

VISION 2050 Scoping Comment Summary

The Puget Sound Regional Council sought public input on scoping for the VISION 2050 plan and SEPA environmental review from February 2 through March 19, 2018. Background information on the project and public comment period is available on the [project webpage](#). The comments include written input received from [Jurisdictions](#), [Organizations & Agencies](#), [Individuals](#), and those recorded at [Listening Sessions](#).

Each individual comment has been organized by category. When comments referred to more than one category, a secondary category was identified. The categories with the most comments are highlighted below. Some comments in this table are summaries of a longer comment. More context may be found in the full correspondence, available at the above links.

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VISION 2050 Scoping Comments

Agriculture and Food

Secondary category, if applicable

ID# and Commenter

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|------|--|--|----------------------------|
| 26 | Individual - Sandy Pernitz | Food policy should be incorporated with this document - planning for the region's food supply is smart and should be considered along with continued efforts to repair and protect the natural environment. This should include special zones to protect both urban and rural agriculture | |
| 676 | KCAA/Kitsap Fresh - Roni Smith | Local farmers are very concerned with expansion into rural areas. Since there is no agricultural zoning, our farms do not show up on your maps and virtually have no protections for existing farms and lands. Incentives for farmland preservation and food production (i.e. backyard chickens, personal and neighborhood gardens). In anything, farmers and farmland should be zoned and protected as a way to preserve and encourage local food services. | |
| 515 | Listening Session - Bremerton - Economy | Better connect people to farmers/local food | |
| 517 | Listening Session - Bremerton - Economy | Desperate need for USDA processing facility in Kitsap County | |
| 513 | Listening Session - Bremerton - Economy | Protect rights of individuals to farm, grow food for themselves | |
| 547 | Listening Session - Redmond - Environment & Open Space | Need to maintain family farms. | |
| 1160 | Sierra Club Washington Chapter - Tim Gould | We emphasize the importance of agricultural resource lands both for urban agriculture and in the rural areas outside the urban growth area. | |
| 516 | Listening Session - Bremerton - Economy | Access to commercial kitchens to help farming become more economically viable | <i>Economy</i> |
| 548 | Listening Session - Redmond - Environment & Open Space | Farmland is too expensive. Need to be able to have businesses on farmland that support the agricultural and rural economies. | <i>Economy</i> |
| 445 | Listening Session - Seattle - Environment & Open Space | Improve food access for everyone by conserving farmland and supporting small family farms. | <i>Economy</i> |
| 439 | Listening Session - Seattle - Environment & Open Space | There should be a policy that supports public health by encouraging community gardens. | <i>Healthy Communities</i> |

Annexation and Incorporation

- | | | | |
|------|------------------------------------|---|--|
| 789 | City of Federal Way - Brian Davis | City streets and other services are impacted by the residents of the Potential Annexation Area (PAA), but residents pay no taxes to the city. VISION 2050 should incorporate a goal and/or policy to make it easier for cities to annex land that it serves. | |
| 842 | City of Lake Stevens - Russ Wright | Annexations have become increasingly difficult to achieve, which can impact long-term planning efforts for both the affected city and county. If city and county comprehensive plans and zoning regulations are significantly different, it is hard to plan for growth at the UGA level, which may result in very different development patterns across the UGA. In turn, this unpredictability affects a jurisdiction's ability to produce adequate financial forecasts, plan for urban services, develop capital infrastructure improvement plans and identify appropriate staffing levels over the planning horizon. Vision 2050 should recommend tools to make annexations streamlined and predictable and identify incentives to make annexations more attractive. | |
| 1310 | City of Snohomish - John Kartak | Consider ways to make annexation easier and what incentives could be provided to make annexation more attractive not only to municipalities but to those with interests in the areas to be annexed. | |

Annexation and Incorporation

ID# and Commenter

Secondary category, if applicable

- 235 Listening Session - Fife - Land Use & Growth Strategy
Recognize that urban unincorporated areas will eventually be cities.
- 232 Listening Session - Fife - Land Use & Growth Strategy
Pierce County is focusing on urbanizing urban unincorporated areas to encourage incorporation or annexation.
- 233 Listening Session - Fife - Land Use & Growth Strategy
Don't force annexation. Make it attractive to cities.
- 234 Listening Session - Fife - Land Use & Growth Strategy
Annexation of urban pockets is not working and needs a legislative fix.
- 781 Listening Session - Lynnwood - Housing
Annexations are challenging to complete.
- 267 Listening Session - Lynnwood - Land Use & Growth Strategy
To achieve more annexation there needs to be a legislative fix to address barriers in petition requirements and BRBs. Cities should be allowed to enact unilateral annexation of Municipal Urban Growth Areas.
- 160 Listening Session - Seattle - Land Use & Growth Strategy
There should be stronger annexation policies, and a focus on needed changes to state law.
- 638 Pierce County - Bruce Dammeier, Doug Richardson
4. Clarify annexation and incorporation expectations. Vision 2050 should:
• Recognize annexations (with limited exceptions) and incorporations require voter approval.
• Clarify the role of cities and towns in facilitating annexation of unincorporated urban growth areas.
• Acknowledge the fiscal challenges associated with annexation and incorporation and promote measures which address these challenges.
- 982 Snohomish County - Dave Somers
In recent years, annexations have become increasingly difficult to achieve. The VISION update should consider the impact these challenging political and fiscal environments are having on achieving the goals of the Growth Management Act and the preference for urban services to be provided by cities. Additional tools and strategies are needed to help incentivize annexations.
- 799 Town of Steilacoom - Ron Lucas *Funding and Finance*
Recognize the limitations small cities have to absorb the costs of annexation.
- 1143 City of Everett - Cassie Franklin *Regional Growth Strategy*
The RGS should include the unincorporated areas associated with cities. Growth in an unincorporated area that is associated with a city should be planned for eventual annexation by the city.
- 639 Pierce County - Bruce Dammeier, Doug Richardson *Regional Growth Strategy*
5. Clarify the role of unincorporated urban areas. Vision 2050 should:
• Treat urban areas the same, regardless of its governance. GMA requires all urban areas to accommodate urban development and densities, so it is unclear why regional policy differentiates between unincorporated and incorporated urban areas.
• Promote investment in unincorporated urban areas to facilitate annexation and incorporation.
- 997 City of Monroe - Geoffrey Thomas *SEPA Environmental Review*
Annexation: In recent years, annexations of established residential and commercial neighborhoods have become more difficult, and sometimes impossible, to achieve. The environmental review should consider the impact these unincorporated areas have on achieving the goals of the Growth Management Act (GMA) specifically: increasing the cost of infrastructure extensions to undeveloped land within the UGA; unincorporated residents accessing urban services without contributing to the cost; and the loss of one time development revenue to offset the impacts from growth. Vision 2050 should adopt policies to make annexations of developed property easier (or at least more likely to succeed) and what incentives could be provided to make annexation more attractive to those residents and businesses already located in the Urban Growth Area (UGA).

Centers and Transit-Oriented Development

- 1277 Individual - Andrew Sang
I hope that PSRC can focus on creating more regions for new housing to be built near transit. For example, regions such as Wilberton, Issaquah, and Spring District certainly could use a lid for their freeways. I hope PSRC can be involved in funding the study and potential future construction of this.
- 10 Individual - John Hempelmann
Facilitate transit oriented development of different types at all high-capacity transit stations.

Centers and Transit-Oriented Development

ID# and Commenter

Secondary category, if applicable

380	Listening Session - Fife - Housing Consider housing relationship to TOD – designate areas with a housing focus	
262	Listening Session - Lynnwood - Land Use & Growth Strategy Consider more growth centers in Snohomish County.	
745	Listening Session - Redmond - Land Use & Growth Strategy Hard to do TOD/walkable planning in the U.S. because the culture is car-based.	
174	Listening Session - Seattle - Land Use & Growth Strategy Transit-oriented development and walkable communities look different throughout the region – the plan should recognize local variability.	
882	Sound Transit - Matt Shelden Sound Transit uses PSRC’s regional plans and population and employment forecasts as a basis for developing our own Long-Range and System Plans, particularly as it relates to the roles and expectations of regional growth and manufacturing/industrial centers. While the Regional Centers Framework Update is nearing conclusion, it would be helpful for the scope to clearly communicate how this effort will inform VISION 2050, influence changes to the Regional Growth Strategy, and describe next steps for centers designation procedures.	
1305	City of Snohomish - John Kartak Growth should be directed to the urban areas where significant infrastructure planning and/or investments have been made, especially to transit and transportation, regardless of whether or not they are incorporated.	<i>Annexation and Incorporation</i>
632	City of Kent - Dana Ralph A project already identified in the Regional Centers Framework calls for staff to research economic impact metrics for MICs, to include revenue generation and export value. I encourage PSRC to specifically consider the economic contributions of warehousing and distribution centers, and to identify cost-sharing strategies to support areas that accommodate these uses, as the entire region benefits from their preservation. I also encourage PSRC to examine the opportunity costs of not having amenities and services proximate to the industries supported by MICs, i.e., examine motives for company relocation and the corresponding opportunity costs for cities. My hope is that the 2018 SST replacement study authorized by SSB 5883 will recognize the regional contributions from the Kent Industrial Valley, as well as the economic costs of these contributions, and reveal some suitable solutions.	<i>Funding and Finance</i>
326	Listening Session - Bremerton - Housing Increased density in centers will lead to long term savings	<i>Funding and Finance</i>
764	Listening Session - Redmond - Land Use & Growth Strategy Need to invest in getting from center to center.	<i>Funding and Finance</i>
600	Listening Session - Redmond - Transportation and Infrastructure transportation dollars often go to centers – concern with how transportation dollars are chosen and decided	<i>Funding and Finance</i>
39	Individual - Andrew Sang Consider the removal of Kent, Seatac, Burien, and Tukwila from the list of regional growth centers, and replace them with Shoreline, Lynnwood, and Mountlake Terrace. It is unwise to concentrate growth in South King. Concentrating our densest centers in the most polluted areas is in direct opposition to what zoning was initially established to do, which was to improve the living conditions of people by separating heavy industrial/polluted uses from residential/light commercial uses. We can house many people in better conditions on the light rail corridor and on the E-line corridor instead. Perhaps one day in the distant future, we could improve the highway 99 corridor to a more manageable and livable level, or perhaps even place a lid over I-5 near the station!	<i>Healthy Communities</i>
329	Listening Session - Bremerton - Housing Proactively plan for how future HCT will affect housing supply and cost – the region is currently reacting to these changes	<i>Housing - Affordability</i>
375	Listening Session - Fife - Housing A failure of VISION 2040 is supporting more jobs in centers, resulting in longer commutes to where housing is affordable	<i>Housing - Affordability</i>
360	Listening Session - Fife - Housing Cities should lose their Regional Growth Center designation if they don’t meet affordable housing targets for their centers	<i>Housing - Affordability</i>
803	Town of Steilacoom - Ron Lucas Consider impacts of concentrating economic development in centers on housing affordability and traffic congestion.	<i>Housing - Affordability</i>

Centers and Transit-Oriented Development

ID# and Commenter

Secondary category, if applicable

965	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Explore how Growth Transit Communities policies and performance measures are incorporated in Vision to ensure consistency and alignment.	Implementation, Actions and Performance Monitoring
631	City of Kent - Dana Ralph Our industrial area, including the MIC, is the 4th largest in the nation and home to many high-tech manufacturing companies, but it also holds a significant portion of the region's warehousing and distribution facilities. With a large percentage of the city's land dedicated to these types of uses, the city is now challenged with the loss of \$13 million per year since the state's 2008 adoption of destination-based taxation through the Streamlined Sales Tax (SST) agreement. Regional Support for Manufacturing and Industrial Centers (MICs) The warehousing and distribution operations in Kent's industrial valley provide vital support to the region but comes at a high cost to the City due to destination based taxation. The economic viability of land consumptive uses like warehousing and distribution is declining, and uses which could offer greater financial return to the City are precluded by regional policies to limit non-industrial uses in MICs. Among the prohibited uses are the amenities and services, including housing, that are attractive to modern industries and their employees. As Kent weighs the opportunity costs in this post-SST environment, we are left to consider whether the MIC designation still makes sense for our City. For the City to sustain a model of industrial land preservation in the valley requires certainty that regional commitments to support MICs will be realized in tangible ways.	Land Use and Development Patterns
1278	Individual - Andrew Sang PSRC should consider studying height/FAR minimums in these regions, to ensure that previous TOD land isn't relegated to lower land uses than is financially feasible. Regions surrounding HCT should be urged to massively upzone, perhaps less radically but still similar to what HB 2711 proposed to do. PSRC should work with municipalities to limit parking construction surrounding high-capacity transit.	Land Use and Development Patterns
67	Individual - Bridgette Anything you could do to make sure dense development happens near urban/transit cores (i.e. around Link Light Rail stops, streetcars, bus rapid transit lines) would be appreciated. Dense development in cities + nobuild "greenbelt" zones outside of cities in the Puget Sound area will preserve our wonderful PNW nature.	Land Use and Development Patterns
323	Listening Session - Bremerton - Housing Mixed use development can help to decrease commute time and increase access	Land Use and Development Patterns
237	Listening Session - Fife - Land Use & Growth Strategy We are not as dense as we think we are. Theoretically, there is a lot of capacity to grow in existing communities and near HCT. Height limits can be barriers to TOD.	Land Use and Development Patterns
723	Listening Session - Lynnwood - Housing Region needs a strategic approach to density to fit in around transit and in local context.	Land Use and Development Patterns
288	Listening Session - Seattle - Housing Should there be a minimum housing density within walking distance of transit?	Land Use and Development Patterns
158	Listening Session - Seattle - Land Use & Growth Strategy To implement VISION, change zoning (including parking minimums near transit station areas) and strengthen the high-capacity transit system to connect centers.	Land Use and Development Patterns
1215	Port of Bremerton, Port of Everett, Port of Seattle, Port of Tacoma, and Northwest Seaport Alliance - Peter Steinbrueck The needs of MICs differ from other centers in important ways. Chief amongst these differences are that residential uses are not compatible with MICs and serving a MIC with transit involves challenges not present in other centers.	Land Use and Development Patterns
1153	Sierra Club Washington Chapter - Tim Gould Where transit investments are implemented, the land use incentives and standards should be adjusted to direct more growth near the transit capacity.	Land Use and Development Patterns
798	Town of Steilacoom - Ron Lucas Create a Military Center designation for the region's military bases.	Land Use and Development Patterns

Centers and Transit-Oriented Development

ID# and Commenter

Secondary category, if applicable

1168	City of Port Orchard - Robert Putaansuu A more transit-oriented growth strategy should be considered as an alternative to the no action alternative. Areas within walking distance of HCT could be allocated a large portion of the region's growth, prior to allocating the remaining growth according to the existing regional framework.	Regional Growth Strategy
216	Listening Session - Fife - Land Use & Growth Strategy We should focus growth within centers.	Regional Growth Strategy
175	Listening Session - Seattle - Land Use & Growth Strategy The region needs more complete, compact and connected communities and walkable places outside of centers.	Regional Growth Strategy
1212	Master Builders Association of King and Snohomish Counties - Erich Armbruster The SEPA process should not incorporate the new Centers Framework as a policy basis for the Vision update. The Vision update should analyze all options presented and then reframe how growth will be allocated. Centers will then need to align with the updated policies in Vision. Policies related to how growth should be allocated should have come before defining the Centers where the growth is directed to go. As such, the Centers Framework likely will need to be revised once Vision is updated.	SEPA Environmental Review
795	City of Issaquah - Keith Niven Recognizing that Regional Growth Centers are spread throughout the region, there needs to be sublayers to the jobs-housing strategy for applying new tools to better accomplish a balance at a local level. Only by so doing will the strain on the regional transportation system be lessened.	Transportation
762	Listening Session - Redmond - Land Use & Growth Strategy Make centers and transportation systems work first, before growing out.	Transportation
612	Listening Session - Redmond - Transportation and Infrastructure Transportation goal/ actions should not just focus on centers and address transportation needs in outer areas. This is important due to more people moving farther away from centers due to housing costs but there are fewer transportation options	Transportation
1159	Sierra Club Washington Chapter - Tim Gould Additional centers should be identified to: lessen growth pressures, provide opportunities for higher density, and allow shorter commutes. Centers should be well connected to the rest of the urban area by transit and have a robust internal transportation network.	Transportation
1283	Individual - John Niles Support for much more serious urban commercial activity centralization in outlying urban subcenters like Tacoma, Everett, and Bremerton, facilitated by transport links that allow very fast reliable access between centers, beyond what is now possible with today's ferries, buses, commuter trains, and light rail.	Transportation - Technology
1149	City of Everett - Cassie Franklin Prioritize additional growth around the regional transportation infrastructure that will be completed by 2050, and in the areas identified in local comprehensive plans as priorities for redevelopment.	Transportation - Transit
1142	City of Everett - Cassie Franklin The updated RGS should focus on increasing development densities in existing urban growth areas where the region invests in efficient, high capacity transit, regardless of the current "regional geography" classification of the area.	Transportation - Transit
1085	Kitsap Regional Coordinating Council - Charlotte Garrido, et al. Develop a methodology for focusing growth along transit corridors. Ferries should be included as a form of high capacity transit.	Transportation - Transit
225	Listening Session - Fife - Land Use & Growth Strategy There is limited transit to support compact growth.	Transportation - Transit

Climate Change + Resiliency

915	350 Seattle - Emily Johnston Three main areas that must be included in Vision 2050: 1. Reducing our greenhouse gas emissions to the point of carbon neutrality. 2. Sequestering atmospheric carbon to return the concentration of carbon to a point where the climate can stabilize. 3. Adapting to, and becoming resilient in the face of, coming climate change.	
914	350 Seattle - Emily Johnston Climate change is the most pressing challenge facing our region; Vision 2050 must make response to climate change a central theme.	

Climate Change + Resiliency

ID# and Commenter

Secondary category, if applicable

929	350 Seattle - Emily Johnston	
	Our communities will need to become more resilient so they can recover from or adapt to climate change challenges	
934	350 Seattle - Emily Johnston	
	Climate change is an unprecedented risk and responding to it requires extraordinary measures. PSRC's Vision 2050 needs to be a bold and clear vision of how our region will do all that is needed to both limit the damage of climate change and prepare for the changes to come.	
933	350 Seattle - Emily Johnston	
	PSRC must make facing the climate crisis the top priority in Vision 2050. If we do not address climate change, we will leave a profoundly inhospitable world to our children.	
1044	City of Shoreline - Debbie Tarry	
	Given that Shoreline, along with King County and many of its municipalities, has adopted greenhouse gas emission reduction targets of 50% by 2030 and 80% by 2050 (80x50), it is fitting that the timeline for the vision coincides with this interim target date. Focusing on how cities, 'in partnership with regional entities, can most effectively leverage resources and the land use/transportation nexus to significantly reduce emissions, should be an outcome of this planning endeavor.	
1041	City of Shoreline - Debbie Tarry	
	Reduce Climate Change Emissions and Address Resiliency	
1271	Individual - David Moore	
	Citizen involvement and planning for future possible sea level rise and hotter temperature effects of waterways, forests, and agriculture are crucial.	
1341	Individual - Lael White	
	In addressing the population increase expected, we must rapidly transition away from fossil fuel energy dependence and move toward renewable energy and sustainable systems and products manufacturing.	
501	Listening Session - Lynnwood - Environment & Open Space	
	Need policies for both behavioral/cultural change and structural change to address climate change	
500	Listening Session - Lynnwood - Environment & Open Space	
	Strengthen climate change language in the environment goal	
441	Listening Session - Seattle - Environment & Open Space	
	Prioritize climate action in VISION.	
1101	Washington State Department of Transportation - Roger Millar	
	Climate Resiliency: Include policies and strategies that help the region be more resilient to climate change impacts.	
507	Listening Session - Lynnwood - Environment & Open Space	Coordination
	Reframe climate change as resiliency to allow for greater regional cooperation	
442	Listening Session - Seattle - Environment & Open Space	Data, Forecast, and Technical Issues
	Factor in the possibility of environmental refugees.	
1102	Washington State Department of Transportation - Roger Millar	Data, Forecast, and Technical Issues
	Climate Migration. The Pacific Northwest is expected to be a major receiving area. The region should be preparing now rather than waiting until people begin showing up in large numbers. Provide data on estimated impacts in terms of population increase, travel demand.	
926	350 Seattle - Emily Johnston	Environment, Open Space and Sustainability
	Sequestration strategies must be evaluated for our region, and Vision 2050 must describe how we can incorporate these strategies in our forest management agricultural, and building practices.	
925	350 Seattle - Emily Johnston	Environment, Open Space and Sustainability
	Vision 2050 must consider how the outsized carbon footprint of our consumer behavior can be reigned in. What is the green distribution system of tomorrow? How can the "sharing economy" reduce the carbon footprint of our consumer behavior? How can we increase public awareness of such options? Vision 2050 must create the picture of the sustainable consumer patterns of the future.	

Climate Change + Resiliency

ID# and Commenter	Secondary category, if applicable
1064 King County Growth Management Planning Council - Dow Constantine, Jeanne Kohl-Welles, Jennifer Robertson VISION 2050 should identify strategies local governments can adopt to mitigate the effects of climate change in the region and include policies that help the region be more resilient to climate change impacts.	<i>Environment, Open Space and Sustainability</i>
498 Listening Session - Lynnwood - Environment & Open Space Include policies on wildfires, including mitigation and adaptation – they are no longer just an eastside problem	<i>Environment, Open Space and Sustainability</i>
449 Listening Session - Seattle - Environment & Open Space Promote climate change resiliency, including stormwater, sea level rise, and salt water intrusion.	<i>Environment, Open Space and Sustainability</i>
443 Listening Session - Seattle - Environment & Open Space Address wildfire hazards by increasing use of cross-laminated timber in buildings.	<i>Environment, Open Space and Sustainability</i>
932 350 Seattle - Emily Johnston Climate change causes deeper impacts to lower-income and historically oppressed communities. Throughout our region, lower-income communities will suffer more from the public health and infrastructure impacts that climate change will bring. Vision 2050 must address this disproportionate impact by analyzing community investments that will help these communities remain resilient in the face of climate change.	<i>Equity and Social Justice</i>
930 350 Seattle - Emily Johnston Building cohesion in vulnerable communities is valuable both inherently and in terms of its ability to strengthen community resilience. Vision 2050 must study and recommend planning measures that can promote social cohesion in our communities.	<i>Healthy Communities</i>
931 350 Seattle - Emily Johnston Climate change is also expected to bring new challenges to our public health system. Vision 2050 must study planning measures that can help our health care system and emergency responders prepare for these challenges.	<i>Healthy Communities</i>
440 Listening Session - Seattle - Environment & Open Space Include the greenhouse gas emissions (of commuting) of people who must move outside of the region due to high housing costs.	<i>Housing</i>
1166 Sierra Club Washington Chapter - Tim Gould The update should address: reduction of ghg emissions, housing availability, jobs/housing balance, social equity, and access to regional amenities.	<i>Housing</i>
473 Listening Session - Fife - Environment & Open Space Incorporate hazard information into land use and other planning (lahar, floodplains, etc.).	<i>Land Use and Development Patterns</i>
948 Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Reduce GHG emissions (and other pollutants) by addressing root land use causes. There is a direct correlation between land use patterns, vehicle miles travelled, stormwater, and GHG emissions. Any GHG or stormwater reduction strategy should include strong regional targets and a focus on land use policies that reduce trips and impervious surfaces while increasing tree canopy and natural vegetation.	<i>Land Use and Development Patterns</i>
1100 Washington State Department of Transportation - Roger Millar Reduce Climate Change Emissions: The plan should identify implementation strategies local governments can adopt to mitigate the effects of climate change in the region. Concentrating growth and reducing reliance on private cars are examples of growth policies that can help reduce the amount of greenhouse gas emissions generated in the region.	<i>Land Use and Development Patterns</i>
916 350 Seattle - Emily Johnston In order to reduce greenhouse gas emissions, we must rapidly develop 100% renewable electricity production; make our buildings more efficient to heat, cool, and light; transition our transportation system to one that's fossil fuel-free; and moderate our consumer patterns.	<i>Public Services, Utilities and Energy</i>
928 350 Seattle - Emily Johnston In addition, PSRC must develop a plan to maximize carbon sequestration of building materials—particularly in wood products, which sequester carbon for the life of the building.	<i>Public Services, Utilities and Energy</i>
901 City of Duvall - Amy Ockerlander PSRC should include in its scope water resource planning and resiliency to climate change analysis. What is the long-term capacity of our existing regional water resources and will that change as the climate changes?	<i>Public Services, Utilities and Energy</i>

Climate Change + Resiliency

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Secondary category, if applicable

1119	City of Snoqualmie - Mark Hofman The scope should consider the long-term capacity of our existing regional water resources and an analysis for resiliency to climate change.	Public Services, Utilities and Energy
1075	Kitsap Regional Coordinating Council - Charlotte Garrido, et al. To assure continued natural functions, we must attend to climate change mitigation and the protection of Puget Sound through energy and stormwater management. VISION 2050 should also address water quantity.	Public Services, Utilities and Energy
975	Snohomish County - Dave Somers Build on the climate change analysis that is embedded in the air quality chapter of the VISION 2040 FEIS. Address climate change in its own chapter, since there is now substantially more regionally-specific information regarding climate change impacts, mitigation measures, and infrastructure resiliency and adaptation options. Assess how each alternative impacts the region's ability to adapt to climate change.	SEPA Environmental Review
11	Individual - Carol Mitchell Focus on reducing congestion and our carbon footprint. It is important to promote and fund light rail and increase electric car charging stations.	Transportation
1234	City of Seattle - Jenny Durkan, Mike O'Brien, Rob Johnson Emphasize climate change: -Reducing greenhouse gas emissions, particularly reducing VMT and encouraging electric vehicles -Understanding and adapting to the effects of climate change, both collectively and for individual cities	Transportation - Technology
556	Listening Session - Redmond - Environment & Open Space We need more electric car charging stations to help reach our climate goals.	Transportation - Technology

Coordination

1020	City of Monroe - Geoffrey Thomas The scoping must consider increased and meaningful coordination between the Washington State Department of Commerce, Puget Sound Regional Council and the Department of Ecology to address conflicts created in implementing the Growth Management Act, regional growth strategy and buildable lands reporting.	
1078	City of North Bend - Ken Hearing The scoping must consider increased and meaningful coordination between the Washington State Department of Commerce, Puget Sound Regional Council and the Department of Ecology to address conflicts created in implementing the Growth Management Act, regional growth strategy and buildable lands reporting.	
1312	City of Snohomish - John Kartak Consider what impacts the Washington State Dept of Commerce could have if it embarked on a greater conversation with other departments to address conflicts between environmental regulations and the primary goal of the GMA to drive population and job growth to urban areas.	
1286	Individual - John Niles Consideration of merging Lewis, Thurston, and Skagit County into the PSRC MPO, with video-wall meeting facilities to support virtual face-to-face governance meetings across the region.	
1167	Sierra Club Washington Chapter - Tim Gould A regional perspective must be used to ensure the multiple jurisdictions in the four-county area do not work at cross purposes.	
1161	Sierra Club Washington Chapter - Tim Gould It is our hope that such a "working together" concept can be implemented and prevail, because now jurisdictions will often create solutions that work to their boundary but don't integrate well with adjacent entities.	
879	Sound Transit - Matt Shelden At Sound Transit, we are grateful for the role that VISION 2040 plays in coordinating land use and transportation planning in the region and look forward to contributing to the development of a new VISION 2050 plan.	
966	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter A regional perspective must be used to ensure multiple jurisdictions do not work at cross purposes	
956	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Work with local jurisdictions on implementation plans to achieve VISION.	Implementation, Actions and Performance Monitoring

Coordination

ID# and Commenter	Secondary category, if applicable
955 Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Ensure alignment with member jurisdictions - Work with local jurisdictions to adopt plans and planning policies that reflect the goals and outcomes of VISION.	<i>Implementation, Actions and Performance Monitoring</i>
258 Listening Session - Lynnwood - Land Use & Growth Strategy We need more consistency among local requirements for development.	<i>Land Use and Development Patterns</i>
838 City of Lake Stevens - Russ Wright The scoping must consider increased and meaningful coordination between the Washington State Department of Commerce, Puget Sound Regional Council and the Department of Ecology to address conflicts created in implementing the Growth Management Act, regional growth strategy, environmental regulations and buildable lands reporting.	<i>Planning Process</i>
1074 City of North Bend - Ken Hearing PSRC should recognize that overlapping goals or direct conflicts exist between various planning documents, state regulations and rules of individual state/federal agencies as it updates the regional growth strategy. The environmental review should analyze the impacts of these conflicts and provide guidance for resolution and mandatory coordination.	<i>Planning Process</i>
1120 City of Snoqualmie - Mark Hofman PSRC should recognize that overlapping goals or direct conflicts exist between various planning documents, state regulations, and rules of individual state/federal agencies as it updates the regional growth strategy. The environmental review should analyze the impacts of these conflicts and provide guidance for resolution and mandatory coordination.	<i>Planning Process</i>
628 Individual - Andrew Sang [Comment in response to City of Lakewood] John, I understand your concern for the members of your community, however, respectfully, I believe this is the incorrect mentality to approach regional planning to the scale that the Puget Sound region is slated to grow. We're not talking about what we "want" to happen. I'd prefer it if the PNW could be frozen in a drop of amber today as well, but that simply will not occur. We've got to roll with the punches, and it's the broad consensus across the planning community that building densely near transit works. It allows more people to remain mobile without continuing to burden our beleaguered automobile infrastructure, and live healthier/happier lives to boot. I'm sorry Lakewood isn't able to get the funding it needs, and I frankly wish you the best of luck, but we've got to face facts here. We're not talking about haves/have nots, but rather just good planning.	<i>Planning Process</i>
1082 Kitsap Regional Coordinating Council - Charlotte Garrido, et al. Acknowledge the importance and significance of all Native American tribes in the region. Consultation with tribes is necessary to obtain the latest relevant data for making land use and transportation planning policies.	<i>Planning Process</i>
1165 Sierra Club Washington Chapter - Tim Gould Climate change plans, Regional Centers framework, Growing Transit Communities Strategy, and similar efforts require a regional perspective to serve as a guide for jurisdictions to develop specific requirements.	<i>Planning Process</i>
951 Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Incorporate critical parallel efforts . How can we better incorporate Growing Transit Communities strategies, action items, and performance measures into VISION? How can we align with the work being done to explore the growth management framework in Washington State?	<i>Planning Process</i>
964 Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Improve coordination across plans - Look for improvements in how PSRC boards and staff coordinate across different plans and efforts, both in policies and timelines.	<i>Planning Process</i>
494 Listening Session - Lynnwood - Environment & Open Space Need more regional, subregional parks – pool resources, shared responsibility	<i>Public Services, Utilities and Energy</i>
259 Listening Session - Lynnwood - Land Use & Growth Strategy Services should be better coordinated.	<i>Public Services, Utilities and Energy</i>
173 Listening Session - Seattle - Land Use & Growth Strategy There should be more coordination between planning regions. The plan should account for growth outside the region and commuting into the region.	<i>Transportation</i>

Coordination

ID# and Commenter

Secondary category, if applicable

- 1095 Washington State Department of Transportation - Roger Millar *Transportation*
Cross-jurisdictional Consistency: The traveling public do not care who owns each component, they just want it to fit together into a cohesive whole where they can expect consistent rules. This applies to non-motorized, transit, vehicular, and park and ride facilities.
- 746 Listening Session - Redmond - Land Use & Growth Strategy *Transportation - Transit*
Transit planning is disconnected from city planning.

Data, Forecast, and Technical Issues

- 867 City of Lakewood - John Caulfield
Considering VISION 2050's scoping population and job growth estimates together, how does a population increase of 60,000 annually translate into 40,000 new jobs annually between 2020 and 2050?
- 866 City of Lakewood - John Caulfield
The scoping notice states that between 2000 and 2017, 290,000 jobs have been added to our economy, or at an average of 17,000 per year, most along the I-5 corridor. VISION 2050 projects that 1.2 million jobs will be added between 2020 and 2050, or 40,000 per year, more than double the current annual rate. How is that possible; what are the underlying assumptions for this huge and sustained economic growth, and in what industries is the growth anticipated? Where specifically, by county, city and neighborhood will the jobs be located? How are the decisions PSRC is making today going to affect the distribution of jobs and what are the underlying implications for cities within the Puget Sound area? Do these decisions continue the on-going socio-spatial inequity and uneven development of the area?
- 865 City of Lakewood - John Caulfield
The scoping notice states that between 2010 and 2017, 375,000 people have been added to the region, at a rate of roughly 53,600 annually. Yet, between 2020 and 2050, VISION 2050 estimates a population increase of 1.8 million, or 60,000 annually, a yearly increase of 12%. What are the underlying assumptions that substantiates this model in which the area is experiencing this level of growth. Given all the challenges we have today, where specifically by county, city, and neighborhood will they reside? What happens to the people living in this area currently? Where will this unsustainable growth go? For Lakewood, our adopted population estimate is 72,000 and could perhaps be lowered given that our community includes an air corridor zone vital to ensuring the national security of our nation coupled with humanitarian and disaster relief efforts nationally and internationally. Our analysis shows our population growing to perhaps no more than 66,000 to 68,000. How do conditions unique to cities and communities, like this, factor in with 1.8 million new people in our region?
- 4 Individual - David F. Plummer
Reduce the population growth forecast (page 1) to 4.5million people in 2050.
- 1216 Port of Bremerton, Port of Everett, Port of Seattle, Port of Tacoma, and Northwest Seaport Alliance - Peter Steinbrueck
Consider limitations of NAICS codes, assessed value, and employment density in accurately representing the nature and importance of economic activities in industrial areas.
- 1154 Sierra Club Washington Chapter - Tim Gould
A wide variety of documentation exists on demographics, population and employment forecasts, sustainability indices, environmental degradation, etc. All and more should be part of development of the VISION 2050 Plan.
- 1171 City of Port Orchard - Robert Putaansuu *Implementation, Actions and Performance Monitoring*
It should be considered to bring VISION 2050 in line with the realities of the growth that has occurred, while considering how to encourage growth to occur in accordance with VISION 2050.
- 756 Listening Session - Redmond - Land Use & Growth Strategy *Urban Growth Areas*
The update should consider if the goals are feasible and if 1.8M more people will fit in the urban area.

Demographics

- 180 Listening Session - Seattle - Land Use & Growth Strategy
The plan update should address aging communities/demographics.
- 980 Snohomish County - Dave Somers
Include robust information about demographic shifts as the region prepares for an additional 1.8 million residents.
- 659 Listening Session - Redmond - Housing *Housing*
Plan for aging populations

Demographics

ID# and Commenter

Secondary category, if applicable

- 260 Listening Session - Lynnwood - Land Use & Growth Strategy
VISION 2050 should incorporate a futurist perspective, understand future demographic trends, and understand the impact of technology. *Transportation - Technology*

Economy

- 683 City of Sumner - Eric Mendenhall
Need to keep Pierce County job growth equal. Housing and job growth should be balanced county to county.
- 3 Individual - Jeanne
Job growth/wage growth is essential with services like affordable daycare and commute. Support workers, and workers will support community needs/taxes
- 38 Individual - Karen Kay Bunce
Ways to better support small businesses. Small businesses come and go in this county
- it is very difficult for small businesses to survive here
Taxes, community engagement, promotion to bring visitors etc
- 1334 Individual - Lael White
Development must include wage incentives, access, and benefits for all residents including low and middle income earners and including strategies for re-entry for previously incarcerated persons.
- 1340 Individual - Lael White
Incentivize bringing jobs back home with optimal educational access, land use, housing, and transportation planning.
- 673 Individual - Linda Seltzer
Our top-down economic development dictated by employers is not working.
- 672 Individual - Linda Seltzer
It's time for government to push back on employers and tell them to stop bringing people here and dumping them unemployed into the housing market. It's time to push back on employers and tell them to focus on job retention and job security.
- 1316 Individual - Thomas White
The vision must include an economic plan that will support a healthy secondary economy. That may include expansion of education facilities; however, education alone will not fully address the problem, as the tech sector is automating as well. The approach may be one of increased public sector employment.
- 1087 Kitsap Regional Coordinating Council - Charlotte Garrido, et al.
Recognize the changing nature of our regional economy and shifts in our labor force. (e.g., automation and clean burning vehicles)
- 1080 Kitsap Regional Coordinating Council - Charlotte Garrido, et al.
Stimulate business opportunities and direct workforce development initiatives.
- 398 Listening Session - Bremerton - Economy
The plan should consider shared economic equity across region
- 396 Listening Session - Bremerton - Economy
\$15/hr is not a livable wage in Kitsap
- 394 Listening Session - Bremerton - Economy
The plan should consider that the region has a number of economies, not one single economy.
- 389 Listening Session - Bremerton - Economy
Focus on rural economic development
- 388 Listening Session - Bremerton - Economy
The plan should consider what government can do to stimulate the growth of rural jobs.
- 387 Listening Session - Bremerton - Economy
Highlight county and subregional sector strengths
- 386 Listening Session - Bremerton - Economy
Need not just job growth, but job stability, flexibility and options

Economy

ID# and Commenter

Secondary category, if applicable

421	Listening Session - Fife - Economy The economy goal seems to be broadly focused and includes elements of other chapters/goals, attempting to articulate a triple bottom line. The update should consider clarifying the goal to be focused on the economy with possibly some overarching values that underlie all the goals.	
418	Listening Session - Fife - Economy The update should consider how we can leverage prosperity in one part of the region to other parts.	
406	Listening Session - Fife - Economy The plan should consider what local investments can be made to truly incentivize growth	
404	Listening Session - Fife - Economy Recruit for the types of industries and jobs that will be around in the future	
401	Listening Session - Fife - Economy Focus on family supportive incomes/living wage jobs	
223	Listening Session - Fife - Land Use & Growth Strategy Pierce County in 2050 should be more like Orange County, CA, especially in terms of economic vitality and self-sufficiency.	
220	Listening Session - Fife - Land Use & Growth Strategy We need more incentives for businesses to locate in Pierce County.	
431	Listening Session - Lynnwood - Economy In the economy goal, change "region will have" to "region will maintain" to recognize past efforts.	
434	Listening Session - Lynnwood - Economy In the economy goal, define "great central places"	
426	Listening Session - Lynnwood - Economy Create "diverse communities" by including a range of jobs in the region to be able to compete in the global economy	
579	Listening Session - Redmond - Economy Need to recognize global competition. Microsoft and Amazon could relocate to another city or country.	
576	Listening Session - Redmond - Economy There is a lack of affordable office space. Need more incubator space and short-terms rentals.	
561	Listening Session - Redmond - Economy Our economy should have more diversity of jobs, including job classifications.	
564	Listening Session - Redmond - Economy We should strive for a balance of jobs throughout the region.	
567	Listening Session - Redmond - Economy Employers need to give workers job security.	
566	Listening Session - Redmond - Economy Reorder the overarching goal to start with place, which leads to a strong economy.	
775	Listening Session - Redmond - Land Use & Growth Strategy Push employers to stop layoffs, focus on retention of current employees to avoid constantly bringing in more people.	
531	Listening Session - Seattle - Economy Policies should increase tools for local jurisdictions to grow middle-to-high wage jobs.	
420	Listening Session - Fife - Economy The update should consider piggybacking job facilities (like meeting spaces) on our transportation investments (like rail stations or transit hubs)	<i>Centers and Transit-Oriented Development</i>
402	Listening Session - Fife - Economy The plan should encourage thriving economies in central places across the region, with employment choices	<i>Centers and Transit-Oriented Development</i>
390	Listening Session - Bremerton - Economy The update should consider what retiring Baby Boomers mean for planning.	<i>Demographics</i>

Economy

ID#	Commenter	Secondary category, if applicable
405	Listening Session - Fife - Economy Higher education locations, such as branch campuses, across the region are important drivers of local economies	Education
423	Listening Session - Lynnwood - Economy The region should plan for the future's economy by investing in skill development	Education
424	Listening Session - Lynnwood - Economy Sustain the growing economy by focusing on competitiveness and planning for future job markets by providing skill development	Education
432	Listening Session - Lynnwood - Economy Encourage development of trades to supply the current labor shortage	Education
149	Listening Session - Lynnwood - Public Services Renewed focus should be placed on technical and vocational skills to ensure we have the labor to provide for all sectors.	Education
581	Listening Session - Redmond - Economy Need to better fund schools to have a thriving economy.	Education
536	Listening Session - Seattle - Economy Economic impact of education should be considered in the economy goal. Workforce development and education are key drivers of growth and attracting new residents.	Education
1342	Individual - Lael White We must develop jobs in renewable energy industry, and in all industry that serves the long term goal of sustainability in terms of a healthy ecosystem and healthy citizens.	Environment, Open Space and Sustainability
397	Listening Session - Bremerton - Economy Build on economic strengths of county – open space, etc.	Environment, Open Space and Sustainability
565	Listening Session - Redmond - Economy A strong rural economy supports the environment.	Environment, Open Space and Sustainability
549	Listening Session - Redmond - Environment & Open Space Job security and a just economy protects the environment.	Environment, Open Space and Sustainability
550	Listening Session - Redmond - Environment & Open Space Recognize ecosystem services.	Environment, Open Space and Sustainability
671	Individual - Linda Seltzer We don't have a skills gap. We have a discrimination gap. Employers need to get serious about diversity inclusion for women, minorities and older workers.	Equity and Social Justice
422	Listening Session - Fife - Economy There should be job creation for all people, both geographically and demographically	Equity and Social Justice
568	Listening Session - Redmond - Economy Need to address inequities and discrimination in employment. Should be bringing jobs to people (with training) rather than looking for outside people to fill jobs (Purple Squirrel Phenomenon).	Equity and Social Justice
534	Listening Session - Seattle - Economy Two major themes should be addressed: disparity in job growth around the region and disparity in access to opportunity and participation in the economic boom for certain demographics. Need to identify measures for these.	Equity and Social Justice
416	Listening Session - Fife - Economy Invest in local infrastructure that attracts jobs outside of retail	Funding and Finance
580	Listening Session - Redmond - Economy Tax abatements don't attract businesses, so don't waste taxpayer money on them.	Funding and Finance
570	Listening Session - Redmond - Economy Consequences are not taxed, such as the impacts of growth.	Funding and Finance
575	Listening Session - Redmond - Economy Small businesses are very important for our economy. We should provide more support for them.	Funding and Finance

Economy

ID# and Commenter	Secondary category, if applicable
569 Listening Session - Redmond - Economy High and increasing property taxes are a concern, especially for people with limited incomes such as retirees. The tax system is very regressive, and there are too many types of taxes. Restructuring is needed. The update should consider examining an income tax.	<i>Funding and Finance</i>
571 Listening Session - Redmond - Economy Make investments to attract jobs. Works towards an economic development and infrastructure balance.	<i>Funding and Finance</i>
1311 City of Snohomish - John Kartak Analyze impacts of a potential region-wide strategy that directs/incentivizes businesses to locate in the same county or area where their employees will live, with the goal of easing the burden on the region's highways.	<i>Housing</i>
572 Listening Session - Redmond - Economy Need to co-plan economy and housing to ensure there is housing to go along with jobs.	<i>Housing</i>
535 Listening Session - Seattle - Economy The economy goal in 2008 was very positive, people feel more fear now due to affordability crisis.	<i>Housing - Affordability</i>
412 Listening Session - Fife - Economy The VISION policies need to be evaluated to see if they are working	<i>Implementation, Actions and Performance Monitoring</i>
425 Listening Session - Lynnwood - Economy Define performance measurements in the economy chapter to have a way of monitoring success	<i>Implementation, Actions and Performance Monitoring</i>
573 Listening Session - Redmond - Economy Look at the economic indicators in the King County Benchmarks Study.	<i>Implementation, Actions and Performance Monitoring</i>
530 Listening Session - Seattle - Economy The regional economic strategy should remain a component of VISION. The section should only include policies that pertain to a specific economic impact of other related issues – ie land use.	<i>Implementation, Actions and Performance Monitoring</i>
870 City of Lakewood - John Caulfield What policies are needed to ensure there is a balance of housing and jobs across each county, city and neighborhood? Policies promulgated by PSRC over the past twenty years have not engendered equitable development across the board. Why is it that current policies have created the “haves” such as exists in Seattle and the “have-nots” such as exist in some of the poorest neighborhoods in Lakewood and other parts of Pierce County? What will be included within VISION 2050 to address this intensifying polarization of disparate economic conditions? Geographic equity in economic development is contemplated in the recently updated Regional Economic Strategy; this concept must be incorporated into VISION 2050 as well.	<i>Land Use and Development Patterns</i>
1068 City of North Bend - Ken Hearing The Vision Plan should endorse employment opportunities in our communities to create more job/housing balance and transportation opportunities.	<i>Land Use and Development Patterns</i>
1257 Greater Maple Valley Unincorporated Area Council - Peter Rimbo, Hendrick Haynes, Rhys Sterling, Susan Harvey, Steve Heister Improve Jobs-housing balance to avoid intolerable traffic congestion.	<i>Land Use and Development Patterns</i>
413 Listening Session - Fife - Economy There needs to be equity in the job distribution throughout the region. Our regional transportation system is bearing the burden of this not being the case.	<i>Land Use and Development Patterns</i>
409 Listening Session - Fife - Economy The region should provide a variety of jobs, near housing, to have a better match	<i>Land Use and Development Patterns</i>
477 Listening Session - Fife - Environment & Open Space We need to have diversification of economic development, where people can live, work and play.	<i>Land Use and Development Patterns</i>
222 Listening Session - Fife - Land Use & Growth Strategy VISION 2050 should emphasize geographic dispersion of jobs.	<i>Land Use and Development Patterns</i>
430 Listening Session - Lynnwood - Economy Encourage zoning and planning for industrial and commercial land	<i>Land Use and Development Patterns</i>
429 Listening Session - Lynnwood - Economy Create jobs where people live to encourage a jobs/housing balance	<i>Land Use and Development Patterns</i>

Economy

ID# and Commenter	Secondary category, if applicable
737 Listening Session - Redmond - Land Use & Growth Strategy Encourage more jobs outside of Seattle to improve jobs/housing balance.	Land Use and Development Patterns
736 Listening Session - Redmond - Land Use & Growth Strategy Encourage jobs in Tacoma where there is capacity and infrastructure.	Land Use and Development Patterns
532 Listening Session - Seattle - Economy Policies should help address the jobs housing imbalance.	Land Use and Development Patterns
853 Pierce County - Bruce Dammeier, Doug Richardson 8. Encourage economic development across the Puget Sound region. Vision 2050 should: • Promote jobs where the affordable housing is, rather than promoting jobs in locations where employees would need to commute to.	Land Use and Development Patterns
800 Town of Steilacoom - Ron Lucas Promote economic development in areas with affordable housing, rather than just in employment centers. Concentrating jobs in a few areas increases traffic and transportation problems. Promote economic development in small cities with existing infrastructure.	Land Use and Development Patterns
435 Listening Session - Lynnwood - Economy Encourage participation by private companies to fulfill goals of VISION and make the biggest impact	Planning Process
562 Listening Session - Redmond - Economy The update should engage businesses in the conservation because they benefit from our natural resource base.	Planning Process
433 Listening Session - Lynnwood - Economy Plan for broadband infrastructure in rural areas to allow for teleworking	Public Services, Utilities and Energy
681 City of Sumner - Eric Mendenhall Need more job growth focused on Pierce County to reduce impacts of traffic pull to King County.	Regional Growth Strategy
408 Listening Session - Fife - Economy The update should consider removing caps on job growth in local communities.	Regional Growth Strategy
1084 Kitsap Regional Coordinating Council - Charlotte Garrido, et al. Indicate the importance and significance of designated freight corridors in the Puget Sound Region. Corridor continuity is essential and must be maintained and expanded to promote economic vitality and the military's mission.	Transportation
417 Listening Session - Fife - Economy Some regional jobs are mobile (construction jobs, for instance) and workers cannot be moved to other transportation modes (tool & equipment requirements, etc.)	Transportation
427 Listening Session - Lynnwood - Economy Recognize the importance of the transportation system on jobs (home based businesses, teleworking)	Transportation
428 Listening Session - Lynnwood - Economy Continue regional transportation investments to support the region's economy	Transportation
782 Listening Session - Lynnwood - Housing Allow people to work from home.	Transportation
533 Listening Session - Seattle - Economy The economic importance of transportation should be described – freight mobility and commerce.	Transportation
414 Listening Session - Fife - Economy Envisioning 2050: Our communities have accommodated additional people and jobs but still retain the characteristics that they have now	Urban Design

Education

- 37 Individual - Karen Kay Bunce
Ways to support our schools so they can improve and expand. It will not help encourage new businesses (especially larger employers) if we have not improved our schools.
For example: Support for local levies and offering land donations and infrastructure for the schools.

Education

ID# and Commenter

Secondary category, if applicable

772	Listening Session - Redmond - Land Use & Growth Strategy Need more medical schools for the size of region we are, compared to other U.S. metropolitan regions.	
769	Listening Session - Redmond - Land Use & Growth Strategy Need great schools to provide the quality of life that will attract employers and employees.	
740	Listening Session - Redmond - Land Use & Growth Strategy Need to plan for schools.	
1335	Individual - Lael White High standards in education and trades with mentorship, apprenticeship programs that ensure high levels of competency. Increased basic education facilities and increased teacher pay will incentivize excellence and student competency.	<i>Economy</i>
403	Listening Session - Fife - Economy Highlight importance of education and workforce systems (not just 4-year education)	<i>Economy</i>
20	Individual - John Towers There never seems to be enough funding for public education, and when school levies come around, there are many who can't vote because they are not citizens. Large businesses need to help fund public education in the future. It really isn't fair to have so many new people moving to an area, and put the tax bill on residents who have lived here their entire lives.	<i>Funding and Finance</i>
63	Individual - Rochelle Flinchbaugh The lotto needs to funds schools, as designed. Please go back to that original proposal.	<i>Funding and Finance</i>
1129	City of Gig Harbor - Jennifer Kester Cities shall provide information to the PSRC on how infrastructure plans including schools will be paid for before growth is allowed.	<i>Land Use and Development Patterns - Concurrency</i>
905	Bethel School District - Thomas G. Seigel With the proposed update to the guidelines (MPPs) under VISION 2050, we believe that the update provides an opportunity to adopt guidelines consistent with the intent of the GMA and the recent GMA legislation to address siting schools serving both urban and rural students in the rural area as may be necessary	<i>Public Services, Utilities and Energy</i>
906	Bethel School District - Thomas G. Seigel It is clear that flexibility in siting schools is a critical governmental function.	<i>Public Services, Utilities and Energy</i>
907	Bethel School District - Thomas G. Seigel An update to the MPPs provides recognition that flexibility in siting schools is necessary to ensure land suitable for development to accommodate appropriate educational facilities to fulfill the preeminent duty established under Washington's Constitution to provide adequate public education as administered through the local school board.	<i>Public Services, Utilities and Energy</i>
1289	Individual - Terry Hurd We put our children in portables, 25% in Bethel and our bond failed. Our population growth is first in the nation but the funds to accommodate the infrastructure and development levels is not to be found. The school districts need to build a new school every year to accommodate the 700+ children, without monetary help they have no room at school so large classes and year round may be required. It is not possible to find and afford property of size to build schools on and in the UGA.	<i>Public Services, Utilities and Energy</i>
855	Pierce County - Bruce Dammeier, Doug Richardson 9. Update policies addressing schools in the rural area. Vision 2050 should: • Modify Vision 2040 multi-county planning policy MPP-PS-22 to be consistent with state law.	<i>Public Services, Utilities and Energy</i>
1225	Puget Sound School Coalition - Denise Stiffarm VISION 2050 must ensure that adequate school infrastructure exists to meet the need of projected population increase of 1.8 M by 2050. SEPA analysis should address impacts of growth on school capacity and transportation impacts on students. Identify realistic and meaningful mitigation measures, including interjurisdictional coordination of growth permitting and school capacity, and other cooperative planning approaches.	<i>SEPA Environmental Review</i>
1226	Puget Sound School Coalition - Denise Stiffarm Correct error in VISION 2040 EIS related to statutory basis for school district boundaries. In general, address the need for broader coordination between school districts and local jurisdictions in aligning growth with the ability to provide for education adequately.	<i>SEPA Environmental Review</i>
1223	Puget Sound School Coalition - Jake Kuper and Grace Yuan Vision 2050 must include policies addressing the siting of schools in the rural area that are consistent with the School Siting Bills (Engrossed Substitute House Bill 1017 and House Bill 2243).	<i>Urban Growth Areas</i>

Environment, Open Space and Sustainability

Environment, Open Space and Sustainability

ID# and Commenter

Secondary category, if applicable

- 1136 City of Gig Harbor - Jennifer Kester
Every city shall prepare for and encourage sustainability in their comprehensive plan.
- 680 City of Sumner - Eric Mendenhall
Sumner's open space map representation is incorrect.
- 1001 Environmental Protection Agency Region 10 - Jill Nogi
Maintain or restore ecological connectivity and structure within and among aquatic and terrestrial habitats to support species movement, hydrological and other natural ecosystem functions and services;
- 1000 Environmental Protection Agency Region 10 - Jill Nogi
Protect all known or newly identified priority habitats, federal and state threatened and/or endangered species, critical areas and areas of high biological diversity;
- 998 Environmental Protection Agency Region 10 - Jill Nogi
We encourage the PSRC to include open space goals and expectations in the VISION 2050 Plan that fully support the restoration of Puget Sound health.
- 1268 Individual - David Moore
Please continue to uphold the Growth Management goals to protect our citizens and natural resources, such as water, forests, wild salmon and other wildlife. This includes sustaining as high percentage of forest cover as possible, protecting recreational forests such as parks, and good jobs with fewest detrimental environmental impacts.
- 33 Individual - Jing Chen
The plan needs to address preparing for earthquakes. Earthquakes have the potential to devastate Puget Sound and we are woefully underprepared. There needs to be a full court press from making seismic codes more rigorous, hardening lifelines and public infrastructure, including retrofits as required and not optional, to innovating earthquake insurance as New Zealand has. If we don't work on this, after an earthquake strikes this region, we may never recover and go into terminal decline.
- 518 Listening Session - Bremerton - Economy
Regional growth pressures will spill over into Kitsap, so need to invest in open space
- 528 Listening Session - Bremerton - Economy
The environment goal should more clearly call out the relationship between people and the environment
- 525 Listening Session - Bremerton - Economy
Health of Puget Sound needs to be clearly called out in the future vision of the region
- 204 Listening Session - Bremerton - Land Use & Growth Strategy
The plan should strengthen connections between urban areas and rural parks and amenities.
- 460 Listening Session - Fife - Environment & Open Space
VISION should address access to open space.
- 461 Listening Session - Fife - Environment & Open Space
Need to balance preservation and access. Some open space is preserved, but there is no access to it.
- 466 Listening Session - Fife - Environment & Open Space
Land use and infrastructure seems to be prioritized over the environment. We need to start prioritizing the environment.
- 470 Listening Session - Fife - Environment & Open Space
The update should consider international examples of access to open space: right to roam laws.
- 478 Listening Session - Fife - Environment & Open Space
The second part of the overarching Environment goal should be turned into a higher-level goal for VISION 2050. It should also be in a more consistent format with the other goals.
- 476 Listening Session - Fife - Environment & Open Space
The update should consider supporting the inclusion of trails on restoration sites.
- 499 Listening Session - Lynnwood - Environment & Open Space
The update should consider the importance of access to, preservation, and development of open space.
- 492 Listening Session - Lynnwood - Environment & Open Space
Build off work of ROSS, ROSC to prioritize regional open space

Environment, Open Space and Sustainability

ID# and Commenter

Secondary category, if applicable

491	Listening Session - Lynnwood - Environment & Open Space Need to connect urban and rural open spaces	
496	Listening Session - Lynnwood - Environment & Open Space Shift from use of surface water to ground water	
509	Listening Session - Lynnwood - Environment & Open Space The update should consider the LOS of regional parks	
505	Listening Session - Lynnwood - Environment & Open Space The plan should consider a stronger connection between people and environment	
495	Listening Session - Lynnwood - Environment & Open Space Environment goal should be broken into three goals – 1) air/water/land; 2) climate change; 3) health and access	
552	Listening Session - Redmond - Environment & Open Space Develop a forest fire prevention plan (Colorado has one).	
543	Listening Session - Redmond - Environment & Open Space Implement already adopted environment and open space plans.	
551	Listening Session - Redmond - Environment & Open Space Protect and plant more native and large trees to help preserve the Northwest's character. Need to fairly implement tree protections (developers and city treated the same as individuals).	
544	Listening Session - Redmond - Environment & Open Space Protect water quality by limiting pesticides.	
554	Listening Session - Redmond - Environment & Open Space We need low-carbon energy sources to reduce GHG emissions.	
741	Listening Session - Redmond - Land Use & Growth Strategy Spend energy on how to be sustainable.	
437	Listening Session - Seattle - Environment & Open Space The current Environment goal includes a lot of topics, is hard to read, and does not have enough focus.	
436	Listening Session - Seattle - Environment & Open Space VISION should encourage individuals to practice conservation and help the environment. There could be a regional conservation corps.	
456	Listening Session - Seattle - Environment & Open Space The Environment goal should have more emphasis on water.	
1214	Port of Bremerton, Port of Everett, Port of Seattle, Port of Tacoma, and Northwest Seaport Alliance - Peter Steinbrueck Support for existing environmental policies, such as MPP-E-3.	
949	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Regional open space. VISION 2050 should support aggressive conservation and restoration of and equitable access to regional open space, consistent with the priorities outlined in the emerging Regional Open Space Conservation Plan Additionally, VISION 2050 planning goals should support Puget Sound recovery goals identified in the Puget Sound Partnership Action Agenda.	
927	350 Seattle - Emily Johnston We are pleased to see the commitment to open space that PSRC has articulated. Vision 2050 must also explicitly combine the effort of preserving open space with a plan to maximize its carbon sequestration	<i>Climate Change + Resiliency</i>
1072	City of North Bend - Ken Hearing PSRC should include in its scope water resource planning and resiliency to climate change analysis. Many of our communities are reliant on other water purveyors for drinking water. Western Washington has grown at an unprecedented pace. Our valley relies on water for fish, farms, and people. What is the long-term capacity of our existing regional water resources and will that change as the climate changes?	<i>Climate Change + Resiliency</i>

Environment, Open Space and Sustainability

ID# and Commenter	Secondary category, if applicable
1248 Individual - Tye Ferrell VISION 2050 should acknowledge and assess the challenges we face such as climate change, disruptive and destabilizing technologies, and wealth inequality. These challenges can be turned into opportunities. Key to this is protecting and restoring natural systems such as forests and bringing more nature into cities.	<i>Climate Change + Resiliency</i>
480 Listening Session - Fife - Environment & Open Space The environment goal is weak; it should be stronger. No net loss of open space. Not "potential" climate impacts, they are real.	<i>Climate Change + Resiliency</i>
472 Listening Session - Fife - Environment & Open Space We need to reduce risk and increase resiliency by planning for disasters and protecting public investments.	<i>Climate Change + Resiliency</i>
448 Listening Session - Seattle - Environment & Open Space Remove "potential" from before climate change impacts in th environment goal.	<i>Climate Change + Resiliency</i>
524 Listening Session - Bremerton - Economy State decision making on areas in the county need to be better coordinated (e.g. with the Department of Natural Resources)	<i>Coordination</i>
523 Listening Session - Bremerton - Economy Cross jurisdictional conversations are needed, on regional assets such as watersheds	<i>Coordination</i>
502 Listening Session - Lynnwood - Environment & Open Space Look at parks and trails at regional level to make connections	<i>Coordination</i>
452 Listening Session - Seattle - Environment & Open Space Approach the environment from a systems perspective. In particular, stormwater needs to be planned and managed regionally. Current efforts are disjointed.	<i>Coordination</i>
522 Listening Session - Bremerton - Economy The ecosystem services in Kitsap are a value that is provided to the region as a whole	<i>Economy</i>
447 Listening Session - Seattle - Environment & Open Space Emphasize the connection between a healthy environment and a healthy economy.	<i>Economy</i>
771 Listening Session - Redmond - Land Use & Growth Strategy Nature needs to be right outside the door to provide access to the poor and seniors.	<i>Equity and Social Justice</i>
794 City of Issaquah - Keith Niven Providing convenient access to open space through trailhead development, more funding for preservation of sensitive lands, etc., should be part of our growth strategy.	<i>Funding and Finance</i>
529 Listening Session - Bremerton - Economy Increase open space through funding (e.g. land trusts)	<i>Funding and Finance</i>
512 Listening Session - Bremerton - Economy TDR and other funding sources for preservation/expansion of open space	<i>Funding and Finance</i>
493 Listening Session - Lynnwood - Environment & Open Space Difficult for cities and counties to acquire new open space because of increasing land costs and maintenance and operation costs	<i>Funding and Finance</i>
540 Listening Session - Redmond - Environment & Open Space Open space should be maintained. Need to adequately budget for it.	<i>Funding and Finance</i>
1325 Individual - Thomas White Open space is important for the psychological well-being of the population. Easily accessible outdoor recreation areas must be available for the population in general. A shortage of universally accessible open space can have an adverse effect on the general health and crime level among the population.	<i>Healthy Communities</i>
481 Listening Session - Fife - Environment & Open Space Integrate climate, health, and sustainability into VISION 2050 at every level.	<i>Healthy Communities</i>
510 Listening Session - Lynnwood - Environment & Open Space The environment should enhance well being and health	<i>Healthy Communities</i>
553 Listening Session - Redmond - Environment & Open Space Avoid air pollution. Too much concentrated in places like Tacoma.	<i>Healthy Communities</i>

Environment, Open Space and Sustainability

ID# and Commenter	Secondary category, if applicable
541 Listening Session - Redmond - Environment & Open Space Recognize the economic and human health benefits of maintaining a healthy environment. Including mental health. Trees are infrastructure for health.	<i>Healthy Communities</i>
1150 Sierra Club Washington Chapter - Tim Gould Our region also must strive towards sustainability to ensure a continued high quality of life as it grows. The growth in the coming decade must not degrade the resources available to successive generations to enjoy a healthy and vibrant region in successive decades.	<i>Healthy Communities</i>
43 Individual - John Owen An action oriented approach to open space planning as is outlined in the recent work your office has done. We now have the analytical tools. It would be great if we could craft an interjurisdictional approach with the full range of public and non-profit partners to take advantage of the work done so far.	<i>Implementation, Actions and Performance Monitoring</i>
482 Listening Session - Fife - Environment & Open Space May need to call for state level action for the environment.	<i>Implementation, Actions and Performance Monitoring</i>
463 Listening Session - Fife - Environment & Open Space Cities need more tools for habitat restoration. Some examples of where help is needed are inventorying greenhouse gas emissions and developing conservation zones.	<i>Implementation, Actions and Performance Monitoring</i>
462 Listening Session - Fife - Environment & Open Space We are not making progress on our environmental goals. We need to do better, especially considering tribal treaty rights.	<i>Implementation, Actions and Performance Monitoring</i>
559 Listening Session - Redmond - Environment & Open Space We need to implement the overarching environment goal.	<i>Implementation, Actions and Performance Monitoring</i>
555 Listening Session - Redmond - Environment & Open Space Align regional climate goals with cities' climate goals.	<i>Implementation, Actions and Performance Monitoring</i>
458 Listening Session - Seattle - Environment & Open Space The environment chapter should identify carrots and sticks that can be used to change behavior.	<i>Implementation, Actions and Performance Monitoring</i>
444 Listening Session - Seattle - Environment & Open Space Track conservation of open space and water quality.	<i>Implementation, Actions and Performance Monitoring</i>
438 Listening Session - Seattle - Environment & Open Space Policies should be quantified where possible. (e.g. % access to open space, % farmland conserved, % reduction in greenhouse gas emissions)	<i>Implementation, Actions and Performance Monitoring</i>
446 Listening Session - Seattle - Environment & Open Space The Environment goal should have more active language and a more aggressive stance on making the environment better.	<i>Implementation, Actions and Performance Monitoring</i>
1002 Environmental Protection Agency Region 10 - Jill Nogi Exceed current and projected local and regional [open space] needs in order to provide for future generations and growth beyond the planning horizon of 2050.	<i>Land Use and Development Patterns</i>
1333 Individual - Lael White Restoration of natural urban environments and urban environment innovations to manage erosion, increase naturalization, habitat restoration etc. and blend the many beneficial effects of natural environments with well-managed development.	<i>Land Use and Development Patterns</i>
486 Listening Session - Fife - Environment & Open Space Access to open space: need more parks, can be addressed with complete streets, park level-of-service for compact development, small pocket parks are important, have a per capital park requirement.	<i>Land Use and Development Patterns</i>
537 Listening Session - Redmond - Environment & Open Space Make a stronger connection between urban development and open space preservation.	<i>Land Use and Development Patterns</i>
539 Listening Session - Redmond - Environment & Open Space Improve access to open space. Should be within a 5-minute walk of all. Courtyards and small scale is ok for nearby access. Nature deficit disorder is a concern.	<i>Land Use and Development Patterns</i>
542 Listening Session - Redmond - Environment & Open Space Expand green space near single family homes for trails and horses.	<i>Land Use and Development Patterns</i>

Environment, Open Space and Sustainability

ID# and Commenter	Secondary category, if applicable
1097 Washington State Department of Transportation - Roger Millar Access to shared nature and recreation. People living in dense areas need the respite of access to nature within walking/biking distance, and urban nature needs actively tended. Investing in providing access to, and caring for, nature within urban areas will reduce the disturbance to truly wild areas and provide access to nature for people who do not have the means to travel out of the urbanized areas.	<i>Land Use and Development Patterns</i>
1004 Environmental Protection Agency Region 10 - Jill Nogi We recommend the PSRC increase the emphasis on the triple bottom line during planning and decision making to include the environmental impacts related to population growth in the central Puget Sound region	<i>Planning Process</i>
558 Listening Session - Redmond - Environment & Open Space Look at environmental indicators in King County Benchmarks Study (1994).	<i>Planning Process</i>
1235 City of Seattle - Jenny Durkan, Mike O'Brien, Rob Johnson Further identify needs and best practices for managing stormwater to improve water quality.	<i>Public Services, Utilities and Energy</i>
1288 Individual - Terry Hurd All vegetation and top soil was removed and now the limited packed subsoil is the filtering medium for Aquifer recharge. Your plan pushes community septic tank fields, which are against federal law, with lots that should be ½ acre or more but are 3k to 5k not 20k+. Your plan will again destroy our aquifer as it did years ago in Parkland, Spanaway and Lakewood to a depth of over 600 ft.	<i>Public Services, Utilities and Energy</i>
527 Listening Session - Bremerton - Economy There should be no untreated discharge into the sound by 2050	<i>Public Services, Utilities and Energy</i>
475 Listening Session - Fife - Environment & Open Space Stormwater parks are a good way to address both stormwater and open space. New example in Fife: Brookville Gardens.	<i>Public Services, Utilities and Energy</i>
484 Listening Session - Fife - Environment & Open Space Schools can provide park and open space access.	<i>Public Services, Utilities and Energy</i>
508 Listening Session - Lynnwood - Environment & Open Space Connect environment with infrastructure	<i>Public Services, Utilities and Energy</i>
538 Listening Session - Redmond - Environment & Open Space Recognize that open space helps with stormwater management. Look at the return on investment of open space protection and restoration.	<i>Public Services, Utilities and Energy</i>
450 Listening Session - Seattle - Environment & Open Space Promote technologies, such as clean energy, that allow us to have less impact.	<i>Public Services, Utilities and Energy</i>
545 Listening Session - Redmond - Environment & Open Space Lower GHG emissions by continuing to focus growth in centers and the UGA. It will help reduce commutes. Density can protect the environment.	<i>Regional Growth Strategy</i>
840 City of Lake Stevens - Russ Wright PSRC is developing a regional plan to accelerate the conservation of open space. The environmental review should analyze how plan goals and strategies will interact with Vision 2050 and individual buildable lands reports.	<i>SEPA Environmental Review</i>
994 Environmental Protection Agency Region 10 - Jill Nogi The EPA recommends VISION 2050 evaluate the impacts of vehicular emissions on both air and water quality. We recommend additional focus areas for VISION 2050 could include diesel reduction and freight-specific measures, and we further recommend working closely with the Puget Sound Clean Air Agency, freight haulers and businesses generating increased freight demand, such as online order and delivery, when including relevant measures in the 2050 update.	<i>SEPA Environmental Review</i>
1261 Greater Maple Valley Unincorporated Area Council - Peter Rimpos, Hendrick Haynes, Rhys Sterling, Susan Harvey, Steve Heister Do environmental review on traffic congestion and its contributions to air and water pollution and greenhouse gas emissions.	<i>SEPA Environmental Review</i>
976 Snohomish County - Dave Somers Assess each of the alternative's impacts on the ability to preserve and restore open space within urban growth areas as well as in rural areas.	<i>SEPA Environmental Review</i>

Environment, Open Space and Sustainability

ID# and Commenter

Secondary category, if applicable

- 1106 Snohomish County - Dave Somers *SEPA Environmental Review*
The SEPA document should include an alternative that incorporates a priority for a more regional focus on conservation of agricultural, forestry, parks/recreation/trails, and open space. The conservation of working resource lands and open space should also be reviewed in light of regional policies related to expanding food production and enhancing equal access to healthy food and outdoor opportunities.
- 468 Listening Session - Fife - Environment & Open Space *Transportation*
We need to figure out how transportation and restoration can go hand-in-hand.
- 453 Listening Session - Seattle - Environment & Open Space *Transportation - Transit*
Ensure access to open space for all people as we densify. This includes transit to access to more wild, remote open space from cities.
- 52 Individual - Mike Avila *Urban Design*
It would be excellent to see Pierce County establish an "Area of Significant Beauty" from NW Trek through Elbe and Ashford to Mount Rainier, similar to the Cotswolds in England, UK. Planning restrictions in Eatonville, Elbe and Ashford could keep out fast food services and have River Rock and Timber Frame Architectural requirements.

Equity and Social Justice

- 1039 City of Shoreline - Debbie Tarry
Make Race and Social Equity a Cornerstone of the Plan
- 1254 Greater Maple Valley Unincorporated Area Council - Peter Rimbo, Hendrick Haynes, Rhys Sterling, Susan Harvey, Steve Heister
How can marginalized segments of society (e.g., the poor, racial minorities, the elderly, etc.) be protected from the adverse impacts of this prosperity-driven growth for the majority segment of the population?
- 1114 Snohomish Health District - Jefferson Ketchel
Include language indicating how existing disparities will be assessed and what steps will be taken to address this inequity. In practice, equity has often been implemented as geographic equity. We encourage PSRC to more clearly define equity and to include and emphasize both types.
- 936 Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter
Develop and use racial equity analysis tools for PSRC policy development and engagement processes, and as a resource for member jurisdictions to use in plan development and outreach.
- 793 City of Issaquah - Keith Niven *Demographics*
With increased density comes more complex issues. We are very glad to see additional focus on social and cultural equity and the growing diversity of the region.
- 945 Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter *Demographics*
Consider social and racial equity through all policies. How do different demographics (in particular race, income, and special needs) fare across transportation, health outcomes, access to open space, environmental outcomes (especially in unincorporated areas, where there is a lot of in-migration).
- 1249 Individual - Tye Ferrell *Economy*
Improve well-being, civic life, and social equity and inclusion through reforming the regressive tax system, supporting worker-ownership enterprises and local businesses, and creating affordable housing. Tackle structural and institutional racism.
- 947 Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter *Environment, Open Space and Sustainability*
Carefully consider both environment and equity. This plan update should simultaneously improve income disparities and environmental deficiencies by increasing affordable housing in sustainably designed Centers. In the meantime, it should also explore how to support directing growth and healthy infrastructure (including green infrastructure) in dense areas and providing services to those who can't afford to live in these places.
- 937 Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter *Funding and Finance*
Identify and budget for opportunities to ensure ongoing structural consideration of equity, such as board and staff trainings.

Equity and Social Justice

ID# and Commenter

Secondary category, if applicable

939	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Further refine community engagement and decision-making -Continue to resource community based organizations and community representatives to provide expertise and feedback - ensure that the work plan budget includes these resources.	Funding and Finance
935	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Incorporate race and social equity lens and tools - Define equity. Whenever we discuss equity we should clarify between “social equity” (which invokes needs-based investment) and “geographic equity” (which refers to equal distribution).	Funding and Finance
338	Listening Session - Bremerton - Housing Acknowledge equity and racial injustices associated with housing	Housing
1073	Kitsap Regional Coordinating Council - Charlotte Garrido, et al. Place social equity and growing regional income disparity at the forefront of all discussions and decision-making. These factors will drive growth patterns as well as the need for innovative affordable housing strategies and financing over the next 30 years.	Housing - Affordability
885	Sound Transit - Matt Shelden Sound Transit agrees that housing affordability, climate change, social equity, and shared economic prosperity are key regional challenges deserving of attention and consideration in the VISION 2050 process.	Housing - Affordability
1232	City of Seattle - Jenny Durkan, Mike O'Brien, Rob Johnson Vision's framework of “people, prosperity and planet” is still a very sound set of organizing themes in planning for growth. However, we strongly suggest that Vision 2050 needs to pursue each of these in more depth. For instance, with the suburbanization of poverty, governments throughout the region need to work together to address social equity issues related to the displacement of low-income households and people of color. The Vision update should promote access to opportunities and strategies that help all people in the region share in its prosperity.	Housing - Displacement
42	Individual - John Owen A regional approach to gentrification and displacement, which is a growing concern and one where issues of equity directly intersect land use and transportation policies.	Housing - Displacement
16	Individual - Michael Blumson Questions of disparity should be the primary focus in developing new growth strategies. Regional investments have been a tool for catalyzing gentrification and displacement without sufficient resources or coordination among regional governments to address the impacts of these issues, particularly among communities of color. Without new ways of thinking about growth, we will continue to see development and infrastructure investments creating disparate impacts on communities that are the most vulnerable.	Housing - Displacement
1062	King County Growth Management Planning Council - Dow Constantine, Jeanne Kohl-Welles, Jennifer Robertson VISION 2050 should promote policies that reduce the risk of housing displacement and encourage access to opportunities for all residents.	Housing - Displacement
563	Listening Session - Redmond - Economy Income inequality decreases the diversity of our region (pushes people out).	Housing - Displacement
150	Listening Session - Seattle - Land Use & Growth Strategy Displacement, gentrification, social equity and making growth work for all should be addressed in the update. Growth shouldn't build people out of communities, especially when new assets, such as like light rail, come into neighborhoods.	Housing - Displacement
946	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Displacement is an issue that crosses the environmental, health, economic, safety areas, and more. Affordability crisis and suburbanization of poverty creates sprawl, VMT, and higher transportation costs to both the individual and jurisdictions. We need to understand and then adopt policies to address this underlying issue to get at others.	Housing - Displacement
938	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Proactively work to end disparities. Identify baseline performance, identify impacts expected by adoption of a new policy or project, and adopt measures to not only mitigate anticipated impacts but proactively reduce existing disparities.	Implementation, Actions and Performance Monitoring

Funding and Finance

ID# and Commenter

Secondary category, if applicable

835	City of Bremerton - Greg Wheeler	
	Continue to address regional equity between the four counties. This regional equity should also be considered in regards to available resources so every jurisdiction has access and opportunity to improve and grow responsibly. To build on that suggestion, PSRC should consider how existing and new policies will affect scoring criteria for jurisdictions AND how policy decisions will impact local government resources (example: can jurisdictions afford to implement the cumulative policies?).	
896	City of Duvall - Amy Ockerlander	
	We request the scope include reviewing the financial sustainability of local jurisdictions as it relates to implementing GMA and VISION 2050.	
1015	City of Monroe - Geoffrey Thomas	
	Economic Prosperity and Sustainable funding for cities: With the limits of the 1-percent property tax initiated by I-747 and subsequently voted into law by the State Legislature, cities outside the I-5 corridor and counties continue to suffer the financial impacts created by this law. We request the scoping include reviewing the financial sustainability of local jurisdictions as it relates to implementing GMA and VISION 2050. Specifically the scoping document must evaluate investments in advancing economic development within rural communities as outlined in the 2017 Economic Development Strategy. As housing prices continue to climb, rural areas continue to offer affordable housing especially for first time home buyers. However, investment in infrastructure including broadband and transportation cannot be supported without growth in retail, manufacturing, and jobs closer to these bedroom communities. Our economic prosperity is only as strong as our weakest link. Finding ways to sustain standalone cities and rural communities is vital in order to achieve equity for all residents throughout the region.	
1079	City of North Bend - Ken Hearing	
	The City of North Bend should receive the growth and resources to cope with growth that we are likely to experience as a part of the robust economy in the Puget Sound area. The City of North Bend needs infrastructure grants and ongoing reliable funding sources.	
54	Individual - Ed Braun	
	No more taxes	
56	Individual - Ed Braun	
	Reduce my car tab fees and property taxes.	
1339	Individual - Lael White	
	Pass a state income tax plan that allows lower income citizens to prosper in a growing economy that benefits everyone and allows higher earners to invest in the public good.	
411	Listening Session - Fife - Economy	
	Have a tax structure for local jurisdictions that is sustainable	
419	Listening Session - Fife - Economy	
	Municipalities lack the capital to make the right infrastructure investments	
577	Listening Session - Redmond - Economy	
	The one percent levy limit on increases in property taxes is problematic.	
1197	Snohomish County Tomorrow - Dave Somers, John Spencer	
	The Vision 2040 update should acknowledge that cities and counties have insufficient resources to address infrastructure and service needs adequately.	
407	Listening Session - Fife - Economy	<i>Centers and Transit-Oriented Development</i>
	Focusing infrastructure investment too much in centers might be causing challenges in our transportation system – everyone is going to a few places for jobs	
224	Listening Session - Fife - Land Use & Growth Strategy	<i>Economy</i>
	King County is doing well on economic development and we need to invest in other parts of the region.	
504	Listening Session - Lynnwood - Environment & Open Space	<i>Environment, Open Space and Sustainability</i>
	New funding sources are needed for maintenance, operations and acquisition of new open spaces and parks	
384	Listening Session - Fife - Housing	<i>Housing</i>
	Give PSRC funding prioritization to jurisdictions that adopt housing targets	
345	Listening Session - Fife - Housing	<i>Housing - Affordability</i>
	Consider linking transportation funding to locations with affordable housing	

Funding and Finance

ID# and Commenter	Secondary category, if applicable
1043 City of Shoreline - Debbie Tarry Support cities that are actively engaged in implementing solutions to the region's most pressing issues, including the lack of affordable housing and increasing homelessness, and mitigating and adapting to climate change. In addition to being a clearinghouse for best management policies and other higher-level guidance, it would be helpful if PSRC would prioritize passthrough funding for cities that adopt regulations and propose projects that address these problems.	<i>Implementation, Actions and Performance Monitoring</i>
154 Listening Session - Seattle - Land Use & Growth Strategy Communities with few resources need more help and technical assistance.	<i>Implementation, Actions and Performance Monitoring</i>
960 Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter As performance metrics are developed, integrate these targets with existing investment frameworks (project selection, prioritization) in order to systematically and structurally invest in places with most need to reduce disparities.	<i>Implementation, Actions and Performance Monitoring</i>
959 Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Project funding - Further connect project funding to outcomes by directing goals and performance measures of VISION to be used explicitly in transportation project selection.	<i>Implementation, Actions and Performance Monitoring</i>
860 City of Carnation - Kimberly Lisk We should be included in planning for the orderly growth and granted the allocation of resources to serve our development that is in step with the rest of the Puget Sound region.	<i>Land Use and Development Patterns</i>
58 Individual - Dorian Yeager Our only hope of achieving a balance of mobility, reduced congestion, and affordable housing is to change the thought process away from generating tax revenue for local governments through new housing developments in our previously rural areas. We have to go to a region that is based on dense urban areas (as is common everywhere else in the world where mass transit works, and is used) that are linked via efficient public transportation. We cannot continue to spend money making the problem worse via larger and larger roads. The side benefit of this will be less impact to the streams and forests that our wildlife depend on. There is zero balance available in the current system. Open space is nearly worthless in terms of generating tax dollars, thus open spaces, and ultimately wildlife, such as salmon, lose. And we then spend billions trying to mitigate the problems caused by our inability/inaction to control sprawl.	<i>Land Use and Development Patterns</i>
316 Listening Session - Bremerton - Housing Prioritize and fund land acquisition	<i>Land Use and Development Patterns</i>
15 Individual - Carol Mitchell Taxes will increase to support affordable housing, green energy, and social services. We need to fix our regressive and upside down tax system by closing the tax break for capital gains. We need single payer health care.	<i>Miscellaneous</i>
29 Individual - David Richie Government policy in the State of Washington, the City of Seattle, and King County make me regret having served this country. Between mortgage, property tax, health insurance, cost of owning motor vehicles, I can't live here on social security. Social security does not even cover the cost of government to live here.	<i>Miscellaneous</i>
34 Individual - Jing Chen We can't count on the federal government to fund any rebuilding [in event of an earthquake], given the current government's fiscal irresponsibility as evidenced by an obsessive focus on tax cuts for the rich and hostility towards non-defense spending (just one example is funding cuts for Sound Transit in the Republican administration's proposed budget.)	<i>Miscellaneous</i>
22 Individual - John Towers We must put our money toward the things that are most essential: roads, education, and health care. The public will be OK with tax increases if money was going to essential things. The less we tax people for those secondary things, the more individuals can donate money to their special interest of choice. Special interests should not be forced on all tax payers.	<i>Miscellaneous</i>
62 Individual - Rochelle Flinchbaugh NO NEW TAXES. We may be forced to move out of state due to the exuberant amount taxes have gone up for schools and fire, etc that we can no longer afford. The last 3 years have been the worst here in 98338 zip code.	<i>Miscellaneous</i>
669 Listening Session - Redmond - Housing There should be no new property taxes	<i>Miscellaneous</i>

Funding and Finance

ID#	Commenter	Secondary category, if applicable
820	City of Bonney Lake - Neil Johnson Jr. Since the inception of GMA, local governments have suffered significant reductions in state grants for long range planning efforts. Therefore, any additional planning requirements established by VISION 2050 must acknowledge that cities and counties have insufficient resources to fully address long range planning issues adequately until there is a change to state law to provide a revenue stream for local governments to fund long range planning efforts.	Planning Process
897	City of Duvall - Amy Ockerlander During the 2015 update, the City of Duvall spent approximately \$250,000 revising the Comprehensive Plan. The City dedicated this time and money because it had the resources and understood the importance of long range planning. However, if the 2015 update took place in a depressed economy, the City would have struggled to meet the basic update requirements of GMA.	Planning Process
578	Listening Session - Redmond - Economy Need funding to do planning.	Planning Process
184	Listening Session - Bremerton - Land Use & Growth Strategy There are limited resources for high-value public improvements.	Public Services, Utilities and Energy
183	Listening Session - Bremerton - Land Use & Growth Strategy The region needs more infrastructure to serve growth. The plan should address funding tools, especially for sewer.	Public Services, Utilities and Energy
210	Listening Session - Fife - Land Use & Growth Strategy We need more funding for infrastructure.	Public Services, Utilities and Energy
603	Listening Session - Redmond - Transportation and Infrastructure maintain funding structures (e.g. public works trust fund)	Public Services, Utilities and Energy
873	City of Lakewood - John Caulfield Has PSRC asked its membership how much funding is needed to address current infrastructure needs just to address today's population and jobs? Has PSRC evaluated how federal transportation funds can be more effectively and equitably directed to communities to address the basics? How about allocating federal transportation funds (Transportation Equalization) to ensure all communities are on equal footing and that we all have an equal opportunity to make the needed improvements to our respective community?	Transportation
1279	Individual - Andrew Sang PSRC can move forward in a more sustainable way, meaning reduced federal funding for new freeways and freeway expansion, ensuring cars pay the true cost of use, working with the legislature to strengthen GMA, and encouraging proactive transit-oriented development.	Transportation
228	Listening Session - Fife - Land Use & Growth Strategy Take advantage of existing infrastructure, multimodal transportation options. Invest in infrastructure in cities to close the gap.	Transportation
227	Listening Session - Fife - Land Use & Growth Strategy Invest in trails and recognize their ability to provide regional connections.	Transportation
1291	Individual - Terry Hurd Do to the Seattle transit welfare tax forced upon us, we voted against it, that is three times what vehicle licenses are in Pierce County, the money is for pork projects that will never reach the people that need the service here. It is not close but many, many miles away. So your plans are another unfunded mandate on the people tho for your transit blood is squeezed from the people.	Transportation - Transit

Healthy Communities

995	Environmental Protection Agency Region 10 - Jill Nogi Special attention to human health and livability factors in all centers and densified environments.	
1118	Snohomish Health District - Jefferson Ketchel Include health throughout the Vision 2050 document and also keep a separate health section.	
1113	Snohomish Health District - Jefferson Ketchel Continued focus on and inclusion of health throughout Vision 2050. Health is affected not only by the ability to easily and safely walk and bike, but also by issues such as climate change, access to transit, and stress.	

Healthy Communities

ID# and Commenter

Secondary category, if applicable

- 1303 Tacoma Pierce County Health Department - Amy Pow
Address "health" in Multicounty Planning Policies. Infuse health into all chapters and planning elements by using a "health-in-all-policies" approach. Develop a stand-alone element on "Health and Equity," which provides policy guidance on how future land-use and transportation decisions consider health upstream. Call for a Healthy Region Strategy as a functional plan to implement Vision 2050, will involve meaningful community engagement to fully understand local health issues, priorities and livability needs. Consider doing a Health Impact Assessment of the draft Vision 2050 to inform additional strategies for this functional plan. Provide data and tools to guide planning practice and SEPA decisions with a health/triple bottom line lens.
- 1295 Tacoma Pierce County Health Department - Amy Pow
Address health-related assumptions around impacts to health of long commutes, limited affordable housing and living wage jobs; climate change impacts on human, environmental, and economic health; aging and special needs populations are growing; health inequities exist and place matters; prosperity is not shared equitably; complete neighborhoods and mixed-use centers are key to promoting good health; plan for potential benefits and impacts of transportation technology; everyone desires choice and access to opportunity; homelessness is on the rise; housing is a determinant of health; improving health requires addressing poverty at its roots; people who live in socially-connected neighborhoods are happier and healthier; inclusive communities can help prevent gentrification; and unmanaged growth in unincorporated areas has negative health impacts.
- 1228 Tacoma Pierce County Health Department - Amy Pow
Address key issue of health infused throughout, as also recommended by WA State APA's Policy on Healthy Community Planning.
- A section on how Vision impacts complete health and well-being. Both the adopted APA National Policy Guide on Healthy Communities and WA State APA's Policy on Healthy Community Planning stress the role of planning to address upstream social, economic and environmental conditions that determine health.
- 923 350 Seattle - Emily Johnston *Centers and Transit-Oriented Development*
Walkable transit-served communities promote public health by integrating gentle exercise into the transportation system. Mixed-use and compact development can also make walking and biking practical as people can easily reach retail and services from their homes by walking or biking. These walkable centers can also foster social cohesion, as people encounter each other on the sidewalk and bike paths. Social cohesion can help foster a local culture that creates public art and performance and thereby makes these centers loved by their residents and memorable to visitors.
- 1296 Tacoma Pierce County Health Department - Amy Pow *Climate Change + Resiliency*
Address chronic diseases, determinants of health, climate change, health equity, and health disparity.
- 710 Listening Session - Lynnwood - Housing *Data, Forecast, and Technical Issues*
Take note of walkscores, AARP age-friendly city designation, and schools in urban areas, as measures of livable communities.
- 773 Listening Session - Redmond - Land Use & Growth Strategy *Demographics*
Senior communities need to have access to nature, transportation, doctors and services.
- 675 Individual - Linda Seltzer *Education*
Philadelphia, PA has at least 5 medical school. The state needs 4-5 medical schools and teaching hospitals spread throughout the state. People shouldn't have to live in Seattle to get medical care. This would create jobs.
- 381 Listening Session - Fife - Housing *Environment, Open Space and Sustainability*
Consider Park Oriented Development (along with TOD) to support better public health
- 1009 Environmental Protection Agency Region 10 - Jill Nogi *Equity and Social Justice*
Provide access to healthy food and open space to support all communities across the region, including low income, minority, and other disproportionately impacted populations.
- 1302 Tacoma Pierce County Health Department - Amy Pow *Implementation, Actions and Performance Monitoring*
Organize Vision 2050 using the people-prosperity-planet framework. Identify additional performance metrics, align and re-package the plan with policies and actions to support outcomes, and use a "health-in-all-policies" lens to strengthen policies and actions. [additional detail provided in comment letter]
- 23 Individual - John Towers *Miscellaneous*
Health insurance premiums and deductibles continue to rise and insurance is confusing. Everyone should be responsible for their own health. We must have programs in place to address mental health and domestic violence. According to a King County Sheriff Deputy, the most common response is for domestic violence. Practicing healthy lifestyles goes a long way in not needing to use health insurance. However, for those times when it is needed, people should feel comfortable their insurance will cover what they say.

Housing

ID# and Commenter

Secondary category, if applicable

- 634 City of Kent - Dana Ralph
I suggest that PSRC gather data by city on housing availability at all levels of affordability to provide a more global context. This would mean depicting the percent of housing units at 30%, 50%, 80%, 100%, 120%, 150%+ AMI for each city. This context could inform strategies for considering regional equity in distribution of housing affordability. Having the right type of housing is a critical component of the jobs/housing balance articulated in the GMA, and one that is not given adequate consideration under existing policies.
- 327 Listening Session - Bremerton - Housing
Reduce taxes, fees, and permitting to allow for more development
- 308 Listening Session - Bremerton - Housing
Housing is integral, should not be an afterthought
- 372 Listening Session - Fife - Housing
PSRC is too involved in housing, which is a local issue. Housing tools are available for cities to use.
- 349 Listening Session - Fife - Housing
Housing goal should speak to future generation that will be living here
- 363 Listening Session - Fife - Housing
In-fill is often in form of small subdivisions, that aren't large enough to provide all the amenities people want, like parks
- 704 Listening Session - Lynnwood - Housing
Local plans should address housing needs.
- 701 Listening Session - Lynnwood - Housing
Housing goal could be shorter.
- 717 Listening Session - Lynnwood - Housing
Consider accessory development units.
- 708 Listening Session - Lynnwood - Housing
Need to allow for possibility that people may be more mobile and not live in once place for extended periods.
- 657 Listening Session - Redmond - Housing
Need supportive housing – housing + social services
- 654 Listening Session - Redmond - Housing
The current housing regulatory framework is good, but it can't overcome market barriers
- 646 Listening Session - Redmond - Housing
Model of one family in a single-family home worked in the past but doesn't work now, need to explore and promote new models – multigenerational homes, empty nesters renting homes in larger homes, backyard cottages
- 644 Listening Session - Redmond - Housing
Housing has potential to make biggest impact of any issue
- 643 Listening Session - Redmond - Housing
Clarify "preservation" of housing – means different things to different communities
- 730 Listening Session - Redmond - Land Use & Growth Strategy
Need other housing choices (missing middle), not just dense urban or suburban
- 731 Listening Session - Redmond - Land Use & Growth Strategy
Make it easier to have accessory dwelling units and other housing choices that support multigenerational living. Having adult children nearby increases the time elderly can stay in their homes, increasing their quality of life.
- 275 Listening Session - Seattle - Housing
Can't just leave housing solution to the market; need policy tools
- 297 Listening Session - Seattle - Housing
Make housing 'NIMBY proof' – there are too many opportunities to oppose new developments
- 295 Listening Session - Seattle - Housing
How should we manage short term rentals and their impact on housing?

Housing

ID# and Commenter

Secondary category, if applicable

294	Listening Session - Seattle - Housing Need "hermit crab" program to help people trade up	
292	Listening Session - Seattle - Housing Address renters in housing goal	
290	Listening Session - Seattle - Housing Add "Aggressive" or "Dramatically expand housing stock" to housing goal. It feels like we are falling behind.	
278	Listening Session - Seattle - Housing Find common ground between NIMBY and YIMBY (Yes In My Back Yard)	
1052	Seattle King County Realtors - David Crowell For a healthy, stable real estate market we need 4 to 6 months of housing supply available to buyers. When we do not have 4 to 6 months of housing available for buyers, workers expand their search area to neighboring cities and neighboring counties in order to find a place to live, and then commute longer distances to their job. In the process, they dramatically increase the region's carbon footprint and the environmental challenges to our region's quality of life.	
285	Listening Session - Seattle - Housing Need to set goals for housing near transit areas	<i>Centers and Transit-Oriented Development</i>
306	Listening Session - Bremerton - Housing Connect housing to other policies such as jobs and transportation	<i>Coordination</i>
334	Listening Session - Bremerton - Housing Coordinate regional conversation and framework for future housing work	<i>Coordination</i>
332	Listening Session - Bremerton - Housing Better coordination with regional players in housing – take similar approach to regional transportation coordination	<i>Coordination</i>
714	Listening Session - Lynnwood - Housing Need more communication between developers and policy makers to solve housing issues.	<i>Coordination</i>
663	Listening Session - Redmond - Housing Local governments have limited control over the housing market, need new tools and partnerships	<i>Coordination</i>
658	Listening Session - Redmond - Housing Housing approach must be regional or will lead to/exacerbate mismatch in cities	<i>Coordination</i>
319	Listening Session - Bremerton - Housing Need housing options for multigenerational living	<i>Demographics</i>
322	Listening Session - Bremerton - Housing Need housing options for all stages of life	<i>Demographics</i>
614	Listening Session - Redmond - Transportation and Infrastructure VISION should address concern about people not being able to age in place	<i>Demographics</i>
707	Listening Session - Lynnwood - Housing Work with employers to address growth and the related housing need.	<i>Economy</i>
649	Listening Session - Redmond - Housing Employers need to play a larger role in providing housing for employees	<i>Economy</i>
652	Listening Session - Redmond - Housing Service and agricultural sectors overlooked – employees can't find housing	<i>Economy</i>
739	Listening Session - Redmond - Land Use & Growth Strategy Housing needs to be convenient to employment.	<i>Economy</i>
279	Listening Session - Seattle - Housing Look at new technologies (e.g. cross laminated timber) that creates new forms of construction and local jobs	<i>Economy</i>
758	Listening Session - Redmond - Land Use & Growth Strategy "Jumbotron houses" result in a loss of trees.	<i>Environment, Open Space and Sustainability</i>

Housing

ID# and Commenter	Secondary category, if applicable
348 Listening Session - Fife - Housing The update should consider if the federal Fair Housing Act belongs in the regional goal.	<i>Equity and Social Justice</i>
648 Listening Session - Redmond - Housing Housing is a right	<i>Equity and Social Justice</i>
651 Listening Session - Redmond - Housing Prioritize most vulnerable populations – low income renters	<i>Equity and Social Justice</i>
315 Listening Session - Bremerton - Housing Investment in housing now will lead to long term savings	<i>Funding and Finance</i>
305 Listening Session - Seattle - Housing Resources are needed to help small cities plan for housing	<i>Funding and Finance</i>
324 Listening Session - Bremerton - Housing Address unsafe and unhealthy housing	<i>Healthy Communities</i>
313 Listening Session - Bremerton - Housing There is a housing supply issue across all incomes	<i>Housing - Affordability</i>
871 City of Lakewood - John Caulfield Our position on housing is that PSRC should not be involved; this is a local matter best handled at the neighborhood level. This allows PSRC membership to focus on allocating federal funding coupled with coordinating local land use policies.	<i>Implementation, Actions and Performance Monitoring</i>
330 Listening Session - Bremerton - Housing The plan should identify specific roles and actions for housing	<i>Implementation, Actions and Performance Monitoring</i>
317 Listening Session - Bremerton - Housing Unclear who is responsible for attaining housing goal	<i>Implementation, Actions and Performance Monitoring</i>
314 Listening Session - Bremerton - Housing State law needs to be corrected too, can't just be regional and local solutions to housing	<i>Implementation, Actions and Performance Monitoring</i>
307 Listening Session - Bremerton - Housing Need governmental intervention beyond regulations for housing policy	<i>Implementation, Actions and Performance Monitoring</i>
310 Listening Session - Bremerton - Housing Given the current growth, we need intervention beyond market driven solutions to housing	<i>Implementation, Actions and Performance Monitoring</i>
339 Listening Session - Fife - Housing The current housing goal isn't being met	<i>Implementation, Actions and Performance Monitoring</i>
371 Listening Session - Fife - Housing There is a desire for community choice within the region. The plan should allow each city to figure out what housing options should look like and avoid bright lines.	<i>Implementation, Actions and Performance Monitoring</i>
369 Listening Session - Fife - Housing Responsibility for housing policy rests with cities and counties. The plan should address how PSRC can support them.	<i>Implementation, Actions and Performance Monitoring</i>
724 Listening Session - Lynnwood - Housing Change condo laws to facilitate construction of more condos.	<i>Implementation, Actions and Performance Monitoring</i>
715 Listening Session - Lynnwood - Housing The update should consider what steps are needed to get a broader range of housing and what changes need to take place on the public and private side.	<i>Implementation, Actions and Performance Monitoring</i>
653 Listening Session - Redmond - Housing Condo laws limit construction of condos, limit entry level ownership options	<i>Implementation, Actions and Performance Monitoring</i>
667 Listening Session - Redmond - Housing Need a statewide advocate for housing, similar to Futurewise	<i>Implementation, Actions and Performance Monitoring</i>
744 Listening Session - Redmond - Land Use & Growth Strategy The housing goal is fine, but implementation sucks.	<i>Implementation, Actions and Performance Monitoring</i>

Housing

ID#	Commenter	Secondary category, if applicable
286	Listening Session - Seattle - Housing The update should consider tools other than zoning to encourage housing development	Implementation, Actions and Performance Monitoring
291	Listening Session - Seattle - Housing All cities need to play a part in providing housing options.	Implementation, Actions and Performance Monitoring
300	Listening Session - Seattle - Housing Need a regional NGO to advocate for housing (like Futurewise does on growth management)	Implementation, Actions and Performance Monitoring
293	Listening Session - Seattle - Housing Quantify housing goal; have performance measures	Implementation, Actions and Performance Monitoring
1108	Snohomish County - Dave Somers The VISION update should include strategies to facilitate market shifts, including incentives for a variety of housing types and "missing middle" housing, how to limit liability, and other creative solutions.	Implementation, Actions and Performance Monitoring
687	Individual - Anonymous Geographic dispersion of job growth to better marry with housing availability and relieve transportation congestion should be a top priority in the V2050 and associated processes.	Land Use and Development Patterns
350	Listening Session - Fife - Housing Go tiny houses! Support forms of housing like ADUs and tiny homes	Land Use and Development Patterns
344	Listening Session - Fife - Housing Need to look at where housing is located in relation to jobs, transit and access	Land Use and Development Patterns
374	Listening Session - Fife - Housing Path of least resistance to building more housing is outside of cities, where there is less opposition	Land Use and Development Patterns
720	Listening Session - Lynnwood - Housing Look at economics of land and housing to understand how some regulations are contributing to housing costs (e.g. stormwater).	Land Use and Development Patterns
778	Listening Session - Lynnwood - Housing Traditional zoning creates barriers to building more and different forms of housing, limiting housing choices for people that want to live in a community.	Land Use and Development Patterns
728	Listening Session - Lynnwood - Housing Traditional zoning creates barriers	Land Use and Development Patterns
645	Listening Session - Redmond - Housing Emphasize proximity of jobs, services, and social networks to housing	Land Use and Development Patterns
283	Listening Session - Seattle - Housing Housing choices should be where people want to live, with access to facilities and services	Land Use and Development Patterns
282	Listening Session - Seattle - Housing Housing needs access to jobs and amenities	Land Use and Development Patterns
1046	Seattle King County Realtors - David Crowell Our region is in desperate need of housing supply that will balance the recent job growth our region has experienced	Land Use and Development Patterns
1054	Seattle King County Realtors - David Crowell The lack of housing opportunities to meet the needs of the workforce in PSRC's four-county region continues to create multi-county sprawl, especially in connection with workers commuting to work across county lines.	Land Use and Development Patterns
670	Listening Session - Redmond - Housing Regional moratorium to correct course and build infrastructure	Land Use and Development Patterns - Concurrency
331	Listening Session - Bremerton - Housing Analyze how the housing goal syncs with GMA – BL, UGA	Planning Process
333	Listening Session - Bremerton - Housing PSRC policy boards overlook housing	Planning Process

Housing

ID#	and Commenter	Secondary category, if applicable
355	Listening Session - Fife - Housing Need to address access to infrastructure as part of planning for housing	Public Services, Utilities and Energy
1141	City of Everett - Cassie Franklin An estimate for each Vision 2050 alternative of the number of housing units by type, tenure, based on projected household income ranges, needed for population growth targets for individual jurisdictions, if available.	SEPA Environmental Review
713	Listening Session - Lynnwood - Housing Need housing that is connected to transportation.	Transportation
274	Listening Session - Seattle - Housing Need to recognize relationship between housing, jobs and transportation	Transportation
356	Listening Session - Fife - Housing Density needs to go with placemaking to create attractive places for people to live	Urban Design
712	Listening Session - Lynnwood - Housing Need housing designed to support community building and walkability.	Urban Design
711	Listening Session - Lynnwood - Housing High density can be a great place to live.	Urban Design
706	Listening Session - Lynnwood - Housing Need to provide housing choices where walking is natural activity, such as including walking paths in developments.	Urban Design
721	Listening Session - Lynnwood - Housing Denser housing needs high quality design, residential amenities and open space to be attractive places to live.	Urban Design
718	Listening Session - Lynnwood - Housing Address missing middle with smaller condo developments that fit local context.	Urban Design
770	Listening Session - Redmond - Land Use & Growth Strategy Don't force people to live in dense housing without trees – it will turn into slums.	Urban Design
303	Listening Session - Seattle - Housing Consider aesthetics so that housing is attractive	Urban Design
277	Listening Session - Seattle - Housing Preserve existing housing character	Urban Design

Housing - Affordability

790	City of Federal Way - Brian Davis Require affordable housing development throughout the region to have a percentage of market rate housing. The difference in income and property values encourages those working in the Seattle area to move to other regional areas with less housing costs. Multi-family housing should serve a variety of income levels, not just those at 60% or below.	
837	City of Lake Stevens - Russ Wright A reduced land supply coupled with increased infrastructure and development costs decreases the affordability of housing units across the Puget Sound.	
845	City of Lake Stevens - Russ Wright Short-term lodging apps such as Airbnb, VRBO, Home to Go, and Home Away can decrease the availability of housing units for full-time residents and increase housing costs as demand increases.	
869	City of Lakewood - John Caulfield The reasons the region has a housing problem is because of: 1) escalating rents and home prices; 2) escalating construction costs; 3) existing regulatory barriers; 4) lack of available land, in part, as a result of this region's geography; 5) the 'not in my backyard' mentality is alive and well in the Puget Sound; 6) limited public funding for affordable housing; and 7) development capacity because the basic infrastructure is inadequate or does not exist. At the macro-level, with 1.8 million people proposed to reside in the Seattle-Tacoma Metro area, how is it possible that the quality of life will remain the same or improve? More likely, the quality of life will continue to deteriorate, and specifically, available housing will be limited and pricey.	

Housing - Affordability

ID# and Commenter

Secondary category, if applicable

- 868 City of Lakewood - John Caulfield
What policies are being contemplated to ensure adequate affordable & low income housing can be provided within all member agencies? For example, with the exception of the very wealthy, Seattle and many parts of King County are not affordable to the "middle class" and are inaccessible to low and lower income families almost completely. Yet, how do we ensure the protection and preservation of our single-family neighborhoods? What social justice policies are needed to ensure affordable housing is part of the equation in our major metro areas such as downtown Seattle and the eastside?
- 13 Individual - Carol Mitchell
Homes need to be affordable for all, not just the wealthy.
- 2 Individual - Jeanne
Affordable rent
- 1337 Individual - Lael White
Adopt rent control policies and laws and affordable housing.
- 25 Individual - Sandy Pernitz
Affordability should be woven into the revised plan. Displacement from Seattle is affecting other cities in the region. Develop policies to protect the most vulnerable, such as older people who own their homes but are on a limited income.
- 328 Listening Session - Bremerton - Housing
Price increases in Seattle are affecting entire region
- 343 Listening Session - Fife - Housing
Need to consider the full range of household types and incomes when considering affordability
- 341 Listening Session - Fife - Housing
Government is dependent on the market and is limited in what it can do to provide affordable housing
- 342 Listening Session - Fife - Housing
Affordable housing incentives will work differently in different communities
- 699 Listening Session - Lynnwood - Housing
Every city is struggling with housing affordability for all income levels.
- 726 Listening Session - Lynnwood - Housing
The update should consider whether to require inclusion of affordable units or a pay in-lieu fee for new housing developments
- 698 Listening Session - Lynnwood - Housing
"Affordable" doesn't exist anymore – homes available on the market no longer are affordable.
- 642 Listening Session - Redmond - Housing
Prioritize creating more housing – different types at different prices
- 655 Listening Session - Redmond - Housing
Becoming more difficult to build housing affordable to households making less than AMI, puts more pressure on subsidized housing
- 664 Listening Session - Redmond - Housing
Any real change will require a change in public attitude towards affordable (subsidized) housing
- 662 Listening Session - Redmond - Housing
Need new metrics for inclusionary zoning – greater focus on households earning 30% AMI or less
- 650 Listening Session - Redmond - Housing
Housing supply and rising salaries for 1% creating a problem for all
- 665 Listening Session - Redmond - Housing
Units labeled affordable are not actually affordable to lower income households
- 276 Listening Session - Seattle - Housing
Consider housing needs and data for each income level
- 272 Listening Session - Seattle - Housing
Need to define different levels of affordability and cost burden

Housing - Affordability

ID# and Commenter

Secondary category, if applicable

287	Listening Session - Seattle - Housing How can we encourage construction of lower cost housing (e.g. Formica rather than granite)?	
1162	Sierra Club Washington Chapter - Tim Gould Regional leadership needs to find ways to be proactive rather than reactive for helping solve housing availability and affordability challenges.	
1096	Washington State Department of Transportation - Roger Millar Affordable housing: The region is in the middle of a housing affordability crisis that is likely to continue, unless governments act. VISION 2050 should promote policies and implementation strategies that promote housing affordability, include the cost of transportation in the consideration of housing affordability, reduce the risk of housing displacement and encourage access to opportunities for all residents.	
922	350 Seattle - Emily Johnston In these transit-served centers we need to be sure to include sufficient affordable housing. Vision 2050 should include plans to insure that ample affordable housing is located in transit-served areas.	<i>Centers and Transit-Oriented Development</i>
358	Listening Session - Fife - Housing If not near jobs or transit, housing isn't affordable due to transportation costs	<i>Centers and Transit-Oriented Development</i>
884	Sound Transit - Matt Shelden Sound Transit agrees that housing affordability, climate change, social equity, and shared economic prosperity are key regional challenges deserving of attention and consideration in the VISION 2050 process.	<i>Climate Change + Resiliency</i>
791	City of Federal Way - Brian Davis Work with cities and counties to encourage a region-wide supply of housing affordable to the very low-income, those making less than 30% AMI. Across the region, it can be seen that providing for the lowest 30% AMI has been lacking, contributing in part to the increasing homeless population.	<i>Coordination</i>
1176	City of Port Orchard - Robert Putaansuu Greater discussion should be placed on: housing affordability, regional significance and presence of the military, tribal considerations, and other cultural consideration including art and diversity.	<i>Coordination</i>
1233	City of Seattle - Jenny Durkan, Mike O'Brien, Rob Johnson Address housing affordability with strategies that: -Encourage regional cooperation -Provide long-term systemic approaches that deal with not just the current crisis, but also provide resilience in the housing market to meet housing demand at affordable prices into the future -Acknowledge the combined costs of housing and transportation and identify strategies that address jobs and housing imbalances throughout the region	<i>Coordination</i>
1063	King County Growth Management Planning Council - Dow Constantine, Jeanne Kohl-Welles, Jennifer Robertson The region is in the middle of a housing affordability crisis that is likely to continue, unless governments act in partnership with for-profit and not-for-profit housing developers and others. VISION 2050 should identify strategies that can be used at regional and local scales to make it possible for households at all income levels to afford living here.	<i>Coordination</i>
281	Listening Session - Seattle - Housing Need regional and collective actions between development community and government to produce affordable housing	<i>Coordination</i>
298	Listening Session - Seattle - Housing Need to quantify local affordable housing needs, which needs strong local implementation	<i>Data, Forecast, and Technical Issues</i>
1053	Seattle King County Realtors - David Crowell PSRC should base its analysis of housing (including planning for, constructing and augmenting the supply of housing) upon a timely analysis - updated at least biannually - of whether or not housing is affordable to all economic segments of the population in the county, consistent with the Housing Goal in GMA. As a "gateway metric" to such bi-annual analysis, the PSRC should ask two questions, and evaluate the answers to the questions on a county-by-county basis: 1. During the most recent 24 months, could a household earning the county-wide median household income afford the median "sold" purchase price for houses and condos combined using FHA minimum down, maximum-base loan amount financing? 2. During the most recent 24 months, could a household earning 80% of the county-wide median household income afford to rent the median-priced apartment without having to pay more than 30% of monthly household income for monthly rent?	<i>Data, Forecast, and Technical Issues</i>

Housing - Affordability

ID# and Commenter	Secondary category, if applicable
35 Individual - Karen Kay Bunce Ways to assist families that need to care for aging parents - including those living in and outside the Urban Growth areas For example: Policies that encourage in-law units (ADUs) and tiny homes to help families have a place for their aging parents to live since senior and assisted living is limited in this county and VERY expensive. The recent changes to zoning as part of the reasonable measures actually discouraged this especially outside Urban Growth areas without regard to cost and family situations.	<i>Demographics</i>
382 Listening Session - Fife - Housing It is a vicious circle – success attracts people, which reduces housing affordability	<i>Economy</i>
273 Listening Session - Seattle - Housing Rising housing costs will impact the region's economy	<i>Economy</i>
1055 Seattle King County Realtors - David Crowell This situation will also likely affect the potential for the PSRC's Economic Development Board to be successful in recruiting and retaining high quality employers. We believe it is unrealistic to think most local employers can pay wages high enough to allow their workers to be able to afford the region's escalating home prices and rents, and still have any hope of maintaining control of their cost structures in a way that will allow them to remain competitive in regional, national and international markets.	<i>Economy</i>
346 Listening Session - Fife - Housing The plan should consider the impact concentrating housing density and affordability has on schools	<i>Education</i>
311 Listening Session - Bremerton - Housing Housing that is considered affordable is not actually affordable to low income residents	<i>Equity and Social Justice</i>
373 Listening Session - Fife - Housing Current housing policies are exacerbating the haves/havenots	<i>Equity and Social Justice</i>
719 Listening Session - Lynnwood - Housing Housing costs are an environmental justice issue – people can't afford to live in Seattle, forcing long commutes.	<i>Equity and Social Justice</i>
269 Listening Session - Seattle - Housing Affordable, equal access to housing for all are key parts of housing goal	<i>Equity and Social Justice</i>
21 Individual - John Towers We must stop foreign investors from buying up homes, flipping them, and making a huge profit. I don't feel we should give everyone hand outs for affordable housing, however, we must make things affordable. Everyone who is working should be able to afford an apartment. There are, however, many successful people leaving our state due to high business taxes, lease rates, and overall tax increases.	<i>Funding and Finance</i>
361 Listening Session - Fife - Housing Need to focus transportation spending where housing is more affordable	<i>Funding and Finance</i>
696 Listening Session - Lynnwood - Housing Give us the tools to be successful, such as a housing finance agency and ways to fund affordable housing, like the MFTE (multifamily tax exemption)	<i>Funding and Finance</i>
668 Listening Session - Redmond - Housing Regressive state taxes and reliance on property taxes to fund local measures disproportionately affect low income and fixed income seniors	<i>Funding and Finance</i>
599 Listening Session - Redmond - Transportation and Infrastructure concern about increased property taxes for people with fixed income	<i>Funding and Finance</i>
716 Listening Session - Lynnwood - Housing Need more housing supply; but with care to avoid displacing existing affordable units.	<i>Housing - Displacement</i>
666 Listening Session - Redmond - Housing Good planning leads t unintended consequences of increasing housing prices and displacement	<i>Housing - Displacement</i>
289 Listening Session - Seattle - Housing Concerned that we're leaving people behind in some locations. Need to have diverse housing opportunities.	<i>Housing - Displacement</i>
170 Listening Session - Seattle - Land Use & Growth Strategy Address questions of affordability, rent control, and renting rights	<i>Housing - Displacement</i>

Housing - Affordability

ID#	Commenter	Secondary category, if applicable
320	Listening Session - Bremerton - Housing Market driven solutions ignore low income residents and exacerbate homelessness	Housing - Homelessness
383	Listening Session - Fife - Housing Establish local housing affordability targets through the countywide process	Implementation, Actions and Performance Monitoring
697	Listening Session - Lynnwood - Housing Cities struggle with meeting targets to accommodate affordable housing.	Implementation, Actions and Performance Monitoring
299	Listening Session - Seattle - Housing The update should consider the need for all cities to have an affordable housing plan	Implementation, Actions and Performance Monitoring
268	Listening Session - Seattle - Housing How is region going to address affordability? It depends on cities.	Implementation, Actions and Performance Monitoring
1040	City of Shoreline - Debbie Tarry Use Land Use and Transportation to Address Housing Affordability	Land Use and Development Patterns
1251	Individual - Laura Barker Core cities should provide more development capacity to address the affordable housing problem, which affects low-income households disproportionately.	Land Use and Development Patterns
359	Listening Session - Fife - Housing Intent to "preserve" housing didn't preserve affordability, but preserved suburban style developments	Land Use and Development Patterns
230	Listening Session - Fife - Land Use & Growth Strategy Plan for complete communities that include adequate and affordable housing.	Land Use and Development Patterns
779	Listening Session - Lynnwood - Housing I want to live in a place I can afford near where I work in a vibrant community.	Land Use and Development Patterns
1200	Master Builders Association of King and Snohomish Counties - Erich Armbruster Consider more close-in affordable home ownership opportunities, such as condominiums.	Land Use and Development Patterns
385	Listening Session - Fife - Housing Need better marketing to get the public involved in housing affordability	Planning Process
271	Listening Session - Seattle - Housing Has GMA impacted housing costs? Housing costs here are higher than in the midwest	Planning Process
32	Individual - Mark Kenworthy The biggest issue for our small business is affordable housing for our employees. What we need are more single occupant apartments that rent for \$1k or less per month. Our employees move further away, spend more on gas and time commuting to work	Transportation
352	Listening Session - Fife - Housing The plan should recognize the challenges of both affordability and access	Transportation
722	Listening Session - Lynnwood - Housing Decouple parking costs from housing to reduce housing costs.	Transportation
729	Listening Session - Redmond - Land Use & Growth Strategy When we lose affordable housing, it puts more pressure on roads.	Transportation
732	Listening Session - Redmond - Land Use & Growth Strategy People with entry-level jobs can't find housing in the Snoqualmie Valley, resulting in long commutes due to the lack of affordable housing.	Transportation
337	Listening Session - Bremerton - Housing Difficult to build attractive affordable housing that fits in with larger community	Urban Design
357	Listening Session - Fife - Housing Consider Traditional Neighborhood Design and New Urbanism as ways to provide a better mix of housing types and affordability in communities with parks and amenities	Urban Design

Housing - Affordability

ID# and Commenter

Secondary category, if applicable

- 353 Listening Session - Fife - Housing
Seems like the desire for affordable housing is pushing outward, beyond Urban Growth Area

Urban Growth Areas

Housing - Displacement

- 321 Listening Session - Bremerton - Housing
Need policies to help residents stay in their communities – fight displacement

- 366 Listening Session - Fife - Housing
The plan should consider managing displacement as density increases.

- 700 Listening Session - Lynnwood - Housing
Need to address the displacement that could result from new development.

- 1111 Snohomish Health District - Jefferson Ketchel
Vision 2050 should address displacement and strategies to address it equitably. Specific measures on access to jobs, services, schools, and healthcare should be included, including how accessible these destinations are via transit, walking, or biking.

Equity and Social Justice

- 839 City of Lake Stevens - Russ Wright
A secondary unintended issue related to increased density is the potential for the gentrification of existing neighborhoods. Gentrification almost always leads to increased housing costs in conflict with affordable housing goals. Vision 2050 will include goals of increasing density and of increasing the amount of affordable housing. This conflict should be thoroughly analyzed to determine ways to accommodate both goals.

Housing - Affordability

- 309 Listening Session - Bremerton - Housing
New/improved public transit leads to displacement in communities

Transportation - Transit

Housing - Homelessness

- 14 Individual - Carol Mitchell
More people sadly means increased need for social services and medical care. The homeless population will increase. A comprehensive permanent rehousing plan must be developed.

- 1336 Individual - Lael White
Reduce homelessness and find solutions for homeless population.

- 318 Listening Session - Bremerton - Housing
Long houses can provide shelter and safety for people experiencing homelessness

- 336 Listening Session - Bremerton - Housing
Plan should address homelessness

- 351 Listening Session - Fife - Housing
Add reduction of homelessness to the housing goal

- 378 Listening Session - Fife - Housing
Homelessness/lack of housing is also a regional issue (not in current housing goal)

- 647 Listening Session - Redmond - Housing
Homelessness not discussed in goal

- 301 Listening Session - Seattle - Housing
Need temporary locations for new arrivals – “long houses” that are efficient and better than tents

- 302 Listening Session - Seattle - Housing
Need housing support for individuals with a mental illness

- 1315 Individual - Thomas White
The “homeless problem” must not be one of finding a place to store homeless people, the current approach. The homeless problem must be addressed by the elimination of homelessness. Affordable housing for people earning secondary economy wages will not be sufficient as the secondary economy shrinks.

Economy

- 656 Listening Session - Redmond - Housing
Lack of housing and increasing homelessness affects public realm and built environment – parks, transit, etc.

Urban Design

Implementation, Actions and Performance Monitoring

ID# and Commenter

Secondary category, if applicable

- 841 City of Bremerton - Greg Wheeler
As PSRC is the regional voice, the City would like the support and guidance of PSRC to assist in these multifaceted issues, especially identifying additional tools, best practices, and resources available to address such topics.
- 1042 City of Shoreline - Debbie Tarry
Include Performance Measures
- 1123 City of Snoqualmie - Mark Hofman
Oppose any language in the plan which interferes with the City Council's exclusive land use decision making process.
- 1065 King County Growth Management Planning Council - Dow Constantine, Jeanne Kohl-Welles, Jennifer Robertson
Use the update process to develop and adopt measures and benchmarks for VISION 2040's goal statements. VISION 2050 should commit to reporting on performance measures on a schedule that supports local jurisdiction's planning activities, especially in advance of statutory plan update deadlines.
- 805 Kitsap County - Robert Gelder
How are VISION 2040's goals and policies synchronized with the interlocal agreement signed by member jurisdictions? The ILA stipulates specific areas of PSRC authority which includes "only regional issues including transportation, open space, air and water quality, economic development and regional facilities" Where is the nexus between the ILA tenets and many of VISION's goals and policies? New additions to VISION must also respect the integrity of this foundational agreement.
- 1089 Kitsap Regional Coordinating Council - Charlotte Garrido, et al.
Provide guidance and tools to implement the identified policies. KRCC views VISION 2050 as a guidance document, and its purpose is not to add additional regulatory requirements or policy.
- 1092 Kitsap Regional Coordinating Council - Charlotte Garrido, et al.
Clarify the scope of PSRC. Provide an action plan to show transparency and predictability of future work planned by PSRC.
- 479 Listening Session - Fife - Environment & Open Space
Performance measures should be moved up to tie to the goals and measure progress on the goals. There should be accountability for the goals, or the goals need to change.
- 231 Listening Session - Fife - Land Use & Growth Strategy
Evaluate what has and what has not worked from VISION 2040.
- 743 Listening Session - Redmond - Land Use & Growth Strategy
Need serious metrics to track performance, like the King County benchmarks program.
- 166 Listening Session - Seattle - Land Use & Growth Strategy
The plan needs a measurement framework to evaluate whether goals have been successful and how effectively incentives are working.
- 1210 Master Builders Association of King and Snohomish Counties - Erich Armbruster
Review how many of the policies within Vision are expected to be implemented within local government regulations, what barriers there are for full implementation, and current gaps in implementation. If a policy doesn't have an implementable action and is already required through other planning requirements, it should be eliminated.
- 864 Pierce County - Bruce Dammeier, Doug Richardson
Pierce County also offers comments on Vision 2040's use in comprehensive plan certification.
17. Consistent with its original intent, Vision should be utilized as a guidance document, not a regulatory one.
18. PSRC's certification process should only include the Transportation element of comprehensive plans.
19. The certification process makes it unclear where regional planning ends and local planning begins.
20. Vision 2040 conflicts with GMA regarding growth and development within designated urban growth areas because it implies some urban areas are to remain suburban or de-densify.
- 1299 Tacoma Pierce County Health Department - Amy Pow
Assess Vision 2040 performance: review findings of measures in Vision 2040, identify factors affecting performance, identify if policy or action amendments are needed to achieve Vision 2040 goals, and assess if the current measures are still relevant and meaningful.

Implementation, Actions and Performance Monitoring

ID# and Commenter

Secondary category, if applicable

957	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Regularly assess local jurisdictions against performance measures and targets (see below), while providing assistance in achieving the goals of VISION.	
968	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter PSRC should use multicounty planning policies as an initial framework to develop performance measures, identifying baseline conditions, set targets, track progress, and hold jurisdictions accountable.	
1098	Washington State Department of Transportation - Roger Millar Monitoring Program: Use the update process to refine and adopt measures and benchmarks in support of VISION 2050 policy.	
973	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Focus on targets for equitable outcomes in Climate change, environmental justice, and other community-identified outcomes	<i>Climate Change + Resiliency</i>
958	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Assist in the collection of regional and local data to understand and daylight baseline conditions.	<i>Data, Forecast, and Technical Issues</i>
1284	Individual - John Niles Establishment of a process to monitor retail industry development and what it means for the viability and evolution of today's retail shopping centers and home delivery processes.	<i>Economy</i>
1237	City of Seattle - Jenny Durkan, Mike O'Brien, Rob Johnson Include performance measures on growth, displacement risk, access to opportunities, housing affordability, and mobility (at a minimum, with a focus on centers) and monitor them.	<i>Equity and Social Justice</i>
970	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Ensure all outcomes and performance measures are disaggregated by race and income	<i>Equity and Social Justice</i>
972	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Focus on targets for equitable outcomes in Access to mobility: access to services, jobs, affordable housing, open space, health care (including reproductive care), education (including primary and secondary schools)	<i>Equity and Social Justice</i>
962	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter PSRC should provide technical analysis to assist jurisdictions in meeting equity goals and measures of VISION. This could take many forms, including the creation of an Environmental Justice committee comprised of health and equity experts.	<i>Equity and Social Justice</i>
961	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Tool development - Develop an equity tool that local jurisdictions can use on their policies, processes, and their outcomes.	<i>Equity and Social Justice</i>
967	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter In order to truly understand whether VISION is realized, we must develop holistic performance metrics and robust quantifiable targets against which to measure progress, developed through community engagement and in conjunction with historically marginalized populations in particular.	<i>Equity and Social Justice</i>
872	City of Lakewood - John Caulfield Lakewood, along with the majority of other member cities, needs financial assistance to address current needs before we can even think about growing as assumed in PSRC's Macroeconomic Forecast, Land Use Vision, VISION 2040 and VISION 2050's preliminary scope. The state Office of Financial Management's population allocations predict continued net migration and birthrates increasing Washington's population. PSRC should be functioning as a regional body helping local governments meet baseline service levels for existing communities before these 1.8 million additional people arrive and put further strain on local governments and the natural and built environment.	<i>Funding and Finance</i>

Implementation, Actions and Performance Monitoring

ID# and Commenter	Secondary category, if applicable
816 Kitsap County - Robert Gelder	<i>Funding and Finance</i>
<p>How will revisions or new focus initiatives to VISION affect funding to jurisdictions? The primary purpose of PSRC is distributing federal transportation funds to local jurisdictions. While many planning elements factor into transportation decisions, the fiscal implications are essential in reviewing any proposed amendments to VISION. While we understand the roles of the various PSRC Boards, each is focused on their specific responsibility often independent of each other, the VISION update cannot be siloed in that manner. Decisions on the update must assess the planning, operational and funding implications of changes to goals and policies to ensure a holistic view of any proposed amendments. The Regional Centers process highlights key geographic differences between the member counties.</p> <p>The opportunities for access to transit and intensity of uses differ across the region and can affect regional classifications, growth targets and, ultimately, availability of transportation funding. Some of the new issues being asked to be addressed (e.g. housing affordability, homelessness, public health), are more acute for particular parts of the region. How will this factor into funding decisions? This must be assessed and provided to the jurisdictions, public and Board members as early in the process as possible.</p>	
963 Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter	<i>Funding and Finance</i>
<p>Incentives - Outside of these processes, what other incentives can PSRC provide to jurisdictions that help meet regional goals?</p>	
1301 Tacoma Pierce County Health Department - Amy Pow	<i>Healthy Communities</i>
<p>Identify one ultimate performance measure to track the vital sign of a healthy region as envisioned.</p>	
1297 Tacoma Pierce County Health Department - Amy Pow	<i>Healthy Communities</i>
<p>Consider a variety of health-related performance measures in the update [see letter for reference]</p>	
971 Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter	<i>Healthy Communities</i>
<p>Focus on targets for equitable outcomes in Health: Physical health (activity, air/water quality, and safety), and mental and social health</p>	
861 City of Lakewood - John Caulfield	<i>Land Use and Development Patterns - Concurrency</i>
<p>As presented, VISION 2050's scope does not address its members' existing infrastructure capacity requirements. Vision 2050 must incorporate policies that address filling regional - and local - current infrastructure system gaps (i.e., water, sewer, storm water, roads, schools, public safety, public transit, etc.) while protecting and preserving our area's natural resources. For instance, the City of Lakewood continues to deal with significant deferred capital infrastructure needs after incorporating just over 20 years ago, pursuant to GMA policies. Less than 20% of Lakewood's roads have sidewalks, and even less than that have bike lanes. Regionally, there exists \$2 billion in storm water culvert replacement needs, the costs of the Puget Sound Initiative, and additional billions in road and transit capacity deficits.</p>	
485 Listening Session - Fife - Environment & Open Space	<i>Miscellaneous</i>
<p>Include a logic model for each chapter.</p>	
889 City of Duvall - Amy Ockerlander	<i>Planning Process</i>
<p>Duvall desires to plan for future growth consistent with King County policies and the goals of the Growth Management Act but wants to be at the table during the process and respectfully requests being actively engaged in the process and discussions for future growth within our community and the region.</p>	
788 Kitsap County - Robert Gelder	<i>Planning Process</i>
<p>Does VISION just provide guidance or is it regulatory? The VISION update should not include additional regulatory hurdles that jurisdictions must address to receive PSRC certification.</p>	
1116 Snohomish Health District - Jefferson Ketchel	<i>Planning Process</i>
<p>Quantifiable targets and performance measures must be included in order for the plan to be effective. Include a diverse group of stakeholders, including community members, in the process of developing these measures.</p>	
954 Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter	<i>Planning Process</i>
<p>We do not need to wholesale revisit the policy framework in VISION. What needs to be strengthened and improved, is how the region is making progress collectively and locally to realize the goals of VISION. This update of VISION should focus on understanding what levers PSRC and its members have to help the region achieve the goals and policies. The VISION 2050 process should focus heavily on turning policies into outcomes.</p>	

Implementation, Actions and Performance Monitoring

ID# and Commenter

Secondary category, if applicable

817	City of Bonney Lake - Neil Johnson Jr.	<i>Regional Growth Strategy</i>
	<p>In 2008, PSRC said the growth figures were provided as "guidance," to be used as a starting point that would likely have to be adjusted over time. However, during the 2015 periodic update process these growth figures were interpreted as growth ceilings for small cities. The City believes that growth targets should be the minimum amount of growth a local jurisdiction should plan for rather than the maximum, which does more to achieve the goals of the Growth Management Act and is consistent with the decision in the Central Puget Sound Growth Management Hearings Board case West Seattle Defense Fund v. City of Seattle: ". . . allowing a city to plan for even more growth than has been allocated to it by the county bolsters the Act's first two planning goals by encouraging that city to accept in its comprehensive plan as much growth as it determines it can adequately accommodate ... "</p>	
850	City of Carnation - Kimberly Lisk	<i>Regional Growth Strategy</i>
	<p>We object to any language in the plan that interferes with the City Council's exclusive land use decision making process as much of VISION 2040 attempted to do just that (e.g., limits on employment centers and growth forecasts for small cities).</p>	
904	City of Duvall - Amy Ockerlander	<i>Regional Growth Strategy</i>
	<p>The scoping must consider increased and meaningful coordination between the Washington State Department of Commerce, Puget Sound Regional Council and the Department of Ecology to address conflicts created in implementing the Growth Management Act, regional growth strategy and buildable lands reporting.</p>	
888	City of Duvall - Amy Ockerlander	<i>Regional Growth Strategy</i>
	<p>The City of Duvall would like to have a clear understanding and clarification of the process for future growth target allocations by King County and how they will be implemented by the Puget Sound Regional Council.</p>	
1148	City of Everett - Cassie Franklin	<i>Regional Growth Strategy</i>
	<p>Identify what is not working in the existing Vision 2040, and provide an explanation of the reasons where growth has not occurred at the rate, or in the manner anticipated by the RGS. Identify changes in policies or actions needed to address these deficiencies.</p>	
1206	Master Builders Association of King and Snohomish Counties - Erich Armbruster	<i>Regional Growth Strategy</i>
	<p>Hold jurisdictions accountable for accepting growth targets and adopting policies that will enable new growth. Failure to accept additional growth should have consequences, i.e. transportation funding priority to those who grow and continue to enable growth through local land use policies and development regulations.</p> <p>Consequences, i.e. transportation funding priority to those who grow and continue to enable growth through local land use policies and development regulations.</p>	
1164	Sierra Club Washington Chapter - Tim Gould	<i>Regional Growth Strategy</i>
	<p>Growth targets and job targets must be adhered to and periodically re-evaluated to directly address the region's ever-growing traffic congestion.</p>	
1151	Sierra Club Washington Chapter - Tim Gould	<i>Regional Growth Strategy</i>
	<p>An adaptive feedback approach should be employed in the growth strategy embedded in the Vision 2050 Plan. PSRC should identify, with input from key stakeholders, important metrics that can gauge the success of following the Vision growth strategy.</p>	
1016	City of Monroe - Geoffrey Thomas	<i>SEPA Environmental Review</i>
	<p>The environmental review should consider how the impact of growth targets that act as precise growth assignments differ from the impacts if the targets are viewed as aspirational goals. Understanding the difference would help decision-making related to implementing the targets.</p>	
969	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter	<i>Transportation</i>
	<p>PSRC should create an integrated performance measures framework with T2040.</p>	
981	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter	<i>Transportation</i>
	<p>The MPPs laid out in T2040 are comprehensive, progressive, and visionary. However, we feel that sometimes there is not a clear explanation of how they are implemented, and how individual jurisdictions and the region as a whole are held accountable to achieving them. We believe that being able to measure and communicate how we are enacting these policies and reaching these goals is paramount. See comment letter for comments on specific MPPs, submitted as part of Regional Transportation Plan update comment period.</p>	

Implementation, Actions and Performance Monitoring

ID# and Commenter

Secondary category, if applicable

1099 Washington State Department of Transportation - Roger Millar *Transportation*
Level of service (LOS) versus Vehicle Miles of Travel (VMT): With regards to monitoring, WSDOT would like to partner with PSRC on ways to replace the LOS metric with VMT to determine transportation system performance. The problem with the LOS metric is that it intensifies regional congestion, is hard to calculate, and focuses on expensive capacity investments. The benefits of a VMT metric is that it supports transit and active transportation investments, is easier to model, less costly to implement, has health benefits (including GHG reduction) and addresses growing regional congestion more effectively.

Land Use and Development Patterns

1146 City of Everett - Cassie Franklin
Recognize the geographic and economic differences throughout the region and do not assume that the other three counties will or should develop in the same manner as King County.

1135 City of Gig Harbor - Jennifer Kester
Down zoning can be used to slow growth.

1005 City of Monroe - Geoffrey Thomas
VISION 2050 should also evaluate expanding the availability of commercial/industrial land in Large Cities. Increasing land values and development trends are pushing traditional blue-collar jobs out of the greater Seattle area. The scope should account for capturing these jobs in Large Cities to ensure they stay in the Puget Sound region.

1069 City of North Bend - Ken Hearing
VISOIN 2050 should also include allowance for a greater availability of commercial/industrial land in Large Cities.

1172 City of Port Orchard - Robert Putaansuu
All alternatives should protect and preserve the rural areas in between UGAs, LAMIRDs, and cities from continued development beyond that which is envisioned in VISION 2040.

1309 City of Snohomish - John Kartak
Address how the suggested increased scope of the buildable lands analysis may affect the determination of an area's capacity to accommodate growth.

588 Individual - David Richie
You can't concentrate people into high density areas for two reasons.
1. The infrastructure to support these high density centers is never provided. Try driving in Seattle.
2. People don't want to live that way. That is why we live where we do.

1338 Individual - Lael White
Prioritize the preservation and renovation of older buildings rather than new construction.

1328 Individual - Thomas White
Preserve existing rural and natural areas. Prevent further encroachment of urban development into such areas.

400 Listening Session - Bremerton - Economy
What lessons about managing growth can Kitsap learn from 20+ years growth in the other counties

392 Listening Session - Bremerton - Economy
Smaller scale activity units (jobs/population) have higher impact in Kitsap

399 Listening Session - Bremerton - Economy
Don't develop like Sammamish/Bellevue

201 Listening Session - Bremerton - Land Use & Growth Strategy
Urban densities threaten rural feel.

410 Listening Session - Fife - Economy
For jobs/housing balance - the update should consider if people simply want to work and live in different places.

376 Listening Session - Fife - Housing
Need to redefine how to present density for it to be publicly accepted

367 Listening Session - Fife - Housing
It is challenging providing infrastructure to the outer parts of a city, where there is capacity for additional development

Land Use and Development Patterns

ID# and Commenter

Secondary category, if applicable

- 370 Listening Session - Fife - Housing
Cities should look at zoning options, like ADUs, but must deal with NIMBYism
- 213 Listening Session - Fife - Land Use & Growth Strategy
Pierce County is growing faster in the east than in the west. Cities are not keeping up with growth expectations and there may not be sufficient sticks to incentivize a change.
- 503 Listening Session - Lynnwood - Environment & Open Space
Keep buildable lands for development
- 725 Listening Session - Lynnwood - Housing
Change zoning to support density in all cities.
- 266 Listening Session - Lynnwood - Land Use & Growth Strategy
In 2050, Everett should look like Bellevue does today.
- 265 Listening Session - Lynnwood - Land Use & Growth Strategy
Add "connected" to development patterns goal.
- 264 Listening Session - Lynnwood - Land Use & Growth Strategy
The update should consider the importance of preserving rural lands
- 244 Listening Session - Lynnwood - Land Use & Growth Strategy
Balance residential and job growth all along the I-5 corridor.
- 255 Listening Session - Lynnwood - Land Use & Growth Strategy
Some centers may not have enough development land to attract growth. (E.g. Mill Creek)
- 253 Listening Session - Lynnwood - Land Use & Growth Strategy
Make efficient use of land for both residential and commercial development within the UGA.
- 249 Listening Session - Lynnwood - Land Use & Growth Strategy
Low-density zoning (1 acre lots) persists in some cities. This is bad. Effectively, even higher density zoning restricts development to 1-2 dus/ac because of restrictive development regulations, such as tree retention ordinances.
- 245 Listening Session - Lynnwood - Land Use & Growth Strategy
Bedroom communities need jobs.
- 755 Listening Session - Redmond - Land Use & Growth Strategy
Dramatic changes are occurring to the rural area, which needs to be protected.
- 742 Listening Session - Redmond - Land Use & Growth Strategy
Take a timeout to make course correction.
- 767 Listening Session - Redmond - Land Use & Growth Strategy
Land use goal should be more inclusive of all types of cities. Need to support growth in all cities (including Carnation).
- 178 Listening Session - Seattle - Land Use & Growth Strategy
VISION should address the role of essential/hard-to-site facilities
- 678 Master Builders Association - Mike Pattinson
Local development regulations that reduce density significantly must be taken into consideration when adopting this plan. (e.g. tree regulations that limit net density to one or two units per acre must be calculated)
- 677 Master Builders Association - Mike Pattinson
There needs to be an enforced minimum density standard - 1 unit per acre zoning in cities undermines this standard.
- 1218 Port of Bremerton, Port of Everett, Port of Seattle, Port of Tacoma, and Northwest
Seaport Alliance - Peter Steinbrueck
Concern to protect industrial lands from conversion to non-industrial uses, particularly in MICs close to urban centers.
- 1163 Sierra Club Washington Chapter - Tim Gould
To prevent urban sprawl, growth and jobs must be focused on the major urban areas which possess the infrastructure and the financial wherewithal to maintain said infrastructure.

Land Use and Development Patterns

ID# and Commenter	Secondary category, if applicable
511 Listening Session - Bremerton - Economy The update should consider the preservation of farmland (e.g. TDR)	<i>Agriculture and Food</i>
514 Listening Session - Bremerton - Economy Add agricultural zoning	<i>Agriculture and Food</i>
202 Listening Session - Bremerton - Land Use & Growth Strategy Plan development needs to have better local knowledge about plans, zoning, and where farming is active. We need better protections for existing farms and farmland. The county doesn't currently have any zoning.	<i>Agriculture and Food</i>
783 Listening Session - Lynnwood - Housing NIMBYism results in greater density just outside of cities in a ring of unincorporated area. Cities don't like the quality of the development and then don't want to annex, preventing denser urban areas from ever becoming part of cities.	<i>Annexation and Incorporation</i>
924 350 Seattle - Emily Johnston 2050 needs to put forward a vision of what makes walkable, transit-served communities appealing.	<i>Centers and Transit-Oriented Development</i>
1273 Individual - Andrew Sang I would urge you to pursue some better land use strategies in this plan. I believe it would be wise for our region to continue to advance and intensify our strategy of increasing housing near transit.	<i>Centers and Transit-Oriented Development</i>
263 Listening Session - Lynnwood - Land Use & Growth Strategy Consider some residential uses be allowed in MICs.	<i>Centers and Transit-Oriented Development</i>
304 Listening Session - Seattle - Housing Need health care and social services integrated with housing in all communities that is near transit and centers to be accessible (not just in Seattle)	<i>Centers and Transit-Oriented Development</i>
171 Listening Session - Seattle - Land Use & Growth Strategy It's important to recognize freight/MICs in the Land Use goal. The region needs to monitor the industrial lands strategy to ensure long-term preservation of industrial land. The region should preserve industrial resources, and needs land uses that support a variety of job types.	<i>Centers and Transit-Oriented Development</i>
637 Pierce County - Bruce Dammeier, Doug Richardson 3. Establish a military "center" designation that augments the new military "geography." Vision 2050 should: • Treat major military installations like other centers, which includes designating focused areas of activity as a "center" within the regional geography.	<i>Centers and Transit-Oriented Development</i>
1093 Washington State Department of Transportation - Roger Millar Strategies for addressing jobs/housing/services imbalances: Our region's growth creates a tremendous opportunity to renovate existing development into complete communities where people can live, work, shop, go to school, get healthcare, and meet all their basic daily needs within a walkable/bike-able area.	<i>Centers and Transit-Oriented Development</i>
1329 Individual - Thomas White Land use planning must allow sufficient provision to avoid or substantially mitigate the effects of extreme weather events.	<i>Climate Change + Resiliency</i>
1126 City of Snoqualmie - Mark Hofman The plan should recognize "rural" cities for their historic and projected growth rates.	<i>Data, Forecast, and Technical Issues</i>
280 Listening Session - Seattle - Housing Are we running out of land? Do we have enough for 5.8 M people? We need to make efficient use of land that we have.	<i>Data, Forecast, and Technical Issues</i>
169 Listening Session - Seattle - Land Use & Growth Strategy Address whether development is paying for itself. Is growth financially sustainable? We need a true-cost analysis of low-density growth.	<i>Data, Forecast, and Technical Issues</i>
679 Master Builders Association - Mike Pattinson We need more accurate buildable land reports. For example, on Snohomish County city has allocated 4,000 persons to a built out business park which has CCOWRs prohibiting residential development. This undermines honest planning efforts.	<i>Data, Forecast, and Technical Issues</i>
890 City of Duvall - Amy Ockerlander Vision 2050 should also include allowance for a greater availability of commercial/industrial land in Large Cities. Increasing land values and development trends are pushing traditional blue-collar jobs out of the greater Seattle area. The scope should account for capturing these jobs in Large Cities to ensure they stay in the Puget Sound region.	<i>Economy</i>

Land Use and Development Patterns

ID# and Commenter	Secondary category, if applicable
846 City of Lake Stevens - Russ Wright Jobs-Housing Relationship Examine why King County/Seattle/Bellevue receive noteworthy increases in employment. From this case study, PSRC can propose methodologies to distribute job growth evenly across the greater Puget Sound that will incentivize locating new businesses in the same city or county where employees live.	Economy
92 Individual - Ondine Eaton Please consider the simple idea that unending growth is not possible. We don't HAVE to continue to grow until everyone is unhappy or only the rich can afford to live here. We don't HAVE to let the tech giants dominate our economy and urban areas. We don't have the right to endlessly reproduce and overbuild until our planet is ruined. Limit growth to preserve public health and the environment. There are thousands of cities and towns across our country that need revitalizing and have plenty of housing, people are coming here because of the tech boom. Stop giving incentives to these giant corporations and prefer local businesses. Jeff Bezos has enough money.	Economy
391 Listening Session - Bremerton - Economy Job growth throughout all parts of the region reduces impacts on our transportation systems	Economy
200 Listening Session - Bremerton - Land Use & Growth Strategy Recognize military bases as a focus of activity and connections to surrounding area, they are major economic drivers in counties. Growth and land use are influenced strongly by activities on Bangor and Naval Shipyard. Military jobs and personnel drive need for density and infrastructure, but don't commensurately add to the tax base. VISION 2050 should address challenges of communities near bases.	Economy
221 Listening Session - Fife - Land Use & Growth Strategy Achieving the land use vision may not be enough to attract jobs.	Economy
734 Listening Session - Redmond - Land Use & Growth Strategy Economic piece is missing from land use goal.	Economy
903 City of Duvall - Amy Ockerlander Surface water management and wetland regulations have the unintended result of decreasing available developable areas, as identified in applicable buildable lands reports. Consequently, this diminishes the ability of local jurisdictions to plan for new households and jobs without significantly intensifying density and scale of development, in a manner that may be contrary to the local culture or community desires.	Environment, Open Space and Sustainability
1076 City of North Bend - Ken Hearing The continuing trend of agencies adopting ever increasing and more stringent environmental regulations significantly diminishes an urban area's capacity to accommodate new growth. Surface water management and wetland regulations have the unintended result of decreasing available developable areas, as identified in applicable buildable lands reports. Consequently, this diminishes the ability of local jurisdictions to plan for new households and jobs without significantly intensifying density and scale of development, in a manner that may be contrary to the local culture or community desires.	Environment, Open Space and Sustainability
1326 Individual - Thomas White As higher density development succeeds single family residential areas, and as population grows within dense development, provision must be made for private open space.	Environment, Open Space and Sustainability
521 Listening Session - Bremerton - Economy Accumulating larger sections of open space is important, versus smaller parcels	Environment, Open Space and Sustainability
519 Listening Session - Bremerton - Economy To preserve open space, need more infill development	Environment, Open Space and Sustainability
335 Listening Session - Bremerton - Housing Increased density leads to social friction – need open space for people to relax	Environment, Open Space and Sustainability
203 Listening Session - Bremerton - Land Use & Growth Strategy VISION 2050 should address development impacts on groundwater and streams, including from loss of tree canopy and unmanaged stormwater runoff.	Environment, Open Space and Sustainability
469 Listening Session - Fife - Environment & Open Space Growth in the rural area should be more limited, especially if that's where environmental quality is expected to be good.	Environment, Open Space and Sustainability
362 Listening Session - Fife - Housing Need larger parks near housing to accommodate families	Environment, Open Space and Sustainability

Land Use and Development Patterns

ID# and Commenter	Secondary category, if applicable
490 Listening Session - Lynnwood - Environment & Open Space Areas that upzone should require open space	<i>Environment, Open Space and Sustainability</i>
488 Listening Session - Lynnwood - Environment & Open Space Need more data on the tradeoffs between density and conserving urban natural environment	<i>Environment, Open Space and Sustainability</i>
661 Listening Session - Redmond - Housing Density must be coupled with access to open space	<i>Environment, Open Space and Sustainability</i>
757 Listening Session - Redmond - Land Use & Growth Strategy Concentrate growth, while preserving access to open space.	<i>Environment, Open Space and Sustainability</i>
753 Listening Session - Redmond - Land Use & Growth Strategy We should promote sustainable development patterns.	<i>Environment, Open Space and Sustainability</i>
735 Listening Session - Redmond - Land Use & Growth Strategy Land use goal need to talk about livability and sustainability.	<i>Environment, Open Space and Sustainability</i>
454 Listening Session - Seattle - Environment & Open Space Increase green spaces in urban areas.	<i>Environment, Open Space and Sustainability</i>
153 Listening Session - Seattle - Land Use & Growth Strategy The land use goal should reflect access to green space in urban areas. Nature should be an organizing principle, and we should preserve open space.	<i>Environment, Open Space and Sustainability</i>
379 Listening Session - Fife - Housing Location is an important housing aspect – the plan should consider rating transportation projects on how the jurisdiction is working to provide housing for all economic segments (per GMA goal)	<i>Funding and Finance</i>
347 Listening Session - Fife - Housing We tend to put multifamily housing in less healthy locations, like next to freeways	<i>Healthy Communities</i>
151 Listening Session - Seattle - Land Use & Growth Strategy The land use goal should support public health and healthy communities, and the plan should emphasize quality of life.	<i>Healthy Communities</i>
1115 Snohomish Health District - Jefferson Ketchel Incentivize complete, walkable communities in our more rural and suburban areas. Complete, walkable communities are crucial to health and well-being throughout the four-county region.	<i>Healthy Communities</i>
325 Listening Session - Bremerton - Housing Better define where housing should be built	<i>Housing</i>
368 Listening Session - Fife - Housing Local opposition to in-fill is a challenge to providing more housing options	<i>Housing</i>
365 Listening Session - Fife - Housing Need to explore more opportunities for allowing housing density	<i>Housing</i>
709 Listening Session - Lynnwood - Housing Continue to support families as areas become denser, including through neighborhoods with walkable schools.	<i>Housing</i>
702 Listening Session - Lynnwood - Housing One can't even talk about 'gentle densities' because neighborhoods are too protective of single family areas.	<i>Housing</i>
241 Listening Session - Lynnwood - Land Use & Growth Strategy The region needs more than just high-density zoning, which can be a barrier to growth. We need a more varied housing stock.	<i>Housing</i>
660 Listening Session - Redmond - Housing Rural areas are transitioning to expensive bedroom communities (e.g. Vashon Island)	<i>Housing</i>
284 Listening Session - Seattle - Housing The update should consider what is making some places in the region attractive for growth. The market will respond to increased attractiveness, such as great schools.	<i>Housing</i>

Land Use and Development Patterns

ID# and Commenter	Secondary category, if applicable
1313 City of Snohomish - John Kartak Investigate how increased density affects housing costs and the supply of affordable housing units, especially single-family dwelling units for families.	<i>Housing - Affordability</i>
354 Listening Session - Fife - Housing Put more thought into small lots/houses – people like single family homes and smaller lots is one way to make them more affordable	<i>Housing - Affordability</i>
229 Listening Session - Fife - Land Use & Growth Strategy Housing costs drive residential land use and development.	<i>Housing - Affordability</i>
164 Listening Session - Seattle - Land Use & Growth Strategy The land use goal is fine but needs context of affordability challenges. For example, does growth in centers affect affordability?	<i>Housing - Affordability</i>
1258 Greater Maple Valley Unincorporated Area Council - Peter Rimbos, Hendrick Haynes, Rhys Sterling, Susan Harvey, Steve Heister Cities on the urban fringe and with single-spine ingress/egress road infrastructure should not be allowed to exceed their Growth Targets.	<i>Implementation, Actions and Performance Monitoring</i>
59 Individual - Dorian Yeager I have lived here my entire life, and we will never go back to what it was 40 some years back. But if we don't do something, we WILL end up the same as southern California, and no one wants that. I believe that by changing regulations, and providing some sort of incentive to increase density (much taller structures for instance) we can avert much of what is coming. It doesn't mean we have to tax the heck out of ourselves to do it. But there must be a way to encourage, without forcing, developers and consumers, that high density housing is worth it.	<i>Implementation, Actions and Performance Monitoring</i>
464 Listening Session - Fife - Environment & Open Space We are concerned about minimum zoning and the impact that could have on ecosystems. A GMA/legislative fix may be needed.	<i>Implementation, Actions and Performance Monitoring</i>
489 Listening Session - Lynnwood - Environment & Open Space TDR needs refinement	<i>Implementation, Actions and Performance Monitoring</i>
250 Listening Session - Lynnwood - Land Use & Growth Strategy The plan should include a definition of urban densities with teeth.	<i>Implementation, Actions and Performance Monitoring</i>
560 Listening Session - Redmond - Environment & Open Space We need to uphold the rural zoning laws. People choose to pay fines rather than uphold the laws because the penalty is too low. Need to scale the penalty to the impact. But also need to provide economic incentives.	<i>Implementation, Actions and Performance Monitoring</i>
752 Listening Session - Redmond - Land Use & Growth Strategy Support for land use goal, but there are challenges with implementation of VISION 2040, including the fast growth occurring in small cities.	<i>Implementation, Actions and Performance Monitoring</i>
1181 Snohomish County - Dave Somers Examine why King County, especially Seattle and Bellevue, are receiving the bulk of the increase in both population and employment. Develop methods designed to distribute more of that growth to other counties in the region and study the impacts on the entire region if the methods are successful.	<i>Implementation, Actions and Performance Monitoring</i>
1287 Individual - Terry Hurd The Vision, you all so proudly feel is the direction to go, is a nightmare in Pierce County (UGA) Urban Growth Area. Concurrency of anything does not exist. On our single source Aquifer development progresses on lots of between 3000 to 5000 sq. ft. and smaller, not the 7200 as called for of 6 house per acre, in the community plan, do to your requirements. No property is allowed to be divided to less. I cannot divide my acre in half and give my children a place to build upon, I'm not alone in that squashed desire. American dream not allowed. Dead end developments of slum level density seem to be what you want.	<i>Land Use and Development Patterns - Concurrency</i>
312 Listening Session - Bremerton - Housing Military populations are hard to plan for – need flexibility to adjust for big booms and departures	<i>Planning Process</i>
377 Listening Session - Fife - Housing Cities are best at deciding where density fits in	<i>Planning Process</i>
187 Listening Session - Bremerton - Land Use & Growth Strategy Sewerage capacity limits growth and density.	<i>Public Services, Utilities and Energy</i>

Land Use and Development Patterns

ID# and Commenter	Secondary category, if applicable
364 Listening Session - Fife - Housing Sewers are needed to facilitate urban densities	<i>Public Services, Utilities and Energy</i>
5 Individual - David F. Plummer Spread the population growth out further from the high density locations, and do the same for the job growth locations	<i>Regional Growth Strategy</i>
801 Town of Steilacoom - Ron Lucas Consider existing population and employment locations and trends. Consider permitted infrastructure projects and planned-for development. Review targets set for employment and population and the actual experienced growth by geography.	<i>Regional Growth Strategy</i>
1203 Master Builders Association of King and Snohomish Counties - Erich Armbruster We ask that PSRC's Vision 2040 Update SEPA review include review of areas inside the UGA, especially along the perimeter of a UGA, that for over 20 years have not built to urban densities.	<i>SEPA Environmental Review</i>
1240 Master Builders Association of Pierce County - Jessie Gamble Local development regulations are hindering planned growth. Analyze disconnect between growth targets and local development regulations under SEPA as part of VISION update.	<i>SEPA Environmental Review</i>
193 Listening Session - Bremerton - Land Use & Growth Strategy Encourage flexible parking requirements to support transit.	<i>Transportation</i>
192 Listening Session - Bremerton - Land Use & Growth Strategy Kitsap County is poised to grow more rapidly with new connections to rest of region (bridge, fast ferry) and more should be done to protect its rural area.	<i>Transportation</i>
185 Listening Session - Bremerton - Land Use & Growth Strategy Development is contributing to more traffic, new projects can contribute more to improvements.	<i>Transportation</i>
198 Listening Session - Bremerton - Land Use & Growth Strategy Planning should avoid isolated pockets of density.	<i>Transportation</i>
242 Listening Session - Lynnwood - Land Use & Growth Strategy We need to plan for a better balance of jobs and housing in the Arlington Marysville area to address congestion on I-5 congestion, and take advantage of available land.	<i>Transportation</i>
1213 Port of Bremerton, Port of Everett, Port of Seattle, Port of Tacoma, and Northwest Seaport Alliance - Peter Steinbrueck Focus on industrial lands and freight mobility.	<i>Transportation</i>
1314 City of Snohomish - John Kartak Consider how technology will affect the demand for housing and transportation and impact an area's ability to accommodate growth. (e.g., autonomous vehicles, telecommuting, ride-sharing apps, short-term lodging apps)	<i>Transportation - Technology</i>
261 Listening Session - Lynnwood - Land Use & Growth Strategy Consider the various potential impacts of tech on transportation and land use.	<i>Transportation - Technology</i>
179 Listening Session - Seattle - Land Use & Growth Strategy The update should address how technology will affect land use	<i>Transportation - Technology</i>
921 350 Seattle - Emily Johnston To support a system based mostly on transit, we need to develop denser and more compact communities throughout the region. We need to "retrofit suburbia." Vision 2050 should incorporate these development approaches.	<i>Transportation - Transit</i>
1045 City of Shoreline - Debbie Tarry In reviewing your February 2018 Regional Centers Framework Update, specifically the Regional Centers Designation Procedures, the City would like to see a stronger connection between growth centers and significant transit infrastructure, including light rail.	<i>Transportation - Transit</i>
195 Listening Session - Bremerton - Land Use & Growth Strategy Density helps to support transit.	<i>Transportation - Transit</i>
1133 City of Gig Harbor - Jennifer Kester Cities shall include development standards appropriate to retain small town character.	<i>Urban Design</i>
7 Individual - David F. Plummer Include planning policies that limit high-density building heights to no more than 5 stories.	<i>Urban Design</i>

Land Use and Development Patterns

ID#	and Commenter	Secondary category, if applicable
199	Listening Session - Bremerton - Land Use & Growth Strategy Street networks should connect and be more walkable.	Urban Design
703	Listening Session - Lynnwood - Housing Housing should be connected to grocery stores.	Urban Design
777	Listening Session - Lynnwood - Housing Can we manage the rate of change? Fast growth is difficult for neighborhoods to accept.	Urban Design
727	Listening Session - Lynnwood - Housing The update should consider how to make density livable	Urban Design
759	Listening Session - Redmond - Land Use & Growth Strategy It's not possible to always maintain the local character (as expressed in the land use goal), when growing by 1.8 M people. Change is a given.	Urban Design
774	Listening Session - Redmond - Land Use & Growth Strategy Growth will require a lot of change and redevelopment. What does that mean and how do we address the changes to character?	Urban Design
760	Listening Session - Redmond - Land Use & Growth Strategy Need to give a lot of thought to the design and character of urban growth.	Urban Design
296	Listening Session - Seattle - Housing How to create community? Need mix of uses, walkable place, reduced barriers. Address zoning restrictions to support greater vitality.	Urban Design
176	Listening Session - Seattle - Land Use & Growth Strategy The plan should recognize challenges with mitigating existing development and retrofitting the suburbs as they transition to more urbanized places.	Urban Design
189	Listening Session - Bremerton - Land Use & Growth Strategy Growth in unincorporated UGAs should be consistent with annexing cities.	Urban Growth Areas
188	Listening Session - Bremerton - Land Use & Growth Strategy Small cities are growing and face a choice: get denser or expand their UGA.	Urban Growth Areas

Land Use and Development Patterns - Concurrency

858	City of Lakewood - John Caulfield A key principle of the Growth Management Act (GMA) is that growth is to be managed and infrastructure is to be developed that supports that growth. We are not keeping up with current growth in the Puget Sound. PSRC and the VISION 2050 project should first and foremost address existing infrastructure needs followed by current growth issues; only then should policies, strategies, and funding processes focus on accommodating another 1.8 million people.	
630	Individual - AJ Cruce Kathy I live here in Duvall. Driving to Seattle takes two hrs each morning and that is on a good day. Our roads are in terrible shape, and they can not carry any more cars. And King County has shown they can afford to maintain them. The Tolt pipeline is maxed out and I know this because I help lay the new pipe several yrs ago. And look at our treatment plant, it's maxed out, or did everyone forget what happened to it last winter, billions of gallons of raw sewage in Puget Sound and then they tried to blame it on home owners with septic systems. Are these people morons or what. Even our worthless Governor wants to penalize everyone with a carbon tax. We do not need anymore growth, we need a moratorium on growth and start fixing the mess we have.	
186	Listening Session - Bremerton - Land Use & Growth Strategy VISION 2050 should look at concurrency to be more consistent across jurisdictions without being a barrier to development, and provide information on best practice models. Concurrency should also address the aggregate impacts of growth.	
79	Listening Session - Bremerton - Transportation Transportation concurrency needs renewed attention.	
467	Listening Session - Fife - Environment & Open Space There are problems with concurrency. It isn't working.	
211	Listening Session - Fife - Land Use & Growth Strategy Concurrency is a big challenge.	

Land Use and Development Patterns - Concurrency

ID# and Commenter

Secondary category, if applicable

- 763 Listening Session - Redmond - Land Use & Growth Strategy
Re-emphasize concurrency – it's not being effective.
- 583 Listening Session - Redmond - Transportation and Infrastructure
VISION should address how to balance the pace of development – and sequencing of that with infrastructure, matching land use and transportation planning, need a nexus with land use decisions and rate of development
- 168 Listening Session - Seattle - Land Use & Growth Strategy
Concurrency doesn't apply to state facilities, but the region needs to manage capacity for growth along state highways.
- 738 Listening Session - Redmond - Land Use & Growth Strategy *Economy*
Disconnect between having growth, but infrastructure isn't ready and jobs don't exist.
- 61 Individual - Rochelle Flinchbaugh *Funding and Finance*
Please stop adding and or building houses in unincorporated pierce county without making the builders pay for some of the new schools roads etc. The amount can be based off of how many houses and how much the builder needs to put in before the project can be started.
- 1173 City of Port Orchard - Robert Putaansuu *Implementation, Actions and Performance Monitoring*
The alternatives should consider the role of transportation concurrency (and possibly water and sewer) as a tool to implement the regional growth strategy.
- 1132 City of Gig Harbor - Jennifer Kester *Public Services, Utilities and Energy*
Cities need to have a full cost recovery of street, park, school and infrastructure improvements in place to support future growth.
- 207 Listening Session - Fife - Land Use & Growth Strategy *Public Services, Utilities and Energy*
Infrastructure is not keeping up with growth.
- 1256 Greater Maple Valley Unincorporated Area Council - Peter Rimbos, Hendrick Haynes, Rhys Sterling, Susan Harvey, Steve Heister *Transportation*
Implementing Regional Transportation Concurrency to ensure "pass-through" traffic is addressed ahead of time at the development stage.

Miscellaneous

- 822 City of Lake Stevens - Russ Wright
the city would like to include by reference the SCT comment letter of December 7, 2017 to PSRC Executive Director, Josh Brown, that represent the collective concerns identified by SCT, for further evaluation
- 913 Community Transit - Joy Munkers
We support the efforts of Snohomish County Tomorrow and concur with the comments made in the December 7, 2017 letter sent to PSRC Executive Director Josh Brown.
- 28 Individual - David Richie
I am looking for property in Idaho because I can no longer afford to live here and I fundamentally object, on religious and personal freedom grounds, to pay for my county to provide illegal drugs and/or drug injection sites.
- 64 Individual - Rochelle Flinchbaugh
At Frontier Park on Eustis Hunt Road, we need a pool built or installed. I shouldn't have to drive all the way to downtown Puyallup to enjoy swimming with my kids in a warm and safe environment. The Rogers High School Pool doesn't have a kiddy pool, which is needed here. The Puyallup High School Pool setup is needed here.
- 487 Listening Session - Lynnwood - Environment & Open Space
Regional policies should help to shield us from the uncertainty of impacts from changes to federal regulations and funding
- 776 Listening Session - Redmond - Land Use & Growth Strategy
Princeton, NJ, is a good example of continuity of community.
- 455 Listening Session - Seattle - Environment & Open Space
We need a less technical, more poetic/imaginative vision.
- 1211 Master Builders Association of King and Snohomish Counties - Erich Armbruster
We would like to see a clear, consistent definition of the many terms that are used in PSRC planning documents. Words such as: recognize, identify, protect and enhance, ensure, support, promote, address, tailor, encourage, achieve and sustain, expand, leverage, foster, improve, reduce, and protect could have many different meanings.

Miscellaneous

ID# and Commenter

Secondary category, if applicable

1209 Master Builders Association of King and Snohomish Counties - Erich Armbruster
Recognize regional differences among the counties in the areas of land use, housing, and economy.

856 City of Lakewood - John Caulfield *SEPA Environmental Review*
VISION 2050 should include policies focused on helping current residents and communities versus the projected 1.8 million yet to arrive. Likewise, VISION 2050 should include policies to govern, slow or stop growth until existing infrastructure deficits are eliminated. Other states do this, why not us? Why is this conversation not taking place?

Planning Process

833 City of Bremerton - Greg Wheeler
The City urges PSRC to continue building on the vision established by Vision 2040. The City believes that the fundamental principles and policies of Vision 2040 continue to Vision 2050.

1147 City of Everett - Cassie Franklin
Pay attention to comments from local jurisdictions responsible for implementing the regional vision through local land use regulations and infrastructure investments.

875 City of Lakewood - John Caulfield
We appreciated the opportunity to attend a two hour listening session in Fife on Tuesday. There are almost 60,000 residents and over 4,300 businesses in Lakewood and almost 900,000 residents in Pierce County, what other types of community outreach will there be to allow the public to participate in providing the same feedback and input into VISION 2050's scope? Are listening sessions scheduled at member Planning Commission meetings, member City Council meetings, the myriad of service clubs that exist in our region, schools, business organizations, home owner associations, etc.? What role will social media play in obtaining feedback and comments? Will there be an online survey to obtain feedback and input? If so, how is that being rolled out? Has there been outreach and coordination with member communication teams? Are listening sessions scheduled in each community, or perhaps localized area meetings throughout PSRC's geographies, such as Lakewood, Steilacoom, DuPont and University Place? How about communities outside the main I-5 corridor, like Eatonville and Roy, what steps are being taken to obtain their feedback and input?

874 City of Lakewood - John Caulfield
GMA was adopted to ensure the quality of our life for our region. How does VISION 2050 assist local government in meeting this legal mandate and by doing so, ensure improved quality of life for our residents?

1175 City of Port Orchard - Robert Putaansuu
A complete discussion of sustainability should include all components of the quadruple bottom line: environmental sustainability, social equity, economic prosperity, and cultural vitality should be given equal weight.

1239 City of Seattle - Jenny Durkan, Mike O'Brien, Rob Johnson
Make necessary resources available to complete VISION 2050 on time. Use staff committees for help.

1255 Greater Maple Valley Unincorporated Area Council - Peter Rimbos, Hendrick Haynes, Rhys Sterling, Susan Harvey, Steve Heister
Ensure jurisdiction (County and City) comprehensive plans are properly implemented and followed.

1262 Greater Maple Valley Unincorporated Area Council - Peter Rimbos, Hendrick Haynes, Rhys Sterling, Susan Harvey, Steve Heister
Integrate the updated Regional Economic Strategy and Regional Transportation Plan into VISION 2050.

1259 Greater Maple Valley Unincorporated Area Council - Peter Rimbos, Hendrick Haynes, Rhys Sterling, Susan Harvey, Steve Heister
Engage both both urban and rural unincorporated Area residents.

686 Individual - Anonymous
The presumption that V2050 should be drafted to further the goals/perspectives/priorities of V2040 is flawed. This is a great opportunity to reexamine goals, priorities, assumptions, and planning policies 25 years after the adoption of the GMA as well as to take stock of actual growth patterns as a starting point for mid- and long-term planning efforts. V2050 should be opened up and considered for a rewrite - not just an "update".

1294 Individual - Terry Hurd
The vision will be taken as mandated requirements as past visions were and the path to American democracy's destruction is assured. I feel you need to address and stay in your back yard not mine.

Planning Process

ID# and Commenter

Secondary category, if applicable

- 1066 King County Growth Management Planning Council - Dow Constantine, Jeanne Kohl-Welles, Jennifer Robertson
VISION 2050 is scheduled to be adopted at the PSRC's General Assembly in the spring of 2020. Meeting this deadline is critical. It is essential that PSRC define a scope of work for the VISION update that can be completed and adopted in the spring of 2020.
- 815 Kitsap County - Robert Gelder
How will the public and member jurisdictions' comments be used? How are these comments documented, synthesized and presented back to jurisdictions throughout the process? How will minority opinions be distilled and provided to decision-makers? Reporting back is critical to the integrity and transparency of the process, ensuring continued participation in future stages. Throughout the process, the raw materials from public discussions (e.g. minutes, notes, videos) must be readily available as well as the meeting summaries.
- 1071 Kitsap Regional Coordinating Council - Charlotte Garrido, et al.
VISION 2050 should convey sustainability through inclusion of the "quadruple bottom line": social equity, cultural vitality, environmental quality, and economic prosperity. Each component should be given equal weight. Measures for these elements can help assess performance over time.
- 206 Listening Session - Bremerton - Land Use & Growth Strategy
Plan ahead. Be more proactive.
- 205 Listening Session - Bremerton - Land Use & Growth Strategy
Recycling is important and could be more effective.
- 471 Listening Session - Fife - Environment & Open Space
VISION needs to be more reader-friendly.
- 784 Listening Session - Lynnwood - Housing
Most people aren't tracking the project or involved. Need a conversation at the resident level to help people understand.
- 162 Listening Session - Seattle - Land Use & Growth Strategy
The plan requires an artistic exercise to embrace new regional concepts - inspiration/reimagination is needed to encourage public will. The public needs to see the benefits of change or will continue to heroically cling to the status quo. The plan and the planning process should encourage reimagination.
- 156 Listening Session - Seattle - Land Use & Growth Strategy
All 13 GMA goals should be cited in the plan.
- 181 Listening Session - Seattle - Land Use & Growth Strategy
Recognize success of VISION 2040.
- 1105 Snohomish County - Dave Somers
Track state level processes related to SB 5254 and incorporate any evident implications of state law as appropriate in VISION.
- 1112 Snohomish Health District - Jefferson Ketchel
Incorporate the PSRC "triple bottom line" of People, Prosperity, Planet consistently throughout Vision 2050. This will help to keep the focus on environmental and equity issues as well as development and transportation.
- 1300 Tacoma Pierce County Health Department - Amy Pow
Align Vision 2050 to support people, prosperity and planet outcomes - develop a concise vision statement for Vision 2050.
Potential options for board conversation:
Option 1: A healthy and vibrant region with abundant opportunities for all to live, work, learn and play.
Option 2: A vibrant region with healthy people, economies and environments.
- 1229 Tacoma Pierce County Health Department - Amy Pow
Build on the current Vision 2040 triple bottom line framework of "people, prosperity and planet". This framework fits well with the social, economic and environmental conditions that determine health. Use it to re-organize and consolidate sections to show connections between land use/transportation policies and people-prosperity-planet.
- 1227 Tacoma Pierce County Health Department - Amy Pow
Support a clear vision for Vision 2050 to guide this work throughout the region.
- 942 Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter
Move from translation to transcreation of documents and continue improvements in translation, using simplified language and visuals that is easy for non-professional planners to understand.

Planning Process

ID# and Commenter

Secondary category, if applicable

943	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Ensure opportunities for structural improvements in engagement are captured on an ongoing basis.	
1086	Washington State Department of Transportation - Roger Millar The update to VISION 2040 provides a unique and crucial opportunity to set the course for central Puget Sound growth. While the foundation of VISION 2040 should stay intact, the region is in a period of rapid growth and profound change.	
1088	Washington State Department of Transportation - Roger Millar WSDOT would like to continue the conversation of how to achieve a safe, equitable and sustainable transportation system in anticipation of the new 2050 planning horizon. The overarching point is that within the regional ecosystem, there are multiple interactive factors influencing each other. The VISION 2050 Plan is poised to revolutionize these interactions in an integrated manner that enhances equitable, livable and economically viable outcomes. To this end, WSDOT looks forward to being substantially involved in the development of a VISION 2050 Plan.	
629	Individual - Andrew Sang PSRC should stay the course. There are a set of sustainable planning paradigms that need to be followed if we're going to whether this storm and maintain and improve the quality of life for all those who live in the Puget Sound Region. That includes building fewer highways, more high capacity transit, and more high rise housing near that transit. In fact, I would encourage PSRC to play a bigger role in these discussions. Public transit and land use are not stand alone subjects; they build off of each other. Conditioning PSRC dollars on good land use could make a lot of sense, and should at least be considered. We need strong regional leadership currently that is not swayed by local opposition if we are to address regional problems. John spoke of a development in Berkeley, and I think that's a great example of a project that needed far less local control. Local NIMBY interests reducing the scope of Transit Oriented Development and raising the number of parking stalls is exactly the opposite of what we need here in the Puget Sound Region at this moment.	Coordination
248	Listening Session - Lynnwood - Land Use & Growth Strategy VISION 2050 should support local elected officials in making tough decisions about growth.	Coordination
270	Listening Session - Seattle - Housing It is important to line up with potential changes to GMA – possible state tools and funding; look at forthcoming Ruckelshaus report	Coordination
163	Listening Session - Seattle - Land Use & Growth Strategy The plan update should connect to the GMA Roadmap project.	Coordination
1198	Snohomish County Tomorrow - Dave Somers, John Spencer Concern about the tight timeline for adopting VISION 2050, updating CPPs, Buildable Lands, and major comprehensive plan updates.	Coordination
887	Sound Transit - Matt Shelden We encourage PSRC to clearly document regional transportation issues that arise and communicate how they are incorporated into VISION 2050 and/or are folded into the subsequent update of the Regional Transportation Plan.	Coordination
944	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter As we update VISION, we should be intentional in how we connect land use, transportation, and the economy, as well as their inextricable impacts on these intersection policies (a more focused subset of the People, Prosperity, and Planet lens that PSRC has adopted). How do we center these policies in the plan, and identify ways to use them as a screen in everything PSRC does (e.g. Centers, comprehensive plan certification)?	Coordination
851	City of Lakewood - John Caulfield The scoping notice states that cities are thriving. This is not completely true. The current conditions found within the "Seattle/King County purview" does not exist uniformly across the Puget Sound area. Rather, there is an immense deal of variability throughout PSRC member jurisdictions. This variability has historically not been well-incorporated into PSRC's assessment and decision making structure. In past two decades, the greater Puget Sound area has witnessed increased polarization and socio-spatial inequity. This has, in turn, produced an unprecedented level of uneven development in our area. Simply, there are increasing pockets of "haves" and "have nots" throughout the Puget Sound. This uneven development, coupled with the continued retrenchment of centralized national and state programs, places cities in an extreme bind. Cities are increasingly faced with new fiscal constraints due to the downward re-scaling of social welfare programs by the federal and state government. As a result, most communities and cities as municipal organizations are struggling with a number of issues, including: negligible revenue growth; unfunded mandates from the state and federal government; and, increasing responsibility for what should be multiscale responses to crises such as homelessness, mental health, and opioid addictions. From a regional standpoint, we are not doing a good job in protecting and preserving our environment, natural areas & open spaces, and farmlands. As part of the VISION 2050 process, will there be any outreach to learn of the current challenges and struggles facing in particular counties, cities and towns that are PSRC members?	Data, Forecast, and Technical Issues

Planning Process

ID# and Commenter	Secondary category, if applicable
1264 Greater Maple Valley Unincorporated Area Council - Peter Rimbo, Hendrick Haynes, Rhys Sterling, Susan Harvey, Steve Heister Use a wide variety of sources including, at a minimum: demographic data, trend analyses, lessons learned, economic forecasts, traffic-demand models and analyses, environmental impacts, incentive programs, etc. to guide the update.	<i>Data, Forecast, and Technical Issues</i>
804 Kitsap County - Robert Gelder How has PSRC reviewed the success of VISION 2040's existing goals and policies and Regional Growth Strategy? What has been its role in accommodating growth, reducing congestion and fostering urban development and housing affordability in the urban cores? What are the metrics and measurements we have used to assess successes or failures? Such an assessment sets a context for member jurisdictions and their constituents to effectively propose updates and amendments.	<i>Data, Forecast, and Technical Issues</i>
785 Listening Session - Lynnwood - Housing People think government can stop growth. Help people understand how to shape growth, and that they are part of it.	<i>Data, Forecast, and Technical Issues</i>
1272 Individual - David Moore I support the progressive ideas started with the Growth Management Act which was designed to accommodate more population and save our natural resources. Water quality and quantity management, conserving large tracts of forest, alternatives to auto travel, all these must be updated and given funding to achieve these goals with county, city, state, tribal and federal government as partners.	<i>Environment, Open Space and Sustainability</i>
1238 City of Seattle - Jenny Durkan, Mike O'Brien, Rob Johnson Use innovative engagement strategies to reach out to historically under-represented groups, and build on the Growing Transit Communities work.	<i>Equity and Social Justice</i>
1007 Environmental Protection Agency Region 10 - Jill Nogi Improve outreach related to land use and transportation planning processes to more effectively reach, communicate with, and meaningfully involve disadvantaged and disproportionately impacted populations in regional planning efforts;	<i>Equity and Social Justice</i>
1008 Environmental Protection Agency Region 10 - Jill Nogi Convey the anticipated benefits and impacts of proposed actions to inform all communities. We note that some typical development project impacts may include exposure to air pollution, noise and light pollution, safety hazards (such as, for disabled, seniors, pedestrians, school children), and impaired access to environmental benefits, among others;	<i>Equity and Social Justice</i>
1117 Snohomish Health District - Jefferson Ketchel Continue to include specific planning and budgeting for inclusive engagement.	<i>Equity and Social Justice</i>
1304 Tacoma Pierce County Health Department - Amy Pow PSRC staff and partners are encouraged to use meaningful engagement methods when assessing community and regional well-being, and developing policies and performance measures to reach: <ul style="list-style-type: none"> • Vulnerable populations, including youth, seniors, ethnic groups, transit-dependent and others with special needs; and • Those living in underserved, low-income areas, experiencing health disparities. Their health is often disproportionately affected by how we plan, and where we grow and invest in the region.	<i>Equity and Social Justice</i>
940 Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Incorporate tribal feedback, participation, and needs early and upfront.	<i>Equity and Social Justice</i>
941 Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Expand community engagement to include historically underrepresented populations, incorporating alternative techniques such as community liaisons to maximize inclusion.	<i>Equity and Social Justice</i>
821 City of Bonney Lake - Neil Johnson Jr. The City is concerned with the compressed timeline between the adoption of VISION 2050 and the next required periodic update. PSRC should work with the state legislature to delay the next periodic update until 2025 and then establish a ten year cycle instead of the eight year cycle for the periodic update in the Central Puget Sound Region. This would ensure that the planning efforts in the future continue to be synchronized with the update schedules for PSRC and the release of OFM projection and the Federal Census data.	<i>Implementation, Actions and Performance Monitoring</i>
49 Individual - John Owen I believe that our most pressing problems have a significant regional component and that solutions to these problems will require regional solutions, so I urge PSRC to be assertive in framing both a vision and proposing regional implementing measures.	<i>Implementation, Actions and Performance Monitoring</i>

Planning Process

ID#	and Commenter	Secondary category, if applicable
1292	Individual - Terry Hurd When policy makers from far away, Seattle, PSRC, push unwanted , unrequested regulations on a people who have no say in them, and we do not, the resentment only will grow. The Social experiment being pushed upon us is a insult to the Constitution and our founding fathers. The vision does not respect our community plan but helps pervert it, to not do what we want locally but you want by those who do not live with the many problems the plan creates, without resolving those we currently have from densification quotas forced upon us.	<i>Land Use and Development Patterns</i>
1083	Kitsap Regional Coordinating Council - Charlotte Garrido, et al. Acknowledge the value of military installations in the region. Include military installations' available land use and transportation data to better develop planning strategies. VISION 2050 must acknowledge the transportation, land-use, and housing demands created to support military installations and those retiring from military service.	<i>Land Use and Development Patterns</i>
834	City of Lake Stevens - Russ Wright PSRC should recognize that overlapping goals or direct conflicts exist between various planning documents, state regulations and rules of individual state/federal agencies as it updates the regional growth strategy. The environmental review should analyze the impacts of these conflicts and provide guidance for resolution and mandatory coordination.	<i>SEPA Environmental Review</i>
1252	Individual - Will Knedlik PSRC should do cost-effectiveness analysis for the Regional Transportation Plan and a complete SEPA analysis for VISION 2050. Highway facilities should be maintained and improved.	<i>SEPA Environmental Review</i>
787	Kitsap County - Robert Gelder The region has seen significant growth in the last ten years, so this update needs to be comprehensive rather than simply a refresh of VISION 2040 and the regional growth strategy. The SEIS must provide a reasonable framework and multiple alternatives for future decision-making. If too narrow, it will limit flexibility of the update and the ultimate applicability.	<i>SEPA Environmental Review</i>
1208	Master Builders Association of King and Snohomish Counties - Erich Armbruster We ask that an analysis be completed under SEPA and as part of Vision 2050, which describes how PSRC's Vision update aligns with (and is not redundant) GMA requirements, to ensure Vision 2050 implements and does not expand PSRC authority, according to the interlocal agreement and by-laws. Of note is PSRC's comprehensive plan certification process, which occurs after GMA appeal periods have lapsed, which could result in significant issues for local governments. VISION 2050 is also opportunity to assess the apparent expansion of PSRC role and activities.	<i>SEPA Environmental Review</i>
1245	Master Builders Association of Pierce County - Jessie Gamble We respectfully wish that regional differences be reviewed under SEPA and as part of the Vision update, and policies be enacted that reflect these differences. Vision 2050 policies must recognize the considerable differences between King, Snohomish, Pierce and Kitsap counties and their cities. This includes differences in the housing markets and types of housing needed, the local economy and jobs, and economic forces that drive growth. Make sure MPPs can be implemented by local governments in the region.	<i>SEPA Environmental Review</i>
Public Services, Utilities and Energy		
1270	Individual - David Moore Please continue to uphold the Growth Management goals, including treating wastewater.	
60	Individual - Laurie Dumouchel We must plan to reduce non-recyclable garbage, including plastic bags used to handle waste, alternatives to non-recyclable waste products, disposal of products when recycling life has ended, and increasing use and markets for recyclables. Moving waste out of the county is immoral - we must solve our own problems here.	
1317	Individual - Thomas White Increased population and development will not only require additional infrastructure, it will put additional stress on the already very old existing systems. Provision must be made to renew existing systems as well as add new infrastructure.	
1319	Individual - Thomas White A policy should be considered of reducing waste material, even if that material is recycled, by reducing excessive packaging, and re-use rather than recycling of appropriate items, such as glass containers.	
1320	Individual - Thomas White Consider distributed, non-conventional power generation. There must be an economic plan for energy development. Individual private property owners will not be able to develop sustainable facilities using personal resources. Small commercial users may also not be able to develop sustainable energy generation from business resources.	
520	Listening Session - Bremerton - Economy Infrastructure/sewer systems, etc. are needed to accommodate growth	

Public Services, Utilities and Energy

ID# and Commenter

Secondary category, if applicable

393	Listening Session - Bremerton - Economy Infrastructure drivers in Kitsap County are different and at a different scale than the other three counties, but need to be recognized	
526	Listening Session - Bremerton - Economy Reduce combined sewer/stormwater systems	
137	Listening Session - Bremerton - Public Services Waste management can have multiple impacts.	
141	Listening Session - Fife - Infrastructure Existing technology and anticipated advancements should be addressed in the public services chapter, such as the use of solar panels.	
256	Listening Session - Lynnwood - Land Use & Growth Strategy There are huge unmet infrastructure needs.	
147	Listening Session - Lynnwood - Public Services The public services goal is not achievable and needs to be more realistic.	
557	Listening Session - Redmond - Environment & Open Space The plan should consider if there is enough capacity at wastewater treatment plants for future growth.	
747	Listening Session - Redmond - Land Use & Growth Strategy When will we start using the Lake Tapps water supply? Does the growth expectation for the Eastside require the Eastside to start using Lake Tapps water (which Cascade Water has access to, but doesn't currently use)?	
625	Listening Session - Redmond - Transportation and Infrastructure VISION should broaden definition of 'public facilities' – sewers, water, fiber-optics (whereas the latter has a specific transportation element - access to information enables people to work from home).	
1155	Sierra Club Washington Chapter - Tim Gould We must ensure urban facilities are sited where the necessary infrastructure exists or can be improved to support such facilities.	
918	350 Seattle - Emily Johnston Vision 2050 must study how to implement that rapid scaling [of Zero Net Carbon buildings], and PSRC must consider both building codes for new buildings and the retrofit of existing stock for efficiency.	<i>Climate Change + Resiliency</i>
917	350 Seattle - Emily Johnston Vision 2050 must study what portfolio of renewable energy will meet the electricity needs of the four-county area, and specifically consider the distribution of renewable energy production, and the question of whether local control over energy production can benefit our communities	<i>Climate Change + Resiliency</i>
12	Individual - Carol Mitchell Offices, apartments or single family homes must be built for sustainable green energy - focus on solar panels, wind energy, green building materials, and green buildings	<i>Climate Change + Resiliency</i>
1318	Individual - Thomas White The plan must ensure an adequate water supply for the expected population. The prospective sources. Consideration must be given to the potential effects of climate change on water supply.	<i>Climate Change + Resiliency</i>
128	Listening Session - Seattle - Public Services The public services goal is currently missing concepts of resiliency, adaptation, and redundancy.	<i>Climate Change + Resiliency</i>
143	Listening Session - Fife - Infrastructure The public services policies should stress the need for coordinated planning best practices.	<i>Coordination</i>
144	Listening Session - Lynnwood - Public Services Policies should call for coordination and communication between the various public service providers.	<i>Coordination</i>
624	Listening Session - Redmond - Transportation and Infrastructure Transportation goal/actions should address better coordination that is needed between public utilities and construction	<i>Coordination</i>
134	Listening Session - Bremerton - Public Services Access to data on public services must be improved.	<i>Data, Forecast, and Technical Issues</i>

Public Services, Utilities and Energy

ID# and Commenter	Secondary category, if applicable
<p>148 Listening Session - Lynnwood - Public Services The region is experiencing increasing costs at a rapid rate for infrastructure. The plan should include an action that looks at the factors (labor shortage, regulatory, etc.) contributing to the increases and identify solutions.</p>	<i>Economy</i>
<p>689 Individual - Paul Nuchims I cut off gas heat this past fall. I only heat with a space heater in the room I'm working in. You can do this also. Zero fossil fuels as soon as possible. 2050? Do it now!</p>	<i>Environment, Open Space and Sustainability</i>
<p>1293 Individual - Terry Hurd The studies show we will run out of drinking water soon but a watershed is not available to us. The densification level you have set is not sustainable but you have a watershed, we have wells. The water drawn up is sent out the sewer system. Again lessons are not learned so failure is assured. Even your water storage system is limited when no rain falls.</p>	<i>Environment, Open Space and Sustainability</i>
<p>136 Listening Session - Bremerton - Public Services Combined sewer stormwater overflows should be eliminated; discharges to Puget Sound should be minimized.</p>	<i>Environment, Open Space and Sustainability</i>
<p>146 Listening Session - Lynnwood - Public Services VISION 2050 should address long-term water availability for the region.</p>	<i>Environment, Open Space and Sustainability</i>
<p>145 Listening Session - Lynnwood - Public Services The plan should include a call for equal access to broadband.</p>	<i>Equity and Social Justice</i>
<p>131 Listening Session - Seattle - Public Services Policies under public services should address the concept of information equity – equitable access to broadband, data services and storage, etc.</p>	<i>Equity and Social Justice</i>
<p>1109 Snohomish County - Dave Somers The VISION update should consider the growing necessity for broadband access, and equity considerations in rural areas.</p>	<i>Equity and Social Justice</i>
<p>1081 Kitsap Regional Coordinating Council - Charlotte Garrido, et al. The plan must support financing of infrastructure other than transportation.</p>	<i>Funding and Finance</i>
<p>135 Listening Session - Bremerton - Public Services More funding is needed for all types of infrastructure, it isn't only transportation.</p>	<i>Funding and Finance</i>
<p>465 Listening Session - Fife - Environment & Open Space We are having trouble maintaining our utilities, especially transportation, stormwater, and sewer. The problem will continue to grow.</p>	<i>Funding and Finance</i>
<p>142 Listening Session - Fife - Infrastructure The plan should call for investments in public services that align with actual growth that has occurred, not just planned growth.</p>	<i>Funding and Finance</i>
<p>138 Listening Session - Fife - Infrastructure Planning for public services should support diverse economic opportunities throughout the region, and not be concentrated in limited counties or areas.</p>	<i>Funding and Finance</i>
<p>208 Listening Session - Fife - Land Use & Growth Strategy Infrastructure funding is going to King County at the expense of Pierce County.</p>	<i>Funding and Finance</i>
<p>748 Listening Session - Redmond - Land Use & Growth Strategy Can't support growth without infrastructure – need to support and encourage city infrastructure to accommodate growth</p>	<i>Funding and Finance</i>
<p>602 Listening Session - Redmond - Transportation and Infrastructure VISION should address adequate funding needed to support the infrastructure pace to keep pace with development</p>	<i>Funding and Finance</i>
<p>140 Listening Session - Fife - Infrastructure The public services actions should be prioritized and include timelines and measures for evaluating their success –i.e. is the region accomplishing what its planned?</p>	<i>Implementation, Actions and Performance Monitoring</i>
<p>139 Listening Session - Fife - Infrastructure There should be clear actions to implement the public services policies.</p>	<i>Implementation, Actions and Performance Monitoring</i>
<p>129 Listening Session - Seattle - Public Services The language in te public services goal is generally weaker than that of other VISION 2040 goal statements (e.g., "support...")</p>	<i>Implementation, Actions and Performance Monitoring</i>

Public Services, Utilities and Energy

ID#	and Commenter	Secondary category, if applicable
1290	Individual - Terry Hurd The county is not working to prepare for future growth using the “it’s the incorporated cities responsibility to provide Urban Services” a bad joke on the people. We have no and will have no connecting bus system throughout the UGA. But the development density is allowed because there will some day be a bus route, but not planed nor funded now. Thanks again.	Land Use and Development Patterns
133	Listening Session - Bremerton - Public Services Areas without current access to sewer service should be encouraged to proactively prepare for eventual connections with inclusion of basic infrastructure when development occurs (“purple pipe”).	Land Use and Development Patterns
497	Listening Session - Lynnwood - Environment & Open Space Acknowledge Hirst and water rights and access issues in rural areas	Land Use and Development Patterns
546	Listening Session - Redmond - Environment & Open Space Public facilities (such as soccer fields) should be more dispersed and closer to homes to reduce driving.	Land Use and Development Patterns
1131	City of Gig Harbor - Jennifer Kester Limit densities until appropriate timing when infrastructure is in place.	Land Use and Development Patterns - Concurrency
18	Individual - AJ Your vision of 2050 is a joke. The roads, sewers and water are now maxed out. Tolt water is maxed out, I know this because I helped to build it. Our roads are a disgrace, it takes 2 hrs each day to drive to Seattle from Duvall, and that’s on a good day. King County can’t afford to maintain what they have. Put a moratorium on all building in King County until you can fix existing roads, sewers, and water.	Land Use and Development Patterns - Concurrency
690	Spanaway Water Company - Under GMA - obligation to provide concurrent water services as growth occurs.	Land Use and Development Patterns - Concurrency
695	Spanaway Water Company - Jeff Johnson PSRC’s slowed growth forecast in unincorporated Pierce County restricts Spanaway Water Company’s ability to plan for growth consistent with the Pierce County Centers and Corridors plan.	Land Use and Development Patterns - Concurrency
1263	Greater Maple Valley Unincorporated Area Council - Peter Rimbo, Hendrick Haynes, Rhys Sterling, Susan Harvey, Steve Heister Keep urban-serving facilities in the urban area.	Planning Process
132	Listening Session - Seattle - Public Services Involve public service providers in the plan update, particularly school districts and utilities.	Planning Process
1128	City of Gig Harbor - Jennifer Kester The demand for services due to geographic and economic constraints should be considered for small cities that are the services provider for the surrounding rural regions. Perhaps this includes a percentage increase for employment assumptions during the timeframe.	Regional Growth Strategy
130	Listening Session - Seattle - Public Services Refocus/reorder the public services goal to emphasize the role in supporting growth management objectives and preventing sprawl.	Regional Growth Strategy
750	Listening Session - Redmond - Land Use & Growth Strategy Counties are not providing urban levels of service to the unincorporated part of the UGA.	Urban Growth Areas

Regional Growth Strategy

807	City of Bonney Lake - Neil Johnson Jr. PSRC should reevaluate the regional geographies. Factors cross municipal boundaries instead of simply relying on total employment and population size. Factors to consider include: distance from a Metro Center, financial capacity to handle future growth, distance from existing and planned high capacity transit, the size of the unincorporated UGA, willingness to handle future growth within existing incorporated boundaries, and existing and planned regional and countywide centers.	
832	City of Bremerton - Greg Wheeler The City is supportive of Vision 2040 and its identified regional growth strategy.	
857	City of Carnation - Kimberly Lisk The plan should recognize the City of Carnation and similar cities in the region for their historic and projected growth rates that we have and will experience. The plan should endorse employment and growth opportunities in our communities to create more job/housing balance and transportation opportunities.	

Regional Growth Strategy

ID# and Commenter

Secondary category, if applicable

- 854 City of Carnation - Kimberly Lisk
Policy and actions coming from King County and PSRC have advocated that growth should not be directed or allowed in the "rural" cities of the Snoqualmie Valley, but rather should be directed to the urban core of Puget Sound. This discriminates against our cities and is inconsistent with the GMA.
- 849 City of Carnation - Kimberly Lisk
The City of Carnation would object to any classification of cities which is different than the GMA. Carnation is a UGA and as such needs to operate under the same rules as any other UGA city in the state.
- 1138 City of Everett - Cassie Franklin
State that the purpose of the growth guidance in the Vision 2050 update is to help local jurisdictions set growth targets, and acknowledge that Vision 2050 growth figures are based upon regional aspirations and other assumptions that local jurisdictions have very little ability to control. State that local jurisdictions are not required by law to realize the aspirational targets, just to provide sufficient land capacity and zoning to accommodate their adopted growth targets.
- 1130 City of Gig Harbor - Jennifer Kester
Small cities may be allowed to stay small.
- 633 City of Kent - Dana Ralph
It is unclear how some of the regional geographies are assigned, and how a city would move to a higher tier. With a population of 127,100, Kent has only slightly fewer residents than Bellevue (population 140,700), one of the five Metropolitan Cities. Although there is clearly some distinction between the two cities in terms of existing development character, Kent is aggressively zoned for growth and may achieve a similar population size in the near future. I propose that PSRC include in its scope of work for Vision 2050 clarification of policies on assigning regional geographies and reevaluating them over time.
- 829 City of Lake Stevens - Russ Wright
Over the years, the purpose of defining growth targets has evolved and changed. Vision 2050 should clarify that growth targets, which are perceived as quotas, are aspirational goals for communities to organize their comprehensive plan's around. This distinction would help decision-makers address growth through meaningful code development that reflects actual market and historical trends.
- 828 City of Lake Stevens - Russ Wright
Organize urban growth areas into descriptive categories acknowledging the lack of homogeneity between the urban growth areas (incorporated and unincorporated) and unique situations within each of the four counties across the region, considering:
 The presence of, or plan for, urban or local growth centers;
 The presence of, or plan for, significant transit investments including but not limited to freight mobility, transit stations and rapid transit lines; and
 The association to adjacent cities and the likelihood of annexation by 2050.
- 825 City of Lake Stevens - Russ Wright
Recommends refined methods to distribute growth to areas with existing or planned infrastructure and investments, regardless of municipal category or size
- 1003 City of Monroe - Geoffrey Thomas
Future population/employment base: The scope should consider an allowance for greater densities in the Large Cities identified in the existing VISION 2040 Regional Growth Strategy and limit the amount of growth in the unincorporated areas/UGAs outside cities. Current trends show some counties exceeding growth expectations in the unincorporated areas/UGA's outside cities while cities outside the I-5 corridor are lagging behind. The current Vision 2040 policies allow green-field development on the fringes of incorporated areas. The resulting population growth occurs well outside Metropolitan Cities, Core Cities and Large Cities leading to sprawl, environmental degradation, expensive utility extensions and transportation bottlenecks on two-lane roads meant for rural levels of service.
- 1067 City of North Bend - Ken Hearing
The VISION 2050 Plan should recognize the City of North Bend and other Snoqualmie Valley Cities and like Cities in the region for their historic and projected growth rates that we have and will experience. Right now the City of North Bend is processing or have in the pipeline close to 1,000 housing units with 2.5 people per average unit we are increasing our population by over 35%. This amount of growth has tremendous impacts and implications.

Regional Growth Strategy

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Secondary category, if applicable

- 1058 City of North Bend - Ken Hearing
Recent legislation suggests the scope of the required buildable lands analysis will be increasing. The environmental review should address how this increased scope may affect the determination of an area's capacity to accommodate growth. The review should look at whether an increased buildable lands analysis scope will eventually have impacts of its own on permit processing timelines, the provision of affordable housing, and more. In addition, the recent legislation also suggests that more attention needs to be paid to the timing of when growth is anticipated to occur relative to market trends and key infrastructure investments. The review should evaluate a timing component to the regional growth strategy that includes interim-year growth assignments so that a rationale for eventual realization of the 2050 growth assignments can be articulated and better understood.
- 1056 City of North Bend - Ken Hearing
The City of North Bend's goal is to focus on quality of life for our citizens and the region by retaining open spaces, trails and an urban designed core as we are the gateway town to the cascades. The City of North Bend and all the Snoqualmie Valley cities are asking for support for the Vision 2050 Plan to acknowledge our cities as urban entities with the same and maybe more severe growth impacts that all for the Puget Sound urban communities are experiencing. We need the Vision 2050 Plan to recognize the share of growth that the State mandates for North Bend.
- 1037 City of Shoreline - Debbie Tarry
Emphasize Cities and Centers for Accommodating Growth
- 1307 City of Snohomish - John Kartak
Subdivide the "unincorporated urban growth areas" in acknowledgement of the lack of homogeneity between the unincorporated urban growth areas across the region. Subdivisions could be based on: presence or plan for an urban center, significant transit investments, likelihood of annexation by 2050
- 1308 City of Snohomish - John Kartak
Consider how the effectiveness and impacts of growth targets might vary if they act as quotas or are just inspirational.
- 1306 City of Snohomish - John Kartak
The strategy of directing proportions of expected growth to specific geographies should be modified so it is more generalized towards simply directing growth to urban areas without reference to specific geographies.
- 682 City of Sumner - Eric Mendenhall
Pierce County is growing faster than other areas in population.
- 912 Community Transit - Joy Munkers
Community Transit supports the current VISION 2040 strategy for containing urban sprawl and directing future growth to existing growth boundaries.
- 813 Kitsap County - Robert Gelder
Military installations must be adequately considered in the VISION update.
Kitsap, Pierce and Snohomish Counties have sizable military installations that impact its growth patterns. These installations have billion dollar implications to the regional economy and their activities have impacts on key transportation corridors. While we understand the federal government is independent from our regional plans and cannot be directed growth, a failure to acknowledge these large-scale employment and housing facilities in transportation funding discussions does a disservice to the counties in which they are located. These facilities must be considered commensurately to regional centers in VISION to address their similar impacts.
- 809 Kitsap County - Robert Gelder
The Regional Growth Strategy update deserves as much attention as VISION's goals and policies. Has the Strategy been evaluated, and are these still the appropriate planning constructs to allocate growth? The update should review other reasonable geographic classifications (such as those proposed by Snohomish County Tomorrow). The classifications and designation criteria must be fully reviewed and alternatives considered during the update. Specifically, examining unincorporated urban areas as well as designated cities, rather than ranking them separately, is necessary. These areas should not be considered in isolation but as part of adjacent associated cities or based on their capacity for future growth and potential incorporation.

Regional Growth Strategy

ID# and Commenter

Secondary category, if applicable

- 811 Kitsap County - Robert Gelder
Allow local planning diversity within VISION and the Regional Growth Strategy. A one-size-fits-all approach may not fully consider local circumstances (a core element of the Growth Management Act). The geography, topography, development patterns, and transportation systems vary across jurisdictions, and new or revised growth targets or other data and metrics must reflect these features. The PSRC member counties maintain a strong connection to the Seattle metropolitan area, though it cannot be the sole focus of the region. Each county creates housing, transportation, and employment "micro-climates" based on regional trends as well as unique qualities of the jurisdiction. Kitsap County is quite different from greater King County in terms of size, geology, population, and relationship to Puget Sound, for example. Our separation from the I-5 corridor, peninsular nature, substantial shorelines, rolling topography, and dependence on ferry transportation make certain development intensities, employment opportunities and light rail options less feasible. Seattle is the core of the region, yet nearby satellite economies offer opportunities and diverse qualities that also must be encouraged and funded appropriately.
- 1090 Kitsap Regional Coordinating Council - Charlotte Garrido, et al.
Evaluate and consider revising future employment and population growth allocations. The research could redefine regional geographies or create sub-geographies for growth allocation rather than specific categories of jurisdictions. If the current RGS survives, the jurisdictional classification criteria should be updated.
- 190 Listening Session - Bremerton - Land Use & Growth Strategy
VISION 2050 should revisit the definition of Small and Larger cities.
- 214 Listening Session - Fife - Land Use & Growth Strategy
The level of growth projected for Pierce County may not be acceptable.
- 218 Listening Session - Fife - Land Use & Growth Strategy
Look at natural service areas to plan for growth, a place-based growth strategy.
- 238 Listening Session - Fife - Land Use & Growth Strategy
The Small Cities category should be redefined. Cities are too diverse.
- 243 Listening Session - Lynnwood - Land Use & Growth Strategy
The Everett growth share in the regional growth strategy is too high.
- 165 Listening Session - Seattle - Land Use & Growth Strategy
Acknowledge trade-offs with allocating growth per the Land Use Growth Strategy goal.
- 1204 Master Builders Association of King and Snohomish Counties - Erich Armbruster
Vision 2040 growth targets did not adequately recognize where the population is growing and as a result, some cities (e.g. Everett) were allocated growth targets that they knew they wouldn't meet. In other cases, cities were allocated growth targets that they knew they would exceed (e.g. Covington). Unfortunately, if the growth targets are not accurately reflecting reality, it can have real consequences, such as capital facility plans that either over or under plan for vital public facilities like sewer, water, transportation and schools.
- 635 Pierce County - Bruce Dammeier, Doug Richardson
The regional growth strategy (RGS) needs more than an "update." It needs modifications to the geography structure and its approach to growth share distribution. More specifically,
1. Modify the "geography" structure of the RGS. Vision 2050 should:
• Incorporate major military installations.
• Re-examine how unincorporated urban areas are reflected in the RGS. It is unclear why unincorporated urban areas are separated into a distinct geography as they are obligated to accommodate urban level growth similar to cities and towns under the provisions of the Growth Management Act.
• Reconsider regional geography criteria. Currently, higher population cities are planned to experience a higher percentage of growth. This approach overlooks three important considerations: 1) These cities may not desire a higher level of growth; 2) Infrastructure challenges and proximity to other cities may not support the planned growth; and 3) Cities grow, which may change their classification (and growth expectations) based on an arbitrary threshold between plan updates.

Regional Growth Strategy

ID# and Commenter

Secondary category, if applicable

- 636 Pierce County - Bruce Dammeier, Doug Richardson
2. Reexamine growth shares associated with RGS "geographies" to verify the targets are realistic. Vision 2050 should:
• Increase the growth share for unincorporated urban Pierce County. The current RGS does not reflect actual or vested development in unincorporated urban areas.
• Reflect economic realities in growth shares.
• Accommodate growth capabilities across geographies.
• Change the RGS base year to 2015 and only include growth shares. This will account for the actual distribution of growth between 2000 and 2015.

PSRC should clarify expectations for the "Small City" and "unincorporated urban" geographies, recognize infrastructure investments already made within these areas, promote economic development across the region, and address GMA.
- 1152 Sierra Club Washington Chapter - Tim Gould
Any changes to the Regional Growth Strategy including growth and job targets must be carefully considered so none are simply rubber-stamped a "fait-a-compli."
- 1191 Snohomish County Tomorrow - Dave Somers, John Spencer
RGS should be based on more static/zonal units, and not jurisdictional boundaries, which can change over time.
- 1185 Snohomish County Tomorrow - Dave Somers, John Spencer
The growth figures suggested by PSRC should recognize economic fundamentals and realistic timelines rather than being purely "aspirational," a term that was originally used to describe the 2008 growth distributions.
- 1187 Snohomish County Tomorrow - Dave Somers, John Spencer
We request that PSRC evaluate and use revised principles for future growth allocation and distribution. In particular, the Regional Geography definitions. Additional guidance is warranted for setting growth expectations for individual cities based on other factors, including how growth may impact the transportation system, exacerbate urban/rural-resource land interface conflicts, and be at odds with existing regionally funded and planned infrastructure investments.
- 1189 Snohomish County Tomorrow - Dave Somers, John Spencer
The regional growth allocation should focus growth around regional and local growth centers and major transportation / freight corridors, instead of prescribing growth distributions to specific categories of jurisdictions whose boundaries will change over time through annexation.
- 1188 Snohomish County Tomorrow - Dave Somers, John Spencer
Explore new concepts for organizing regional geographies for distributing future growth at the regional level, such as urban core, urban ring, urban edge, and urban satellite (standalone) locations, which cut across municipal boundaries and are based on existing and planned urban land use and transportation characteristics.
- 1192 Snohomish County Tomorrow - Dave Somers, John Spencer
Consider actual growth patterns since 2008, along with future vested development, compared with VISION 2040.
- 1194 Snohomish County Tomorrow - Dave Somers, John Spencer
Recognize the significant differences in the regional real estate market and economic forces within each county, and how these forces affect the likelihood for job and population growth.
- 1184 Snohomish County Tomorrow - Dave Somers, John Spencer
The regional growth strategy's growth distributions should better recognize all available lands within the UGA for accommodating urban growth, regardless of current municipal categorization.
- 797 Town of Steilacoom - Ron Lucas
Large military bases, such as Joint Base Lewis-McChord, should have their own geography that reflects their population, economic and traffic impacts on the region. Provide a mechanism for movement between geographies. Every city or town within the region will experience some degree of population growth, which will result in some jurisdictions moving from one classification to another. Recognize growth that has occurred since the adoption of VISION 2040, whether or not that growth conforms to the Regional Growth Strategy. Recognize existing and permitted infrastructure investments made, regardless of whether that investment was made in conformance with the Regional Growth Strategy. Include a "no action" alternative that follows the existing population and employment trends, not the VISION 2040 planned-for trends.
- 1170 City of Port Orchard - Robert Putaansuu *Annexation and Incorporation*
PSRC may want to consider redefining regional geographies and/or creating sub-geographies based on geographic form, environmental considerations, and areas reasonably expected to incorporate.

Regional Growth Strategy

ID# and Commenter

Secondary category, if applicable

1180	Snohomish County - Dave Somers	<i>Annexation and Incorporation</i>
<p>VISION 2050 should account for the uniqueness of Snohomish County's unincorporated Southwest Urban Growth Area (SWUGA), which contains two planned ST 3 light rail stations (and one provisional station) and, if incorporated, would be the third largest city in the state by population. The unincorporated SWUGA is already urbanized and specific cities are planning on annexing and serving nearly all of it. Snohomish County is already preparing for the arrival of light rail to the unincorporated SWUGA through the "Planning for Light Rail" project. The project is coordinating its timeline with the GMA plan update. The VISION update should recognize the uniqueness of this area, and permit higher-density infill and redevelopment to assist with reducing the pressures of sprawl and growth in rural and resource lands.</p>		
1179	Snohomish County - Dave Somers	<i>Annexation and Incorporation</i>
<p>Provide more flexibility in the unincorporated growth areas to account for unique situations within each of the four counties. This could be done by creating subcategories of the "unincorporated urban growth areas" in a manner similar to what was done with "small cities" in VISION 2040, in order to acknowledge the differences between the unincorporated urban growth areas across the region. Could be based on current or planned centers, current or planned transit, or affiliation with adjacent cities.</p>		
806	City of Bonney Lake - Neil Johnson Jr.	<i>Centers and Transit-Oriented Development</i>
<p>The City supports the current strategy of containing urban sprawl and directing future growth to existing urban growth areas, supported by an efficient, multi-modal transportation system, with high capacity transit connecting designated regional and county-wide urban centers.</p>		
909	Community Transit - Joy Munkers	<i>Centers and Transit-Oriented Development</i>
<p>To take full advantage of this significant investment, residential and employment growth should be allocated around high capacity transit stations.</p>		
1275	Individual - Andrew Sang	<i>Centers and Transit-Oriented Development</i>
<p>PSRC should push for more housing and investment into North King/South Snohomish, and the East Side too. Corridors like Wilberton/Belred can one day become great hubs like Seattle's various regions. Regions such as the Aurora corridor, and the regions around the Link Stations at Shoreline and especially Lynnwood should be focused for new housing. In fact, I think Lynnwood should get special attention due to the large amount of parking lots that exist in its downtown, making it an extremely cheap redevelopment. Northgate holds high potential for redevelopment, and I hope PSRC and Seattle can work together to ensure that we get as much housing as possible from this TOD site.</p>		
1276	Individual - Andrew Sang	<i>Centers and Transit-Oriented Development</i>
<p>Highway 99 and Lake City Way (at least in the Southern Parts) can be tamed in a similar fashion to how the Lake City Way/125th St region has been upgraded for local livability. I wish PSRC can urge Seattle and Shoreline to upzone the two corridors and sharply improve transit there via additional funding.</p>		
1250	Individual - Laura Barker	<i>Centers and Transit-Oriented Development</i>
<p>The VISION 2050 EIS should include an alternative that emphasizes transit oriented development by focusing growth in metro, core and large cities while decreasing rural allocations.</p>		
1060	King County Growth Management Planning Council - Dow Constantine, Jeanne Kohl-Welles, Jennifer Robertson	<i>Centers and Transit-Oriented Development</i>
<p>VISION 2050 should retain the structure of the Regional Growth Strategy. Cities and centers make it possible for more people to live near or more easily commute to their jobs, shopping and recreation and to reduce their need to drive to these destinations. Concentrating growth in centers also makes delivery of public services and infrastructure more efficient.</p>		
191	Listening Session - Bremerton - Land Use & Growth Strategy	<i>Centers and Transit-Oriented Development</i>
<p>Growth should go along Sound Transit and other transit routes.</p>		
161	Listening Session - Seattle - Land Use & Growth Strategy	<i>Centers and Transit-Oriented Development</i>
<p>VISION 2050 should implement countywide centers and connect to the broader growth strategy.</p>		
1190	Snohomish County Tomorrow - Dave Somers, John Spencer	<i>Centers and Transit-Oriented Development</i>
<p>The RGS should recognize the planning and investment in light rail and BRT, the potential for adding density around stations, especially in SW Snohomish County. The current regional policy that discourages growth in unincorporated UGAs should be reconsidered, as decades of planning and investment have anticipated some of these core unincorporated areas in the vicinity of the recent voter-approved Sound Transit 3 light rail stations between Lynnwood and Everett being highly urbanized since well before the adoption of Vision 2040.</p>		

Regional Growth Strategy

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Secondary category, if applicable

1298	Tacoma Pierce County Health Department - Amy Pow	<i>Centers and Transit-Oriented Development</i>
	Apply a two-pronged approach to manage regional growth: <ul style="list-style-type: none">o Continue to focus growth in UGAs and regionals and countywide centers: Highlight the unique role and function of different types of centers as healthy and complete places for people to live, work, learn and play. Incentivize transit-oriented development and complete neighborhoods to support healthy growth in the region.o Curb growth beyond UGAs by conserving open space as buffers, including critical areas, natural, rural and resource lands.	
1091	Washington State Department of Transportation - Roger Millar	<i>Centers and Transit-Oriented Development</i>
	Transportation-efficient land use: The region has long embraced urban growth boundaries and a centers approach for accommodating growth. Concentrating growth in centers also makes delivery of public services more efficient. To take advantage of these investments, the region should encourage more residential and commercial development near places that are well-served by transit and planned for additional high-capacity transit service.	
159	Listening Session - Seattle - Land Use & Growth Strategy	<i>Coordination</i>
	There needs to be clear regional acceptance of the growth strategy - true regional commitment is needed for this to be successful. The structure of the existing regional growth strategy is strong but there may need to be changes for more regional acceptance.	
1139	City of Everett - Cassie Franklin	<i>Data, Forecast, and Technical Issues</i>
	Identify the extent to which the growth assumptions Vision 2050 uses for Everett are predicated on the timely extension of light rail to Everett.	
1137	City of Everett - Cassie Franklin	<i>Data, Forecast, and Technical Issues</i>
	Growth guidance/ targets for 2050 should be based upon a realistic assessment of underlying economic assumptions for Everett and the region.	
1127	City of Gig Harbor - Jennifer Kester	<i>Data, Forecast, and Technical Issues</i>
	PSRC should consider alternatives to the foundation of the RGS used for Vision 2040. PSRC should consider aligning the data for the updated growth strategy with the 2020 Census data, or at minimum PSRC should develop a detailed growth analysis based upon current market growth trends with consideration to still "bending the trend." Make the growth data available for review and comment well in advance of preparing a recommendation for the VISION 2050 RGS.	
1174	City of Port Orchard - Robert Putaansuu	<i>Data, Forecast, and Technical Issues</i>
	It is critical that this update consider what happens after the region builds out existing cities and unincorporated UGAs. Alternatives should include consideration of policies that require a long-term evaluation in advance of future updates to Vision 2050, to evaluate which lands are most suitable for future growth based on utility and transportation capacity and quadruple bottom line considerations.	
217	Listening Session - Fife - Land Use & Growth Strategy	<i>Data, Forecast, and Technical Issues</i>
	Targets should match reality, such as around planned communities and major vested projects.	
215	Listening Session - Fife - Land Use & Growth Strategy	<i>Data, Forecast, and Technical Issues</i>
	Work on the regional growth strategy needs to look at the forecast vs. plan for pattern of growth within the region. We need a gap analysis.	
239	Listening Session - Lynnwood - Land Use & Growth Strategy	<i>Data, Forecast, and Technical Issues</i>
	VISION 2050 needs a reality check regarding the difference between plans and market realities.	
1199	Master Builders Association of King and Snohomish Counties - Erich Armbruster	<i>Data, Forecast, and Technical Issues</i>
	We support the PSRC process of allocating growth to cities, towns, and unincorporated UGAs to accommodate the growing population, however, how do we ensure these local jurisdictions will accommodate and accept the growth they plan for? PSRC should analyze the disconnect between growth targets and local development regulations under SEPA as part of the Vision update. Particularly with regard to factors such as building moratoriums, restrictive tree retention regulations, wider buffers, higher impact fees, and other restrictive actions on the part of cities.	
1202	Master Builders Association of King and Snohomish Counties - Erich Armbruster	<i>Data, Forecast, and Technical Issues</i>
	SEPA analysis and an economic study based on realistic population growth estimates would be important to determine whether current policies will result in growth being contained or pushed beyond the four-county region (e.g. people commuting to work in the PSRC planning region from Kittitas, Skagit, Whatcom, and Thurston Counties).	

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859	Pierce County - Bruce Dammeier, Doug Richardson	<i>Data, Forecast, and Technical Issues</i>
	Regional Growth Strategy restructuring requires information that illustrates how the adoption of Vision 2040 has directed growth and the extent of change needed to achieve planned targets. This information includes: 10. Growth and development trend data for each individual RGS geography. 11. Information related to vested development that hasn't yet been built. 12. Estimated housing and employment capacity for each RGS geography and a comparison with the current growth target for each RGS geography. 13. A gap analysis between a new RGS growth forecast and planned growth targets/growth shares per RGS geography. 14. Travel time, congestion levels (both current and forecasted) of major corridors, and current and future carrying capacity of travel modes.	
1196	Snohomish County Tomorrow - Dave Somers, John Spencer	<i>Data, Forecast, and Technical Issues</i>
	Coordinate with all of the jurisdictions in the four counties to evaluate the growth capacity in existing plans, and to determine if the projected growth in each county between 2035 and 2050 results in the need for significant increases in land use capacity.	
810	City of Bonney Lake - Neil Johnson Jr.	<i>Economy</i>
	It is important to recognize the significant differences in the regional real estate market and economic forces within each county, and how these forces affect the likelihood for job and population growth.	
1145	City of Everett - Cassie Franklin	<i>Economy</i>
	Identify how the RGS will assist local jurisdictions in creating a more favorable environment for the economic investment needed to become successful in attracting the desired shares of population, housing and job growth.	
1122	City of Snoqualmie - Mark Hofman	<i>Economy</i>
	The plan should endorse employment opportunities in all UGA communities to create more favorable job/housing balances and vital transportation opportunities. All communities should be included in planning efforts for growth and continue to be able to compete for resources to serve anticipated development.	
155	Listening Session - Seattle - Land Use & Growth Strategy	<i>Economy</i>
	Reflect what growth is sufficient for communities to thrive.	
172	Listening Session - Seattle - Land Use & Growth Strategy	<i>Economy</i>
	The plan should address the role of rural areas as important parts of the region – economic opportunity in rural areas is important.	
836	City of Lake Stevens - Russ Wright	<i>Environment, Open Space and Sustainability</i>
	A primary goal of the Growth Management Act is to focus population and job growth in urban areas; however, the continuing trend of agencies adopting ever increasing and more stringent environmental regulations significantly diminishes an urban area's ability to accommodate new growth. Surface water management and wetland regulations have the unintended result of decreasing available developable areas, as identified in applicable buildable lands reports. Consequently, this diminishes the ability of local jurisdictions to plan for new households and jobs without significantly intensifying density and scale of development, in a manner that may be contrary to the local culture or community desires.	
831	City of Lake Stevens - Russ Wright	<i>Environment, Open Space and Sustainability</i>
	The update should acknowledge the presence of a floodplains and other resources lands within urban growth areas and consider how this affect a jurisdictions' capacity to accommodate growth.	
1019	City of Monroe - Geoffrey Thomas	<i>Environment, Open Space and Sustainability</i>
	PSRC should recognize that as it updates the regional growth strategy, the overlapping goals, or direct conflicts, exist between various planning documents, state regulations and rules of individual state/federal agencies. The environmental review should analyze the impacts of these conflicts and provide guidance for resolution and mandatory coordination. A primary goal of the Growth Management Act is to focus on population and job growth in urban areas; however, the continuing trend of agencies adopting ever increasing and more stringent environmental regulations significantly diminishes an urban area's capacity to accommodate new growth. Surface water management and wetland regulations have the unintended result of decreasing available developable areas, as identified in applicable buildable lands reports. Consequently, this diminishes the ability of the local jurisdictions to plan for new households and jobs without significantly intensifying density and scale of development, in a manner that may be contrary to the local culture or what the community desires.	
182	Listening Session - Seattle - Land Use & Growth Strategy	<i>Environment, Open Space and Sustainability</i>
	Growth strategy should consider climate change, sea level rise, and natural hazards.	
574	Listening Session - Redmond - Economy	<i>Funding and Finance</i>
	The plan should consider the population base needed for a self-sustaining economy and plan for cities to reach that size.	

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167	Listening Session - Seattle - Land Use & Growth Strategy The plan should more actively discourage growth in low-density areas. We should consider financial incentives to live in walkable communities, and financial disincentives to live in low-density communities.	Funding and Finance
641	Pierce County - Bruce Dammeier, Doug Richardson 7. Refine policies to address the inequity of the Regional Growth Strategy. Vision 2050 should: • Recognize the potential financial impact of limiting smaller jurisdictions' growth. • Provide additional guidance related to the economic well-being and sustainability of small cities/towns.	Funding and Finance
979	Snohomish County - Dave Somers The environmental review should consider how the impacts of growth targets that act as precise growth assignments differ from the impacts if the targets are viewed as aspirational goals with a range of possibilities. Include an analysis of what may occur if funding for large infrastructure projects is delayed.	Funding and Finance
1274	Individual - Andrew Sang PSRC should focus on developing additional housing in North King/South SnoCo region as well as the East Side, and divest housing development in the South King region. The public health effects of living close to airports and highways are severe and well documented. We should be looking to preserve the current level of development in S. King, or even look towards reducing the capacity. Regions like Kent, Tukwila, Seatac, Burien, and Renton should have reduced public investment and see less housing construction.	Healthy Communities
1193	Snohomish County Tomorrow - Dave Somers, John Spencer VISION 2050 and the RGS should address the need for housing types and levels of affordability that meet the current and projected needs of a variety of households, in particular the need for and barriers to medium-density, or "missing middle," housing options.	Housing
848	City of Carnation - Kimberly Lisk We need the VISION 2050 plan to recognize the share of growth that the state mandates for Carnation.	Implementation, Actions and Performance Monitoring
863	City of Carnation - Kimberly Lisk The City of Carnation should be entitled to the allocation for growth and resources to cope with growth that we are likely to experience as part of the robust economy in the Puget Sound area.	Implementation, Actions and Performance Monitoring
1125	City of Snoqualmie - Mark Hofman The review should evaluate a timing component to the RGS that includes interim-year growth assignments so that a rationale for eventual realization of the 2050 growth assignments can be articulated and better understood.	Implementation, Actions and Performance Monitoring
219	Listening Session - Fife - Land Use & Growth Strategy The regional growth strategy has to be realistic and achievable by 2050.	Implementation, Actions and Performance Monitoring
254	Listening Session - Lynnwood - Land Use & Growth Strategy The regional growth strategy needs to address the time factor, perhaps by including decade points for future growth numbers. Especially with later light rail buildout, growth may be delayed. VISION should get beyond end-state planning to inform how growth is likely to evolve in different places and inform the delivery of infrastructure.	Implementation, Actions and Performance Monitoring
252	Listening Session - Lynnwood - Land Use & Growth Strategy VISION should be more directive with more teeth sanctioning cities that aren't taking growth.	Implementation, Actions and Performance Monitoring
1205	Master Builders Association of King and Snohomish Counties - Erich Armbruster Consider "removing" current quantitative RGS to allow for more flexibility in target setting within counties that could account for a more "realistic" allocation of growth and capital facilities planning. Regional role would be in providing "incentives" for achieving targets, especially in centers.	Implementation, Actions and Performance Monitoring
1242	Master Builders Association of Pierce County - Jessie Gamble Better reflect reality, including current growth patterns and infrastructure needs in regional growth strategy. Use the GMA growth planning process and incentives to focus growth. Hold jurisdictions accountable for enabling growth.	Implementation, Actions and Performance Monitoring
1186	Snohomish County Tomorrow - Dave Somers, John Spencer SCT recommends returning to the original intent of using the growth allocations as guidance.	Implementation, Actions and Performance Monitoring
953	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Growth and job targets. These must be adhered to with special attention given to the region's cities on the urban "fringe" where exceeding such targets would greatly exacerbate traffic congestion along narrow corridors with inadequate infrastructure.	Implementation, Actions and Performance Monitoring

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Secondary category, if applicable

1231	City of Seattle - Jenny Durkan, Mike O'Brien, Rob Johnson	<i>Land Use and Development Patterns</i>
	<p>Revisit regional geographies used in the RGS. Rather than rely on these somewhat artificial categories (regional geographies), we believe the regional strategy should be based on principles and criteria that define where growth can best be accommodated. We offer the following as basic principles for how to shape the growth strategy:</p> <ul style="list-style-type: none"> • Continue to reduce growth in rural and unincorporated areas • Focus growth in designated centers • Consider local conditions – encourage growth near frequent transit and discourage it where it would put pressure on the urban growth boundary 	
1266	Greater Maple Valley Unincorporated Area Council - Peter Rimbo, Hendrick Haynes, Rhys Sterling, Susan Harvey, Steve Heister	<i>Land Use and Development Patterns</i>
	<p>For the growth alternatives studied for VISION 2050, focus growth in Regional Growth Centers, not in cities on the urban fringe. Do not “grandfather” in growth patterns for jurisdictions, often on the urban fringe, which have grossly exceeded their Growth Targets and seek adjustment of same to accommodate their bad decisions.</p>	
1253	Greater Maple Valley Unincorporated Area Council - Peter Rimbo, Hendrick Haynes, Rhys Sterling, Susan Harvey, Steve Heister	<i>Land Use and Development Patterns</i>
	<p>Develop land use, transportation, and social system strategies to maintain the integrity of the Urban Growth Boundary, including high capacity transit systems. Protect rural areas from the infringement of urban growth.</p>	
212	Listening Session - Fife - Land Use & Growth Strategy	<i>Land Use and Development Patterns</i>
	<p>Planned densities may not be good fit in some suburban settings.</p>	
240	Listening Session - Lynnwood - Land Use & Growth Strategy	<i>Land Use and Development Patterns</i>
	<p>Planned densities should match market conditions.</p>	
157	Listening Session - Seattle - Land Use & Growth Strategy	<i>Land Use and Development Patterns</i>
	<p>Growth models should support growth and change in established neighborhoods. Resistance to growth in core areas (like Seattle) is a problem – it is creating exclusive communities. The region needs additional housing supply, particularly in core urban areas</p>	
640	Pierce County - Bruce Dammeier, Doug Richardson	<i>Land Use and Development Patterns</i>
	<p>6. Recognize existing populations and investment within unincorporated urban areas. Vision 2050 should:</p> <ul style="list-style-type: none"> • Address where people live and work today and in the future. • Take into consideration the quality of life for residents across the region. • Recognize infrastructure planning and investments in unincorporated urban areas. • Support growth where infrastructure planning and investments have already occurred. • Recognize utilities have invested in infrastructure projects that would be repaid through previously anticipated growth and development. 	
1178	Snohomish County - Dave Somers	<i>Land Use and Development Patterns</i>
	<p>The RGS should better utilize all potentially available land within the UGA. We request that the VISION update revise the current strategy of guiding most employment and housing growth to the region's major cities while expecting other cities and unincorporated urban areas to play a more modest role as locations for new growth. Rather, growth should be directed to urban areas where significant infrastructure planning and/or investments have been made, especially high-capacity transit and other transportation facilities, regardless of city size or whether or not they are incorporated.</p>	
1195	Snohomish County Tomorrow - Dave Somers, John Spencer	<i>Land Use and Development Patterns</i>
	<p>Consider ways the RGS can promote more balance across the region in housing and jobs growth.</p>	
41	Individual - John Owen	<i>Land Use and Development Patterns - Concurrency</i>
	<p>Strengthening measures to distribute employment growth to identified areas. VISION 2040 identifies a number of locations for employment growth throughout the 4 county area but growth has been concentrated in central King County and to a limited extent in Snohomish County. This creates a mismatch between the location of jobs and housing. For example, land, infrastructure and housing is plentiful in Tacoma, for example, but Seattle is attracting the bulk of development even though the city is unable to support it equitably. (See Thinking about Housing in the Northwest by Dr Ali Moddares http://www.newgeography.com/content/004312-thinking-abouthousing-northwest) The conceptual cartoon-diagram illustrates this issue. The fault is not in the growth strategy itself but the ability to implement it. So, I would like to see the strengthening of policies and actions related to locating employment more effectively. Could multi-county policies identify metrics and limits measures to limit local growth based on concurrency requirements?</p>	

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Secondary category, if applicable

830	City of Lake Stevens - Russ Wright	Planning Process
<p>Recent legislation suggests the buildable lands reports (BLR) methodology will change and the scope of buildable lands analysis will increase. Vision 2050 should clearly address how revised BLR methodology will affect each city's and county's capacity to accommodate growth under the regional growth strategy. Individual BLR capacities should be a determinative factor in establishing local growth goals within the regional 2050 strategy with consideration of a local municipality's ability to manage residential and job growth, provide urban services, encourage affordable housing, protect the environment and meet other goals of the Growth Management Act within defined planning timelines.</p>		
1017	City of Monroe - Geoffrey Thomas	Planning Process
<p>Recent legislation suggests the scope of the required buildable lands analysis will be increasing. The environmental review should address how this increased scope may affect the determination of an area's capacity to accommodate growth. The review should look at whether an increased buildable lands analysis scope will eventually have impacts of its own on permit processing timelines, the provision of affordable housing, and more. In addition, the recent legislation also suggests that more attention needs to be paid to the timing of anticipated growth when it occurs relative to market trends and key infrastructure investments. The review should evaluate a timing component to the regional growth strategy that includes interim-year growth assignments so that a rationale for eventual realization of the 2050 growth assignments can be articulated and understood.</p>		
1057	City of North Bend - Ken Hearing	Planning Process
<p>The City of North Bend would object to any classification of cities (eg small vs large) which is different than the Growth Management Act. North Bend is an "urban growth area" or UGA and as such needs to operate under the same rules as any other UGA City in the state. We are mandated by the GMA to deliver expensive urban services like sewer and thus we can't be restricted or treated differently than any other larger UGA City. Further we would oppose any language in the plan which interferes with the City Councils exclusive land use decision making process and much of 2040 attempted to do just that (eg limits on employment centers for small cities). The last round of Comprehensive Plan certifications caught small cities off guard. Previously allocated targets were explained by King County as neither a "floor or a ceiling". Many small cities planned for additional growth and completed infrastructure to accommodate that growth. North Bend desires to plan for future growth consistent with King County polices and the goals of the Growth Management Act but wants to be at the table during the process and respectfully requests being actively engaged in the process and discussions for future growth within our community and the region.</p>		
808	Kitsap County - Robert Gelder	Planning Process
<p>How will VISION acknowledge local planning as the basis of the Regional Growth Strategy? Does VISION's Regional Growth Strategy direct local planning or is it developed from local plans? Again, the interlocal agreement establishes a framework for PSRC's authority as it applies to growth management and the Strategy. This agreement states "The regional growth management strategy shall be based on and developed from local comprehensive planning" . Is this the planned practice in the VISION and Strategy updates? If not, are there plans to review the interlocal agreement in concert with the update?</p>		
1182	Snohomish County - Dave Somers	Planning Process
<p>The VISION update should evaluate a timing component to the regional growth strategy that includes interim-year growth assignments so that a rationale for eventual realization of the 2050 growth assignments can be articulated and understood. The growth strategy and SEIS should consider the timing of infrastructure investments - not only where they will occur, but also when they will occur.</p>		
826	City of Lake Stevens - Russ Wright	Public Services, Utilities and Energy
<p>Direct growth to cities and unincorporated urban areas best equipped to accommodate new growth</p>		
209	Listening Session - Fife - Land Use & Growth Strategy	Public Services, Utilities and Energy
<p>Spanaway growth is at odds with planning numbers, buildable land, and the future growth expected. This creates an impact on water and sewer provision.</p>		
152	Listening Session - Seattle - Land Use & Growth Strategy	Public Services, Utilities and Energy
<p>VISION should focus growth in urban areas that can adequately support growth with infrastructure and services. The plan should identify places that can support additional growth, both functionally and locationally, and the plan should continue to articulate different community roles in accommodating growth.</p>		
1169	City of Port Orchard - Robert Putaansuu	SEPA Environmental Review
<p>If the no action alternative is selected as a preferred alternative, progress in implementing the regional growth strategy would be more measurable if existing geographies are retained, as compared to a scenario where cities are being reclassified as they grow.</p>		
827	City of Lake Stevens - Russ Wright	Transportation
<p>Direct growth to urbanized areas, regardless if they are incorporated, but where significant infrastructure planning and/or investments have been made, especially for regional transit, freight mobility and transportation systems.</p>		

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Secondary category, if applicable

57	Individual - Dorian Yeager	Transportation
	We MUST manage growth, in terms of jobs and housing, to disincentivize sprawl, and incentivize high density housing, to include that for lower income individuals. We continue to spend vast amounts of money on improving our road system to handle increased, at the same time spending vast amounts of money trying to get people out of their cars, because they are living further and further away to get into cheaper housing.	
1201	Master Builders Association of King and Snohomish Counties - Erich Armbruster	Urban Growth Areas
	Consider policies that allow limited UGA expansions adjacent to established urban centers, while continuing the PSRC's request to "bend the trend" to encourage urban growth in established cities.	
1177	Snohomish County - Dave Somers	Urban Growth Areas
	Snohomish County is committed to a stable urban growth boundary and believes this should continue to be a priority in VISION 2050.	
974	Snohomish County - Dave Somers	Urban Growth Areas
	Maintain a stable urban growth boundary by utilizing all available lands within the UGA.	
952	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter	Urban Growth Areas
	Focus growth within urban areas and cities. VISION should maximize and focus regional growth within our existing Urban Growth (UGA) Areas and cities while limiting population projections and growth outside of the UGA and the rural area to the greatest extent possible. The focus population allocations needs to be within the current UGA and cities with sufficient infrastructure to support growth. PSRC should explore the ability of Small Cities to accept future growth, taking into account sufficient infrastructure as well as the jobs/housing balance to support growth with minimal impacts to transportation and other systems.	

SEPA Environmental Review

877	City of Des Moines - Matt Pina	
	The City requests that alternatives evaluated in the EIS include the siting of a new international airport within the region. Specifically, the disproportionate impacts experienced by Des Moines residents and surrounding communities due to regional population growth fueling demand for additional capacity at SeaTac airport should be thoroughly analyzed for all alternatives, including impacts on human health and to air and quality.	
910	Community Transit - Joy Munkers	
	Community Transit suggests the transportation analysis include an evaluation of how each alternative maximized use of these transit investments.	
987	Environmental Protection Agency Region 10 - Jill Nogi	
	Infrastructure needs and costs; including energy demand, provision of affordable housing and potential displacement, transportation choices, induced travel and growth, efficiency of freight movement, and emergency services;	
990	Environmental Protection Agency Region 10 - Jill Nogi	
	The indirect and cumulative effects of the project;	
992	Environmental Protection Agency Region 10 - Jill Nogi	
	Tribal Treaty Rights;	
993	Environmental Protection Agency Region 10 - Jill Nogi	
	The project's capacity for adaptive management over time.	
1157	Sierra Club Washington Chapter - Tim Gould	
	Strongly support the preparation of an SEIS because of the recognized potential for major impacts on the environment.	
457	Listening Session - Seattle - Environment & Open Space	Climate Change + Resiliency
	SEPA: We need to identify externalities (such as carbon) so that we can mitigate impacts.	
1024	Washington Environmental Council - Mindy Roberts	Climate Change + Resiliency
	The SEIS should address: Sea level rise – Rising seas and increased risk of flooding has already increased the risk of damage to these valuable public assets [like wastewater and stormwater infrastructure], as well as private assets. How will Vision 2050 address the need to adapt to sea level rise? How will Vision 2050 recognize the financial burden posed by poorly sited infrastructure in a world of rising seas?	

SEPA Environmental Review

ID# and Commenter	Secondary category, if applicable
1018 Washington Environmental Council - Mindy Roberts The SEIS should address: Greenhouse gas emissions – Conduct life cycle greenhouse gas emission evaluations and air pollution for all projects. How will Vision 2050 ensure that the counties' contributions meet both county and state greenhouse gas reduction targets?	<i>Climate Change + Resiliency</i>
1023 Washington Environmental Council - Mindy Roberts The SEIS should address: Climate impacts on water resources – The increase in air temperature associated with climate change will alter the hydrology of alpine and forested lands as snow-dominated regimes transition to rain-dominated regimes. How will Vision 2050 account for adaptation needs and mitigate for unavoidable impacts?	<i>Climate Change + Resiliency</i>
1032 Washington Environmental Council - Mindy Roberts The SEIS should address: Consistency – The regionally developed and federally approved Puget Sound Action Agenda represents the roadmap to Puget Sound recovery. Several Vital Sign indicators are showing improvements; however, some are trending down or not changing despite recovery efforts. How will Vision 2050, which must rely on a healthy Puget Sound, dovetail with Puget Sound recovery?	<i>Coordination</i>
1144 City of Everett - Cassie Franklin Vehicle miles traveled (VMT) should be compared for each alternative. VMT can serve as a proxy for a number of environmental indicators, including congestion, air and water quality impacts, carbon emissions, as well as economic indicators such as lost productivity, and quality of life impacts, such as time spent commuting.	<i>Data, Forecast, and Technical Issues</i>
1124 City of Snoqualmie - Mark Hofman The environmental review should address how the suggested increased scope of the required buildable lands analysis may affect the determination of an area's capacity to accommodate growth, permit process timelines, the provision of affordable housing, etc.	<i>Data, Forecast, and Technical Issues</i>
451 Listening Session - Seattle - Environment & Open Space SEPA: Look at the effects of the distribution of population growth on the environment.	<i>Data, Forecast, and Technical Issues</i>
1224 Puget Sound School Coalition - Jake Kuper and Grace Yuan We also support an environmental review process that analyzes the range of alternatives related to school siting. It should consider the projected population growth in the 5 to 18 age group and the need for additional public facilities, such as schools, to serve the students of the four-county region.	<i>Education</i>
818 City of Bonney Lake - Neil Johnson Jr. The City request that PSRC evaluate the environmental impacts associated with the loss of the existing tree canopy within the Central Puget Sound Region as more of the land within the UGA is developed to support the expected population and employment growth. The ornamental landscaping associated with new development will not replace the environmental functions associated with the existing tree canopy in the region.	<i>Environment, Open Space and Sustainability</i>
983 Environmental Protection Agency Region 10 - Jill Nogi Water quality, including any effects to waterbodies listed as impaired on the most current Clean Water Act Section 303(d) list and how the project will ensure that the state water quality standards and antidegradation implementation procedures are met;	<i>Environment, Open Space and Sustainability</i>
986 Environmental Protection Agency Region 10 - Jill Nogi Air quality and air toxics pollutants, including climate effects on the region and how changes in climate will affect environmental resource needs and ecosystem services;	<i>Environment, Open Space and Sustainability</i>
985 Environmental Protection Agency Region 10 - Jill Nogi Impacts to floodplains, estuaries, shorelines, wetlands, streams and riparian areas, including impacts to Puget Sound salmon, shoreline armoring/nearshore habitat; forage fish; marine debris and microplastics;	<i>Environment, Open Space and Sustainability</i>
984 Environmental Protection Agency Region 10 - Jill Nogi Water supplies, including both surface and groundwater sources of municipal/public drinking water supplies, commercial and industrial water usage	<i>Environment, Open Space and Sustainability</i>
989 Environmental Protection Agency Region 10 - Jill Nogi Priority habitats and species of concern under the Endangered Species Act, high biodiversity areas, open space, and protection of farm and forest lands;	<i>Environment, Open Space and Sustainability</i>
45 Individual - John Owen The EIS should identify impacts to environmental systems, especially those of a regional nature that must be maintained for the region's ecological framework to be sustained.	<i>Environment, Open Space and Sustainability</i>

SEPA Environmental Review

ID# and Commenter	Secondary category, if applicable
46 Individual - John Owen The EIS should identify stresses put on open space and recreational opportunities.	<i>Environment, Open Space and Sustainability</i>
1026 Washington Environmental Council - Mindy Roberts The SEIS should address: Ocean acidification and dissolved oxygen – Nutrient releases from wastewater treatment plants decrease oxygen levels and pH in Puget Sound waters under current population levels and current treatment technology at wastewater plants that serve the four counties that constitute the PSRC (Bianucci et al, 2018). Local atmospheric emissions can worsen acidification (Pelletier et al., 2018). The population is expected to double by 2070, and without a change to wastewater technology implemented in the Puget Sound region, impacts on acidification and dissolved oxygen will worsen (Roberts et al., 2014). How will infrastructure reduce impacts to dissolved oxygen, pH, and related ocean acidification measures?	<i>Environment, Open Space and Sustainability</i>
1028 Washington Environmental Council - Mindy Roberts The SEIS should address: Floodplains – Floodplains provide a variety of valuable ecosystem services and also represent valuable land for development. However, poorly sited development puts private and public assets at risk and increases the risk to downstream communities. Floods are expected to worsen with climate change. How will Vision 2050 recognize the ecosystem values and avoidable costs of poorly sited development in floodplains?	<i>Environment, Open Space and Sustainability</i>
1034 Washington Environmental Council - Mindy Roberts In summary, we request that the Supplemental Environmental Impact Statement adequately address the need to protect and restore natural resource assets and the public and ecosystem benefits they provide. We cannot abandon the natural systems that define us as a region. We are fortunate that our region has been investing in solutions, and we know what we need to do. Achieving a successful Vision 2050 will require innovation and a significant investment to ensure that our natural resources are valued as assets.	<i>Environment, Open Space and Sustainability</i>
1027 Washington Environmental Council - Mindy Roberts The SEIS should address: Forest Conversion – Growth projections indicate a steady conversion of working forests and agricultural lands into residential and commercial lands (Alberti et al., 2007). Forested lands provide a variety of ecosystem services, include drinking water protection, flood protection, and salmon habitat. Agricultural lands provide local food security. How will Vision 2050 avoid losses to these values?	<i>Environment, Open Space and Sustainability</i>
1014 Washington Environmental Council - Mindy Roberts The SEIS should address: Coho salmon runs - current scientific projections point to extinction in the coming decades because habitat coincides with transportation networks and urban stormwater run-off - how will infrastructure avoid extinction of Coho salmon? Chinook salmon runs – How will infrastructure avoid extinction of Chinook salmon? Southern Resident Killer Whales – Orcas represent the culmination of many other measures of ecosystem health. How will Vision 2050 address prey availability, toxics, vessel traffic, and noise that harm orcas?	<i>Environment, Open Space and Sustainability</i>
1035 Whale and Dolphin Conservation - Colleen Weiler The SEIS should address the direct, indirect, and cumulative impacts of environmental and infrastructure needs to serve our growing region. In particular, the SEIS should address salmon and orca recovery. Coho salmon runs – Current scientific projections point to extinction in the coming decades because their habitat coincides with transportation networks and stormwater run-off. How will infrastructure avoid extinction of Coho salmon?	<i>Environment, Open Space and Sustainability</i>
991 Environmental Protection Agency Region 10 - Jill Nogi Environmental Justice considerations;	<i>Equity and Social Justice</i>
1029 Washington Environmental Council - Mindy Roberts The SEIS should address: Disproportionate impacts –Toxic waste sites listed under the state Model Toxics Control Act are disproportionately located in communities of color and low-income communities, including the four counties served by PSRC (Front & Centered, 2017). Toxic sites represent one part of a larger pattern of disproportionate impacts that include lack of affordable housing, access to transportation, access to open space, and more assets. How will Vision 2050 eliminate the disparities and set a course toward an equitable future?	<i>Equity and Social Justice</i>
819 City of Bonney Lake - Neil Johnson Jr. The built environment significantly affects the public's health and the way in which the regions plans to address the future growth and increasing urbanization of the Puget Sound Region will impact the region's physical and mental health. As part of the scope of the DSEIS, PSRC must include and Health Impact Assessment to understand the health implication of the planning decisions that will be made as part of VISION 2050 and identifying appropriate mitigation strategies to address these impacts.	<i>Healthy Communities</i>

SEPA Environmental Review

ID# and Commenter	Secondary category, if applicable
988 Environmental Protection Agency Region 10 - Jill Nogi Livability, walkability, accessibility, health and well-being, and sustainability issues;	Healthy Communities
1230 Tacoma Pierce County Health Department - Amy Pow What "health" issues should be considered for environmental review in the SEIS? • Besides environmental, consider social and economic impacts. Apply a triple bottom line lens to assess sustainability. Review both positive and negative impacts on individual and community health and well-being, including equity and fair access to housing, healthy food, education, transportation choices, economic and social opportunities. Recommend measures to promote positive impacts and mitigate negative impacts. • Use the Guide to Integrating Health into SEPA Review to consider health in the SEPA checklist.	Healthy Communities
1030 Washington Environmental Council - Mindy Roberts The SEIS should address: Transportation and public health nexus – Particulate and other air quality contaminants are higher in areas near and downwind of intense transportation corridors. Public health impacts, including asthma, have been linked to poor air quality. How will Vision 2050 ensure that the public's needs for transportation are adequately balanced by reducing public health impacts from transportation infrastructure?	Healthy Communities
1033 Washington Environmental Council - Mindy Roberts The SEIS should address: Quality of Life – Several measures of human wellbeing exist, including those identified by the Puget Sound Partnership in collaboration with hundreds of partners. How will Vision 2050 ensure that the cultural values associated with our region's quality of life improve?	Healthy Communities
1022 Washington Environmental Council - Mindy Roberts The SEIS should address: Health and safety issues around transportation of coal, oil and gas – Our region has a large number of pipelines, at-grade rail line crossings, and vessel traffic carrying coal, oil and gas. How will Vision 2050 address and avoid the increased health and safety risks of spills, leaks, air pollution, noise and other threats associated with the transportation of these fossil fuels?	Healthy Communities
1031 Washington Environmental Council - Mindy Roberts The SEIS should address: Tree cover and public health – Numerous studies have demonstrated the human health and wellbeing benefits of tree cover in urban environments. Increasing development could reduce tree cover without a change in practices. How will growth projections protect and restore tree cover and the attendant public health benefits?	Healthy Communities
6 Individual - David F. Plummer Develop a scenario that projects median house price growth at no more than 3.5% per year; include housing growth policies that encourage deployment of manufactured homes.	Housing
47 Individual - John Owen The EIS should identify impacts related to displacement of residents and businesses around high growth areas.	Housing - Displacement
978 Snohomish County - Dave Somers In order to accommodate increased population within the urban growth area, urban areas will typically need to increase allowed density. Although many factors can contribute to gentrification, in developed areas when increased density is allowed the result is often gentrification of a neighborhood. This frequently leads to increased housing costs. The impacts of the growth strategy on housing affordability should be analyzed.	Housing - Displacement
1011 Washington Environmental Council - Mindy Roberts The SEIS should address how VISION 2050 will uphold tribal treaty rights regarding fish and shellfish.	Implementation, Actions and Performance Monitoring
44 Individual - John Owen The EIS should identify which cities are meeting concurrency and what the new strategy will require from them to do so.	Land Use and Development Patterns - Concurrency
977 Snohomish County - Dave Somers We affirm that the environmental analysis should include an assessment of infrastructure and funding needs in the environmental analysis. It will be particularly important to assess the more localized impacts that may occur due to increased population growth concentrated in specific locations (for example, impacts in terms of LOS, identification of infrastructure gaps, and additional costs to maintain existing infrastructure).	Land Use and Development Patterns - Concurrency

SEPA Environmental Review

ID# and Commenter

Secondary category, if applicable

1243	Master Builders Association of Pierce County - Jessie Gamble	Planning Process
<p>Study the land use, transportation, capital facility, and environmental impacts of the RGS. We believe an accurate analysis of the impacts will help ensure that the growth allocation process accurately reflects reality and is not merely a set of aspirational goals. We are concerned the current process does not adequately address the many reasons why jurisdictions adopt inaccurate growth targets and we believe this must be addressed in the Vision 2040 Update SEPA process.</p>		
1244	Master Builders Association of Pierce County - Jessie Gamble	Planning Process
<p>Do a SEPA analysis on how VISION aligns with (and is not redundant to) GMA requirements to ensure VISION does not expand PSRC authority. We note that PSRC's comprehensive plan certification process, which occurs after GMA appeal periods have lapsed, could result in significant issues for local governments.</p>		
1021	Washington Environmental Council - Mindy Roberts	Public Services, Utilities and Energy
<p>Energy needs to support growth – The energy sector is undergoing profound transformations and more is expected. What are the assumptions behind addressing the energy needs of our region through 2050? How will Vision 2050 avoid a long-term reliance on fossil fuel infrastructure? Are new fossil fuel facilities required to serve the region's energy needs?</p>		
1025	Washington Environmental Council - Mindy Roberts	Public Services, Utilities and Energy
<p>The SEIS should address: Instream flows and drinking water needs – Several basins have been closed to further water withdrawals, due to concerns over inadequate instream flows. How will Vision 2050 address water needs due to a growing population and climate change while simultaneously protecting instream flows?</p>		
898	City of Duvall - Amy Ockerlander	Regional Growth Strategy
<p>The environmental review should consider how the impacts of growth targets that act as precise growth assignments differ from the impacts if the targets are viewed as aspirational goals. Understanding the difference would help decision-making related to implementing the targets.</p>		
899	City of Duvall - Amy Ockerlander	Regional Growth Strategy
<p>The environmental review should address how this increased scope may affect the determination of an area's capacity to accommodate growth. The review should look at whether an increased buildable lands analysis scope will eventually have impacts of its own on permit processing timelines, the provision of affordable housing, and more.</p>		
900	City of Duvall - Amy Ockerlander	Regional Growth Strategy
<p>The review should evaluate a timing component to the regional growth strategy that includes interim year growth assignments so that a rationale for eventual realization of the 2050 growth assignments can be articulated and better understood.</p>		
902	City of Duvall - Amy Ockerlander	Regional Growth Strategy
<p>PSRC should recognize that overlapping goals or direct conflicts exist between various planning documents, state regulations and rules of individual state/federal agencies as it updates the regional growth strategy. The environmental review should analyze the impacts of these conflicts and provide guidance for resolution and mandatory coordination.</p>		
852	City of Lakewood - John Caulfield	Regional Growth Strategy
<p>As currently presented, VISION 2050 is intended to "build on the region's existing plan," and under the SEPA review process, VISION 2050 is technically an update to VISION 2040. However, there are problems in Puget Sound urban areas related to transportation, natural environment, economic geographic diversity and equity, housing affordability, and housing proximity to jobs that have been exacerbated by and even resulted from planning policies included within, and resulting funding decisions due to, VISION 2040. One of the alternatives to be reviewed under SEPA and as part of PSRC's serious consideration must be a regional planning "reboot." Instead of assuming the regional growth strategy is a success and should be simply extended another decade, current transportation, housing, and economic development conditions should be used as a new baseline for planning into the future. Existing infrastructure and economic viability deficiencies across the region must be addressed before future capacity can be assumed and funded in specific "success areas." The philosophy that economic growth and transportation funding should be concentrated into certain geographic areas (i.e., Regional or Metro Centers) needs to be questioned, and the opportunity to relieve transportation congestion and housing accessibility shortfalls by expanding investment in smaller jurisdictions and areas should be included in VISION 2050.</p>		
48	Individual - John Owen	Regional Growth Strategy
<p>The EIS should identify what interim, short term mitigation measures could help with current rapid growth spurts.</p>		
1207	Master Builders Association of King and Snohomish Counties - Erich Armbruster	Regional Growth Strategy
<p>Assess the impact of jurisdictions setting growth targets that are "unrealistic" compared with actual development trends, including impacts on land use, transportation, capital facilities, and the environment.</p>		

SEPA Environmental Review

ID# and Commenter

Secondary category, if applicable

862 Pierce County - Bruce Dammeier, Doug Richardson

Regional Growth Strategy

The environmental review should include:

15. A discussion related to RGS growth restrictions within urban growth areas.

16. A new alternative representing observed growth trends within different regional geographies.

- The current RGS is a goal that has not yet been reached and requires significant on-going action by jurisdiction(s).
- It is a stretch to reach the current goal, and even more substantial action would need to occur if the RGS is just simply extended another 10 years.

876 City of Des Moines - Matt Pina

Transportation

The City's concerns relate primarily to the evaluation of impacts related to regional aviation planning and our City's proximity to SeaTac Airport. Alternatives should include a significant discussion of aviation planning, utilizing the information developed through the PSRC regional aviation baseline study.

Transportation

878 City of Des Moines - Matt Pina

VISION 2050 should provide policy guidance on the process of siting a second large commercial airport in western Washington.

881 City of Des Moines - Matt Pina

The integration of the state aviation system into regional transportation planning is essential to the accommodation of future demand at SeaTac and elsewhere.

796 City of Issaquah - Keith Niven

There are many existing regional transportation deficiencies that are adversely impacting our region. The strategy needs to be forward looking, but it must also look in the rearview mirror to provide a strategy to better connect our region as commuting times are becoming an increasing negative force to our continued prosperity. The transportation connections between our cities will remain the arteries that help this region stay healthy.

1010 City of Monroe - Geoffrey Thomas

Providing transportation services for cities like Monroe outside the contiguous urban growth area is a constant challenge. It is understood that areas along the I-5 corridor contain greater density and results in greater public transportation ridership; however, there is still the need for an equitable transportation system throughout the four (4) county (King, Pierce, Snohomish, Kitsap) region.

1013 City of Monroe - Geoffrey Thomas

We encourage PSRC (Puget Sound Regional Council) to review the need for upgrades and dedicate funding for US 2, SR 522 and State Route 9. As development continues east of the I-5 corridor in Monroe and surrounding jurisdictions, these highways are experiencing increased congestion. The completion of SR 522, Phase 1, constructed the additional two lanes needed to serve these communities but left an existing stretch with the original two lanes midway between Monroe and Woodinville. The current configuration of SR 522 creates a bottleneck of congestion and negates the work completed under Phase 1. This is a health and equity issue as identified in the draft Regional Transportation Plan.

685 City of Sumner - Eric Mendenhall

Complete SR-167

65 Individual - Anne Holter

Light rail to Lynnwood is planned for N/S bound commuters, however accessibility points along E/W roads are overly congested and unfriendly for commuters in Lynnwood due to commuters who also travel from areas in Bothell. I believe adding a Park and ride, (and grocery store) between Bothell-Everett Hwy and the East side of 196th, along with a tram that goes from one end of 196th by EdCC to the other East end of 196th by a possible Park and ride would allow commuters to avoid driving into Lynnwood station, limiting E/W bound congestion.

17 Individual - Clarke Brant

PSRC should set a goal of increasing parking at Paine Field as well as better freeway and transit access to this important new hub facility. A light rail station nearby would also help reduce the number and length of motor vehicle trips to this airport. Better access to this close by facility will greatly reduce long vehicle trips to the current airport at Sea-Tac and help the entire region. This should become a main focus of the 2050 plan.

31 Individual - David Richie

We'll have to walk from Cottage Lake to Microsoft so we can ride the light rail. Sound Transit's parking lots are already full.

Transportation

ID# and Commenter

Secondary category, if applicable

- 30 Individual - David Richie
Crime is through the roof. Traffic is awful, not just on the freeways. The work done on the Woodinville-Duvall road last year accomplished nothing. The bridge over the Snoqualmie River at Duvall is totally inadequate as is WA-203 through Duvall. Traffic backs up 3 miles from there in the afternoons. Avondale Road through Redmond is jammed thanks to Ron Sims approving the Novelty Hill developments.
- 1285 Individual - John Niles
Focus on support of freight mobility focused on the NW SeaPorts, regional industrial centers, and the many regional distribution facilities located in the central Puget Sound region. This could be a focus of a revitalized PSRC Freight Mobility Roundtable
- 36 Individual - Karen Kay Bunce
Ways to put pressure on the State to improve highways in our county. There are many city and county roads that are being improved but there is not pressure at a state level to expand or improve smaller state roads in our county
For example: I live in Port Orchard - Sedgwick Road to the Southworth Ferry is dangerous, needs turn out lanes and wider shoulders.
- 8 Individual - Rowan Hinds
In the planning for 2050, please ensure some modicum of time and effort is spent on planning for at least semi-adequate road capacity.
- 395 Listening Session - Bremerton - Economy
Regional policy goals around transportation are too King County centered
- 72 Listening Session - Bremerton - Transportation
Water corridors are and will be important parts of the transportation system.
- 415 Listening Session - Fife - Economy
Better transportation connectivity within local communities
- 483 Listening Session - Fife - Environment & Open Space
Focus on pedestrian and bicycle networks.
- 474 Listening Session - Fife - Environment & Open Space
Emphasize active transportation as an alternative to driving alone.
- 226 Listening Session - Fife - Land Use & Growth Strategy
We need more transportation corridors planned for in VISION 2050 to improve mobility options within Pierce County, especially east-west and north-south connections.
- 81 Listening Session - Fife - Transportation
Planning, including transportation, should support diverse opportunities throughout the region, and not be concentrated in limited counties or areas.
- 82 Listening Session - Fife - Transportation
The goal for transportation is too bureaucratic and should be written in plain English so everyone can clearly understand the intent.
- 88 Listening Session - Fife - Transportation
The policies should emphasize ensuring multimodal connectivity.
- 91 Listening Session - Fife - Transportation
The policies should stress the need for coordinated planning- not just by mode, but between agencies and jurisdictions.
- 121 Listening Session - Lynnwood - Transportation
The plan should stress the importance of last mile connections for all modes to ensure integration and more travel options.
- 117 Listening Session - Lynnwood - Transportation
VISION 2050 should emphasize moving people, not just reducing congestion.
- 120 Listening Session - Lynnwood - Transportation
Policies should call for more coordination and integration across all levels of government –i.e. state, regional transit, local transit, local governments, etc.
- 733 Listening Session - Redmond - Land Use & Growth Strategy
Foster quality of life – increasing commute times are a threat to the region's quality of life.

Transportation

ID# and Commenter

Secondary category, if applicable

- | | |
|------|---|
| 754 | Listening Session - Redmond - Land Use & Growth Strategy
The update should consider the need for a new north/south freeway (I-605) |
| 623 | Listening Session - Redmond - Transportation and Infrastructure
Transportation goal/actions should address more connectivity to elsewhere in the state for people accessing medical care within the central Puget Sound region |
| 620 | Listening Session - Redmond - Transportation and Infrastructure
Transportation goal/actions should consider the conce of privatization and/ or public-private partnerships. |
| 584 | Listening Session - Redmond - Transportation and Infrastructure
Transportation goal should address adequate LOS for existing conditions and into the future |
| 589 | Listening Session - Redmond - Transportation and Infrastructure
Transportation goal/actions should address safety issues on rural roads and all areas where people are – not just cities/ centers - that have lack of sidewalks, walking paths and legal crossings are a big issue and are needed for walking for both social needs and exercise (health benefits) as much as access to transit
•sidewalks and safe access are critical infrastructure
•several recent pedestrian fatalities on the east side were seniors, important for aging population to have safe infrastructure |
| 622 | Listening Session - Redmond - Transportation and Infrastructure
Transportation goal/actions should emphasize how old rail corridors are an asset – if not high capacity rail than bike/ pedestrian corridors |
| 606 | Listening Session - Redmond - Transportation and Infrastructure
Transportation goal should be more outcome based. What is meant by a system? Suggested text: “results in... (some stated mobility outcome)” or other outcomes |
| 605 | Listening Session - Redmond - Transportation and Infrastructure
Transportation goal statement should add reference as to the importance of moving people |
| 592 | Listening Session - Redmond - Transportation and Infrastructure
Transportation goal/actions should address safety and adequate infrastructure that enables people and their mobility choices (sidewalks an example) |
| 610 | Listening Session - Redmond - Transportation and Infrastructure
Need to define what ‘highly efficient’ means - and multimodal
•efficiency is about connecting places – level of service, efficient transfers, multimodal
•multimodal is also about choices – gap with choices/ people/ time |
| 593 | Listening Session - Redmond - Transportation and Infrastructure
Transportation goal should address network of choices that make it possible for people not to drive (e.g. guaranteed ride home) |
| 604 | Listening Session - Redmond - Transportation and Infrastructure
Transportation goal statement should highlight the benefits |
| 104 | Listening Session - Seattle - Transportation
E-Commerce will place new demands on transportation infrastructure. |
| 99 | Listening Session - Seattle - Transportation
Maintain the emphasis on developing a multimodal transportation system that serves both people and commercial activity, including freight and goods. |
| 97 | Listening Session - Seattle - Transportation
Transportation policies should address safety and security. |
| 94 | Listening Session - Seattle - Transportation
Mobility should be the focus of the transportation system. |
| 110 | Listening Session - Seattle - Transportation
The language in the Transportation Goal is generally weaker than that of other VISION 2040 goal statements (e.g., “support...”) |
| 1217 | Port of Bremerton, Port of Everett, Port of Seattle, Port of Tacoma, and Northwest Seaport Alliance - Peter Steinbrueck
We expect that Vision 2050 planning can make use of findings from PSRC’s regional aviation baseline study. |

Transportation

ID# and Commenter

Secondary category, if applicable

1247	Seattle Freight Advisory Board - Johan Hellman, Hal Cooper Safety should be a priority, especially where nonmotorized modes mix with freight.	
1049	Seattle King County Realtors - David Crowell How does the \$5 billion in congestion costs for 2017 alone compare to the amount of federal transportation funding the PSRC allocated to transportation projects in 2017? We believe the answer to that question should be a direct reflection of the urgency for PSRC to prioritize congestion relief in its funding decisions and project approvals.	
595	Listening Session - Redmond - Transportation and Infrastructure Transportation goal/ actions should address connections between urban centers – roads between centers need some attention	<i>Centers and Transit-Oriented Development</i>
71	Listening Session - Bremerton - Transportation Resilience and adaptation should be reflected in transportation policy.	<i>Climate Change + Resiliency</i>
792	City of Federal Way - Brian Davis Develop region-wide trail connections, coordinating among local jurisdictions and countywide planning groups, with an emphasis of connecting existing trails in different jurisdictions.	<i>Coordination</i>
78	Listening Session - Bremerton - Transportation There seems to be an emerging confluence of both public and private transportation operators. Work must focus on coordination, and private investments can spur greater efficiencies.	<i>Coordination</i>
122	Listening Session - Lynnwood - Transportation VISION 2050 should include a call for better planning, coordination, and funding at the regional scale for transportation.	<i>Coordination</i>
611	Listening Session - Redmond - Transportation and Infrastructure Transportation goal should consider how to achieve coordinated efficiency and cost effectiveness.	<i>Coordination</i>
1104	Snohomish County - Dave Somers We support VISION 2040's previous efforts to coordinate land use and transportation planning, and recommend studying and planning for the additional infrastructure and partnerships that will be needed to realize this vision, including increased coordination with WSDOT. VISION also needs to address infrastructure needs around HCT stations to support density and provide multimodal access to light rail more broadly.	<i>Coordination</i>
109	Listening Session - Seattle - Transportation Capture and understand the growing number of trips that originate or terminate outside the region.	<i>Data, Forecast, and Technical Issues</i>
1222	Port of Bremerton, Port of Everett, Port of Seattle, Port of Tacoma, and Northwest Seaport Alliance - Peter Steinbrueck We strongly encourage PSRC to scope, and budget for, a more robust freight data collection and analysis approach that provides quantitative information on the corridors critical to freight as part of Vision 2050. This effort should support the development of a more robust freight plan, similar to the approach taken by the Southern California Association of Governments (SCAG,) in Transportation 2050.	<i>Data, Forecast, and Technical Issues</i>
70	Listening Session - Bremerton - Transportation Mobility for both people and goods should be the focus of the transportation system.	<i>Economy</i>
1219	Port of Bremerton, Port of Everett, Port of Seattle, Port of Tacoma, and Northwest Seaport Alliance - Peter Steinbrueck We would encourage PSRC to use, and further develop existing land use and transportation planning tools to ensure that both PSRC's land use planning and transportation program development protect, preserve and improve existing maritime, rail and truck infrastructure, especially in the region's MICs, and along the corridors that provide access to these areas. Please be sure to include improvements to these models in your scope of work for Vision 2050.	<i>Economy</i>
802	Town of Steilacoom - Ron Lucas Consider a forecast of the impacts continued growth will have on travel corridors, including whether increased traffic congestion will slow or discourage economic development within the region.	<i>Economy</i>
19	Individual - John Towers Potential focus areas for VISION 2050 could include housing affordability, social equity, resiliency, public health, mobility, and other issues of concern as the region grows. [Other categories addressed in separate comments]	<i>Environment, Open Space and Sustainability</i>
197	Listening Session - Bremerton - Land Use & Growth Strategy Recognize the Sound to Olympics trail in the plan.	<i>Environment, Open Space and Sustainability</i>

Transportation

ID# and Commenter	Secondary category, if applicable
77 Listening Session - Bremerton - Transportation Waste and pollution associated with transportation must be addressed.	<i>Environment, Open Space and Sustainability</i>
506 Listening Session - Lynnwood - Environment & Open Space Trails are a transportation issue, they help with air quality and congestion	<i>Environment, Open Space and Sustainability</i>
459 Listening Session - Seattle - Environment & Open Space Ensure that regional trail implementation is happening effectively and is considered for both recreation and transportation.	<i>Environment, Open Space and Sustainability</i>
891 City of Duvall - Amy Ockerlander Regionally, providing transportation services for stand-alone cities like Duvall is a constant challenge. It is understood areas along the I-S corridor contain greater density and results in greater ridership; however, there is still the need for an equitable transportation system throughout the four-county region.	<i>Equity and Social Justice</i>
69 Listening Session - Bremerton - Transportation Transportation goal should address equity and ensuring equitable mobility for different user types and subareas throughout the region.	<i>Equity and Social Justice</i>
86 Listening Session - Fife - Transportation Social equity and ensuring the mobility needs of all should be addressed in VISION 2050.	<i>Equity and Social Justice</i>
83 Listening Session - Fife - Transportation The goal should have a clear connection and reference the people it serves. Currently, it references support for the Regional Growth Strategy, but it's the people it serves- whether that is for personal travel or by supporting people's jobs through economic opportunities like efficient freight travel.	<i>Equity and Social Justice</i>
113 Listening Session - Lynnwood - Transportation The transportation goal should include a focus on accessibility.	<i>Equity and Social Justice</i>
111 Listening Session - Lynnwood - Transportation The transportation goal should emphasize affordability, ensuring everyone in the region has access to transportation they can afford.	<i>Equity and Social Justice</i>
591 Listening Session - Redmond - Transportation and Infrastructure VISION needs to ensure a level field for all users, walk bike wheelchair, cars, etc.	<i>Equity and Social Justice</i>
102 Listening Session - Seattle - Transportation Design and implementation of user fee systems must be equitable (e.g., Orca Lift).	<i>Equity and Social Justice</i>
93 Listening Session - Seattle - Transportation Transportation goal should address equity and ensuring equitable mobility for different user types and subareas throughout the region.	<i>Equity and Social Justice</i>
895 City of Duvall - Amy Ockerlander additional safety and capacity projects on Woodinville-Duvall Road and other Major arterials need to be considered and funded that connect the urban corridor with the suburban communities of East King County.	<i>Funding and Finance</i>
893 City of Duvall - Amy Ockerlander As the scope relates to roadways, we encourage PSRC review the need to upgrade and dedicate funding to SR 522 (capacity projects) and SR 203 (safety projects).	<i>Funding and Finance</i>
894 City of Duvall - Amy Ockerlander Also, Duvall encourages the PSRC consider funding a SR 203 Corridor Study to identify existing trips, future trips related to growth in Snohomish County and the Snoqualmie Valley communities, diversion trips from SR 522, the impacts of tolling on the SR 203 corridor, and future safety improvements.	<i>Funding and Finance</i>
24 Individual - John Towers We must do something with road improvements. Figure public funding programs that are not a need vs. wants. I am confident it is public education and roads are public priorities.	<i>Funding and Finance</i>
76 Listening Session - Bremerton - Transportation While the regional system is important, local connections and infrastructure are very important in Kitsap County. There must be a balance between regional and local investments.	<i>Funding and Finance</i>

Transportation

ID# and Commenter	Secondary category, if applicable
90 Listening Session - Fife - Transportation The plan should call for investments that align with actual growth that has occurred, not just planned growth.	Funding and Finance
80 Listening Session - Fife - Transportation The goal should emphasize that the transportation needs in the region should be addressed in a regionally equitable way, not just focused on one county or the other.	Funding and Finance
112 Listening Session - Lynnwood - Transportation Policies should address transportation options being available around the region proportionately.	Funding and Finance
127 Listening Session - Lynnwood - Transportation Focus on small improvements to the existing system that can provide tremendous benefits – transit shelters, more transit stops, TDM, ITS, etc.	Funding and Finance
118 Listening Session - Lynnwood - Transportation The plan should call for the region to develop new financing options for transportation, and should also consider what VISION 2050 looks like if revenues can't achieve goals. For instance, if federal funding is reduced.	Funding and Finance
126 Listening Session - Lynnwood - Transportation A priority should be placed on funding for state highways where they provide access to transit.	Funding and Finance
765 Listening Session - Redmond - Land Use & Growth Strategy Need state to invest in highways that connect from city to city.	Funding and Finance
607 Listening Session - Redmond - Transportation and Infrastructure Transportation goal statement needs better framing related to sustainable funding, source from common investments	Funding and Finance
585 Listening Session - Redmond - Transportation and Infrastructure Local 6-year improvement plans are not always fully funded, funding rules and enforcement would help for wish lists	Funding and Finance
101 Listening Session - Seattle - Transportation Transportation finance is undergoing a fundamental change. User fees and pricing should be used to manage the transportation system. Use of transportation revenues should be flexible for a variety of modes and implementing jurisdictions/agencies.	Funding and Finance
1221 Port of Bremerton, Port of Everett, Port of Seattle, Port of Tacoma, and Northwest Seaport Alliance - Peter Steinbrueck PSRC's freight network is based on incomplete information, especially with regard to local data on freight volumes. Also, lack of coordination in managing freight. A more robust regional freight network must be supported by a grant funding distribution scheme that maintains and improves the functionality of the existing system while providing investment in strategic system expansion.	Funding and Finance
883 City of Des Moines - Matt Pina The ability to implement sustainable measures to protect the natural environment, human health, mitigate noise, and understand any adverse health impacts of jet fuel emissions is an essential component of the regional transportation system.	Healthy Communities
1107 Snohomish County - Dave Somers Regional trails should also be reviewed as part of the transportation network to capture the growing demand for non-motorized commuting.	Healthy Communities
1047 Seattle King County Realtors - David Crowell Since the state's Growth Management Act was adopted in 1990, its most glaring and debilitating deficiencies are in two areas of primary concern: Transportation and Housing. Addressing these two vital areas ought to be an overriding focus - for purposes of scoping the new Vision 2050.	Housing
1048 Seattle King County Realtors - David Crowell What's happening is that employers and families are making decisions about where to locate, live and move based on housing affordability and the transportation network. The failure of the PSRC to focus on congestion relief as a paramount responsibility now costs our region \$5 billion per year according to INRIX, Inc.	Housing - Affordability
84 Listening Session - Fife - Transportation There should be clear actions in place to implement the transportation policies.	Implementation, Actions and Performance Monitoring
85 Listening Session - Fife - Transportation The actions should be prioritized and include timelines and measures for evaluating their success- i.e. is the region accomplishing what it planned?	Implementation, Actions and Performance Monitoring

Transportation

ID#	Commenter	Secondary category, if applicable
124	Listening Session - Lynnwood - Transportation Clear transportation implementation actions should be included to ensure the plan's success	Implementation, Actions and Performance Monitoring
115	Listening Session - Lynnwood - Transportation The region needs to acknowledge it is already behind on the transportation goal or the goal needs to change.	Implementation, Actions and Performance Monitoring
125	Listening Session - Lynnwood - Transportation The plan should include a monitoring program for transportation.	Implementation, Actions and Performance Monitoring
615	Listening Session - Redmond - Transportation and Infrastructure Implementation of the transportation goal has been a challenge	Implementation, Actions and Performance Monitoring
594	Listening Session - Redmond - Transportation and Infrastructure Transportation goal/ actions should address alternate plans when accidents occur (busses keep running into accident areas)	Implementation, Actions and Performance Monitoring
616	Listening Session - Redmond - Transportation and Infrastructure Transportation goal/actions should re-evaluate and assess metrics; need a shared way to measure, commitment needed to measure the 'tough stuff'	Implementation, Actions and Performance Monitoring
950	Transportation Choices Coalition, Puget Sound Sage, Futurewise, Forterra, Sierra Club, Cascade Bicycle Club, OneAmerica - Joint Letter Adopt important regional land use and transportation policies. In conjunction with the PSRC's Regional Transportation Plan (currently being finalized) this should include consideration of multimodal level of service, target mode splits, Vision Zero, Complete Streets, and other policies that help meet safety goals and GHG reduction targets.	Implementation, Actions and Performance Monitoring
1269	Individual - David Moore Please continue to uphold the Growth Management goals. This includes continuing to provide alternatives to automobile travel and encouraging dense low-cost housing where compatible.	Land Use and Development Patterns
73	Listening Session - Bremerton - Transportation Land corridors between central places must have renewed focus and attention. Freight corridors must be supported.	Land Use and Development Patterns
114	Listening Session - Lynnwood - Transportation The goal should call for transportation and land use to be integrated, not transportation just supporting the regional growth strategy.	Land Use and Development Patterns
586	Listening Session - Redmond - Transportation and Infrastructure Transportation goal/actions should address how mobility is not keeping up with growth and development	Land Use and Development Patterns
1158	Sierra Club Washington Chapter - Tim Gould Improved jobs-housing balance is needed to reduce the stress on the transportation system and allow the region to be more effective in utilizing existing capacity.	Land Use and Development Patterns
780	Listening Session - Lynnwood - Housing Use a VMT standard (like in California) rather than the current GMA standard of LOS.	Land Use and Development Patterns - Concurrency
247	Listening Session - Lynnwood - Land Use & Growth Strategy VISION 2050 should include working with employers to encourage telecommuting.	Miscellaneous
123	Listening Session - Lynnwood - Transportation The impacts of transportation decisions should be understood and addressed throughout the planning and implementation process.	Planning Process
1324	Individual - Thomas White Being a pedestrian can be challenging and even dangerous. The situation will be exacerbated by the expected population growth. Careful consideration should be given to grade separated pedestrian crossings.	Public Services, Utilities and Energy
601	Listening Session - Redmond - Transportation and Infrastructure if growth numbers are assigned, transportation dollars should be linked to it	Regional Growth Strategy
98	Listening Session - Seattle - Transportation Maintain the focus of the existing transportation goal to support and encourage the regional growth strategy.	Regional Growth Strategy
1156	Sierra Club Washington Chapter - Tim Gould Traffic congestion's contribution to greenhouse gas emissions and role in contribution to urban pollution should be considered for environmental review.	SEPA Environmental Review

Transportation

ID# and Commenter

Secondary category, if applicable

1246	Seattle Freight Advisory Board - Johan Hellman, Hal Cooper	Transportation - Technology
	<p>These are comments on the Regional Transportation Plan that can also be applied to VISION 2050 Scoping. Freight plays an important part in supporting our economy and family wage jobs. Freight mobility should be improved through planning and funding. Freight infrastructure and supporting land uses, particularly in MICs, should be protected and improved. The effect of online shopping and emerging technology such as autonomous delivery, electrification of vehicles, and Intelligent Transportation Systems should be understood.</p>	
1236	City of Seattle - Jenny Durkan, Mike O'Brien, Rob Johnson	Transportation - Transit
	<p>Address mobility as a them in VISION, in particular:</p> <ul style="list-style-type: none">-Transit and other transportation investments to support growth-Shared mobility options (e.g., ride hailing, bike share, and others)-Autonomous vehicles-Increases in urban goods deliveries <p>Increase focus on alternatives to driving alone and improve integration with the Regional Transportation Plan. Ensure all community members benefit.</p>	
50	Individual - Donald Padelford	Transportation - Transit
	<p>The freeway HOV lanes should be converted to transit-express lanes (transit goes free, everyone else pays the "market clearing" price) to keep these lanes free of congestion 24/7/365. This largely solves the transit mobility problem.</p>	
196	Listening Session - Bremerton - Land Use & Growth Strategy	Transportation - Transit
	<p>The regional plan should heighten emphasis on the region's water highway (i.e. ferry system)</p>	
246	Listening Session - Lynnwood - Land Use & Growth Strategy	Transportation - Transit
	<p>ST3 will not adequately solve traffic problems.</p>	
621	Listening Session - Redmond - Transportation and Infrastructure	Transportation - Transit
	<p>Transportation goal/actions should address how the region can have efficient, European style trains in the long-range plan, emphasize how these reduce congestion</p>	
100	Listening Session - Seattle - Transportation	Transportation - Transit
	<p>Multimodal transportation should serve all trips, not only commute trips.</p>	
880	Sound Transit - Matt Shelden	Transportation - Transit
	<p>While Sound Transit is heartened to see that VISION 2050 will integrate significant transportation investments, there remains some uncertainty for how to characterize "major regional investments" in the period between 2040 and 2050. For this period, the high capacity transit corridor studies included in ST3 may be a suitable place to start. Sound Transit asks that PSRC work proactively and collaboratively, especially with those likely to deliver these investments, when characterizing what they might be.</p>	
1094	Washington State Department of Transportation - Roger Millar	Transportation - Transit
	<p>Prioritize spatially efficient transportation: Walking, bicycling, and transit can move more people in the same amount of land than private automobiles can. The transportation system should support as many trips as possible being made by these spatially efficient modes with car travel accommodated where it doesn't compromise travel by more spatially efficient modes.</p>	

Transportation - Maintenance and Preservation

74	Listening Session - Bremerton - Transportation	
	<p>Maintenance and preservation must have continued emphasis.</p>	
119	Listening Session - Lynnwood - Transportation	
	<p>Continue to include an emphasis on preservation and maintenance of existing transportation investments.</p>	
608	Listening Session - Redmond - Transportation and Infrastructure	
	<p>Transportation goal should include language related to having a system that is 'well maintained'</p>	
95	Listening Session - Seattle - Transportation	
	<p>Transportation goal should note the importance of maintaining and preserving existing assets.</p>	
87	Listening Session - Fife - Transportation	Funding and Finance
	<p>A policy emphasis should be used to ensure multimodal facilities are not only invested in but that the existing facilities are first brought up and maintained.</p>	
582	Listening Session - Redmond - Transportation and Infrastructure	Public Services, Utilities and Energy
	<p>VISION should address immediate needs with a strategy to deal with existing deficits where there is failing level of service and to maintain existing infrastructure – not only to address incremental growth</p>	

Transportation - Technology

ID# and Commenter

Secondary category, if applicable

- 844 City of Lake Stevens - Russ Wright
The increasing popularity of “telecommuting” will decrease the capacity on roadways, but may require unknown reinvestments in communications networks;
- 843 City of Lake Stevens - Russ Wright
The development and deployment of autonomous vehicles may increase the capacity of roadways without adding a lane, but create safety concerns;
- 911 Community Transit - Joy Munkers
We suggest the plan evaluate the impacts of emerging trends and technologies such as autonomous vehicles, electric and hybrid energy, transportation network companies, and SMART cities.
- 51 Individual - Donald Padelford
PSRC needs to make preliminary studies of what happens once a good percentage of vehicles become selfdriving. Does the capacity of the freeway system double? It seems possible.
- 1280 Individual - John Niles
Legal, regulatory, and infrastructure support for a growing daily VMT share of battery-electric motor vehicles of all sizes, ranging from bicycles to cars to trucks to buses, including the provision of locally-generated renewable power from the sun and local energy storage in batteries that are installed in homes and commercial buildings.
- 1282 Individual - John Niles
Consideration of worldwide development of small, quiet electric aircraft (multiplebladed helicopter, VTOL, joy-stick controllable) and how the use of such airplanes could fit into urban regional use, for both passenger and package transport. In the post 2040 era, one can envision an airborne public transit service connecting rooftops of high-rise residential and commercial structures.
- 1281 Individual - John Niles
Vehicle control automation in passenger transport vehicles of all sizes that would make public transit service with rides-on-demand being cost-effective in lower density areas of land development. Reasonably contemplated for the post-2040 time frame. This potential permits some decoupling of land development density from public transit.
- 1332 Individual - Lael White
Develop and study electric vehicle technology including study the impact on electric grid, and need for battery storage and toxic disposal and need for more charging stations, and incentives for low income buyers. Merely putting EV's on the road will not reduce traffic congestion. For this, we MUST improve rail service.
- 613 Individual - Rick Krochalis
The emerging and important issue I would like to be considered is the impact of new disruptive transportation technologies, data collection and management and specifically autonomous vehicles on current transportation planning practices. In the time horizon of the 2050 plan, there is a strong likelihood that a majority of vehicle traveling on our roadways will be operating with a high degree of automation.
[See resources provided in comment letter]
- 1330 Individual - Thomas White
There are three substantial effects of merely converting the existing and growth fleets of road vehicles to electric traction: highway construction has not been able to stay ahead of the profusion of road vehicles, profusion of electric vehicles will result in waste, and they require a substantial increase in electric power generation compared to electrified rail transit.
- 1321 Individual - Thomas White
Rideshare vehicles and Amazon instant delivery vehicles are responsible for substantial increase in congestion on the streets of some large cities and a decline in transit ridership. Appropriate regulation must be considered and enacted.
- 1323 Individual - Thomas White
Today's planners should not make assumptions that autonomous highway vehicles will substantially reduce the roadway requirements of the increased population of the future.
- 89 Listening Session - Fife - Transportation
Existing technology and anticipated advancements should be addressed in the transportation chapter. This includes system aspects that can manage the system, such as ITS and TDM, as well as recent and upcoming changes, such as autonomous vehicles and new options like car sharing.
- 116 Listening Session - Lynnwood - Transportation
VISION 2050 should address changing technolgin transportation and account for anticipated changes.

Transportation - Technology

ID# and Commenter

Secondary category, if applicable

- 617 Listening Session - Redmond - Transportation and Infrastructure
Update should consider how automated vehicles will create efficiencies
- 609 Listening Session - Redmond - Transportation and Infrastructure
Transportation goal statement should add innovation – technology was not as much of a topic when the goal statement was created
- 619 Listening Session - Redmond - Transportation and Infrastructure
Transportation goal/actions should address how technology can help provide solution
•technological solutions to make the existing infrastructure work better (ITS example)
•also be sure to have a way to address other innovations that are undiscovered
•technology also not a holy grail
- 106 Listening Session - Seattle - Transportation
Emerging technology may make some transportation infrastructure obsolete (parking garages, street parking).
- 96 Listening Session - Seattle - Transportation
Transportation infrastructure should be adaptive to changing needs and technologies.
- 103 Listening Session - Seattle - Transportation
Acknowledge that the emerging consumer and transportation technology will radically transform transportation will.
- 1220 Port of Bremerton, Port of Everett, Port of Seattle, Port of Tacoma, and Northwest
Seaport Alliance - Peter Steinbrueck
VISION 2050 must address the impact of new transportation technologies on the movement of both people and goods. Includes autonomous vehicles, connected vehicles, block-chaining technology, signal prioritization for freight and many others.
- 1110 Snohomish County - Dave Somers
Consider the impacts new transportation technologies, including autonomous vehicles and shared economy, will have on growth.
- 886 Sound Transit - Matt Shelden
We also encourage you to consider the implications of emerging transportation technologies and their potential for significant impacts on land use patterns and regional mobility as another emerging and important issue worthy of consideration in the VISION 2050 scope. At Sound Transit, we are also planning and preparing for these emerging transportation technologies and their potential impact on regional mobility. While autonomous, connected, electric, and shared vehicles are likely to influence mode of access to our system, we also believe that demand for high capacity transit services will remain high in the future.
- 1103 Washington State Department of Transportation - Roger Millar
Cooperative Automated Transportation - There are many unanswered questions on the cost, timing and implications of autonomous vehicles and the shared economy. Impacts of cooperative automated transportation could have either positive or negative impacts on regional transit that supports urban centers. The time is now to guide technologies to support regional objectives. Likewise, the evolution and future of Mobility as a Service (MaaS) must be understood and guided to support regional objectives.
- 919 350 Seattle - Emily Johnston *Climate Change + Resiliency*
All vehicles must be powered by electricity as soon as possible Vision 2050 must also include a plan to install sufficient charging stations to meet demand. We also need a plan to phase out gas stations and to clean up the toxic contamination that is associated with many of them.
- 920 350 Seattle - Emily Johnston *Climate Change + Resiliency*
Electrification of vehicles will not alone address the carbon emissions problem in our transportation system.

Transportation - Technology

ID# and Commenter

Secondary category, if applicable

626 Individual - Rick Krochalis

SEPA Environmental Review

I believe PSRC should prepare new scenario based alternative(s) studying the potential for autonomous vehicles to dramatically influence traffic demand management for our roads, extend the reach and productivity of public transportation, create new land uses for repurposed parking garages and gas stations, and reduce the carbon footprint attributed to the transportation industry. PSRC's 2050 plan is poised to be the appropriate means to more fully evaluate these issues as part of new plan alternative(s).

There are many unanswered questions on the cost, timing and implications of autonomous vehicles. That fact does not preclude analyzing in new alternative(s), how deployment of autonomous vehicles could:

- 1) Either cause a significant reduction in use of public transportation or alternatively, support the increased efficiency and effectiveness of mass transportation investments for major high capacity routes between the region's urban centers
- 2) Extend mobility options for rural and lower density communities by offering demand response connections to high frequency transit routes
- 3) Replace lower performing transit routes with demand response shared access vehicles where transit is not cost effective
- 4) Offer new transportation finance options by updating the traditional operating models of paratransit, carpooling, park and ride lots, vanpools, and Transportation Network Companies (TNC)
- 5) Adversely affect equitable access to affordable transportation by prioritizing market based mobility services
- 6) Create demand for road lanes designed exclusively for use of autonomous vehicles

75 Listening Session - Bremerton - Transportation

Transportation - Maintenance and Preservation

New technology will both dramatically alter the transportation landscape, and ensure that existing infrastructure is used more efficiently.

618 Listening Session - Redmond - Transportation and Infrastructure

Transportation - Transit

Transportation goal/actions should address how lower cost shared services could be a solution – ride share, etc.

105 Listening Session - Seattle - Transportation

Transportation - Transit

Changing transportation technology and services should be shaped so to be complementary to transit.

Transportation - Transit

812 City of Bonney Lake - Neil Johnson Jr.

PSRC should evaluate the impact and identify practical solutions as the result of the lack of general transit services and proposed high capacity transit in the south and eastern portions of Pierce County. These practical solutions could include a change in state law regarding how areas within the UGA are added to a transit district.

814 City of Bonney Lake - Neil Johnson Jr.

A large portion of the Pierce County UGA is not within a local transit district and the current process to join a transit district is a hurdle and significantly impacts the ability to provide transit services within the UGA.

892 City of Duvall - Amy Ockerlander

In addition to King County Metro, we recommend the scope include review and inclusion of smaller transportation systems like Snoqualmie Valley Transportation. Transportation systems like this provide the flexibility needed to service these standalone cities and rural routes.

1012 City of Monroe - Geoffrey Thomas

In addition to Sound Transit, King County Transit and Community Transit, we recommend that the scoping reevaluate the 2013 "Growing Transit Communities Strategy" to include a review of smaller transportation systems like Snoqualmie Valley Transportation and Island County Transit (serving Stanwood in Snohomish County). Transportation systems like this provide the flexibility needed to serve these stand-alone cities and rural routes.

1070 City of North Bend - Ken Hearing

There is still the need for an equitable transportation system throughout the four-county region. In addition to King County Metro, we recommend the scope include review and inclusion of smaller transportation systems like Snoqualmie Valley Transportation. Transportation systems like this provide the flexibility needed to service these standalone cities and rural routes.

1038 City of Shoreline - Debbie Tarry

Build on Transit

1121 City of Snoqualmie - Mark Hofman

The scope should include review and inclusion of smaller transportation systems that provide the additional flexibility needed to service stand-alone cities and rural routes.

Transportation - Transit

ID# and Commenter

Secondary category, if applicable

684	City of Sumner - Eric Mendenhall Promote development at and near major transportation hubs. Provide feeder lines (transit) to major transit hubs. (less auto dependent)
1265	Greater Maple Valley Unincorporated Area Council - Peter Rimbos, Hendrick Haynes, Rhys Sterling, Susan Harvey, Steve Heister SE King County should be better served by transit.
27	Individual - Denny Conner The vision for mass transit is massively short-sighted and will be overwhelmed once it is implemented. Relying on more buses is not the answer, and the pace of rail development is too slow. Mass transit needs to be expanded so far beyond what is now planned. We are doomed to lose forecasted jobs because transportation hampers quality of life in the region.
55	Individual - Ed Braun Get rid of ST3 or revoke it.
1331	Individual - Lael White Decrease traffic congestion; legislate, fund, and implement more frequent transit, including more passenger rail infrastructure and service.
53	Individual - Mike Avila Establish a light rail terminal in Frederickson at Canyon RD and 176th.
688	Individual - Paul Nuchims Let's do SART Sound Area Rapid Transit. Bainbridge and Vashon islands will get on board this time as the cost and disruption of ferries goes up.
1322	Individual - Thomas White The region must be much more serious about developing transit, particularly electrified rail transit. The ST3 program which should be providing transit for today's problems will not be complete for 23 years. The scope of the Seattle streetcar should also be substantially expanded substantially to include heavily traveled arterials throughout the city within a relatively short period.
194	Listening Session - Bremerton - Land Use & Growth Strategy Currently there are few and poor cross-county transit connections. Transit is currently oriented only to the Seattle commute.
766	Listening Session - Redmond - Land Use & Growth Strategy Use the bus system.
597	Listening Session - Redmond - Transportation and Infrastructure Transportation goal/ actions should highlight the importance of local transportation services that provide a great impact, more attention should be paid to these services
596	Listening Session - Redmond - Transportation and Infrastructure Transportation goal/ actions should address long transit travel times for people in rural areas which make transit undesirable in some areas (fewer routes, more transfers, slow busses mixed with congestion, safety concerns), want more direct services, greater frequency and safety (including personal safety – lighting), more direct connections to dis-incentivize driving and encourage transit use
590	Listening Session - Redmond - Transportation and Infrastructure instead of large park and rides near light-rail station which are more expensive than smaller lots and require people to drive to them; better to have smaller, satellite park and rides with more frequent busses to high capacity transit – how to get people to the busses get to rail
108	Listening Session - Seattle - Transportation Need policies to encourage local transit planning and service integration with regional HCT.
1050	Seattle King County Realtors - David Crowell Extending a light rail line north, south and east will not be sufficient to address the transportation challenges that will accompany new regional growth that the Puget Sound Regional Council has said by 2050 will include “1.8 million more residents and 1.2 million more jobs.”

Transportation - Transit

ID# and Commenter

Secondary category, if applicable

- 1051 Seattle King County Realtors - David Crowell
Light rail expansion cannot site and build parking garages at transit stations with capacities anywhere near what is required for the region to be able to rely on light rail to move a significant percentage of the region's workers to and from their jobs. Bussing those workers to transit stations (instead of drive and park) in order to transfer to light rail would likely also be problematic given the inadequacy of transit service in suburban areas as reflected in the red area is of this map prepared by Brandon Martin-Anderson of Conveyal.
- 1 Individual - Jeanne
Housing growth needs transportation, such as trams to light rail and trams to local service centers. *Centers and Transit-Oriented Development*
- 1061 King County Growth Management Planning Council - Dow Constantine, Jeanne Kohl-Welles, Jennifer Robertson
To take advantage of transit investments, VISION 2050 should encourage more residential and commercial development near places that are well-served by transit and planned for additional high-capacity transit service. *Centers and Transit-Oriented Development*
- 1327 Individual - Thomas White
Development planning must include a substantial population of mobility-impaired individuals. This population will be substantially dependent on mass transportation, which should be in place before the need arises. Current transit plans are inadequate for this need. *Demographics*
- 1006 Environmental Protection Agency Region 10 - Jill Nogi
Ensure that public transportation and non-motorized infrastructure can serve all regional communities, including disadvantaged and disproportionately impacted communities; *Equity and Social Justice*
- 598 Listening Session - Redmond - Transportation and Infrastructure
concern about ST 3 tax plan – no corporate taxes for benefits to businesses *Funding and Finance*
- 908 Community Transit - Joy Munkers
We encourage VISION 2050 to acknowledge and leverage major regional transit investments. The draft alignments and preliminary station locations for these projects are based, in large part, on locally adopted land use plans. *Land Use and Development Patterns*
- 257 Listening Session - Lynnwood - Land Use & Growth Strategy
There should be a greater alignment between the UGA and transit service areas. *Land Use and Development Patterns*
- 9 Individual - Rowan Hinds
Population density in the region is not enough to support light rail. Approximately 9 million people before light rail would begin to be economical. At least some of the billions of dollars we are now wasting on light rail would be better spent on addressing the road/bridge maintenance and capacity issues. *Transportation - Maintenance and Preservation*
- 107 Listening Session - Seattle - Transportation
Recognize growing private transit and services (Microsoft "Connector"; Limebike, ofo, Spin) *Transportation - Technology*
- 587 Listening Session - Redmond - Transportation and Infrastructure
Transportation goal/actions should address local walk access to transit - augment first/ last mile
•safe pedestrian amenities near bus stops are needed – safe crossings, sidewalks or safe shoulders and lighting make transit accessible for pedestrians (example Avondale Rd where there are few safe crossings but a bus route) *Urban Design*

Urban Design

- 1260 Greater Maple Valley Unincorporated Area Council - Peter Rimbos, Hendrick Haynes, Rhys Sterling, Susan Harvey, Steve Heister
New businesses and residences should provide their own parking within their building footprints.
- 66 Individual - Anne Holter
I also believe planning should consider passing ordinances on aesthetics for new buildings in suburban cities which include greater green belts, fewer high-rises, and architecture that reflects a cohesive cultural element in a city, such as Downtown Edmonds and Mill Creek City planning does.
- 236 Listening Session - Fife - Land Use & Growth Strategy
We like unique local character.
- 177 Listening Session - Seattle - Land Use & Growth Strategy
The update should recognize and reflect different local character

Urban Design

ID# and Commenter

Secondary category, if applicable

- 705 Listening Session - Lynnwood - Housing *Centers and Transit-Oriented Development*
Urban centers need to overcome the challenge of being able to walk and the current lack of pedestrian facilities.
- 1077 Kitsap Regional Coordinating Council - Charlotte Garrido, et al. *Coordination*
The unique cultural attributes across different jurisdictions in the Puget Sound Region should be recognized.
- 674 Individual - Linda Seltzer *Environment, Open Space and Sustainability*
Urban areas with no trees and nature will become slums. People from the East Coast know this.
- 996 Environmental Protection Agency Region 10 - Jill Nogi *Healthy Communities*
We recommend VISION 2050 could plan for and design human environments that minimize exposure to air and noise pollution from transportation sources, including roadways, railways, and airports. For example, the plan could incorporate features to reduce effects from vehicular air toxics emissions, and ensure that such mitigation actions are equitably applied to reduce disproportionate impacts to vulnerable communities.

Urban Growth Areas

- 847 City of Carnation - Kimberly Lisk
The City of Carnation asks for support for the VISION 2050 plan to acknowledge our city as an urban entity with the same growth impacts that all Puget Sound communities are experiencing.
- 1140 City of Everett - Cassie Franklin
Identify the effect that different Vision 2050 alternatives will have on the capacity to expand urban growth boundaries and develop on greenfield sites, and the likelihood for infill redevelopment in existing urban growth areas.
- 1134 City of Gig Harbor - Jennifer Kester
Cities shall remove proposals to expand the Urban Growth Area boundary that would increase capacity.
- 999 City of Monroe - Geoffrey Thomas
Urban Growth Areas/Directing Growth: Exacerbating the annexation issue previously discussed is the buildout of unincorporated UGAs prior to annexation. For example, Snohomish County allows the buildout of unincorporated UGAs to a density equal to or greater than the contiguous city. This leaves no incentive for those UGAs to annex into a city and results in an urban level density without providing urban levels of service (Goal 1 of the GMA) such as police and parks. This unorderly development of land impedes the densification of cities by offering developers green-fields (large undeveloped tracks of land) opposed to focusing on the re-development of land with existing infrastructure.
The scoping should evaluate the impacts on the environment, transportation and economy of allowing urban levels of development in the unincorporated UGAs prior to annexation. A potential solution may be a policy establishing a bright-line rule for unincorporated UGAs such as one unit per five (5) acres prior to annexation or limiting the percentage of land, per parcel, that can be developed in an unincorporated UGA.
- 1036 City of Shoreline - Debbie Tarry
Maintain the Integrity of the Urban Growth Boundary
- 786 Listening Session - Lynnwood - Housing
Can't expand the UGA where needed to grow, because other UGA areas are empty. Need to establish a provision that allows UGA swaps to put urban areas where growth wants to go.
- 251 Listening Session - Lynnwood - Land Use & Growth Strategy
Consider a UGA boundary expansion.
- 768 Listening Session - Redmond - Land Use & Growth Strategy
Keep the urban growth boundary in place and address impacts to the rural area.
- 749 Listening Session - Redmond - Land Use & Growth Strategy
Keep UGA boundaries in place.
- 1059 King County Growth Management Planning Council - Dow Constantine, Jeanne Kohl-Welles, Jennifer Robertson *Environment, Open Space and Sustainability*
It is critical for the protection of forests, farms and air and water quality that VISION 2050 and jurisdictions throughout the region continue to steer growth into the current Urban Growth Area.
- 751 Listening Session - Redmond - Land Use & Growth Strategy *Land Use and Development Patterns*
Need stronger regulation of the urban growth boundary and avoid creating pockets of urban development, like Redmond Ridge

Urban Growth Areas

ID# and Commenter

Secondary category, if applicable

1183	Snohomish County Tomorrow - Dave Somers, John Spencer	<i>Land Use and Development Patterns</i>
	We support the current strategy of containing urban sprawl and directing future growth to existing urban growth areas, supported by an efficient, multi-modal transportation system, with high capacity transit connecting regionally designated urban centers. Vision 2040 reinforces the importance and predictability of a stable urban growth boundary in the region over time, and this concept should be retained.	
823	City of Lake Stevens - Russ Wright	<i>Regional Growth Strategy</i>
	Supports the current Vision 2040 strategy of containing urban sprawl and directing future growth to existing urban growth boundaries	
824	City of Lake Stevens - Russ Wright	<i>Regional Growth Strategy</i>
	Suggests the regional growth strategy should utilize all available lands within Urban Growth Areas to accommodate additional growth	
1241	Master Builders Association of Pierce County - Jessie Gamble	<i>SEPA Environmental Review</i>
	Evaluate growth and UGS: -Another option that we believe needs to be analyzed is developing policies that allow limited UGA expansions adjacent to established urban centers, while encouraging urban growth in established cities. -We believe that a SEPA analysis and an economic study based on realistic population growth estimates would be important to determine whether current policies will result in growth being limited or extended beyond the four-county region. -We request that the SEPA review include a review of areas inside the UGA, especially along the perimeter of a UGA, that for over 20 years have not built to urban densities. It is important to analyze these areas, as they are considered to have room for growth, yet are underperforming relative to other areas of the region.	
761	Listening Session - Redmond - Land Use & Growth Strategy	<i>Transportation - Transit</i>
	Rural areas just outside the UGA are impacted with city-like traffic and conditions. Need to relook at the urban boundary. May not be realistic to maintain it. Need to plan for how future mass transit could serve areas.	