

Land Use & Climate Change Advisory Committee

Background Information and Research for LUCC Potential Recommendation on County-Wide Planning Policies and Multi-County Planning Policies

The Technical Support Team (Tech Team) is tasked with providing information and research to the Land Use and Climate Change Advisory Committee (LUCC). Based on the ideas moving forward as potential recommendations from the LUCC, the Tech Team has conducted research and provides this preliminary information to the LUCC. To the best of their abilities the Tech Team has researched to provide information in response to the SB 6580 legislation and the LUCC Work Plan.

Background: Multicounty Planning Policies (MPPs) are only required for two or more counties each with a population of four hundred fifty thousand or more, with contiguous urban areas and may be adopted by other counties. The Puget Sound Regional Council covers King, Pierce, Snohomish and Kitsap Counties and the cities within those counties. This region represents approximately 55% of the state's population. Each of the counties covered by the MPPs will also adopt County-Wide Planning Policies (CWPPs), which must be consistent with the MPPs. CWPPs are required to be adopted by all counties fully planning under the Growth Management Act (GMA).

1. What, if any, actions have been taken by local governments to address climate change related to this particular idea?

MPPs: In 2008 Puget Sound Regional Council (PSRC) adopted revisions to the MPPs based on the update of the regional growth strategy in the VISION 2040 plan. View the policies at <http://www.psrc.org/projects/vision/pubs/vision2040/index.htm>. The revisions include policies related directly to climate change as well as policies that address issues related to climate change.

CWPPs: CTED's recent climate change survey revealed no action had yet been taken to address climate change in CWPPs. And in further inquiry into this question in August of 2008, CTED was unable to find CWPPs that have been amended to specifically include climate change.

However, by the end of 2010, the counties within the PSRC region will amend their CWPPs to address climate change (according to the newly revised MPPs).

2. What, if any, computer modeling programs or other analytic and assessment tools are available to assist a local government in addressing this idea?

It is not likely that computer modeling programs or other analytic or assessment tools would be beneficial in the development of CWPPs or MPPs, unless purely at a gross planning scenario scale. Where the benefit of analysis would take place is at the comprehensive planning or subarea planning level, or at project level review.

Information related to climate change for consideration during the development of policies would be more academic in nature and could be garnered from climate change mitigation and adaptation strategies or smart growth principles.

3. What are the positive and negative impacts of a local government addressing this idea on:

- a. Affordable housing**
- b. Employment**
- c. Transportation costs**
- d. Economic development**

This is a very challenging question to try to answer in this way. Answers would be dependent upon how the local governments choose to pursue the policy, rather than based on the policy itself. The technical team would appreciate guidance from LUCC members into where data may exist to help provide input into these topics.

The technical team will continue to look for analysis in these areas. The most promising data may come from California State. According to the September 2, 2008 edition of the Wall Street Journal Online,

“California lawmakers passed a bill aimed at cutting carbon-dioxide emissions by rewarding cities and counties that prevent urban sprawl and improve public transportation. The bill's proponents and transportation experts say it is the first measure in the nation to link government transportation funding with urban planning and CO₂-reduction goals. Senate Bill 375 contends that cutting back on driving is as critical in the fight against global warming as producing cleaner fuels and more-efficient vehicles. Transportation experts say they expect the bill to become a model for state and national policy makers. Under the new bill, regional planning authorities will have to develop realistic plans to meet emission-reduction targets in order to receive transportation funding and lighter regulations for builders. Compact projects built close to public-transportation options are rewarded with fewer regulatory hurdles.”

As California seems to be on a similar path and ahead of where we are, we may be able to find data on this topic related to our questions outlined above. The technical team will continue to search for relevant data.

4. Please provide a general assessment of state and local resources needed, financial and otherwise, needed to fully implement the idea.

PSRC's MPP-A-2 states: "Countywide planning policies are to be updated, where necessary, prior to December 31, 2010, to address the revised multicounty planning policies in the VISION Update."

This provision, while not without cost, has already been agreed to by the PSRC members.

There are 29 counties fully planning in Washington State, 25 of which (those outside of the Puget Sound region) would be faced with a new requirement if they have to amend their CWPPs to address climate change.