

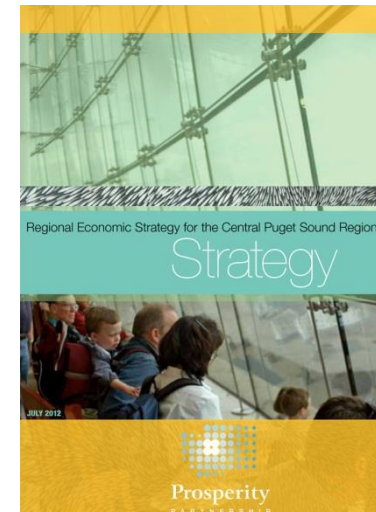
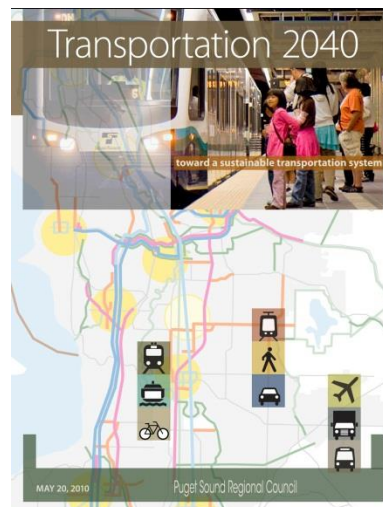
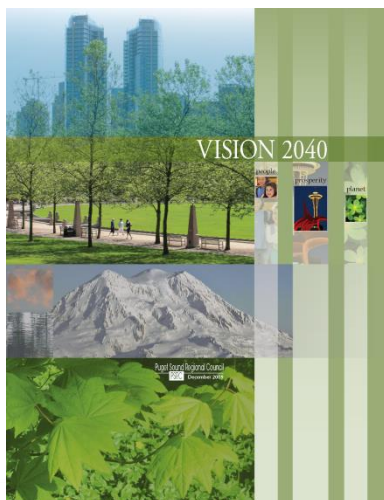


# PSRC and Regional Planning

## Sound Transit Expert Review Panel

July 13, 2015

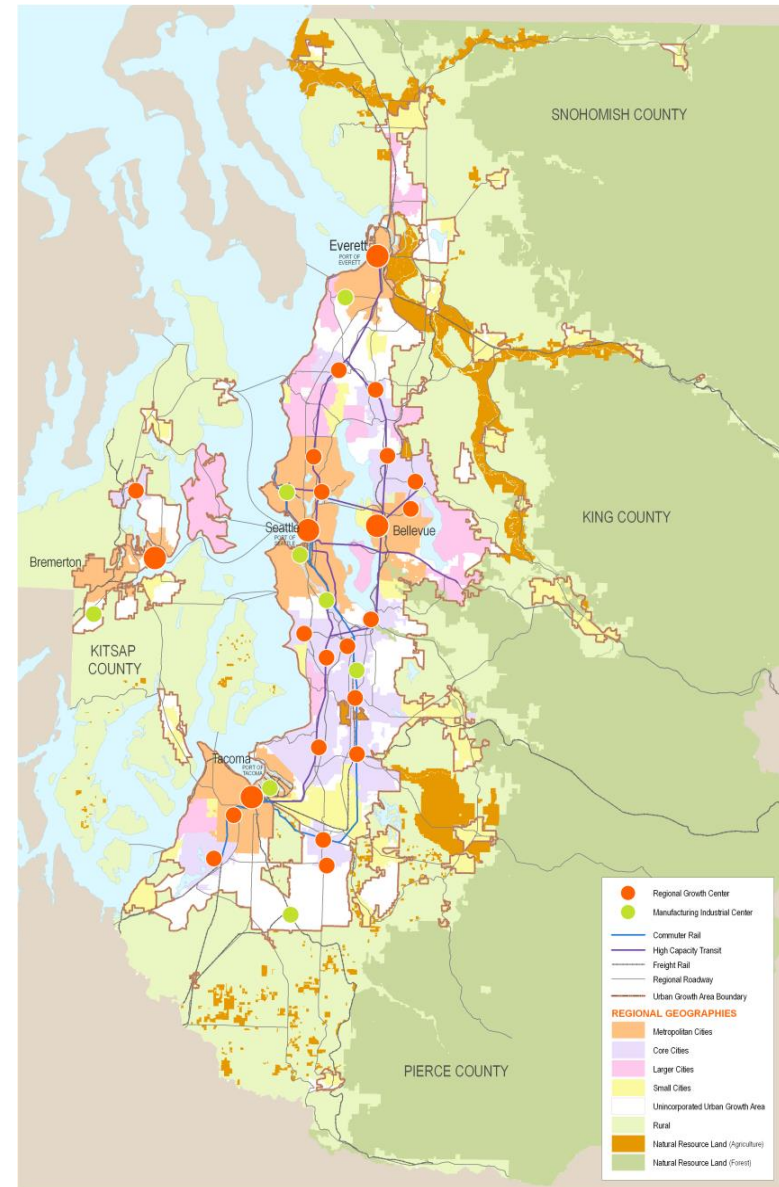
# Regional Framework for Planning



# Regional Plan for Sustainable Development

## VISION 2040

- Urban Growth Area
- Centers strategy
- Fast, frequent public transportation
- Minimize incompatible rural, resource area development

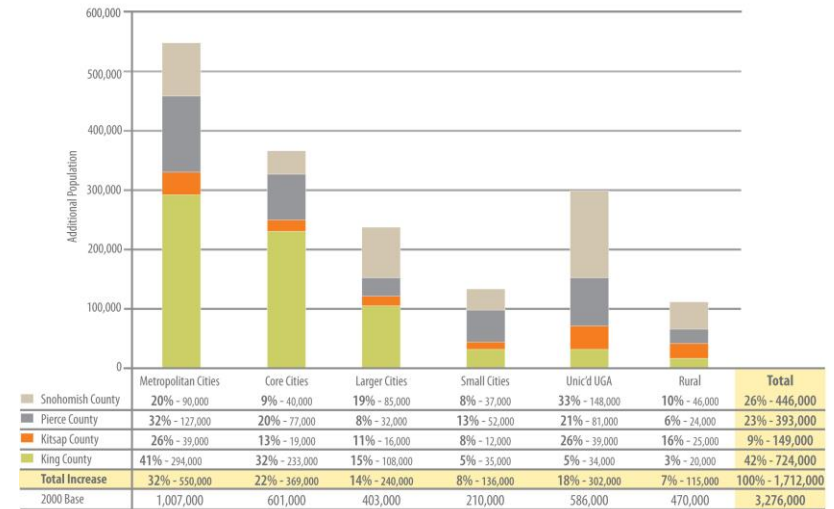


# Regional Growth Strategy

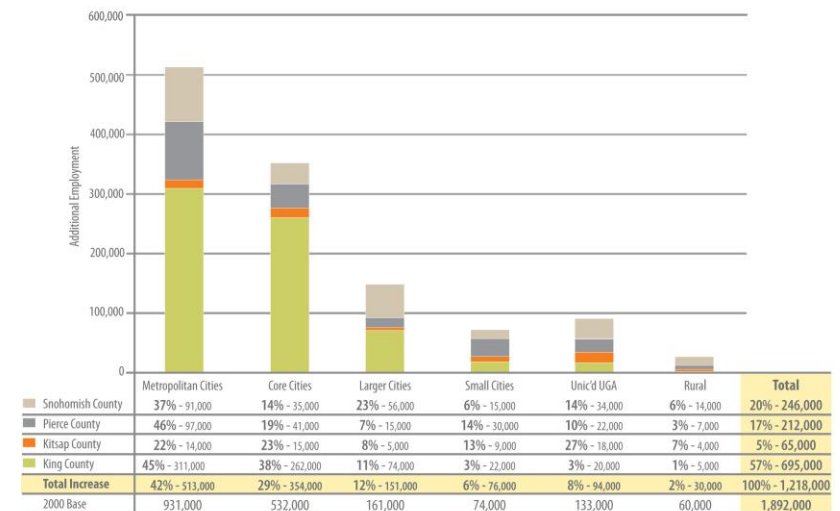
## Numeric Guidance for Local Planning & Targets

- Defines roles for cities
- Concentrate jobs, housing, and activities in cities and centers
- Guides local targets
- Improve 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)



# Multicounty Planning Policies

- Common framework for planning: regional, county, local, service plans
- Direction for implementing *Regional Growth Strategy*
- Framework policies for PSRC regional plans:
  - *Transportation 2040*
  - *Regional Economic Strategy*
- Direction for local plans





# Regional Goals and Policies for Centers

## Development Patterns Goal

The region will direct growth and development to a limited number of designated growth centers

### MPP-DP-5

Focus a significant share of population and employment growth in designated regional growth centers

## Transportation Goal

The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network

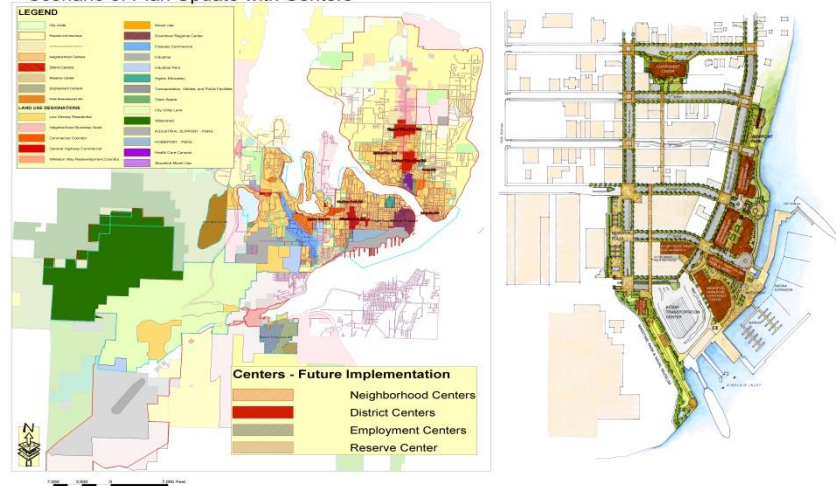
# Regional Policy: Implementation

## MPP-T-12

Give regional funding priority to transportation improvements that serve **regional growth centers** and regional **manufacturing industrial centers**

VISION 2040, p. 83 (2008)

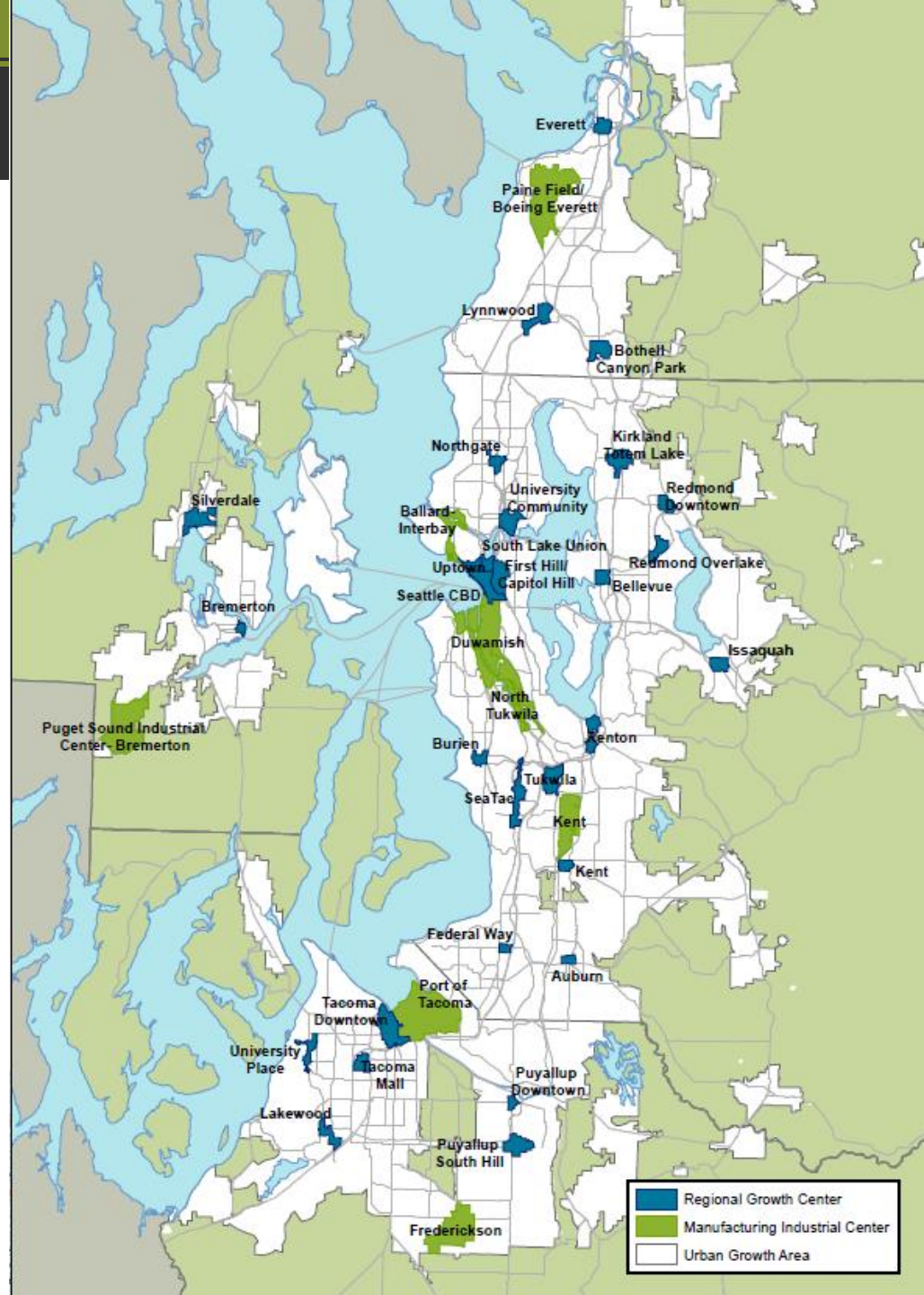
Shaping Bremerton  
Scenario 3: Plan Update with Centers



# Regional Centers

## 37 Designated Centers

- Focal points for growth
- 29 mixed use Regional Growth Centers
- 8 Manufacturing Industrial Centers
- 3 outside ST district
- RGC: 600 ac avg.
- MIC: 3,000 ac avg.
- 1.0% of land area
- 6.5% of urban area





# Regional Centers

## Population in Centers

2010: 161,000

2014: 173,000

2040: 450,000

## Employment in Centers

2010: 619,000

2014: 748,000

2040: 1,133,000

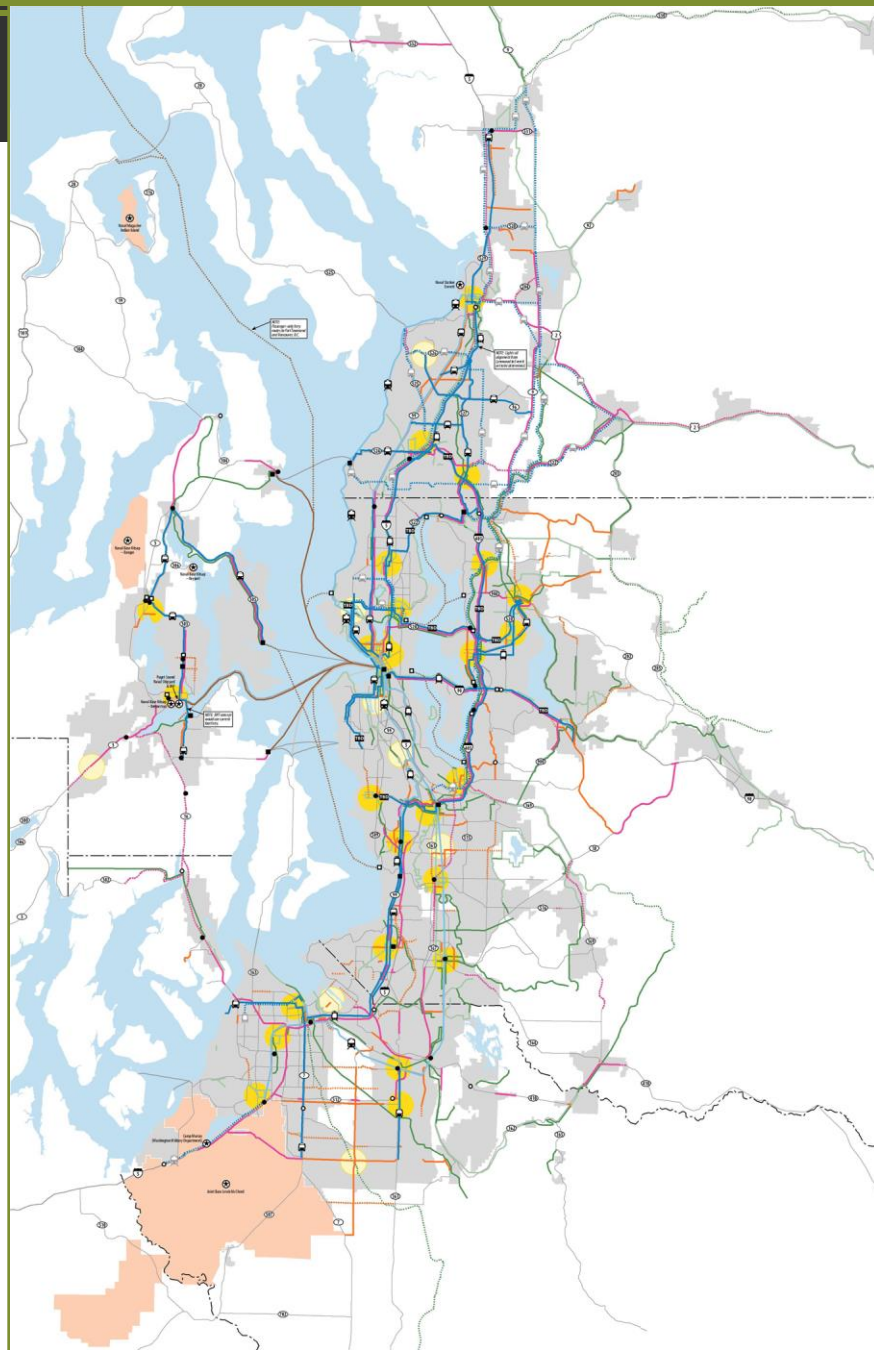
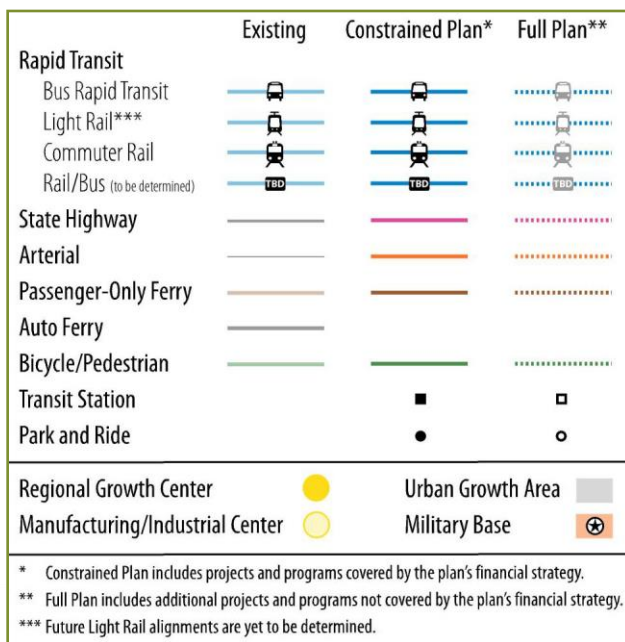
	POP AAPC	EMP AAPC
Region	1.0%	1.6%
Regional Growth Centers	3.5%	2.2%
Manufacturing Industrial Centers	0%	1.6%

# Regional Centers

	Regional Population			Regional Employment		
	Growth			Growth		
	2010	2040	2010-40	2010	2040	2010-40
% in Centers	4%	9%	25%	35%	39%	45%
% in Cities with Centers	46%	49%	58%	71%	70%	70%

# Transportation 2040

**\$174 Billion  
30-Year  
Investment  
Strategy**



# ST Long Range Plan

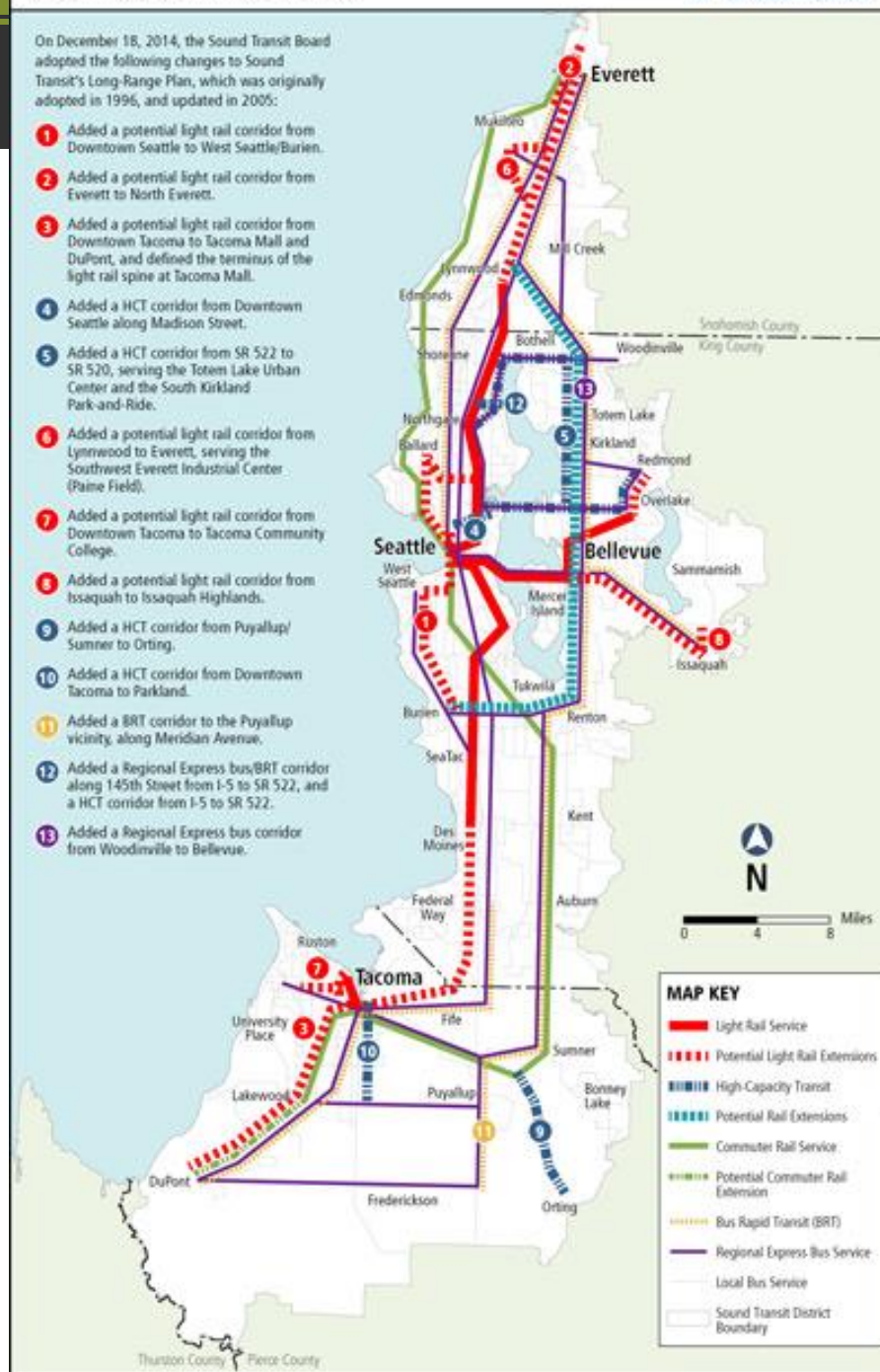
## Goals and Objectives

“...Provide reliable, convenient, and safe public transportation services between **regional growth centers** and create an integrated system of transit services and fares...”

Regional Transit Long-Range Plan, p. 4  
(December 18, 2014)

On December 18, 2014, the Sound Transit Board adopted the following changes to Sound Transit's Long-Range Plan, which was originally adopted in 1996, and updated in 2005:

- 1 Added a potential light rail corridor from Downtown Seattle to West Seattle/Barien.
- 2 Added a potential light rail corridor from Everett to North Everett.
- 3 Added a potential light rail corridor from Downtown Tacoma to Tacoma Mall and DuPont, and defined the terminus of the light rail spine at Tacoma Mall.
- 4 Added a HCT corridor from Downtown Seattle along Madison Street.
- 5 Added a HCT corridor from SR 522 to SR 520, serving the Totem Lake Urban Center and the South Kirkland Park-and-Ride.
- 6 Added a potential light rail corridor from Lynnwood to Everett, serving the Southwest Everett Industrial Center (Paine Field).
- 7 Added a potential light rail corridor from Downtown Tacoma to Tacoma Community College.
- 8 Added a potential light rail corridor from Issaquah to Issaquah Highlands.
- 9 Added a HCT corridor from Puyallup/Sumner to Orting.
- 10 Added a HCT corridor from Downtown Tacoma to Parkland.
- 11 Added a BRT corridor to the Puyallup vicinity, along Meridian Avenue.
- 12 Added a Regional Express bus/BRT corridor along 145th Street from I-5 to SR 522, and a HCT corridor from I-5 to SR 522.
- 13 Added a Regional Express bus corridor from Woodinville to Bellevue.







# For More Information

**Ben Bakkenta**, Program Manager

[bbakkenta@psrc.org](mailto:bbakkenta@psrc.org) / 206-971-3286

**PSRC Information Center**

[info@psrc.org](mailto:info@psrc.org) / 206-464-7532