



# Transit Integration in the Central Puget Sound

## 2015 Transit Integration Report

Washington State Transportation Commission  
January 12, 2016

# Presentation Overview

- Background
- Integration highlights
- What's next in 2016



# Transit in the Central Puget Sound



# History + Purpose

- 2011 Executive Board direction
- Transportation Policy Board heard three presentations in 2012



## Transit Coordination

### Transit Funding

Transportation Policy Board  
October 11, 2012

# History + Purpose

## **Transportation Policy Board Report and Recommendations on Regional Transit Coordination and Funding in Response to Executive Board Request**

February 14, 2013

1. Transit Organization
2. Transit Agency Coordination
3. Transit-Land Use Coordination
4. Transit Performance Measures
5. Transit Funding Needs

# Report Purpose

- Increase awareness on transit coordination activities
- Highlight coordination activities that have taken and are taking place
- Provide an opportunity to identify and report on Transportation Policy Board priorities



# 2014 Transit Integration Report

FIRST ANNUAL REPORT ON

## Transit Coordination in the Central Puget Sound

### Setting the Context

The past several years have brought numerous financial challenges to the region's public transit agencies. Reduced sales tax revenues brought on by the Great Recession have forced most agencies to reduce services, cut staff and other expenses, raise fares, seek new revenue sources, and strive for even greater levels of efficiency.

This new fiscal reality has forced transit agencies to quickly adapt and position themselves for long-term financial sustainability. As cuts have occurred, transportation services provided by private operators and human services organizations have stepped up to fill many of the gaps. For example,

several of the region's employers are providing privately funded transportation operations that complement the region's public transportation system by connecting employees to major employment sites.

Transit agencies have had to make difficult choices while finding creative solutions to continue meeting the needs of as many riders as possible. These challenges have also crystallized the need for strong coordination efforts to leverage the knowledge, experience, and best business practices of transit providers across the region.

### Purpose and Intent

Coordination among transit agencies is essential to the delivery of useful and productive transit service in the region. While there are many reasons for having multiple transit agencies, strong coordination and collaboration maximizes customer service, increases ridership, and optimizes the resources taxpayers have invested in the regional transit system.

The purpose of the Report on Transit Coordination in the Central Puget Sound is to increase awareness of ongoing transit coordination activities by highlighting coordination that is taking place and by describing service and performance improvements resulting from coordination. The topics covered here represent just a fraction of the breadth of coordination that occurs in the region, not only between transit agencies themselves, but including local jurisdictions, WSDOT, and community groups. The region's transit agencies see coordination as integral to a high-performing transportation system.

This report reviews existing institutional structures in place for transit agency coordination in the region and describes

specific coordination efforts between transit agencies. This is the first of what will be an annual report to the Transportation Policy Board (TPB) on transit coordination in the central Puget Sound region. This report was prepared under the direction of the Puget Sound Regional Council's Transportation Operators Committee (TOC).

- Forums for Transit Coordination ..... 2
- Improving Wayfinding and Signage ..... 3
- Working Together on ORCA and Fares ..... 3
- Regional Transit Coordination for Downtown Seattle ..... 4
- Increasing Access to Transit ..... 5
- Long Range + Comprehensive Planning ..... 6
- Transit Planning at PSRC ..... 7

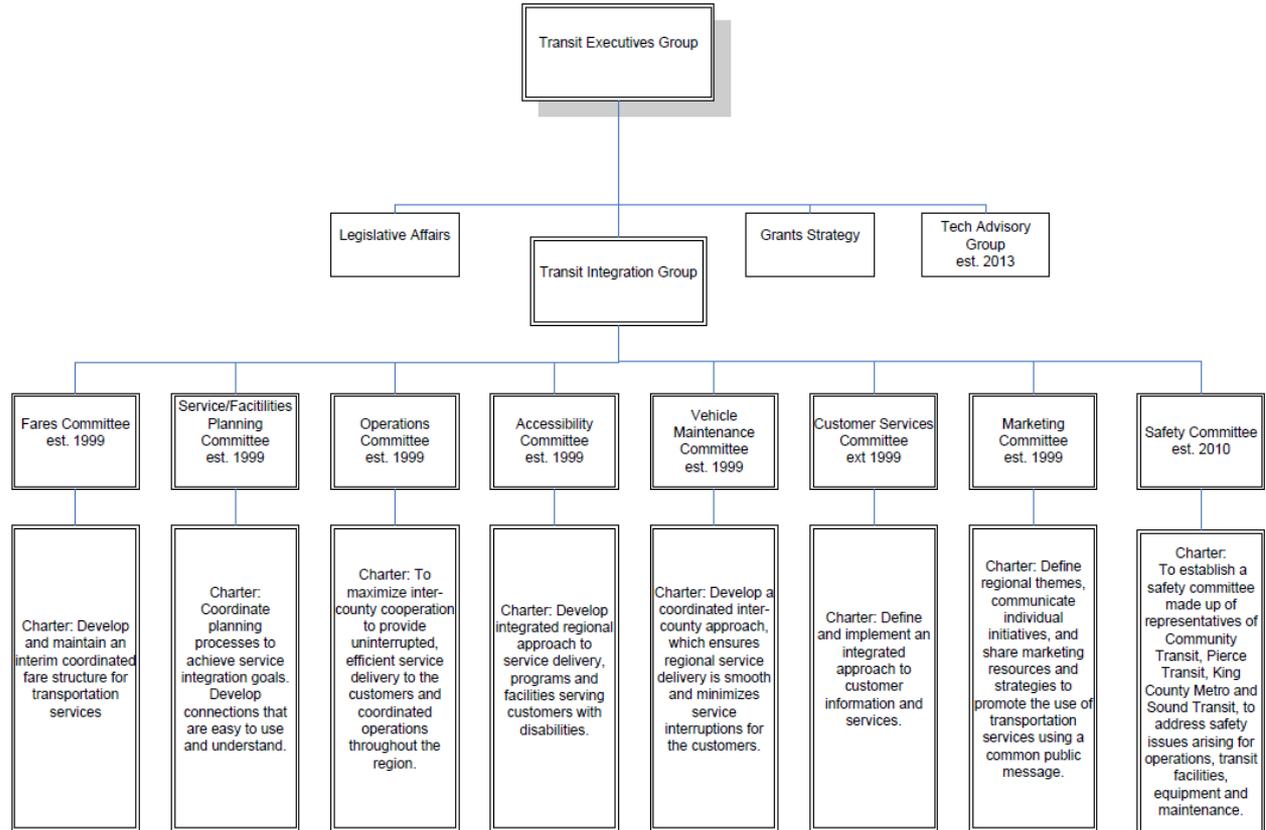
- Released in February 2014
- Introductory and context setting
- Highlighted existing forums of coordination

# Forums for transit coordination

- Transit Executives: high-level policy, funding, planning, and project and service delivery
- Transit Integration Group: formed in 1998 with a number of subcommittees addressing a variety of topics



# Forums for transit coordination



# Forums for transit coordination

- Transit Executives: high-level policy, funding, planning, and project and service delivery
- Transit Integration Group: formed in 1998 with a number of subcommittees addressing a variety of topics
- PSRC transit-related Committees:
  - *Transportation Operators Committee*
  - *Regional FTA Caucus*
  - *Special Needs Transportation Committee*
  - *TDM Steering Committee*
- Ad hoc and issue-specific committees as necessary



# Getting there together



- Released in September 2014
- Focused on King County Metro & Sound Transit
- Emphasized short-term, long-range, and customer facing opportunities

# 2015 Transit Integration Report



2015 Transit Integration Report

Puget Sound Regional Council  
MAY 2015

- More comprehensive
- More substantive
- Followed up with a Transit Summit

# Summit Findings: Context

- Integration  $\neq$  consolidation
- “The region has supportable reasons for having multiple transit agencies”
  - Transportation Policy Board, 2013
- “Maintain the political responsiveness of individual agencies to provide the type of transit service their constituents want”
  - Transit Summit, 2015

# Summit Findings: History



- A vision partially fulfilled—many things are well-integrated:
  - Service planning
  - Sound Transit operations
  - Fleet acquisition
  - Insurance pool
  - Good neighbor policies
  - Maintenance bases and layover space
- Integration as continuous improvement

# Summit Findings: A Strategic Approach

Integration as a means to help:

- Solve specific challenges
- Achieve shared outcomes
  - Efficiencies
  - A seamless, easy-to-use system
  - Increased ridership



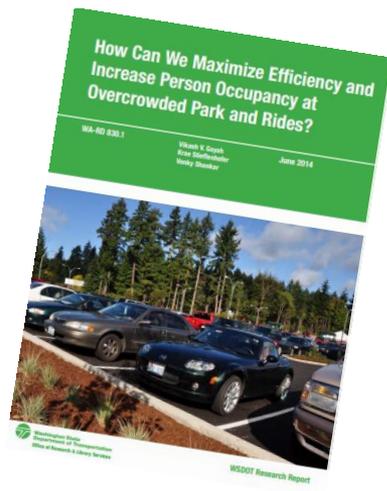
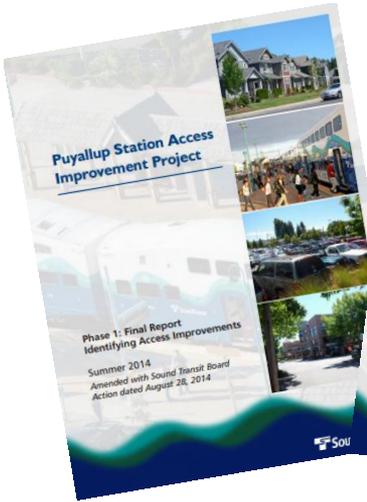
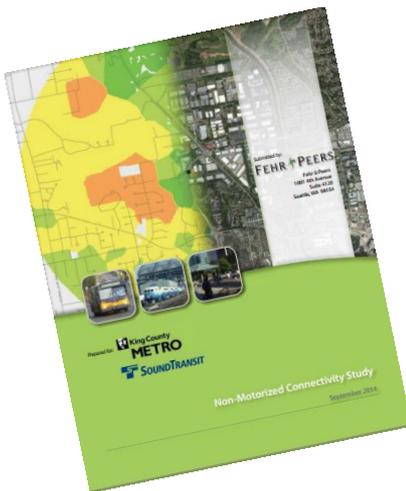
# Summit Findings: Emerging Opportunities

- Bus-rail integration
- System access and parking
- Long range planning
- User experience
- ORCA and fare policy



# Integration Highlights

# System Access & Parking



## King County Metro Access to Transit Workshop



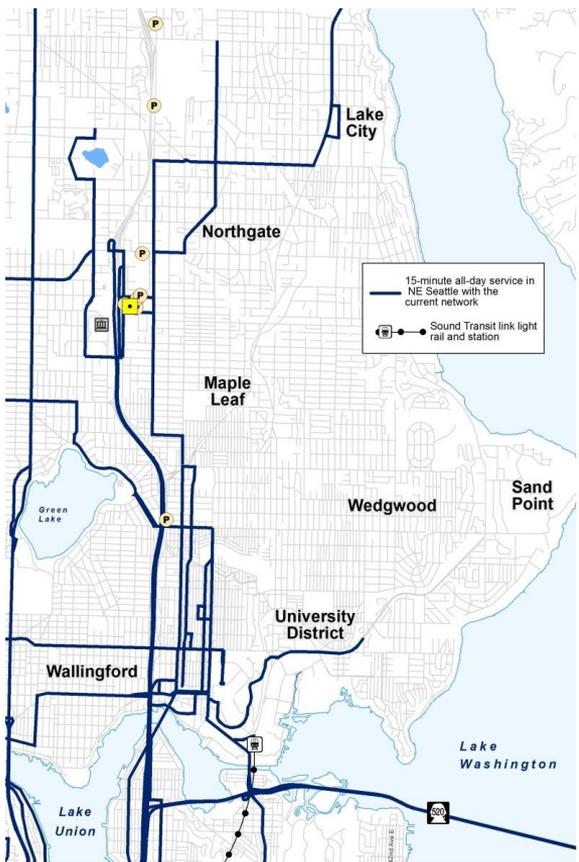
Regional Transit Committee  
September 16, 2015



Accessible Mt. Baker



# Bus-Rail Integration & University Link

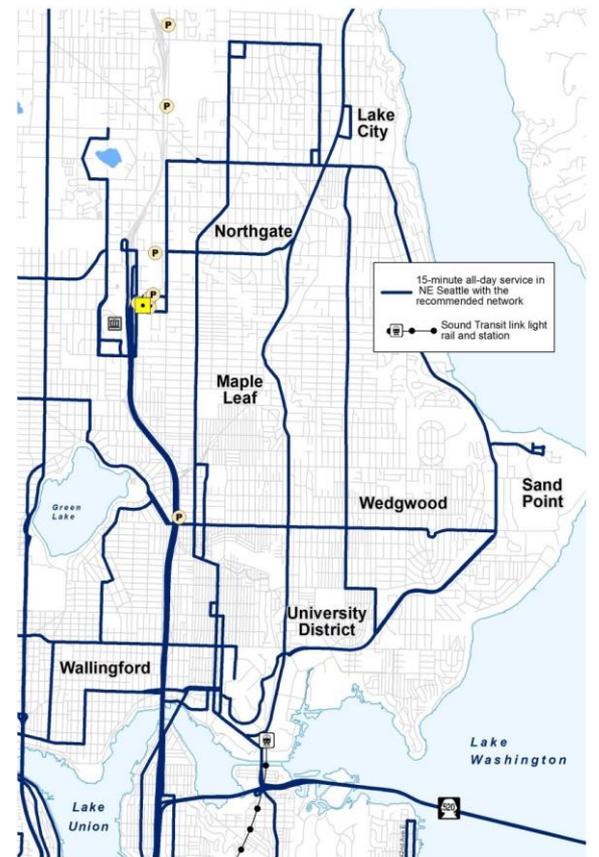


Households with access to 15-minute mid-day service

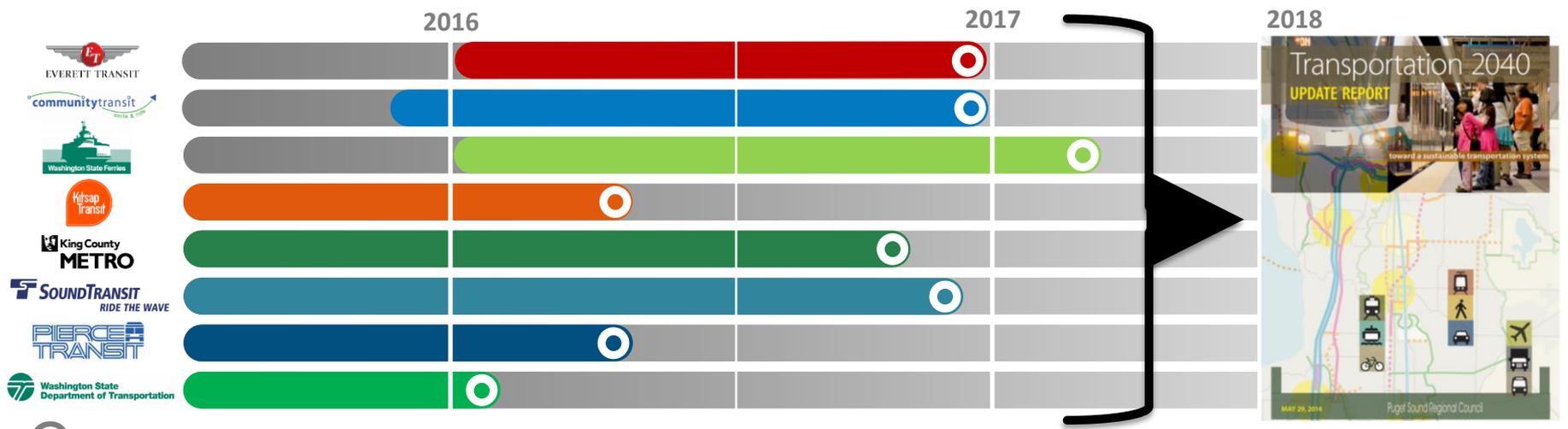
Current Network: 8,700

March 2016: **28,000**

**Triplies** the number of households with access to service every 15 minutes or better all-day



# Long Range Planning



○ Plan Adoption

- Foundational work for looking at transit in the region as a system
- Will identify synergies based on local input and places that need work
- A more cost-effective and less-duplicative system than in today's Plan
- The result will be a regionally integrated future transit network



# What's Next in 2016

# HB 1842



- Passed as part of the statewide transportation package in July 2015
- Annual report on transit coordination in the Puget Sound
  - *Integrating marketing efforts*
  - *Aligning fare structures*
  - *Integrating service planning*
  - *Coordinating long-range planning*
  - *Administrative functions*
  - *Customer-focused tools and initiatives*
- \$5M transit coordination grant program

# 2016



**NEW ST3  
CANDIDATE PROJECTS**  
**EXPLORE THE INTERACTIVE MAP**

 The Sound Transit logo is in the top right corner. Below the text are three circular icons: a purple circle with a white train icon, a green circle with a white bus icon, and an orange circle with a white light rail icon. To the right is a stylized map of transit routes in various colors.



# Questions?

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