June 5, 2019

Josh Brown
Executive Director
Puget Sound Regional Council
1011 Western Ave, Suite 500
Seattle, WA 98104

RE: VISION 2050 Preferred Alternative – Population Targets for Kitsap County

Dear Executive Director Brown:

Thank you for all the work PSRC has done with the Central Puget Sound communities in the development of VISION 2050 and the Regional Growth Strategy. We as Kitsap jurisdictions support the Transit Focused Growth alternative, however after review of the Draft Supplemental Environmental Impact Statement and specifically the population targets, our cities and Kitsap County propose a revision to the population allocations within the Kitsap geographies to better direct our future planning.

To address our growth needs and support current growth strategies using the foundation of the Transit Focused Growth alternative, the Preferred Alternative for the Regional Growth Strategy must reflect the following:

- Population targets for our Metropolitan (Bremerton) and High Capacity Transit (Port Orchard, Poulsbo and Bainbridge Island) classifications must include both the incorporated City boundaries and their associated unincorporated UGAs.
- The Kingston UGA with its existing high capacity transit facilities (commuter and passenger-only ferries) must also be classified as a High Capacity Transit community.
- To accommodate these shifts, a portion of the Unincorporated UGA population target must be redirected to High Capacity Transit.

These revisions would affect the draft growth proportions within Kitsap County as shown below:

- Metropolitan remains at 32%.
- High Capacity Transit is increased from 30% to 38%.
- Unincorporated UGAs is reduced from 15% to 7%.
• All other geographies remain the percentages shown in the Transit Focused Growth alternative.

As the associated UGAs are all future city jurisdiction, our cities must be able to plan for them using the same assumptions as our existing city limits. The Growth Management Act intends to ensure logical transitions of urban areas through annexation, and these revisions promote that goal.

Additionally, the community has invested in frequent passenger-only ferry service to downtown Seattle and Washington State is increasing its commuter ferry investments regionwide. Due to this, Kingston will receive the growth pressures of a High Capacity Transit community and must have growth targets consistent with that future. We believe this is consistent and supports the Transit Focused Growth Alternative.

As a collaborative proposal from all Kitsap jurisdictions, we expect this proposal will receive the same consideration as Snohomish County Tomorrow and its efforts to better direct growth consistent with its local circumstances.

If you have any questions regarding these revisions, please contact us at your convenience.

Sincerely,

Greg Wheeler
Bremerton Mayor

Morgan Smith
Bainbridge Island City Manager

Edward E. Wolfe
Kitsap County Commissioner

Bek Ashby
Port Orchard Mayor Pro Tem

Becky Erickson
Poulsbo Mayor

cc: PSRC Growth Management Policy Board members
Paul Inghram, Puget Sound Regional Council