

January 31, 2018

Kelly McGourty  
Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, WA 98104-1035

Dear Ms. McGourty.:

Please be advised that Pierce Transit has carefully reviewed the draft *Regional Transportation Plan* and would like to respectfully submit the following comments or suggested revisions:

#### Chapter 2

- On page 33 where you mention “options to pay fares and fees via mobile apps,” we’d suggest you use *Pierce Pay* as an example.
- On page 38 where you mention the corridor we are studying for Bus Rapid Transit, please flesh the name out to *Pacific Avenue/SR 7*.
- On page 60 where improvements are mentioned to the Canyon Road Corridor in Pierce County, we were puzzled by the fact there was no mention of transit improvements planned for the corridor too, as shown in our *Destination 2040* Long Range Plan.

#### Chapter 3

- Pierce Transit agrees that traditional tax-based funding is not sufficient to solve the region’s transportation problems. We also agree that new sources of reliable funding need to be identified and implemented. This is in line with my agency’s legislative priorities adopted by our Board of Commissioners. Pierce Transit is working to garner support for an exploratory study, to identify and evaluate funding mechanisms deployed across multiple states. The study will inform the agency of best practices and possible avenues to generate additional reliable revenue, rather than relying solely on sales tax revenue. This concern, particularly among your transit agency partners, is reiterated in Chapter 5 on page 95.
- As to tolling, Pierce Transit supports comprehensive tolling reform as it relates to transit operations, including fixed route, paratransit, vanpool, and fleet support vehicles, to ensure parity among agencies statewide. However, we do not agree with constraining toll revenues to be used exclusively for road investments.

#### Chapter 4

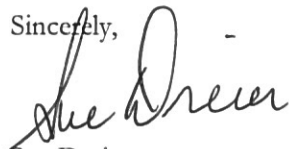
- On page 81, we’d suggest defining “frequent transit” quantitatively, such as “frequencies of every 10 - 15 minutes.” And do the maps on page 82 depict overall accessibility to the same frequent transit networks?
- On page 82, Figure 23, it isn’t clear what travel mode is indicated by the data (e.g., SOV, HOV, transit?).
- On page 82, it appears Figure 24 is in the wrong place. We’d suggest moving it directly below the paragraph with the title “The Plan Improves Air Quality and Reduces Greenhouse Gases” for a more logical flow.
- On page 83, Figure 25, we’d suggest adding the horizon period or timeframe to the title for clarification purposes, such as *2020-2040*.

## Chapter 5

- On page 90, we were pleased to see mention of programmatic investments in the Plan and their compelling need if transit agencies are to expand service in both the short- and long-term. In our case, our recently completed update to the Base Master Plan identifies \$137.7 million is required to expand our fleet to include the incrementally higher levels of local fixed route bus service outlined in our *Destination 2040* Long Range Plan, along with introducing Bus Rapid Transit routes, plus more frequent Sound Transit Express routes directly connecting the South Sound to Sea-Tac Airport, downtown Seattle, and the University of Washington campus.
- Regarding “Consistency Review of Transit Agency Plans” on page 92, has anything changed in these criteria since *Transportation 2040* was last updated?

In closing, my thanks for your consideration of Pierce Transit’s comments, along with incorporating our suggested changes in the final *Regional Transportation Plan* document. We continue to see the importance of comprehensive planning work that documents regional conditions, accelerated projections for future growth, and sustainable strategies to protect public health and improve our collective quality of life. While economic growth and infill development are still very important to Pierce County, the saying “we cannot simply build our way out of traffic congestion” is as germane to the South Sound as anywhere in the central Puget Sound region. As such, we agree with the need to strategically invest in both local and regional transit systems, along with the identified growth centers or compact communities that most effectively support them.

Sincerely,



Sue Dreier  
Chief Executive Officer

cc: Jay Peterson, Transit Development Manager – Pierce Transit  
Darin L. Stavish, Principal Planner -Pierce Transit  
Peter Stackpole, Service Planning Assistant Manager – Pierce Transit  
Alexandra Mather, Government & Community Relations Officer – Pierce Transit