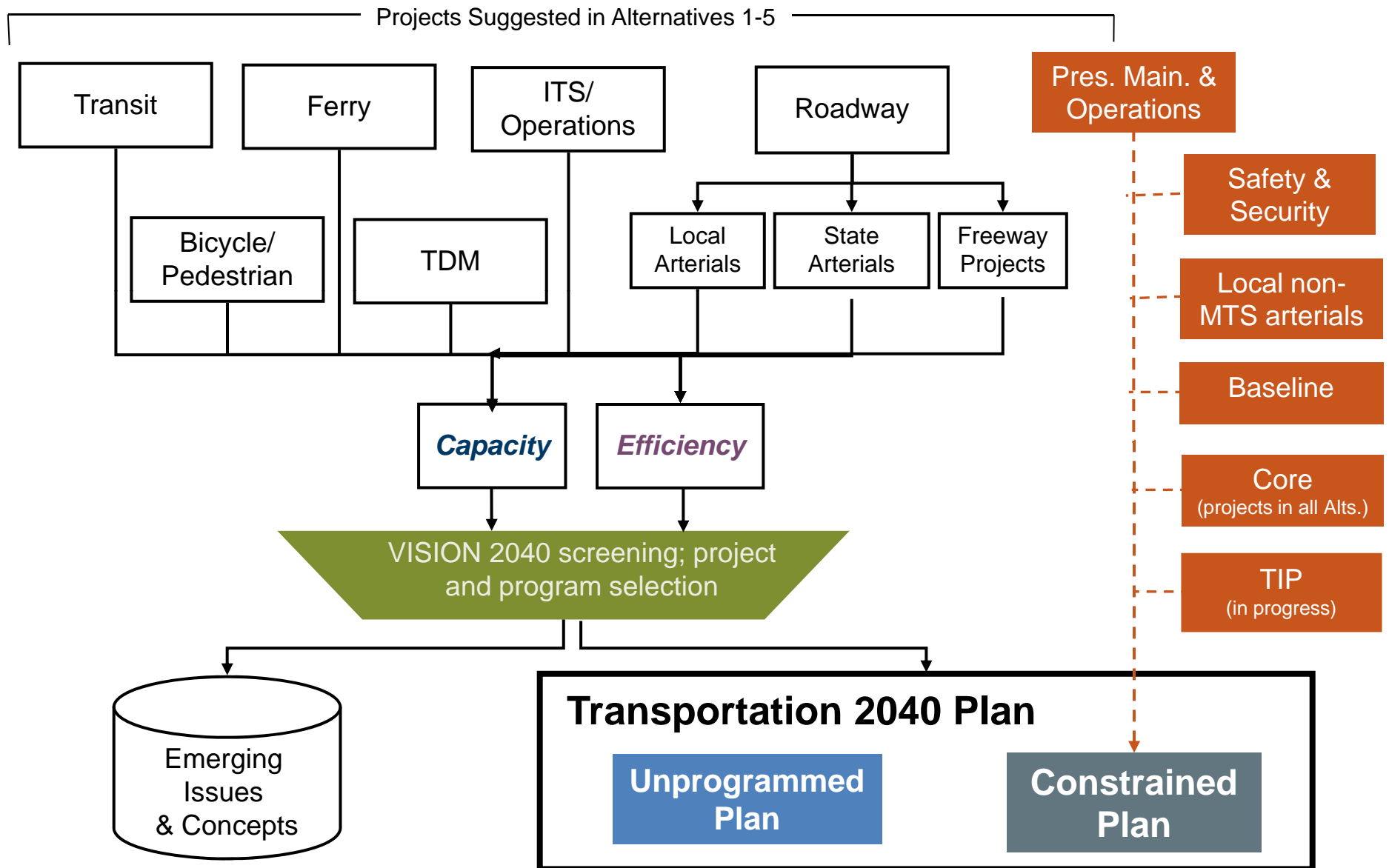
- **Reduced vehicle delay & congestion** forecast under the Regional Growth Strategy



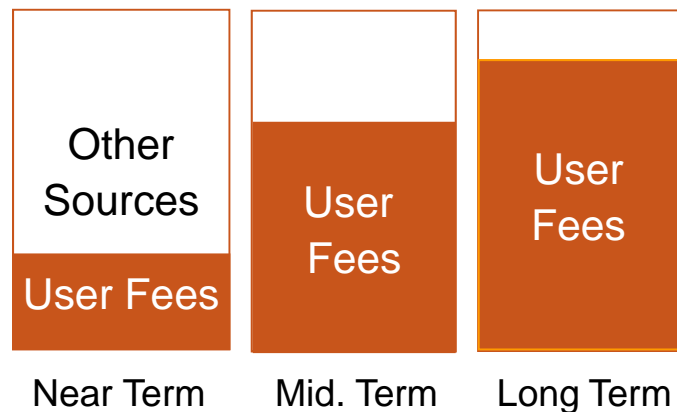
Source: PSRC, VISION 2040 EIS

*Growth Targets
Extended Alternative

Constructing the Preferred Alternative



Sustainable Funding



Funding Over Time

Funding Program Steps

1. Define *Preliminary Preferred Alternative* & conceptual implementation steps.
2. Estimate Tolls & other user fees
3. Define New Revenue Needs (other than user fees) by category:
 - Local, State, Regional
 - Transit, Roadway, Bicycle & Pedestrian
4. Identify New Revenue Sources
 - Focus on User Fees
 - Consider transition
5. Align Funding & Program Costs

Issue to consider: Local, State and Regional Funding Balance

Transportation 2040

- SAFETEA-LU required update
- Uncertainty about scope and direction of federal (re)authorization
- Financially Constrained part of plan
- Unprogrammed part of plan



Constrained Plan Financial Summary

Program and Decade

FINANCIAL SUMMARY 2010-2040

(millions of year 2008 constant dollars)

	PPA - FC 2010-2020	PPA - FC 2020-2030	PPA - FC 2030-2040	PPA - FC Total
Counties	\$ 4,450	\$ 5,100	\$ 6,180	\$ 15,730
Cities	\$ 8,960	\$ 9,290	\$ 8,900	\$ 27,150
Local Transit	\$ 11,230	\$ 17,290	\$ 28,450	\$ 56,970
Sound Transit	\$ 15,110	\$ 12,350	\$ 12,430	\$ 39,880
State Ferries	\$ 2,090	\$ 2,300	\$ 3,800	\$ 8,180
State Highways	\$ 17,500	\$ 7,980	\$ 11,010	\$ 36,490
Passenger-Only Ferries	\$ 160	\$ 150	\$ 150	\$ 460
ITS/Operations	\$ 510	\$ 460	\$ 460	\$ 1,430
Demand Management	\$ 690	\$ 370	\$ 440	\$ 1,500
Regional Non-motorized	\$ 230	\$ 80	\$ 10	\$ 320
Toll System	\$ 350	\$ 1,130	\$ 1,510	\$ 2,990
Other Total	\$ 1,940	\$ 2,190	\$ 2,570	\$ 6,700
TOTAL	\$ 61,280	\$ 56,500	\$ 73,340	\$ 191,100

Constrained Plan Costs Beyond Current Law

Program and Decade

FINANCIAL SUMMARY 2010-2040 Costs Beyond Current Law

(millions of year 2008 constant dollars)

	PPA - FC 2010-2020	PPA - FC 2020-2030	PPA - FC 2030-2040	PPA - FC Total
Counties	\$ 1,270	\$ 2,350	\$ 3,320	\$ 6,940
Cities	\$ 2,020	\$ 2,830	\$ 2,250	\$ 7,100
Local Transit	\$ 730	\$ 2,440	\$ 9,340	\$ 11,510
Sound Transit	\$ -	\$ 5,120	\$ 2,370	\$ 7,480
State Ferries	\$ 220	\$ 620	\$ 1,950	\$ 2,780
State Highways	\$ 10,700	\$ 3,810	\$ 7,920	\$ 22,430
Passenger-Only Ferries	\$ 160	\$ 150	\$ 150	\$ 460
ITS/Operations	\$ 510	\$ 460	\$ 460	\$ 1,430
Demand Management	\$ 690	\$ 370	\$ 440	\$ 1,500
Regional Non-motorized	\$ 230	\$ 80	\$ 10	\$ 320
Toll System	\$ 350	\$ 1,130	\$ 1,510	\$ 2,990
Other Total	\$ 1,940	\$ 2,190	\$ 2,570	\$ 6,700
TOTAL	\$ 16,880	\$ 19,360	\$ 29,720	\$ 64,940



Questions?

for more information contact: www.psrc.org

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