



Land Use Planning Policy Committee (PlanPOL) Meeting Agenda

Tuesday, June 16, 2020 | 1:30 p.m. – 3:00 p.m.

v.6-11-2020

This is an online meeting due to the COVID-19 pandemic and Governor Inslee's "Stay Home, Stay Healthy" Proclamation.

To participate:

- Link to participate in the video conference and view the screen share:
<https://zoom.us/j/938664782>. If you are joining by video, please add your affiliation after your name.
- To participate by phone only: Dial 720-707-2699 and enter the Meeting ID: 938-664-782#

Meeting Objectives:

- Review the status of updating the Countywide Planning Policies (CPP)
- Discuss review process steps for hiring the CPP Sub Consultant
- Discuss how to address policy updates for the Countywide Planning Policies, such as climate change and social equity.

1. Welcome and Introductions

2. Committee Updates and Action Items

- Old Business
- Reference only: [draft December 17, 2019, PlanPOL Meeting Summary](#) Packet Pg. 3
- Summary of KRCC staff's pre-meeting discussions with PlanPOL members

3. New Business

- Kitsap Countywide Planning Policies: Status Updates
Objective: Support communication among KRCC Committees on the process pieces for updating the Kitsap CPPs
 - Review [April status update memo](#) regarding the CPPs Packet Pg. 7
 - Review [draft GANNT chart for the Full CPP and Element C updates](#) Packet Pg. 9-10
 - Discuss review process for hiring the CPP sub consultant
- Kitsap Countywide Planning Policies: Big Picture Policy Discussion
Objective: Consider how PlanPOL would like to approach new VISION 2050 policies as part of the full CPP update (climate change, social equity, etc.). Note: PSRC is developing a CPP checklist that indicates what should be covered for consistency with VISION 2050
 - Background Materials
 - [VISION 2050's Equity-Related Policies and Actions](#) Packet Pg. 11
 - [Draft Climate Change Chapter](#) Packet Pg. 19
 - Question: How would PlanPOL like to begin addressing these policies?
 - Question: What process information should KRCC staff start preparing to help guide these conversations.
 - Question: How should policy development occur? During PlanPOL meetings? Forming PlanPOL sub-committees?

4. Administrative Agenda

- Affordable housing round-robin
- The next meeting is scheduled for October 20, 2020
 - Reminder: Presentation from Kitsap County re: affordable housing inventory

5. Wrap Up

- Summarize key decisions and action items

6. Public Comments

7. Adjourn



**Kitsap Regional Coordinating Council (KRCC)
Draft Land Use Policy Committee (PlanPOL) Meeting Summary**

December 17, 2019 Meeting | 1:30 – 3:00 PM |
Kitsap Transit, 60 Washington Ave. Bremerton, WA (3rd-floor conference room)
v.1-24-2020

Key Decisions

PlanPOL decided the following:

- To approve the October 15 PlanPOL meeting summary.
- To cancel the February 18 PlanPOL meeting.
- Supported the direction LUTAC proposed to update the Kitsap Countywide Planning Policies (CPPs) including new policy recommendations, the recommended candidate centers process, and steps to continue updating the CPPs in 2020.
- To update the PlanPOL Committee Roster in 2020.

Action Items	Who	Status
Post the October 15 PlanPOL meeting to the KRCC website.	KRCC Staff	Complete
Post the December 17 PlanPOL presentation on the KRCC website.	KRCC Staff	Complete
Revise the Kitsap CPPs based on feedback at the December 17 PlanPOL meeting, including updating Centers Figure 1: Regional Growth Centers & Manufacturing/Industrial Centers.	KRCC Staff with LUTAC members	Complete
Update the 2020 KRCC PlanPOL Committee Roster.	KRCC Staff	Ongoing
Update the 2020 PSRC Boards and Committees Roster	KRCC Staff	Complete

A. WELCOME AND APPROVAL OF OCTOBER 15, 2019 MEETING SUMMARY

Sophie Glass, KRCC Program Director, welcomed participants to the meeting (see Attachment A: Meeting Attendees, for a list of PlanPOL members and observers). Sophie also provided an overview of the agenda and meeting objectives.

October 15 PlanPOL Meeting Summary: PlanPOL members reviewed the meeting summary from the October 15 PlanPOL meeting. Commissioner Strakeljahn motioned to approve the meeting summary and Chair Erickson seconded the motion. PlanPOL approved the draft 10/15/2019 PlanPOL meeting summary as final. KRCC Staff will post the approved meeting summary on the KRCC website.

B. KITSAP COUNTYWIDE PLANNING POLICIES

Sophie introduced Nick Bond, City of Port Orchard, and Karla Boughton, City of Poulsbo, to provide a presentation regarding updates to the Kitsap Countywide Planning Policies (CPPs) developed by the Land Use Technical Advisory Committee (LUTAC). Karla led the presentation and presented a recap of agreements LUTAC reached regarding the Kitsap CPPs, new policy recommendations including Candidate Centers, and an outline of potential next steps to continue updating the Kitsap CPPs in 2020. The full [December 17 presentation](#) can be viewed on the KRCC website.

Kitsap CPPs Recap: Karla provided a brief recap of the Kitsap CPP recommendations shared at the October 15 PlanPOL meeting. While presenting, she noted there will be some overlap in the policies and centers criteria in the Kitsap CPPs with the criteria outlined by the Puget Sound Regional Council (PSRC) in the Regional Centers Framework (RCF). Finally, she emphasized, all center types must be urban whether they are countywide or local.

Kitsap CPPs Element C: Centers of Growth Updates: Karla and Nick presented new updates to the Element C: Centers of Growth developed by LUTAC between the October 15 and December 17

PlanPOL meetings. They noted the types of centers addressed in Element C will include Regional Growth Centers; Manufacturing/Industrial Centers; Countywide Growth Centers; Local Centers; and Military Installations. They also discussed areas of agreement reached at the last LUTAC meeting, including:

- New policies guiding the designation of centers;
- A proposed requirement of a Technical Memorandum;
- A process for the identification of a “call for proposed centers”;
- A proposed Candidate Center alternative, and;
- A revised Appendix F: Regional and Kitsap Designated Centers List.

Jeff Rimack, Kitsap County, briefly discussed the focus on rural land uses and development patterns. He explained recommendations to be included in Element D: Rural Land Uses and Development Patterns. These recommendations include adding new “Rural Centers” to Element D, identifying these centers, such as Port Gamble, Suquamish, Keyport, Manchester, and Type 3 Local Areas of More Intensive Rural Development (LAMIRDs). Jeff also noted, LUTAC recommends adding a new definition of “Rural Communities” which are smaller and offer limited services.

Kitsap CPPs Discussion: Following the presentation on updates to Element C, PlanPOL members discussed the proposed policies and asked clarifying questions. PlanPOL members asked about the timing of sub-area planning in the Candidate Center process for Regional Growth Centers and Manufacturing/Industrial Centers. Karla and Nick clarified sub-area planning is not required in order to become a candidate center prior to PSRC, and that the timing of any sub-area planning would be determined by each respective jurisdiction. However, the designation process in Figure 1: Regional Growth Centers & Manufacturing/Industrial Centers can be updated to show that sub-area plans can be developed at a range of times. PlanPOL members also asked if Countywide Centers and Countywide Industrial centers need to be in the Urban Growth Area (UGA). Karla and Nick clarified all Countywide Centers need to be urban. PlanPOL members also asked about the impacts of acknowledging large and small military installations. Karla noted all military installations are being proposed to be identified in the Kitsap CPPs, with the exception of Manchester due to shifting employment numbers.

Following this discussion PlanPOL members decided to support the proposed direction from LUTAC to update the Kitsap CPPs. PlanPOL was in support of the proposed Candidate Center process and the inclusion of major and smaller military installations.

C. VISION 2050 UPDATES

VISION 2050 Timeline: Paul Inghram, Puget Sound Regional Council (PSRC) briefly shared updates regarding the status of VISION 2050. Paul shared PSRC has reviewed over 200 comments on VISION 2050. Paul noted the draft of VISION 2050 will be reviewed by the PSRC Executive Board in January 2020, followed by a February meeting to make revisions and review questions, and a vote of the entire body at the May 2020 General Assembly meeting.

VISION 2050 Amendments: Paul also shared updates regarding additional amendments to VISION 2050. He explained the PSRC Growth Management Policy Board (GMPB) developed several amendments at the November and December 2019 meetings. The full list of [completed Board Amendments](#) are available on the PSRC website. There have been several amendments that affect High Capacity Transit (HCT) communities, including amendments related to local housing actions and displacement. He also shared updates to amendments regarding climate change that were edited or incorporated, including a focus on the health of Puget Sound, Puget Sound Water Quality, and proposed text edits to the Puget Sound Recovery topic.

D. ADMINISTRATIVE AGENDA

Review the draft KRCC 2020 Meeting Calendar

KRCC staff clarified PlanPOL committee meeting dates for 2020. PlanPOL decided to cancel the February 18, 2020, PlanPOL meeting to allow LUTAC additional time to complete revisions and updates to the Kitsap CPPs. KRCC Staff noted all calendar invites will be sent out before the end of the year.

Review the draft KRCC 2020 PlanPOL Roster

KRCC Staff shared the draft KRCC 2020 PlanPOL Committee Roster. PlanPOL recommended completing the roster in 2020 after newly elected officials from jurisdictions are onboarded to KRCC.

E. PUBLIC COMMENTS

Roger Gay, South Kitsap Taxpayer, provided public comment regarding Appendix D of the Kitsap CPPs. Roger commented on the incorporated areas and stated the recommended policies would allow additional flexibility in the system. Roger also asked if there were plans to move unincorporated areas of Kitsap County into areas of higher development.

F. ADJOURN

The meeting adjourned at 2:45 p.m.

Attachment A: Meeting Attendees

NAME	JURISDICTION (ALPHABETICAL)
PLANPOL MEMBERS:	
Councilmember Ron Peltier	City of Bainbridge Island
Councilmember Rasham Nassar	City of Bainbridge Island
Mayor Greg Wheeler	City of Bremerton
Mayor Rob Putaansuu	City of Port Orchard
Councilmember Bek Ashby	City of Port Orchard
Mayor Becky Erickson	City of Poulsbo
Commissioner Axel Strakeljahn	Port of Bremerton
OBSERVERS AND PRESENTERS:	
Heather Wright	Bainbridge Island
Andrea Spencer	Bremerton
Angie Silva	Kitsap County
Jeff Rimack	Kitsap County
Ed Coviello	Kitsap Transit
Nick Bond	Port Orchard
Karla Boughton	Poulsbo
Paul Inghram	Puget Sound Regional Council
Alison O'Sullivan	Suquamish Tribe
Roger Gay	South Kitsap Taxpayer
STAFF:	
Sophie Glass	KRCC Program Director
Kizz Prusia	KRCC Land Use Program Lead



MEMO

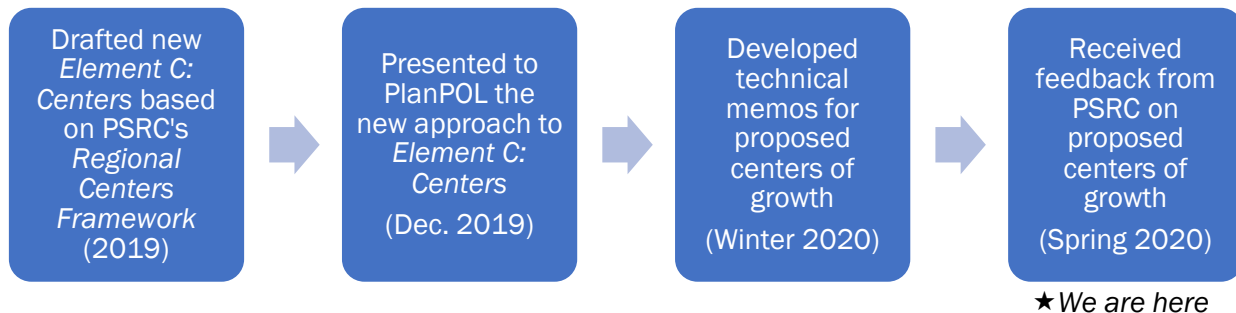
To: Kitsap Regional Coordinating Council (KRCC) Planning Policy Committee (PlanPOL)
From: KRCC Land Use Technical Advisory Committee (LUTAC)
Date: April 30, 2020
Subject: Status Update on Countywide Planning Policies and Centers Identification

1. Background

The Puget Sound Regional Council's (PSRC) VISION 2050 requires Kitsap, Snohomish, Pierce, and King Counties to update their respective Countywide Planning Policies (CPPs) by December 31, 2021. A key component of CPPs is designating centers for growth across the county. "Element C" of Kitsap's CPPs describes Kitsap's approach to centers of growth and manufacturing/industrial centers. In 2018, PSRC provided new policies on centers via the [Regional Centers Framework](#), which Kitsap needs to incorporate into its CPPs.

2. Work to Date

Below is an overview of the work LUTAC has done to date to update the CPPs.



3. Technical Memos for Centers

In April 2020, Planning Directors from Kitsap County, Bremerton, Bainbridge Island, Port Orchard, and Poulsbo submitted technical memos to KRCC that described their proposed Countywide Growth Centers and Candidate Countywide Growth Centers. Countywide Growth Centers are designated as having at least 10 activity units (population + employment) per acre, whereas Candidate Countywide Growth Centers are designated as having at least 5 activity units per acre.

4. Feedback from PSRC

After reviewing the technical memos, PSRC emphasized to LUTAC the intent of countywide centers is to designate places of countywide significance that are anticipated to accommodate a significant share of growth. PSRC observed there was a wide range of sizes in Kitsap's proposed countywide centers, from 25 acres to over 1,000 acres. PSRC expressed concern with some of the proposed countywide centers meeting the intention to accept significant shares of growth.

If Kitsap does not want to have a minimum acreage requirement for its countywide centers, then PSRC encouraged Kitsap to consider supplemental criteria for its centers other than size such as:

- Area is planned for a significant share of growth /or has a growth target that is proportional to county growth allocations
- Mix of uses
- Transit access (e.g. on the planned Bus Rapid Transit lines or at the ferry terminal)
- Pedestrian environment (e.g. walkshed)
- A limited number of countywide centers throughout the county
- Geographic distribution

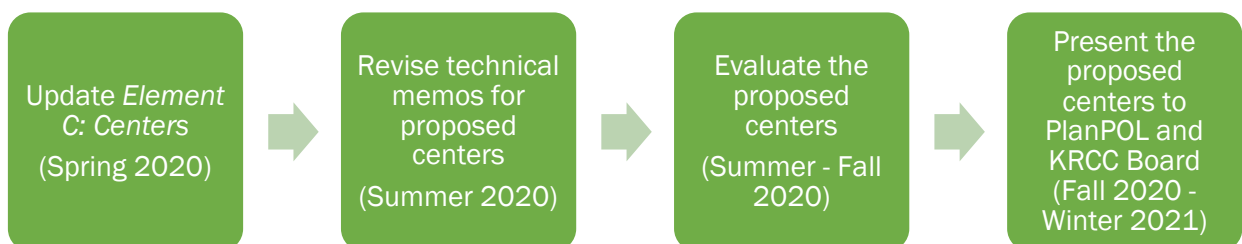
5. Further Edits to Element C: Centers

Based on feedback from PSRC, LUTAC needs to re-edit *Element C: Centers*. As part of its edits, LUTAC will consider the criteria above, and seek to address the following questions:

- How does Kitsap define “countywide importance”? What is the difference between places deserving of recognition, versus places slated for major growth?
- What is the relationship between Countywide Centers and population growth allocation?
- Do there need to be new categories of centers in addition to Countywide Centers and Local Centers (e.g. “conditional” countywide centers for proposed Regional Centers, or other designations)?
- If there are multiple types of centers, what is the hierarchy (if any) between them? Should the CPPs provide any information regarding the equal or hierarchal status of centers for the purposes of allocating federal transportation funding?
- What constitutes a walkshed? What distinguishes a center boundary from a walkshed boundary?
- How does geographic equity affect the number of centers per jurisdiction?
- Should centers be approved within KRCC prior to inclusion in jurisdictional comprehensive plans, or vice-versa?

6. LUTAC's Next Steps

Below are LUTAC's next steps following their additional edits to *Element C: Centers*. LUTAC is aiming to provide KRCC policy makers with a draft list of countywide centers in the fall of 2020.



7. PlanPOL's Next Steps

At this point, PlanPOL is **not** responsible for taking any action. **This memo is informational only.** In fall 2020, PlanPOL will have the opportunity to discuss Kitsap's proposed countywide centers as part of the larger update to the CPPs.

Draft Schedule for the FULL Update the Kitsap Countywide Planning Policies (CPPs)

	2020												2021												2022
	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec		
Task 1: Hire CPP consultant																									
1.0 Exec. Comm review SOW (4/21)			◆																						
1.1 KRCC Board vote on consultant RFP (5/5)				◆																					
1.2 LUTAC discuss proposals (5/14 meeting)				◆																					
1.3 PSRC adopts VISION 2050 (delayed due to COVID-19)				●																					
1.4 KRCC staff release the RFP (Open 6/3 - 6/26)					●																				
1.5 PlanPOL discuss the review and hiring process for the CPP subconsultant					◆																				
1.6 RFP closes and KRCC staff review the proposals (6/26)					●																				
1.7 LUTAC discusses pre-liminary consultant scoring - (Review occurs at 7/9 meeting)						◆																			
1.8 PlanPOL + LUTAC Subcommittee Interviews - (Mid to late July)																									
1.9 Recommendation for CPP consultant by 7/30						●																			
Task 2: Gap analysis																									
2.0 KRCC staff complete contracting with sub consultant and develop initial work plan by 8/31*																									
2.1 Consultant kick-off meeting with LUTAC (9/10)								●																	
2.2 Consultant conduct gap analysis looking at VISION 2050, Regional Centers Framework, and RCW 36.70A.210 - (Share ongoing updates with LUTAC (9/10-10/8))								◆																	
2.3 Consultant propose to LUTAC elements to update by (10/8)									●																
2.4 PlanPOL discuss and approve elements of CPPs to update - (Updates shared at 10/20 PlanPOL meeting)									◆																
2.5 Board receive update on CPP elements to update - (Update provided at 12/1 Board Meeting)											◆														
Task 3: Phase 1 updates of CPP elements (A-F)																									
A. Countywide Growth Pattern B. Urban Growth Areas C. Centers of Growth D. Rural Land Uses and Development Patterns E. Open Space Preservation, Resource Preservation, Critical Areas, Air Quality, and Water Quality/Quantity F. Contiguous, Compatible, & Orderly Dev't																									
3.0 LUTAC review initial Phase 1 updates - (Occurs at the 11/12 LUTAC meeting)										◆															
3.1 KRCC staff reviews sub consultant work plan for 2021											●														
3.2 LUTAC review Phase 1 updates and review Land Capacity Analysis (LCA) (1/14)*												◆													
3.3 PlanPOL review draft Phase 1 updates (1/19)*												◆													
3.4 Board receive update on progress to date (2/2)*													◆												
Task 4: Phase 2 updates of CPP elements (G-O + New)																									
G. Siting Public Capital Facilities H. Transportation I. Housing J. Countywide Economic Development K. An Analysis of the Fiscal Impact L. Coor'd with Tribal Gov'ts M. Coor'd with Federal Gov't including Navy N. Roles & Responsibilities O. Relevant appendices? New elements?																									
4.1 LUTAC review initial Phase 2 updates (2/11)*													◆												
4.2 LUTAC review Phase 1 updates (3/11)*														◆											
4.3 PlanPOL review draft Phase 2 updates (3/16)*															◆										
4.3 LUTAC meeting to review draft Phase 2 updates (4/15)*																									
4.4 PSRC Review of draft CPP Updates - coordinate with KRCC staff																									
Task 5: KRCC Board approval of draft CPP updates																									
5.1 Board review draft CPP updates (5/4)*																◆									
5.2 LUTAC and consultant discuss Board feedback (5/13)*																◆									
5.3 PlanPOL and consultant CPP updates (5/19)*																◆									
5.4 Public hearing (6/1)*																	◆								
5.5 Board vote on CPP updates and recommend County approval (6/1)*																	◆								
Task 6 Kitsap County Adoption Process																									
6.1 SEPA review (County determine dates)																		●							
6.2 Kitsap County public hearing (County determine dates)																			●						
6.3 Kitsap County adoption by ordinance (County determine dates)																				●					
Task 7: City and Tribal Councils ratify																									
7.1 Resolution by City and Tribal Councils to ratify																							●		
Task 8: PSRC Certification Process																									
8.1 Complete PSRC certification process in early 2022																								●	

v. 6/11/2020

KEY

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Meeting

●

Deadline

*

Not scheduled yet

Draft Schedule for the Element C Update to the Kitsap Countywide Planning Policies (CPPs)

	2020												2021											
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
Task 1: Revise Element C of the Kitsap CPPs					●																			
1.0 LUTAC discusses CPPs and technical memos (1/9 meeting)	◆																							
1.1 LUTAC prepares technical memos																								
1.2 LUTAC discusses technical memos (4/9 meeting)				◆																				
1.3 LUTAC adjusts Element C draft and technical memos (based on PSRC feedback)																								
1.4 LUTAC shares CPP update memo with PlanPOL - (PlanPOL meeting canceled)				◆																				
1.5 LUTAC reviews feedback from PSRC and determines next steps for Element C update - (Occurs at 5/14 meeting)					◆																			
1.6 LUTAC adjusts Element C draft and prepares to discuss at LUTAC meeting - (7/9 meeting)							◆																	
1.7 LUTAC reviews Element C and updates Technical Memos- (7/9 meeting)																								
Task 2: Element C KRCC Board and PlanPOL Review & Approval																								
<i>Includes the following:</i> * Discuss CPP's * Release draft for public comment * Public Hearing * Discuss CPPs * Recommend to County, City, & Tribes																								
2.0 CPP Updates discussed as part of Executive Committee meeting (9/15 meeting)									◆															
2.1 CPP Updates are discussed at October KRCC PlanPOL Meeting (10/20 meeting)										◆														
2.2 CPP Updates are discussed at December KRCC Board meeting (12/1)												◆												
2.3 CPP draft out for public comment (30 or 60 day public comment only)*														●										
2.4 Outreach with County, Cities, & Tribes to inform about the CPPs (Dec-Feb)*														●										
2.5 Public Hearing as part of April KRCC Board meeting (April 6 meeting exists public hearing needs to be scheduled)*															◆									
2.6 Recommend to County, Cities, & Tribes (9/1 meeting)*															●									
Task 3: Kitsap County Adoption by Ordinance																								
<i>Includes the following:</i> * SEPA Review * Kitsap County Public Hearing * Kitsap County Ordinance (may change document)																								
3.1 Kitsap County SEPA Review																●								
3.2 Kitsap County Public Hearing (mid May)*																◆								
3.3 Kitsap County Public Process (30-60 day public process)*																								
3.4 Kitsap County Ordinance																								
Task 4: City and Tribal Councils ratify																								
4.1 Resolution by City and Tribal Councils to ratify																								
4.2 County Ordinance Takes Effect (begins 60 day City/State Appeal Period)																								

6/11/2020

KEY

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Meeting

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Deadline

*

Not scheduled yet



Puget Sound Regional Council

VISION 2050 – DRAFT Policies and Actions – Equity

The matrix below includes equity related policies and actions that are found in various chapters of the draft VISION 2050 plan recommended by the Growth Management Policy Board (Dec 2019 version). The draft plan includes additional text, data, and definitions related to equity that are not summarized in this table.

Table 1: Equity Related Policies

POLICY	TEXT
Regional Collaboration	
MPP-RC-1	Coordinate planning efforts among jurisdictions, agencies, federally recognized tribes, ports and adjacent regions, where there are common borders or related regional issues, to facilitate a common vision.
MPP-RC-2	Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.
MPP-RC-3	Make reduction of health disparities and improvement of health outcomes across the region a priority when developing and carrying out regional, countywide, and local plans.
MPP-RC-4	Coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.
Environment	
MPP-En-1	Develop and implement regionwide environmental strategies, coordinating among local jurisdictions, tribes, and countywide planning groups.
MPP-En-4	Ensure that all residents of the region, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment.
MPP-En-8	Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.

POLICY	TEXT
MPP-En-15	Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.
Climate Change	
MPP-CC-6	Address impacts to vulnerable populations and areas that have been disproportionately affected by climate change.
MPP-CC-8	Increase resilience by identifying and addressing the impacts of climate change and natural hazards on water, land, infrastructure, health, and the economy. Prioritize actions to protect the most vulnerable populations.
Development Patterns	
MPP-DP-2	Reduce disparities in access to opportunity for the region's residents through inclusive community planning and targeted investments that meet the needs of current and future residents and businesses.
MPP-DP-6	Preserve significant regional historic, visual, and cultural resources, including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.
MPP-DP-7	Consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.
MPP-DP-8	Conduct inclusive engagement to identify and address the diverse needs of the region's residents.
MPP-DP-16	Address and integrate health and well-being into appropriate regional, countywide, and local planning practices and decision-making processes.
MPP-DP-18	Address existing health disparities and improve health outcomes in all communities.
MPP-DP-23	Evaluate planning in regional growth centers and high-capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to mitigate displacement impacts.
MPP-DP-51	Protect tribal reservation lands from encroachment by incompatible land uses and development both within reservation boundaries and on adjacent land.
Housing	
MPP-H-2	Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.
MPP-H-3	Achieve and sustain – through preservation, rehabilitation, and new development – a sufficient supply of housing to meet the needs of low-income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.
MPP-H-4	Address the need for housing affordable to low- and very low-income households, recognizing that these critical needs will require significant public intervention through funding, collaboration, and jurisdictional action.

POLICY	TEXT
MPP-H-5	Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals while recognizing historic inequities in access to homeownership opportunities for communities of color.
MPP-H-6	Develop and provide a range of housing choices for workers at all income levels throughout the region that is accessible to jobs centers and attainable to workers at anticipated wages.
MPP-H-7	Expand the supply and range of housing at densities to maximize the benefits of transit investments, including affordable units, in growth centers and station areas throughout the region.
MPP-H-8	Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.
MPP-H-9	Expand housing capacity for moderate density housing to bridge the gap between single-family and more intensive multifamily development and provide opportunities for more affordable ownership and rental housing that allows more people to live in neighborhoods across the region.
MPP-H-11	Encourage interjurisdictional cooperative efforts and public-private partnerships to advance the provision of affordable and special needs housing.
MPP-H-12	Identify potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from planning, public investments, private redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.
Economy	
MPP-Ec-7	Foster a supportive environment for business startups, small businesses, locally owned and women- and minority-owned businesses to help them continue to prosper.
MPP-Ec-10	Ensure that the region has a high-quality education system that is accessible to all of the region's residents.
MPP-Ec-12	Identify potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.
MPP-Ec-13	Promote equity and access to opportunity in economic development policies and programs. Expand employment opportunity to improve the region's shared economic future.
MPP-Ec-14	Foster appropriate and targeted economic growth in areas with low and very low access to opportunity to improve access to opportunity for current and future residents of these areas.
MPP-Ec-15	Support and recognize the contributions of the region's culturally and ethnically diverse communities and Native Tribes, including helping the region continue to expand its international economy.

POLICY	TEXT
Transportation	
MPP-T-9	Implement transportation programs and projects that provide access to opportunities while preventing or mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs.
MPP-T-10	Ensure mobility choices for people with special transportation needs, including persons with disabilities, seniors, youth, and people with low incomes.
MPP-T-28	Promote coordinated planning and effective management to optimize the region's aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities. Consider demand management alternatives as future growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State.
Public Services	
MPP-PS-2	Promote affordability and equitable access of public services to all communities, especially the historically underserved. Prioritize investments to address disparities.
MPP-PS-16	Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas.
MPP-PS-29	Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, especially on historically marginalized communities, (2) equitably balances the location of new facilities away from disproportionately burdened communities, and (3) addresses regional planning objectives.

Table 2: Equity Related Actions

ACTION	TEXT
Regional Collaboration	
RC-Action-3	<p>Regional Equity Strategy: PSRC, in coordination with member governments and community stakeholders, will develop and implement a regional equity strategy intended to make equity central to PSRC's work and to support the 2023/24 local comprehensive plan updates. The strategy could include components such as:</p> <ul style="list-style-type: none"> • Creating and maintaining tools and resources, including data and outreach, to better understand how regional and local policies and actions affect our region's residents, specifically as they relate to people of color and people with low incomes. • Developing strategies and best practices for centering equity in regional and local planning work, including inclusive community engagement, monitoring, and actions to achieve equitable development outcomes and mitigate displacement of vulnerable communities. • Identifying implementation steps, including how to measure outcomes. • Identifying mechanisms to prioritize access to funding to address inequities. • Developing a plan and committing resources for an equity advisory group that can help provide feedback on and help implement the Regional Equity Strategy. • Developing and adopting an equity impact tool for evaluating PSRC decisions and community engagement.
RC-Action-4	<p>Outreach: PSRC will develop an outreach program for VISION 2050 that is designed to communicate the goals and policies of VISION 2050 to member jurisdictions, regional stakeholders, and the public. This work program will have the following objectives:</p> <ul style="list-style-type: none"> • Build awareness of VISION 2050 among local jurisdictions in advance of the development of local comprehensive plans. • Raise awareness of PSRC and the desired outcomes of VISION 2050 to residents across the region. • Collaborate with residents who are historically underrepresented in the planning process to ensure all voices are heard in regional planning.
Environment	
En-Action-4	<p>Local Open Space Planning: In the next periodic update to the comprehensive plan, counties and cities will create goals and policies that address local open space conservation and access needs as identified in the Regional Open Space Conservation Plan, prioritizing areas with higher racial and social inequities and rural and resource land facing development pressure. Counties and cities should work together to develop a long-term funding strategy and action plan to accelerate open space protection and enhancement.</p>

ACTION	TEXT
Climate Change	
CC-Action-1	<p>Greenhouse Gas Strategy: PSRC will work with local governments and other key agencies and stakeholders to advance the development and implementation of the region's Greenhouse Gas Strategy, to equitably achieve meaningful reductions of emissions toward achievement of the region's greenhouse gas reduction goals. The strategy will:</p> <ul style="list-style-type: none"> • Build on the Four-Part Strategy in the Regional Transportation Plan • Address emissions from transportation, land use and development, and other sources of greenhouse gases • Promote effective actions to reduce greenhouse gases, such as vehicle miles traveled (VMT) reduction, conversion to renewable energy systems in transportation and the built environment (e.g. electrification), and reduction in embedded carbon in new infrastructure and development • Explore options for PSRC to further emission reductions in the aviation sector • Be guided by principles of racial equity • Include a measurement framework to inform the evaluation of transportation investments and local comprehensive plans • Develop guidance and provide technical assistance to local jurisdictions to implement climate change strategies, including a guidebook of best practice policies and actions <p>Regular evaluation and monitoring will occur, at least every four years, as part of the development of the Regional Transportation Plan, with reports to PSRC policy boards.</p>
CC-Action-2	<p>Resilience and Climate Preparedness: PSRC will engage in regional resilience planning and climate preparedness, including development of a regional inventory of climate hazards, assistance to member organizations, and continued research and coordination with partners such as the Puget Sound Climate Preparedness Collaborative and tribes. Climate resilience actions will focus on equitable outcomes, particularly for historically marginalized communities, at greater risk and with fewer resources.</p>
CC-Action-3	<p>Policies and Actions to Address Climate Change: Cities and counties will incorporate emissions reduction policies and actions that contribute meaningfully toward regional greenhouse gas emission goals, along with equitable climate resiliency measures, in their comprehensive planning. Strategies include land uses that reduce vehicle miles traveled and promote transit, biking, and walking consistent with the Regional Growth Strategy, developing and implementing climate friendly building codes, investments in multimodal transportation choices, and steps to encourage a transition to cleaner transportation and energy systems</p>
CC-Action-4	<p>Resilience: Cities and counties will update land use plans for climate adaptation and resilience. Critical areas will be updated based on climate impacts from sea level rise, flooding, wildfire hazards, urban heat, and other hazards. The comprehensive plans will identify mitigation measures addressing these hazards including multimodal emergency and evacuation routes and prioritizing mitigation of climate impacts on highly impacted communities and vulnerable populations.</p>

ACTION	TEXT
Development Patterns	
DP-Action-1	<p>Implement the Regional Centers Framework: PSRC will study and evaluate existing regional growth centers and manufacturing/industrial centers to assess their designation, distribution, interrelationships, characteristics, transportation efficiency, performance, and social equity. PSRC, together with its member jurisdictions and countywide planning bodies, will work to establish a common network of countywide centers.</p>
DP-Action-3	<p>Transit-Oriented Development: PSRC, together with its member jurisdictions, will support member jurisdiction in the implementation of the Growing Transit Communities Strategy and compact, equitable development around high-capacity transit station areas. This action will include highlighting and promoting tools used to support equitable development in high-capacity transit station areas.</p>
Housing	
H-Action-1	<p>Regional Housing Strategy: PSRC, together with its member jurisdictions, state agencies, housing interest groups, housing professionals, advocacy and community groups, and other stakeholders will develop a comprehensive regional housing strategy to support the 2023-24 local comprehensive plan update. The housing strategy will provide the framework for regional housing assistance (see H-Action-2, below) and shall include the following components:</p> <ul style="list-style-type: none"> • A regional housing needs assessment to identify current and future housing needs to support the regional vision and to make significant progress towards jobs/housing balance and quantify the need for affordable housing that will eliminate cost burden and racial disproportionality in cost burden for all economic segments of the population, including those earning at or below 80 percent of Area Median Income throughout the region. This will provide necessary structure and focus to regional affordable housing discussions • Strategies and best practices to promote and/or address: housing supply, the preservation and expansion of market rate and subsidized affordable housing, housing in centers and in proximity to transit, jobs-housing balance, and the development of moderate density housing options • Coordination with other regional and local housing efforts
H-Action-4	<p>Local Housing Needs: Counties and cities will conduct a housing needs analysis and evaluate the effectiveness of local housing policies and strategies to achieve housing targets and affordability goals to support updates to local comprehensive plans. Analysis of housing opportunities with access to jobs and transportation options will aid review of total household costs.</p>
H-Action-5	<p>Affordable Housing Incentives: As counties and cities plan for and create additional housing capacity consistent with the Regional Growth Strategy, evaluate techniques such as inclusionary and incentive zoning to provide affordability.</p>
H-Action-6	<p>Displacement: Metropolitan Cities, Core Cities, and High Capacity Transit Communities will develop anti-displacement strategies in conjunction with the populations identified of being at risk of displacement including residents and neighborhood-based small business owners.</p>

ACTION	TEXT
Economy	
Ec-Action-2	<p>Regional Support for Local Government Economic Development Planning: PSRC will support county and local jurisdictions through technical assistance and economic data with special emphasis on smaller jurisdictions, in their efforts to develop economic development elements as part of their expected 2023/24 comprehensive plan updates to support the Regional Growth Strategy. PSRC will also provide guidance on local planning to address commercial displacement.</p>
Transportation	
T-Action-1	<p>Regional Transportation Plan: PSRC will update the Regional Transportation Plan (RTP) to be consistent with federal and state requirements and the goals and policies of VISION 2050. The RTP will incorporate the Regional Growth Strategy and plan for a sustainable multimodal transportation system for 2050. The plan will identify how the system will be maintained and efficiently operated, with strategic capacity investments, to provide safe and equitable access to housing, jobs, and other opportunities, as well as improved mobility for freight and goods delivery. Specific elements of the RTP include the Coordinated Transit-Human Services Transportation Plan and continued updates to the regional integrated transit network (including high capacity transit, local transit, auto and passenger ferries), the Active Transportation Plan, regional freight network, aviation planning and other important system components.</p>
T-Action-8	<p>Aviation Capacity: PSRC will continue to conduct research and analysis of the region's aviation system to assess future capacity needs, issues, challenges, and community impacts to help ensure that the system can accommodate future growth while minimizing community impacts, including historically marginalized communities, and set the stage for future planning efforts. PSRC will work in cooperation with the state, which will play a lead role in addressing future aviation capacity needs.</p>

Climate Change

Goal: The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.

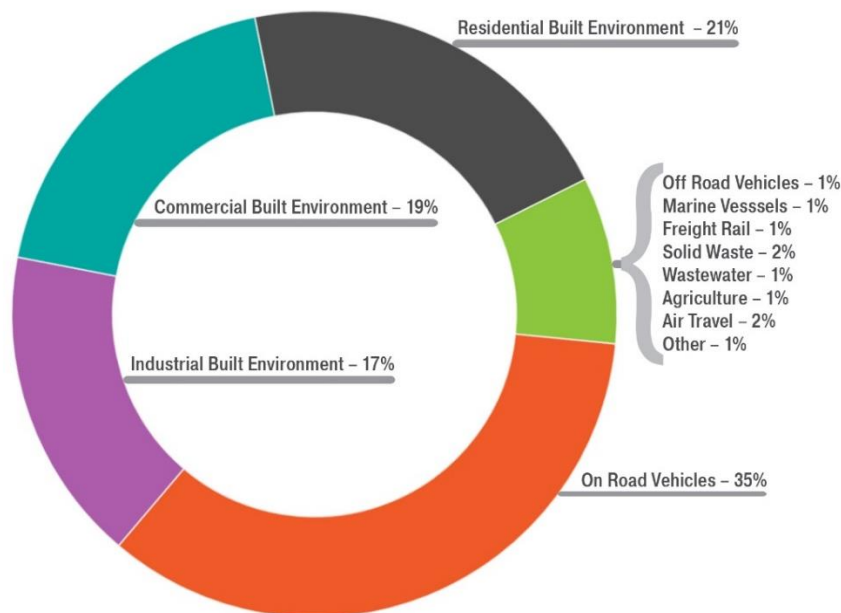
Climate change is an urgent environmental, economic, health, and equity threat being addressed at all levels, from the local to an international scale. Caused by an increase in greenhouse gases trapping heat in the atmosphere, climate change is a significant cross-cutting issue throughout VISION 2050.

Climate change influences human health in numerous ways. The potential health effects include increased respiratory and cardiovascular diseases, injuries and premature deaths related to extreme weather events, food- and water-borne illnesses and other infectious diseases, and threats to mental health. Vulnerable populations may be disproportionately impacted by climate change.

A 2018 Intergovernmental Panel on Climate Change (IPCC) report found that human activities are estimated to have caused approximately 1.0° Celsius of global warming above pre-industrial levels. Global warming is likely to reach 1.5° Celsius between 2030 and 2052 if it continues to increase at the current rate. These levels of warming are expected to cause long-term changes to the climate, resulting in risks and impacts such as increasing temperatures, rising sea levels, changes in precipitation and snow pack, increases to size and duration of wildfires, and other effects. While climate change is an urgent global issue, local governments play a crucial role in reducing and adapting to its impacts.

In the Puget Sound region, the largest sources of greenhouse gases come from transportation and the built environment, including residential, commercial, and industrial activities.

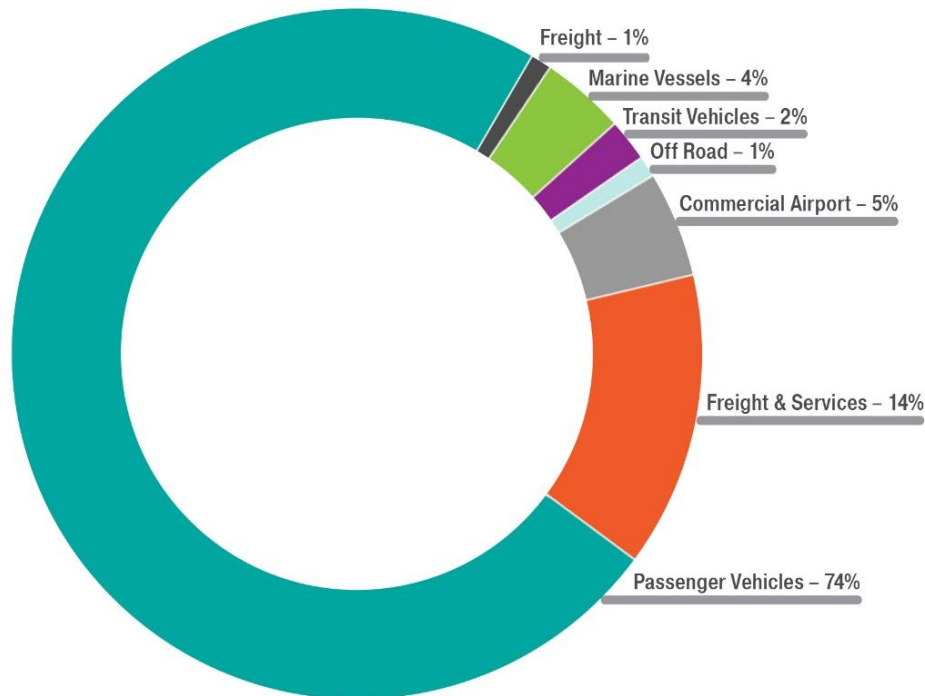
Figure 20 – Sources of Regional Greenhouse Gas Emissions



Source: Puget Sound Clean Air Agency Greenhouse Gas Emissions Inventory

Within the residential and commercial built environment, electricity consumption represents the largest share of emissions. Within the transportation sector, passenger vehicles represent the largest share (74%), followed by freight and service vehicles (14%).

Figure 21 – Sources of Regional Transportation Greenhouse Gas Emissions



Source: Puget Sound Clean Air Agency Greenhouse Gas Emissions Inventory

State, Regional, and Local Activities

State

Washington state has long recognized the threat climate change poses to economic well-being, public health, natural resources, and the environment. In 2008 the Washington State Legislature set the following limits on Washington's greenhouse gas emissions:

- By 2020, reduce overall emissions of greenhouse gases in the state to 1990 levels.
- By 2035, reduce overall emissions of greenhouse gases in the state to 25% below 1990 levels.
- By 2050, the state will do its part to reach global climate stabilization levels by reducing overall emissions to 50% below 1990 levels, or 70% below the state's expected emissions that year.

The state has enacted numerous strategies and actions to provide a statewide framework for achieving these limits, including the Clean Energy Transformation Act passed in 2019, which transitions the state to 100% clean electricity over the next 25 years. Other initiatives and rules have addressed emissions from state agencies, renewable energy targets, clean vehicles, green buildings, and responding to the impacts from climate change.

Region

In February 2017, the board of the Puget Sound Clean Air Agency adopted the following economy-wide greenhouse gas emission reduction targets for the four-county central Puget Sound region:

- By 2030, reduce overall greenhouse gas emissions in the region to 50% below 1990 levels.
- By 2050, reduce overall greenhouse gas emissions in the region to 80% below 1990 levels.

Since transportation is the largest single source of greenhouse gas emissions in the region, the agency identified candidate actions and strategies to reduce transportation-related emissions and support achievement of the targets. These include supporting the policies and strategies included in PSRC's regional plans, as well as accelerating zero-emission vehicle adoption and pursuit of a clean fuel standard, among other strategies.

Local

Many cities, counties, and other organizations in the region have also adopted greenhouse gas emission reduction targets, which vary in breadth and timeframes. For example, King County adopted targets to reduce greenhouse gas emissions 25% by 2020, 50% by 2030, and 80% by 2050, from a 2007 baseline. Tacoma has a goal of reducing emissions 40% from 1990 levels by 2020. Snohomish County's goal is to reduce emissions from county operations 20% from 2000 levels by 2020. Many other jurisdictions are also addressing climate change and the reduction of greenhouse gas emissions. Some examples of actions being taken at the local level include a resolution passed by the Everett City Council to include in their Climate Action Plan a target to run on 100% renewable energy by 2045, and Bainbridge Island's Housing Design Demonstration Project program, which incentivizes green building certifications.

Efforts at all levels of government have been implemented to both mitigate climate change and prepare for its impacts. PSRC supports the efforts of partner agencies and member jurisdictions in their efforts to address climate change and meet their respective goals. This includes VISION 2050 policies and the Four-Part Greenhouse Gas Strategy included in the [Regional Transportation Plan](#).

Four-Part Greenhouse Gas Strategy

PSRC provides planning and policy guidance that can help the region achieve significant reductions of greenhouse gas emissions from transportation and land use, as well as supporting efforts to prepare for the impacts from climate change.

VISION 2050's Regional Growth Strategy, multicounty planning policies and actions promote compact growth patterns, low-carbon travel choices, forest and open space protection, and other sustainability strategies that help mitigate greenhouse gas emissions and prepare for the impacts from climate change.



The Regional Transportation Plan is the long-range transportation element of VISION 2050, providing the path for a sustainable, multimodal transportation system to accommodate the needs of a growing population. Subsequent to the adoption of VISION 2040, a Four-Part Greenhouse Gas Strategy was adopted as part of the Regional Transportation Plan consisting of land use, user fees, choices and technology.

The Regional Transportation Plan, which is updated every four years, includes programs and investments that encompass all four of the elements of the strategy. In the last decade many actions have been taken at the federal, state and regional level to advance implementation of the strategy, which is designed to support and complement statewide, regional, and local efforts to achieve meaningful emission reductions.

An analysis of the region's Four-Part Greenhouse Gas Strategy is conducted as part of every plan update. The analysis of the 2018 plan resulted in potential emission reductions from the combined categories within a range of 24% to 75% below 2006 base year levels. This broad range is primarily reflective of the varying degrees of effort within each category, with the lower end of the range encompassing the VISION 2040 growth strategy adopted at the time and the investments and policies in the 2018 Regional Transportation Plan. The higher end of the range of emission reductions reflects aggressive electrification of the transportation system, as well as additional opportunities as described below.

Land Use

Over the last decade, many land use actions, programs, and planning activities have been advanced. Examples include local adoption of growth targets within each county in the region and continued work on transit-oriented development. As part of the VISION 2050 Regional Growth Strategy, growth will be further concentrated around transit stations throughout the region, which will help the region continue to reduce emissions. Additional reductions could be achieved at the local level through

changes to development patterns that create attractive, compact, and walkable environments, and that encourage location of new residential and commercial construction close to services and amenities, lessening the need for driving.

User Fees

User fee systems are in place on several facilities in the region, including State Route 167, Interstate 405, State Route 520, the Tacoma Narrows Bridge and the State Route 99 tunnel through downtown Seattle. The Regional Transportation Plan's financial strategy assumes a transition from traditional pricing mechanisms to a user fee system, including selected facility tolls and a road usage charge system, after 2025. User fees charge drivers for when and how much they use the system, rather than by gallon of gasoline.

Research suggests that increasing the rates of these fees could result in a change in travel behavior and demand, moving more trips away from single occupant vehicles. VISION 2050 calls for further pursuit of alternative transportation financing mechanisms.

Transportation Choices

Significant investments have been made over the last decade to provide multimodal transportation improvements, including new trails, bus rapid transit and light rail services, and high occupancy vehicle lanes. The Regional Transportation Plan includes a coordinated network of regional and local transit investments, resulting in significant improvements in frequent transit service throughout the region. Improvements are still needed, however, to ensure residents have safe and convenient access to these frequent transit networks, particularly through nonmotorized and high occupancy modes. Local jurisdictions play an important role by including these investments in their capital planning. VISION 2050 further supports the development of an integrated multimodal transportation system that supports all modes and ensures equitable access to goods, services, and amenities.

Technology

Significant federal actions have been taken over the last decade to improve the fuel economy of vehicles and reduce emissions from fuels. These include updated fuel economy standards and improvements to the fuel efficiency of heavy-duty vehicles. Significant strides have also been made in advancing the transition to electric vehicles. Ongoing coordination among a variety of agencies and stakeholders throughout the region is accelerating this transition. A wide array of electric vehicle choices are coming into the market now and into the future. These include not only electric passenger vehicles but will include pickup trucks, delivery vans and electric shuttle vehicles, and further advancements and technologies continue to be pursued in these and other sectors. Manufacturers are introducing heavy duty medium and long-haul trucks and electric transit and school buses to the market, and local transit agencies are committed to increased purchases of electric and other alternative fueled transit buses. In the maritime sector, the Washington State Ferries has committed to electrification of several ferries operating within the Puget Sound region and the Port of Seattle has made cruise ship cold ironing capability available at the Terminal 91 facility. Further, in a joint effort with the Northwest Seaport Alliance (NWSA), the Port of Seattle is developing a new cruise and cargo terminal with cold ironing capability for both cargo and cruise operations. To reduce emissions from drayage activities, the NWSA Clean Truck Program now ensures that all 4,000 trucks entering international marine terminals have a 2007 or newer engine or a certified equivalent emission control system. Because the electricity available in the Puget Sound region is largely produced from hydro-electric and renewable resources and it will be replacing fossil fuels in each of the sectors identified above, there is high potential for significantly reducing greenhouse gas emissions from transportation in a variety of modes.

Technological improvements to vehicles and fuels have the potential to significantly reduce greenhouse gas emissions. However, a variety of strategies will be required to help achieve this outcome, particularly related to electric vehicles. These include mechanisms to support charging infrastructure in buildings and in public rights of way, expanding education and incentives on electric vehicles, encouraging electric vehicles in private and public fleets, and other local, regional, and state actions.

Other strategies to address climate change, outside the scope of the region's Four-Part Greenhouse Gas Strategy, include sequestering and storing greenhouse gases through additional actions to protect and restore carbon sinks such as forests, soils, wetlands, estuaries, and urban trees. The IPCC special report on strategies to stay below an increase in temperatures of 1.5 degrees Celsius indicates that it is very likely that carbon capture and sequestration technologies will need to be further developed and deployed. In addition, building energy emissions are being reduced through conservation and green building practices such as incorporating solar panels, using efficient materials, and monitoring and managing energy consumption. Strides are also being made with alternative fuels for other sectors. For example, the Port of Seattle has set aggressive goals for the implementation of sustainable aviation fuels. VISION 2050 supports acceleration of these varied climate solutions.

Monitoring and Evaluation

The Four-Part Greenhouse Gas Strategy is evaluated and refined every four years as part of the update of the Regional Transportation Plan. During this monitoring cycle, the combined results from VISION 2050 and the planned regional transportation system will be analyzed for the potential to achieve meaningful emission reductions. While both the state limits and the Puget Sound Clean Air Agency targets encompass all sectors of the economy – and PSRC's analysis focuses on the combined effects of land use and on-road transportation – these will be used as benchmarks against which the Regional Transportation Plan analysis will be compared. In addition, PSRC's analysis will be incorporated into the full spectrum of climate strategies to demonstrate impact and progress, an effort also known as a climate wedge analysis. Further, implementation of the Four-Part Greenhouse Gas Strategy will be monitored and reported, including continued improvements and further potential gains.

Climate Change Impacts in the Central Puget Sound Region

In addition to reducing emissions contributing to climate change, the region is actively working towards resilience and preparing for current and future climate change impacts. The University of Washington's Climate Impacts Group published State of Knowledge: Climate Change in Puget Sound in 2015, describing expected impacts from climate change in the Puget Sound region. Changes are expected to temperature, precipitation, sea level, ocean acidification, and natural variability. These changes will affect snowpack, streamflow, landslides, flooding, species and habitat, forests, and agriculture. In addition, impacts from climate change will have many effects on people and communities, including the built environment, human health, and the economy. Communities of color, indigenous people, and people with lower incomes are at higher risk due to greater exposure to hazards and often have fewer resources to respond to those hazards.

Planning for adaptation and resilience will include identifying the local implications of the full range of climate impacts and actions to address these hazards. Examples of actions being taken at the state and local levels include incorporating resilience (to climate, seismic, and other risks) in comprehensive plans and hazard mitigation plans, changing the design of bridges and other capital infrastructure to withstand more extreme weather events, and developing transportation evacuation plans for hospitals in emergency events. VISION 2050 supports planning and action for resilience and adaptation, particularly for vulnerable populations.



Since climate change is a cross-cutting topic across a variety of regional planning issues, VISION 2050 provides guidance in all policy sections of the plan for reducing emissions and protecting the climate. The Regional Growth Strategy, as described in the preceding chapter, is a core element of the Four-Part Greenhouse Gas Strategy and achieving compact growth patterns to reduce the need for single occupant vehicles. Additional policies throughout VISION 2050 also address important climate-related activities, such as protecting forest lands and tree canopy, promoting a multimodal transportation system and encouraging use of alternative modes, advancing electrification of public and private vehicles, increasing energy efficiency and renewable energy sources, and addressing resilience of infrastructure and communities. The primary climate related policies and actions are identified below.



Climate Change Policies

MPP-CC-1

Advance the adoption and implementation of actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.

MPP-CC-2

Reduce building energy use through green building and retrofit of existing buildings.

MPP-CC-3

Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, electrifying the transportation system, and reducing vehicle miles traveled by increasing alternatives to driving alone.

MPP-CC-4

Protect and restore natural resources that sequester and store carbon such as forests, farmland, wetlands, estuaries, and urban tree canopy.

MPP-CC-5

Pursue the development of energy management technology as part of meeting the region's energy needs.

MPP-CC-6

Address impacts to vulnerable populations and areas that have been disproportionately affected by climate change.

MPP-CC-7

Advance state, regional, and local actions that support resilience and adaptation to climate change impacts.

MPP-CC-8

Increase resilience by identifying and addressing the impacts of climate change and natural hazards on water, land, infrastructure, health, and the economy. Prioritize actions to protect the most vulnerable populations.

MPP-CC-9

Identify and address the impacts of climate change on the region's hydrological systems.

MPP-CC-10

Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.

MPP-CC-11

Support achievement of regional greenhouse gas emissions reduction goals through countywide planning policies and local comprehensive plans.

MPP-CC-12

Prioritize transportation investments that support achievement of regional greenhouse gas emissions reduction goals, such as by reducing vehicle miles traveled.

Climate Change Actions

Regional Actions

CC-Action-1

Greenhouse Gas Strategy. PSRC will work with local governments and other key agencies and stakeholders to advance the development and implementation of the region's Greenhouse Gas Strategy to equitably achieve meaningful reductions of emissions toward achievement of the region's greenhouse gas reduction goals. The strategy will:

- Build on the Four-Part Strategy in the Regional Transportation Plan
- Address emissions from transportation, land use and development, and other sources of greenhouse gases
- Promote effective actions to reduce greenhouse gases, such as vehicle miles traveled (VMT) reduction, conversion to renewable energy systems in transportation and the built environment (e.g. electrification), and reduction in embedded carbon in new infrastructure and development
- Explore options for PSRC to further emission reductions in the aviation sector
- Be guided by principles of racial equity
- Include a measurement framework to inform the evaluation of transportation investments and local comprehensive plans
- Develop guidance and provide technical assistance to local jurisdictions to implement climate change strategies, including a guidebook of best practice policies and actions

Regular evaluation and monitoring will occur, at least every four years, as part of the development of the Regional Transportation Plan, with reports to PSRC policy boards.

CC-Action 2

Resilience and Climate Preparedness: PSRC will engage in regional resilience planning and climate preparedness, including development of a regional inventory of climate hazards, assistance to member organizations, and continued research and coordination with partners such as the Puget Sound Climate Preparedness Collaborative and tribes. Climate resilience actions will focus on equitable outcomes, particularly for historically marginalized communities, at greater risk and with fewer resources.

Local Action

CC-Action-3

Policies and Actions to Address Climate Change: Cities and counties will incorporate emissions reduction policies and actions that contribute meaningfully toward regional greenhouse gas emission goals, along with equitable climate resiliency measures, in their comprehensive planning. Strategies include land uses that reduce vehicle miles traveled and promote transit, biking, and walking consistent with the Regional Growth Strategy, developing and implementing climate friendly building codes, investments in multimodal transportation choices, and steps to encourage a transition to cleaner transportation and energy systems.

CC-Action-4

Resilience: Cities and counties will update land use plans for climate adaptation and resilience. Critical areas will be updated based on climate impacts from sea level rise, flooding, wildfire hazards, urban heat, and other hazards. The comprehensive plans will identify mitigation measures addressing these hazards including multimodal emergency and evacuation routes and prioritizing mitigation of climate impacts on highly impacted communities and vulnerable populations.

