

1. 6:00 P.M. Pierce County Regional Council (PCRC)

Documents:

[03 21 19 PCRC Agenda Packet.pdf](#)

2. Pierce County Regional Council (PCRC) - Minutes From 03/21/19

Documents:

[03 21 19 PCRC Minutes.pdf](#)



MEETING AGENDA

March 21, 2019, 6:00 p.m.

Pierce County Annex, Public Meeting Room
2401 South 35th Street, Tacoma, WA

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Citizen Testimony**
(limited to 3 minutes on March 21, 2019 agenda items only)
4. **Approval of Minutes** *Action Item*
(January 17, 2019)
5. **Transportation Management Association** *Discussion Item*
Ryan Windish
6. **Puget Sound Regional Council (PSRC) Update** *Discussion Item*
Paul Inghram
7. **PSRC Policy Board Appointments** *Discussion/Action Item*
Executive Board - Member
Operations Committee - Member
Transportation Policy Board - Member
8. **PCRC Operations Committee Report** *Discussion Item*
9. **PSRC Committee Reports** *Discussion Item*
10. **Zoo/Trek Authority Report** *Discussion Item*
11. **Announcements** *Discussion Item*
12. **Adjourn / Continue**

The next regular PCRC meeting is April 18, 2019

Any questions regarding this Agenda, please contact
Tom Swanson 253-753-8743 or Tiffany Aliment 253-798-3226

PIERCE COUNTY REGIONAL COUNCIL
January 17, 2019 | Meeting Minutes

MEMBERS PRESENT

Tom Swanson, Chair	City of Puyallup	Chris Beale	City of Tacoma
Justin Evans, Vice-Chair	City of Bonney Lake	John Simpson	City of Lakewood
Caroline Belleci	City of University Place	Pat Johnson	Buckley
Milt Tremblay	City of Buckley	Paul Inghram	PSRC
Mike Courts	City of DuPont	Roger Neal	Town of Steilacoom
Patrick Reed	City of Sumner	Catherine Ushka	City of Tacoma
Denise McCluskey	City of University Place	Doug Richardson	Pierce County Council
Eric Corp	City of DuPont	Cynthia Jacobsen	City of Puyallup
Derek Young	Pierce County Council	James Schrimpsher	Town of Eatonville
Nate Lowry	City of Edgewood	Dennis Engel	WSDOT
Daryl Eidinger	City of Edgewood	Ryan Wheaton	Pierce Transit
Dave Morell	Pierce County Council	Joe Pestinger	City of Orting

MEMBERS ABSENT

Cindi Hochstatter	City of Sumner	Kit Kuhn	City of Gig Harbor
Wally Snover	Town of Carbonado	John McCarthy	Port of Tacoma
Tim Curtis	City of Fife	Paul Bocchi	City of Lakewood
Steve Worthington	City of University Place	Joseph Mills	Town of South Prairie
Jason Whalen	City of Lakewood	Yvonne Starks	City of Roy
Susan Johnson	City of Milton	Mark Zumba	Town of Wilkeson
Terry Carter	City of Bonney Lake	Shanna Styron-Sherrell	City of Milton
Bruce Dammeier	Pierce County Executive	Josh Penner	City of Orting
Shannon Reynolds	City of Fircrest	Ron Lucas	Town of Steilacoom
Anders Ibsen	City of Tacoma	Alexandra Mather	Pierce Transit

Others Present

Ian Munce, City of Tacoma	Chris Larson, City of Fife
Russ Blount, City of Fife	Ike Nwanko, Dept. of Commerce
Jason Sullivan, City of Bonney Lake	

Chair Swanson called the meeting to order at 6:02 p.m.

Citizen Testimony

Marianne Lincoln, 24204 119th Ave Ct E, Graham, discussed a very large “city” that is forming south of Tacoma in unincorporated Pierce County. The area is inadequately served by sewer, roads, sidewalks, etc. Developers are clearing and grading wetlands. The pastures are gone, and travel times have increased. The new Community Plan is nearly unrecognizable from the original version. This area has had explosive growth rates. It has no council or city government but is worthy of urban-level growth. Crime rates have risen. Schools are crowded. They would like a voice on the Pierce County Regional Council.

Terry Hurd, *Frederickson*, our area has schools that look like crowded mobile home parks and roads that are breaking down. We are supposed to be associated with some incorporated area, as an urban growth area. Would like to eliminate Frederickson from the urban growth area. Years of neglect and no infrastructure. What city are we supposed to be associated with? Would love an answer but doesn't expect to get one.

Cindy Beckett, *Spanaway*, was involved in writing the original Community Plan for her area. The quality of life in her area is shot. Traffic is horrible. Their police are understaffed. Would like bus service and a new park. Our community feels shafted because we are not getting any city-level services.

Carol Hoosier, *138th & Vickery*, sees tons of traffic backed up for blocks. There are car accidents all the time due to lack of lights, excessive speeding, etc. Large trucks tear up the roads. Cannot walk down Vickery because it is too dangerous. Wonders why developers are not being made to pay impact fees. Without them, there are not enough services. She lives on the aquifer and there is too much paving. Would hate to lose all the green space in the community.

Minutes

(November 15, 2018)

Motion made and seconded to approve the November 15, 2018 minutes as presented. *Unanimous aye.*

New 'Center' Chapter – Countywide Planning Policies

Chris Larson, City of Fife, explained that the Growth Management Coordinating Committee (GMCC) has been working on the new Centers chapter of the Countywide Planning Policies (CPPs). They looked at how best to format and organize the Chapter. They also looked at how Centers are scored for transportation improvement funds.

Jason Sullivan, City of Bonney Lake, was tasked with serving as Chair of the subcommittee that looked at the Centers policies. This grew from the work that PSRC had done updating the Centers framework. To be consistent with the GMA, the County's CPPs must be consistent with the Multicounty Planning Policies. The overall goal is to move larger and midsized jurisdictions into Countywide Centers, which come before PSRC to be ratified. The initial list of Countywide Centers will be brought to PCRC later. For now, the GMCC is looking for a consensus that the framework and policy language is correct. They also requested authorization to put out a call for Countywide Centers. In March or April, the GMCC will bring the package back to PCRC to meet the ratification timeline.

Motion made (Evans/Beale) to authorize staff to go forward with a request for Countywide Centers applications and to authorize staff to make technical changes in the document. *Motion passed unanimously.*

Comprehensive Plan Amendments

Jeff Mann, Long Range Senior Planner, gave a short overview of the 2019 Comprehensive Plan Amendment timeline and process. The Pierce County Planning Commission will consider the amendments every Wednesday evening in January with action on the 30th. Staff must have it to Pierce County Council by February 15. It will then go to the Community Development Committee and Full Council around March or April.

Application 891589

Applicant: Pierce County Planning & Public Works
Request: Direct Pierce County to take the next steps in adopting Centers of Local Importance (CoLI).

This would add language to the Comprehensive Plan to designate certain centers as Centers of Local Importance. Currently, staff is developing Centers and Corridors program. There are up to six Centers to be considered as a CoLI. Staff recommends approval.

Application 891681

Applicant: Pierce County Planning & Public Works
Request: Reduce the City of Gig Harbor's Urban Growth Area (UGA)/Potential Annexation Area (PAA) by 287 parcels (230 acres)

This area was established in 1995 and was to be sized for 20 years of growth. That timeframe has been extended. Areas in the UGA should eventually be annexed into the city and receive urban services (sewer, etc.). The County's UGA is sufficient for the next twenty years - there should be no net gain. If you add to the UGA, you must reduce it elsewhere by the same or more. The purpose of the UGA bank is for the transfer of capacity within the County. It has been ratified and is now in place and ready to use. Started two years ago and came out of certification of the Comprehensive Plan process. Gig Harbor was not prepared to reduce at that time, but they are now. The City cannot serve the area with urban services because the cost is prohibitive. They are not interested in annexing it in the foreseeable future. This would change the area from urban to rural and rezone from single-family to Rural 5 and Rural Sensitive Resource. Staff supports the proposal. Staff does not support the amendment proposed by the Gig Harbor Peninsula Advisory Commission. Their proposed amendment would defeat the purpose of the change.

Application 891623

Applicant: City of Buckley
Request: Expand City of Buckley's Urban Growth Area (UGA) by 156 parcels (720.32 acres)

The City has never had a UGA. They have applied three times (the latest being in 2014), but no reduction was proposed to balance the application/proposal. This would change the area from rural (R10) to urban (MSF and RR – the lowest density urban zone). Staff does not support the proposal. There is no reduction that offsets the expansion. They have created an illogical boundary. There is no countywide deficiency to warrant this. The proposal would also create some rural islands. Staff modified the proposal, so the housing capacity would match that of the Gig Harbor UGA reduction and nearly keep the current City boundary. The City is working on their Capital Facilities Plan and Utility Element as part of the amendment.

Public Hearing

PUBLIC TESTIMONY

James Helmo, *Graham*, Gig Harbor cannot provide urban services to this area. When looking at rural areas in the County, should have five acres or more for transfer of development. Should not approve this.

APPLICANT TESTIMONY

Derek Young, Pierce County Council, this is a County application. If the County were drawing the UGA boundaries now, this area would never be included. They added it originally in order to have control of the bay. However, after annexing the water, there was no need anymore. The area consists of steep slopes, is very wet, and has streams that run downhill. Real estate prices have risen in this area (views, etc.). Can't provide sewer service on that side of the bay. There is a sense of urgency. He hopes PCRC follows the staff recommendation and not the recommendation of the Gig Harbor Peninsula Advisory Commission (PAC). Property owners have been aware of the proposal for months and nobody has applied for any land use applications. Once it was realized the area would not eventually get annexed, the City Council and Mayor agreed to the change.

Pat Johnson, City of Buckley Mayor, was on the Citizens Advisory Group for the Countywide GMA and helped write the Comprehensive Plan. Buckley has applied several times to have a UGA but are always denied. The City is close to going over 5,000 and losing their "small city" status. Homes are selling fast because their city is affordable, and they are the end of the line in Pierce County. The School District wants the annexation. There are three schools along Mundy Loss Road that want to be included in the city. The city has sewer capacity (they already provide sewer to schools) and has water rights locked up for next fifty years for well over 6,000 people. The only major thing missing is transit. According to GMA, development is supposed to pay their way, so the city would expect developers to fund infrastructure. If the Council accepts staff recommendation, then we go to the end of the line when it comes to annexation. We would rather wait than go to the end of the line. Citizens have asked for the annexation, but every time we ask, the rules change. We are a small city and the lack of staff has caused the city to be behind on two elements of the comprehensive plan. Staff is too busy with development coming in. They would need approximately 2-3 years to finish elements of the comprehensive plan before annexing. We have the capacity to provide urban services. Almost 30,000 cars move through Buckley every day. The new ARL parcels haven't been farmed in years. To say we can't have a UGA or to accept the smaller deal and go to the end of the line is unacceptable.

Milt Tremblay, City of Buckley Councilmember, PCRC is about balancing within the County. Urban services are not just sewer. The reason for the GMA is to drive growth into the city. They should be able to annex the high school property on 70 acres. It's too difficult to expand the school because you can only build schools within the city. We need more than what the County staff is recommending. All the new residences coming in are going to be using their library, community centers, etc., but the city does not benefit from their tax dollars. We need more commercial development so that jobs can get created.

COUNCIL DISCUSSION

Dan Cardwell, Pierce County Planning & Public Works, at the open house back in August there were a few owners at the time with concerns or who were against it. Considering the number of property owners, it was not the majority. Nobody attended the Pierce County Planning Commission meetings expressing opposition. Legally speaking, since the comprehensive plan was adopted, every amendment has been appealed. Staff recommended the change to follow the GMA and CPPs. If Council does pass beyond the capacity reductions, there could be a high likelihood of a successful appeal. If nobody appeals, it moves forward.

Chris Beale, City of Tacoma Councilmember, the issue with sewer is not just capacity, it's also the ability to provide the funding to put in infrastructure. If Council approves and gas prices rise, that could affect people's ability to commute.

Doug Richardson, Pierce County Councilmember, maybe the way to move forward is to leave the credits in the bank and allow it to grow.

Milt Tremblay, City of Buckley Councilmember, would like to keep the application on file and wait for the bank to grow.

Motion made (Evans/Simpson) to approve comprehensive plan amendment application 891589. Motion carried.

Motion made (Evans/Simpson) to approve the staff recommendation for comprehensive plan amendment application 891681 and deposit the credits into the established bank. Motion carried.

Motion made (Young/Pestinger) to table comprehensive plan amendment application 891623 for two years and ask the County Council to submit a future application as part of the Council initiated amendments. Motion carried.

Regional Project Evaluation Committee (RPEC) Seat Allocation

Russ Blount, City of Fife, the Transportation Coordinating Committee is made up of transportation professionals from Pierce County jurisdictions. The Committee develops the funding application process and allocates countywide federal transportation dollars that come down through PSRC. They deal with regional funding and policies, as well as make recommendations. Nominations for representatives must be confirmed by the PSRC.

Historically, there is one voted member from TCC (usually the chair), unless the chair is from Pierce County or Tacoma. The reason for that is Pierce County and Tacoma get their own seats at RPEC. Pierce County gets two and Tacoma gets two.

Populations in the County have shifted. The other cities in the County have a larger population collectively than Tacoma. Only one seat represents 'Other Cities' on the RPEC. TCC voted to change the seat allocation at RPEC by reducing Tacoma from two to one and allow an additional seat for 'Other Cities'. Seat allocation should be population based. This is considered a policy matter and the TCC is only recommending the change of RPEC seat allocation to this body. They would prefer that the PCRC make the recommendation to PSRC.

Tacoma has been very good at representing their neighbors' interests, even though there is no requirement to do so. However, under the rules of seat assignment, Pierce County is charged with representing cities because the Pierce County Council and the Executive are residents of these cities and are appointed by the residents. There will be a kickoff of policy writing this year, so he encouraged deciding tonight.

Paul Inghram, the recommendation would essentially be a request to PSRC for RPEC to change the seat makeup of Pierce County representation. RPEC is not requesting the change and would be the final decision maker.

Motion made (Evans/Simpson) to accept staff recommendation. Motion carried.

Legislative Consultant

Tom Swanson would like to award the 2019 legislative contract to Brynn Brady, Ceiba Consulting. Hearing no objections, the chair and vice-chair will execute the contract.

OCC

The 2019 Pierce County Regional Council General Assembly will be held on February 21 at 6:00 pm. It will be held at the Fair View Club Room at the WA State Fair Events Center in Puyallup. The agenda will include a keynote speaker, approval of PCRC/TCC/GMCC work plans, ZTA process change, PCRC budget, and the Healthy Communities Awards.

UW Tacoma has their Urban Studies Forum event that same day.

Headcounts are appreciated.

PSRC Committee Reports

None

Zoo and Trek Authority

The ZTA spent three years trying to change the selection process for representatives. 'Small Cities' has one representative on the ZTA and this seat is open. If you have a councilmember from your city that wants to serve, send a letter of interest to PCRC support staff between now and March. PCRC will then vote for one representative.

Announcements

Roger Neal is the new representative on PCRC.

Paul loveless had a heart attack in December and had open heart surgery. He is home and doing well now.

Motion made and seconded to adjourn at 8:03 p.m.

/ta



1104 Maple Street, Sumner WA 98390

COMMUNITY DEVELOPMENT DEPARTMENT

253-299-5520

DATE: March 13, 2019
TO: Pierce County Regional Council (PCRC)
FROM: Ryan Windish, Community Development Director
RE: Regional South Sound Transportation Management Association (TMA)

As a representative of the South Sound Alliance I will be presenting a proposal for an initial study and gap analysis report exploring the potential for a regional Transportation Management Association (TMA).

The benefits of a regional TMA would be to coordinate carpools, vanpools, transit options and provide information and programs aimed at encouraging people to seek other options. The TMA also would collect and track transportation data and provide reports for making informed, coordinated decisions. If empowered, it can act as a partner in creating a better job-housing balance through land use and transportation planning.

We are seeking \$75,000 to hire a consultant and manage the project and are requesting funds from jurisdictions and agencies.

South Sound TMA

Background: Members of the South Sound Alliance (SSA), consisting of jurisdictions in Pierce County and South King County, have been meeting for the past 2 years discussing how the South Sound region can distinguish itself from the Seattle area with an emphasis on economic development and healthy communities dedicated to families and children, sensible development with attention to equity and affordability, and a sustainable region that thrives on the spirit of collaboration.

The South Sound suffers from traffic congestion that continues to worsen as more people move here seeking affordable housing options and jobs. There are a over 100,000 commuters that leave the County each day for jobs in King County creating congestion, long commutes, and affecting the overall quality of life in the South Sound. There are numerous ways to reduce traffic congestion including increased transit service, building and widening roads, and seeking transportation options such as carpooling, ridesharing, bicycling, and walking.

One of the challenges is coordinating various efforts across multiple jurisdictions, agencies, and businesses. A regional Transportation Management Association (TMA) could be utilized as part of the solution.

A regional TMA could make significant improvements in these ways:

- Reduce the number of people commuting each day in a SOV
- Reduce commute times
- Reduce the number of people commuting out of Pierce County
- Improve quality of life
- Improve environmental quality (cleaner air, less energy used, etc.)

What does a TMA do?

A regional TMA would coordinate such things as carpools, vanpools, and provide information and programs aimed at encouraging people to seek other options. The TMA also would collect and track transportation data and provide reports for making informed, coordinated decisions. If empowered, it can act as a partner in creating a better job-housing balance through land use and transportation planning.

Who would benefit from a TMA?

- Employers: Create better commute options for employees, save time, money and frustration

- Local Governments: Improve quality of life for citizens, better business environment, and economic development tool
- Transit: Organize and coordinate services and advocacy and lobbying efforts
- Chamber/Business Organizations: Shorter commutes, reduced traffic, and improved densities are all good for business

Next Steps

Developing a fully functioning, stand-alone regional TMA that operates as a non-profit is a major undertaking that will require funding and staffing. We feel that there should be a gap analysis prior to such an undertaking to make sure that a TMA is the right tool with the right solutions. It also helps with the design/charge of the TMA.

The proposed gap analysis would be accomplished during a 6-month period and lead to the detailed design and scope of work for the future regional TMA.

TMA Exploration Period

There needs to be staff focused on the exploration period and developing the gap analysis.

This would require the following:

Budget: \$75,000

Deliverables: Gap Analysis Report (6 mo.) with recommendations regarding moving forward and a clear outline of the role, responsibilities and expectations for a regional TMA

Contract

Administrator: Downtown on the Go

Scope of Work

Regional TMA Gap Analysis

The proposed gap analysis will focus on the following:

1. What is the overall South Sound transportation environment:
 - a. Existing employment and population;
 - b. Existing transportation systems and options including: bus transit, rail transit, light rail transit, vanpools, carpools, park and ride lots, bicycle facilities bikeshare and scooter share.
 - c. Existing major employers subject to the commute trip reduction program.
 - d. Existing medium sized employers with 25-99 employees.
 - e. Inventory of intermodal passenger transit connections.
2. What is the current traffic patterns, volumes, etc.? (including comprehensive origin/destination analysis)
3. How do regional commuting patterns relate to the location of:
 - a. Major employers
 - b. Commuter rail stations
 - c. Regional Centers and Regional MICs
4. What is the demographic structure of commuting population?
5. What are the current patterns of transit usage? (using regional transit data)
6. What are the current patterns of job/housing balance (with an attention to income/housing cost balance)?
7. Given the current patterns of movement in the region, what should be the primary regional focus of the future TMA?
8. Geographic areas of the TMA area that are not being served by transit, vanpools, carpools, and other modes of transportation? (e.g. no bus service in East Pierce County)
9. Summary and analysis of existing marketing and communication materials for informing the public regarding services and multi-modal options and alternatives.
10. Summary and analysis of coordination between transit providers, employers, and public agencies to avoid duplicating services or unnecessary competition
11. Based on findings from items 1 through 10,
 - a. What should be the geographic focus area of the future TMA?
 - b. What should be the scope of work for the future TMA?
 - c. What staffing, infrastructure, and funding are needed to build and support the activities of the future TMA (as suggested by this gap analysis)?

The results of the proposed gap analysis will be fully documented in the form of a report, containing an executive summary and a recommendation section.

Executive Board

Executive Board members are appointed by their General Assembly constituents to represent the member governments. The board is chaired by PSRC's president, meets monthly and carries out delegated powers and responsibilities between meetings of the General Assembly.

<https://www.psrc.org/board/executive-board>

The PSRC Executive Board meets once a month on the fourth Thursday from 10:00 am to 11:30 am at PSRC, 1011 Western Avenue, Suite 500, Seattle, WA 98104 in the Board Room. The Executive Board does not meet in August or November and the December meeting is held the first Thursday of the month.

Operations Committee

The Operations Committee is composed of Executive Board members and chaired by PSRC's vice president. The committee reviews and makes recommendations to the Executive Board on the budget and work program, and on contracts and other financial and personnel issues.

<https://www.psrc.org/board/operations-committee>

The Operations Committee generally meets monthly prior to the Executive Board. The meeting start time depends on the agenda, but typically begins at 9:30 am. The meeting is held at PSRC, 1011 Western Avenue, Suite 500, Seattle, WA 98104 in the Central Meeting Room. The Operations Committee does not meet in August or November and the December meeting is held the first Thursday of the month.

Transportation Policy Board (TPB)

The Transportation Policy Board includes representatives of the PSRC's member jurisdictions and regional business, labor, civic and environmental groups. The policy board meets monthly to advise the Executive Board on key transportation issues.

<https://www.psrc.org/board/transportation-policy-board>

The PSRC Transportation Policy Board meets on the second Thursday of the month, from 9:30 am to 11:30 am at PSRC, 1011 Western Avenue, Suite 500, Seattle, WA 98104 in the Board Room. TPB does not meet in August.

A full calendar of all PSRC meetings for 2019 is available here:

<https://www.psrc.org/sites/default/files/meetingschedule-2019.pdf>

PIERCE COUNTY REGIONAL COUNCIL
March 21, 2019 | Meeting Minutes

MEMBERS PRESENT

Tom Swanson, Chair	City of Puyallup	Justin Evans, Vice Chair	City of Bonney Lake
Caroline Belleci	City of University Place	Milt Tremblay	City of Buckley
Shannon Reynolds	City of Fircrest	Paul Inghram	PSRC
Patrick Reed	City of Sumner	Cynthia Jacobsen	City of Puyallup
Daryl Eiding	City of Edgewood	Ryan Wheaton	Pierce Transit
Kit Kuhn	City of Gig Harbor	Yvonne Starks	City of Roy
Anders Ibsen	City of Tacoma	Mike Schaub	Town of Eatonville
Denise McCluskey	City of University Place		

MEMBERS ABSENT

Ron Lucas	Town of Steilacoom	Eric Corp	City of DuPont
Derek Young	Pierce County Council	Nate Lowry	City of Edgewood
Dave Morell	Pierce County Council	Chris Beale	City of Tacoma
John Simpson	City of Lakewood	Pat Johnson	City of Buckley
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Mike Courts	City of DuPont	Josh Penner	City of Orting
Alexandra Mather	Pierce Transit	Shannon Styron-Sherrell	City of Milton

Others Present

Dan Cardwell, Pierce County
Ryan Windish, City of Sumner
Russ Blount, City of Fife
Ike Nwanko, Dept of Commerce

Chair Swanson called the meeting to order at 6:01 p.m.

Citizen Testimony

None.

Minutes

(January 17, 2019)

Motion made (Belleci/Evans) to approve the January 17, 2019 minutes as presented.

Unanimous aye.

Transportation Management Association

A Transportation Management Association (TMA) is an overarching organization that facilitates the movement of people and goods in a selected area. There are four TMAs in Washington.

Transportation Management Association structure:

- Membership-based
- Legally defined
- Non-profit
- Grant and fee financed

Long commutes affect the quality of life, home life, and community life. A TMA is meant to help reduce this stress on commuters.

Some benefits of a TMA are:

- Reduction in traffic in some areas
- Reduction of commute times
- Economic development

If an employer has 100+ employees, that employer must offer an incentive to reduce commuters on the road.

South Sound Alliance is currently exploring the potential for a regional TMA to coordinate carpools, vanpools, transit options, and provide information and programs aimed at encouraging people to seek other options. A TMA can act as a partner in creating a better job-housing balance through land use and transportation planning.

The next steps are to develop a gap analysis, scope of work and initial setup, and talk to individuals and jurisdictions.

PSRC Vision 2050 Update

Paul Inghram, Puget Sound Regional Council, gave a PowerPoint presentation and discussed the timeline of the Update.

Three alternatives have been identified:

- Stay the Course
- Transit-focused Growth
- Reset Urban Growth

Stay the Course: Compact growth focused in metropolitan and core cities with regional growth centers

- Maintains current adopted strategy
- Largest shares of growth to metropolitan cities of Seattle, Bellevue, Everett, Bremerton, and Tacoma
- Directs more growth to cities and less growth in urban unincorporated and rural areas

Transit-focused Growth: Accelerated growth near existing and planned high capacity transit investments

- Goal for 75% of the region's growth to occur near high capacity transit
- Less growth in rural and unincorporated areas without high capacity transit
- Uses 2017 OFM county distribution, +5% shift of employment to Pierce, Snohomish, and Kitsap Counties.

Reset Urban Growth: More dispersed growth throughout the Urban Growth Area

- Assumes a large share of growth to metropolitan and core cities
- Growth for other urban areas based on current land use capacity

- More growth in rural and urban unincorporated areas
- Uses 2017 OFM county distribution, =5% shift of employment to Pierce, Snohomish, and Kitsap Counties

Possible environmental impacts for the alternatives:

- Vehicle delay
- Job access
- Greenhouse gas emissions
- Moderate density housing
- Displacement risk
- Jobs-housing balance

Vision 2050 Policies – key themes:

- Compact, walkable places
- Leverage our transportation investments
- Promote affordable housing in all development
- Preserve open space and farm lands
- Social equity and displacement
- Four-part strategy to address climate change

The chosen alternative could be a hybrid of the three alternatives.

The comment period expires on April 29.

PSRC Policy Board Appointments

Needed:

Executive Board - Member

Operations Committee - Member

Transportation Policy Board – Member, Alternate

Nominations:

Executive Board Member: Mayor Bill Pugh

Operations Committee Member: Mayor Bill Pugh

Transportation Policy Board Member: Mike Courts

Transportation Policy Board Alternate: Cynthia Jacobsen

Motion made (Tremblay/Reynolds) to appoint Bill Pugh as the Member for both the Executive Board and Operations Committee, appoint Mike Courts as the Member for the Transportation Policy Board, and appoint Cynthia Jacobsen as the Alternate for the Transportation Policy Board. Motion passed unanimously.

OCC

None.

PSRC Committee Reports

The Transportation Improvement Board announced the Complete Streets Award for 2019. There were 84 cities/towns/counties nominations. 49 projects were selected for funding.

Some recipients include: Sumner (\$300,000), Pierce County (\$250,000), and Lakewood (\$300,000)

Zoo and Trek Authority

Challenge getting a quorum at the meetings. City of Tacoma and Pierce County are having scheduling conflicts. There needs to be more communication with those jurisdictions.

Milt will stay on until the end of year if nobody from small cities and towns volunteers to serve.

Meetings are held four times a year: two at metro parks building, one at NW Trek, and one at Pt. Defiance Zoo. Representative must be an elected official but does not need to be the same person who serves as the representative for PCRC.

Will send a direct request to the 11 jurisdictions eligible to serve to see if there is any interest.

Will extend the request date and hope to appoint a new representative in April.

Announcements

Milt Tremblay: The General Assembly and Urban Studies Forum were great, and he got a lot out of it. The focus on youth was great and many good ideas were presented.

Motion made and seconded to adjourn at 6:59 p.m.

/ta