



January 28, 2026

Puget Sound Regional Council  
1201 3rd Ave #500  
Seattle, WA 98101

**Subject:** Regional Transportation Plan Draft 1 Comments

Thank you for the opportunity to comment on the draft 2026–2050 Regional Transportation Plan (RTP).

Pierce Transit appreciates and supports the preferred scenario to focus on maintenance and transit as well as Puget Sound Regional Council’s efforts and attention to detail to coordinate the variety of modes that make up our transportation network, explain existing conditions, and identify funding opportunities. Successfully implementing this preferred scenario will depend on continued state, regional and local leadership and coordination. We look forward to continued partnership as we work through adoption and implementation of the plan.

As one of the local transit agencies in the region with the lowest sales tax rate, any increases or expansions in Pierce Transit’s service will certainly require additional and consistent funding sources. While it’s not newsworthy when the bus arrives on-time or a transit stop is clean and well-maintained, the draft RTP places a strong emphasis on MP&O challenges, including explicit recognition of the significant operating, fleet, and facility costs required to sustain transit service. These costs are a reality of the transportation system and are continuing to rise. As noted in Pierce Transit’s long-range plan, Destination 2045, even current service levels might not be sustainable without additional funding. Again, strong state and regional leadership with local coordination will be key to successfully funding and implementing the regional transportation plan.

We also appreciate PSRC’s efforts to coordinate plans and share information in a consistent way across a wide variety of agencies. Specifically, the System Performance Report’s focus on transit productivity and access is consistent with the performance metrics and standards adopted in Pierce Transit’s Destination 2045, while appropriately treating these measures as regional indicators rather than agency-level operational targets.



Pierce Transit encourages PSRC to continue leading our region by coordinating and informing advocacy for legislative changes needed to create and expand the identified funding sources, such as consistent taxing authority for PTBAs. While the plan describes potential funding sources to achieve the region's long-term transportation vision, it would also help for the plan to note that any expansion of PTBAs and associated service area boundaries requires close coordination with local agency partners, community outreach, and ultimately, a vote of the people to tax themselves to fund service. To provide additional options for incremental, pilot-based, or community-requested service expansion, the plan could also mention service funding agreements or interlocal agreements, and other near-term strategies to help communities right-size transit service at funding levels they can afford.

Lastly, we want to acknowledge the powerful communication tools that are informing our work with local agency partners, such as the Future Transportation Visualization tool. We look forward to using the upcoming online transit access map as we continue to improve our local and regional transportation system.

Thank you again for your partnership and for the opportunity to provide comments for the Regional Transportation Plan.

Sincerely,

A handwritten signature in blue ink that reads "Tina Lee". The signature is fluid and cursive, with the first letters of each name being capitalized and prominent.

Tina Lee  
Acting Chief Planning Officer

