

Please find attached the annual report (hereafter the 2016 Transit Integration Report) documenting current and planned coordination efforts among and between transit agencies in the central Puget Sound pursuant to RCW 35.58.2796 2(a). The document also meets the requirements of RCW 47.66.110(6), for WSDOT to report on Transit Coordination Grant projects.

The 2016 Transit Integration Report features stories documenting improved coordination and integration that has created cost savings to transit agencies and benefits to transit riders.

Cost Savings to Transit Agencies

- A new **bus storage facility** that results in annual savings of \$370,000 from reduced operation and maintenance needs for Pierce Transit-operated Sound Transit regional express buses serving downtown Seattle from points south (page 18).
- **Customer call center integration** consolidated two call centers into one benefiting both Community Transit and Everett Transit, and serving all Snohomish County transit customers from one facility (page 21). Everett Transit was able to redeploy one FTE to complete other tasks.
- The **joint procurement practices** used by transit agencies in the region to purchase transit vehicles that are similar styles, which results in cost savings from economies of scale and a reduced per unit cost when multiple agencies purchase on a single contract as well as labor cost savings of only one agency entering a procurement process—which can typically last 12-18 months—rather than multiple agencies entering multiple procurement processes. (page 19).

Benefits to Transit Riders

- **Bus-rail integration efforts** between Sound Transit, King County Metro, the City of Seattle, and the University of Washington in support of the launch of U Link light rail service in March 2016 (page 7).
- The **Open Transit Data initiative**, a collaborative effort by transit agencies to provide centralized transit data for use by private sector application developers who create software applications using this data for the transit riding public (page 21).

The 2016 Transit Integration Report also documents opportunities for transit coordination and integration and work that continues to occur in the central Puget Sound, including, but not limited to, the following:

- All transit agencies in the central Puget Sound have recently completed or just started **long range planning efforts**, which will form the foundation of a regionally integrated transit system for the Puget Sound Regional Council's next update to Transportation 2040, the region's long range transportation plan (page 12).
- **Station design** activities underway as part of the buildout of the Sound Transit 2 package and involving Sound Transit, local transit agencies, local jurisdictions, and other stakeholders (page 15).

- **Next generation ORCA** encapsulates the work underway to create a new fare payment system that builds on the current, successful ORCA foundation for improved functionality and ease for customers (page 4).
- Ongoing collaborative work among transit agencies to comply with new **federal FAST Act regulations** regarding performance-based planning, transit asset management, and safety (page 18).
- Initial efforts among transit agencies and the City of Seattle to address existing **wayfinding** needs and opportunities within downtown Seattle and at regional transportation hubs (page 22). An improved and integrated wayfinding system will make it easier for transit riders to get the information they need and get where they need to go no matter the transit service they are using.

Finally, the 2016 Transit Integration Report documents the projects that have received funding from the new WSDOT-administered Transit Coordination Grant program. Since this is a new program, there are no completed projects at this time. As required by RCW 47.66.110(6), the next report will include an analysis of whether completed projects met their goals. The two projects selected for the 2016-2017 biennium were:

- The **Regional ORCA Marketing and TDM project** will result in a coordinated, regional marketing strategy that leverages existing education and encouragement programs to increase ORCA utilization (page 3). When transit riders use ORCA, they don't need to carry cash, worry about transfers, and know different fare structures. For agencies, transit riders who use ORCA board more quickly (4-6 seconds faster than cash-paying riders), which, at busy stops, keeps the bus moving and on schedule.

Transit Coordination Grant funding will support a regional marketing campaign that communicates the benefits of ORCA. In addition, agencies will leverage existing education, encouragement, and demand management programs to increase ORCA usage, which varies throughout the region. Overall, the project hopes to get more ORCA cards in transit riders' hands and continue to increase ORCA usage in the central Puget Sound.

- Transit Coordination Grant funding enabled the purchase of a regional license for **the Remix transit planning tool** (page 12). Without this funding, agencies would have had to separately purchase a license at a much greater cost. Every central Puget Sound transit agency is using Remix in the development of their long range plans. Remix's visual interface and ability to make changes in real time to transit networks has proven to be an important communication tool when engaging the public and elected officials on different scenarios.

The integrated use of Remix also results in consistent inputs to PSRC's travel demand model in support of the update to Transportation 2040. Remix increases the region's analytic capacity, especially as it relates to understanding transit network connectivity and integration at a regional level.

This report, and others submitted by the department, can be found on our [Legislative Reports](#) website.

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