

# Transit Development Plan 2013-2018 and 2012 Annual Report



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# Sound Transit

## Transit Development Plan 2013-2018 and 2012 Annual Report

### INTRODUCTION

The Transit Development Plan 2013-2018 and 2012 Annual Report provides updated information to the Washington State Department of Transportation (WSDOT) on development of the various transit components undertaken by Sound Transit—the Central Puget Sound Regional Transit Authority. Background information on Sound Transit, accomplishments during 2012, and proposed action strategies for 2013 to 2018 are included. While planning is an ongoing activity among the various divisions within Sound Transit, this document attempts to capture known planning milestones through to 2018.

This document is submitted per requirement of RCW 35.58.2795. As a regional transit authority, Sound Transit is required to prepare a six-year transit development plan and annual report. WSDOT may use this document to prepare an annual report for the Washington State Legislature summarizing the status of public transportation systems in the state.

To put it simply, Sound Transit’s vision is easy connections, to more places, for more people. To accomplish this, the agency’s mission statement asserts that “Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.” Sound Transit embraces its mission and seeks to exemplify the values of accountability, excellence, inclusiveness, innovation, integrity, public trust, respect and transparency to achieve the vision of a regional transit system.

### I: ORGANIZATION

In March 1992, the Washington State Legislature (through RCW 81.104.040) authorized King, Pierce, and Snohomish counties to create a single agency—the Central Puget Sound Regional Transit Authority, now known as Sound Transit—to develop public transit alternatives to meet the region’s travel needs. The Legislature charged Sound Transit with planning, building, and operating a high-capacity transportation system for the region.

On Nov. 5, 1996, voters approved local funding for *Sound Move*, a regional high-capacity transit plan that included a 0.4 percent local sales and use tax, a 0.3 percent motor vehicle excise tax, and a rental car tax to finance construction and operation of the regional transit system. *Sound Move* included the ST Express bus network along with high-occupancy-vehicle (HOV) lane access improvements, Sounder commuter rail, and Link light rail.

On Nov. 4, 2008, voters approved additional local funding as part of the Sound Transit 2 (ST2) plan. This transit plan included a new 15-year construction program of light rail, commuter rail and regional bus service by extending the *Sound Move* taxes, as well as increasing the local sales and use tax by an additional 0.5 percent to a total of 0.9 percent.

**ST Express regional bus service** includes limited-stop bus routes operating predominantly in peak travel directions, partnerships with WSDOT to develop HOV direct-access projects, and a variety of community connection facilities including transit centers, access improvements, and park-and-ride lots. ST Express also works to integrate its projects with other transit agencies to create a convenient and seamless system throughout the entire region.

**Sounder commuter rail** uses diesel-powered locomotives and multi-level passenger coach trains that run mostly on BNSF Railway Company railroad freight tracks. Sounder shares the tracks with freight trains and Amtrak passenger trains, using upgraded signals, switches, and street crossings.

**Link light rail** is an electrically-powered service that adds a new system of high-capacity transportation within the region’s highest employment and transit ridership areas. Downtown Tacoma is served by the 1.6-mile **Tacoma Link light rail** line that operates between the city’s Theater District and the multimodal regional transit center at the

Tacoma Dome station. **Central Link light rail** operates from Westlake Station in Downtown Seattle to Sea-Tac/Airport in the City of SeaTac.

Both *Sound Move* and Sound Transit 2 provide the framework for Sound Transit service and capital projects. Although yearly refinements and updates are made as reflected in the Transit Development Plan and Annual Report, *Sound Move* and Sound Transit 2 continue to guide growth of the Sound Transit high-capacity transportation system.

In accordance with state law RCW 81.112.030, the Sound Transit Board is comprised of 18 members, including the Washington State Secretary of Transportation and 17 locally elected officials nominated by each of the three county's executive officials and confirmed by the respective county councils. The Sound Transit Board includes the three county executives, representatives from the largest city in each county, and representatives from other cities and unincorporated areas of each county. At least one-half of all appointees from each county also serve on local transit boards.

At the end of 2012, the Sound Transit Board of Directors included:

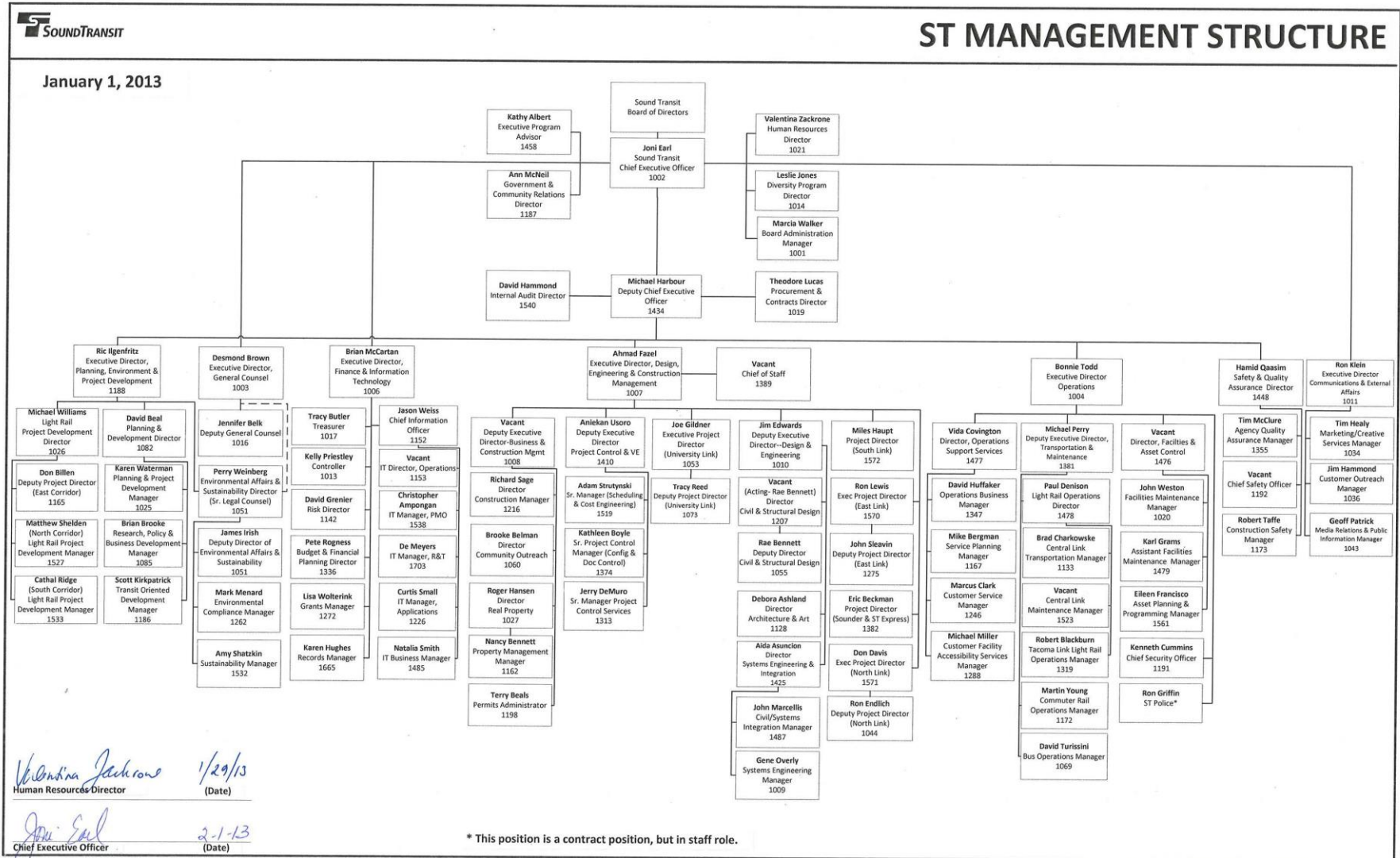
Pat McCarthy, <b>Chair</b>	Pierce County Executive
Julia Patterson, <b>Vice Chair</b>	King County Councilmember
Aaron Reardon, <b>Vice Chair</b>	Snohomish County Executive
Claudia Balducci	Bellevue Councilmember
Fred Butler	Issaquah Deputy Council President
Richard Conlin	Seattle Councilmember
Dow Constantine	King County Executive
Dave Earling	Edmonds Mayor
Dave Enslow	Sumner Mayor
Paula Hammond	Washington State Secretary of Transportation
John Marchione	Redmond Mayor
Joe McDermott	King County Councilmember
Mike McGinn	Seattle Mayor
Mary Moss	Lakewood Councilmember
Larry Phillips	King County Councilmember
Paul Roberts	Everett Councilmember
Marilyn Strickland	Tacoma Mayor
Peter von Reichbauer	King County Councilmember

As of Dec. 31, 2012, Sound Transit employed 555.5 full-time equivalent employees. The total authorized positions, including unfilled positions, is 590.5. Sound Transit staff consisted of the following:

- 35 full-time equivalents in the Communications & External Affairs Department,
- 185 full-time equivalents in the Design, Engineering & Construction Management Department,
- 81.5 full-time equivalents in the Executive Department,
- 107 full-time equivalents in the Finance & Information Technology Department,
- 15 full-time equivalents in the Legal Department,
- 90 full-time equivalents in the Operations Department, and
- 42 full-time equivalents in the Policy, Environment and Project Development Department.

**Figure 1** displays the Sound Transit organizational structure as of the beginning of 2013.

**Figure 1**  
Organizational Structure



## II: PHYSICAL PLANT

Sound Transit has the following office and facility locations:

<u>Administrative Offices</u>	<u>Construction Offices</u>	<u>Operations &amp; Maintenance Facilities</u>
Union Station 401 S. Jackson St. Seattle, WA 98104	Husky Stadium 3800 Montlake Blvd. N.E. Seattle, WA 98195	Tacoma Link 802 E. 25 <sup>th</sup> St. Tacoma, WA 98421
Opus East Building 625 5 <sup>th</sup> Ave. S. Seattle, WA 98104	Capitol Hill Station 1827 Broadway Seattle, WA 98122	Central Link 3407 Airport Way S. Seattle, WA 98134
5 <sup>th</sup> & Jackson Building 315 5 <sup>th</sup> Ave. S. Seattle, WA 98104	I-5 Undercrossing 900 Olive Way Seattle, WA 98101	

As of Dec. 31, 2012, Sound Transit owned 293 ST Express buses. ST Express contracts with our partner transit agencies—Community Transit, King County Metro, and Pierce Transit—to operate and maintain our ST Express buses. ST Express service is operated out of Community Transit’s Kasch Park Base in Everett, King County Metro’s East Base in Bellevue and Pierce Transit’s operations facility in Lakewood. In 2012, Sound Transit continued to replace some of the original fleet first used in 1999 for the start of ST Express service. 43 buses were put into service (five at Community Transit and 14 at King County Metro, and 24 at Pierce Transit) and a total of 20 of the original buses were decommissioned and sold. At the end of 2012, 268 buses were used in active revenue service, nine are were owned but not ready for service, and 16 had been decommissioned in 2012 and were awaiting sale in 2013.

Sound Transit owns 58 rail cars (18 cab cars, 40 coach cars) manufactured by Bombardier and 11 locomotives manufactured by the ElectroMotive Division of General Motors. Sound Transit contracts with BNSF to operate Sounder trains. Sound Transit contracts with Amtrak for maintenance of the fleet. Maintenance activities are carried out at Amtrak’s Holgate yard in Seattle’s SODO District.

Sound Transit also owns three electric-powered light rail vehicles manufactured by Inekon and Skoda Dopravni Technica of the Czech Republic for service on Tacoma Link. Two vehicles are in service during most times with a third available as a spare for maintenance back-up. Sound Transit operates and maintains the vehicles out of its Tacoma Link Operations & Maintenance Facility.

For operation of Central Link, Sound Transit owns 62 new, modern low-floor light rail cars from Kinkisharyo/Mitsui of Japan. The 95-foot vehicles can seat 74 passengers, and each hold up to 200 passengers in crush-load conditions. The cars are currently paired into one- or two-car trains depending on demand, and all Link stations have been constructed to accommodate up to four-car trains in the future. Day-to-day operations, maintenance and dispatch of Central Link is performed by King County Metro on behalf of Sound Transit. Link vehicles are stored and maintained at the Central Link Operations & Maintenance Facility in the SODO District on Airport Way South.

### **III: SERVICE CHARACTERISTICS**

#### **FARE STRUCTURE**

On **ST Express**, Sound Transit employs a zone-based fare structure, consisting of three zones, one for each county (Pierce, King or Snohomish County) within the Sound Transit district. Trips within one county are one zone, while those that cross a county line have a higher “multi-county” fare.

As of June 1, 2012, single-ride fares for adults are \$2.50 for one zone and \$3.50 for multi-county trips. Corresponding monthly pass prices are \$90 and \$126. Senior/disabled fares are \$0.75 for in-county trips and \$1.50 for multi-county fares, and youth fares are \$1.25 or \$2.50 depending on the zones described above.

On **Sounder**, single-ride fares for adult riders are based on the distance traveled. The price of a Sounder ticket starts with a base fare of \$2.55. A per-mile charge of \$0.055 is added to the base fare, and the sum is rounded to the nearest quarter to determine the final cost of the trip. Adult fares range from \$2.75 to \$5.25. Corresponding monthly pass prices are from \$99 to \$189. Senior/disabled fares are approximately 50 percent of the adult fare, and youth fares are discounted approximately 25 percent from the adult fare. One-way or round-trip paper tickets (as well as monthly passes or E-purse value on ORCA cards, as described below) may be purchased from Ticket Vending Machines located at each of the Sounder stations, and proof of payment must be carried by passengers at all times onboard Sounder or at the station platforms. Roving fare enforcement officers routinely patrol the trains and station platforms to ensure proper fare payment, and to assist passengers in purchasing the correct fare. Additionally, monthly and annual pass holders along the Sounder north line can take advantage of RailPlus. Under an agreement between Sound Transit and Amtrak, passengers with valid monthly and annual passes may ride Amtrak Cascades trains that operate between Seattle, Edmonds and Everett. Likewise, Sounder will honor Amtrak tickets between these locations.

No fares are collected on **Tacoma Link**.

Fare levels for **Central Link** are, like Sounder, based on the distance traveled. The cost of a ride depends on the distance traveled and the type of fare (Adult, Youth or Senior/Disabled). As of June 1, 2011, the base fare for adults is \$2.00 and increases in increments of 25 cents to the current highest fare, \$2.75 each way between downtown Seattle and Tukwila/SeaTac. Corresponding monthly pass prices are \$72 to \$99. Senior/disabled fares are \$0.75 for all trips, and youth fares are \$1.25 for all trips. Ticket Vending Machines are available at each of the Link stations. As with Sounder, roving fare enforcement officers ensure that passengers have valid proof-of-payment while on-board or on station platforms.

ORCA, which stands for One Regional Card for All, now serves as most of the region’s transit passes and paper transfers. ORCA is accepted by the seven ORCA partner agencies, including Sound Transit, Community Transit, Everett Transit, King County Metro Transit (Metro), Kitsap Transit, Pierce Transit and Washington State Ferries. ORCA cards are also good for rides on the South Lake Union Streetcar. Riders using cash instead of an ORCA card to transfer between different agencies' systems must pay the full fare for each leg of their ride. King County Metro Transit and Pierce Transit still offer paper transfers that are good within their own systems. An ORCA regional pass replaced the monthly PugetPass and is valid at face value on all of the participating ORCA agencies (except Washington State Ferries where additional fare may be necessary). Also available is an E-purse, or stored value used like cash to pay one’s bus or train fare. The fare for the ride is deducted from the E-purse on an ORCA card, allowing riders to "pay as you go." The E-purse may also be used in combination with a pass. On a bus, passengers can tap their ORCA card at the card reader next to the driver. On Sounder or Central Link, riders must tap their card before boarding at platform card readers, and again before exiting so that the correct amount is deducted. If a rider forgets to tap their card after exiting, they are charged the fare equivalent to traveling to the end of the line. With an ORCA card, transfers between buses and trains are automatically calculated, and balances are applied to the connecting trips, so paper transfers are no longer needed.

## SERVICE DESCRIPTION

**ST Express regional bus** service operates from 2:45 a.m. to 1 a.m. every day. ST Express routes range in service from weekday peak-direction only service, to frequent, all-day, bi-directional trips on both weekdays and weekends.

As of the end of 2012, 26 ST Express regional bus routes were in operation. These routes are:

- 510: Everett – Seattle Express
- 511: Ash Way – Seattle Express
- 512: Everett/Lynnwood – Seattle Express
- 513: Evergreen Way/Eastmont – Seattle Express
- 522: Woodinville – Seattle Express
- 532: Everett – Bellevue Express
- 535: Lynnwood – Bellevue Express
- 540: Kirkland – U. District Express
- 542: Redmond – U. District Express
- 545: Redmond – Seattle Express
- 550: Bellevue – Seattle Express
- 554: Issaquah – Seattle Express
- 555: Issaquah – Northgate Express
- 556: Issaquah – U. District – Northgate Express
- 560: Bellevue – Sea-Tac – West Seattle Express
- 566: Auburn – Overlake Express
- 574: Lakewood – Sea-Tac Airport Express
- 577: Federal Way – Seattle Express
- 578: Tacoma/Puyallup – Seattle Express
- 586: Tacoma – U. District Express
- 590: Tacoma – Seattle Express
- 592: DuPont/Lakewood – Seattle Express
- 594: Tacoma/Lakewood – Seattle Express
- 595: Gig Harbor – Seattle Express
- 596: Bonney Lake – Sumner

Sound Transit provides **Sounder commuter train** service along two corridors radiating from Seattle’s King Street Station. Both services operate on BNSF Railway Company tracks. The south line segment was extended to Lakewood in October 2012. Two new stations opened for rail service as part of this extension, South Tacoma and Lakewood Station. The Lakewood extension track was purchased from BNSF. Service includes nine rush-hour round trips every weekday on the south line, including two round trips (reverse-peak direction trips) that provide service to Tacoma in the morning and to Seattle in the afternoon. The north line segment is 34.2 miles between Everett and Seattle, with four round trips that run every weekday between Everett and Seattle in the peak direction. Service operates Monday through Friday, except major holidays. Sounder south line operates using seven-car trains and the north line usually operates using three-car trains. Both Sounder lines operate seasonal off-peak trains to sporting events at Century Link Field and Safeco Field, and trains are also operated on the south line to select concerts at the Tacoma Dome. For event service, the south line uses seven-car trains while the north line uses four-car trains to serve Mariners and Sounders FC games, and five-car trains for Seahawks games. Travel times on the north line is about 60 minutes and the south line 75 minutes.



**Tacoma Link** service operates as indicated in the chart below:

Day	Time	Frequency
Monday through Friday	5:00 a.m. – 6:45 a.m.	24 min.
	6:45 a.m. – 8:00 p.m.	12 min.
	8:00 p.m. – 10:00 p.m.	24 min.
Saturday	7:45 a.m. – 10:00 p.m.	12 min.
Sunday/Holiday	9:45 a.m. – 6:00 p.m.	24 min.

Holidays include New Years’ Day, Martin Luther King, Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, Christmas Eve and Christmas Day. Paratransit services for Tacoma Link are provided under contract by Pierce Transit.

**Central Link** service operates as indicated in the chart below:

Day	Time	Frequency
Monday through Friday	5:00 a.m. – 6:00 a.m.	15 min.
	6:00 a.m. – 8:30 a.m.	7-8 min.
	8:30 a.m. – 3:00 p.m.	10 min.
	3:00 p.m. – 6:30 p.m.	7-8 min.
	6:30 p.m. – 10:00 p.m.	10 min.
	10:00 p.m. – 1:00 a.m.	15 min.
Saturday	5:00 a.m. – 8:00 a.m.	15 min.
	8:00 a.m. – 10:00 p.m.	10 min.
	10:00 p.m. – 1:00 a.m.	15 min.
Sunday/Holiday	6:00 a.m. – 8:00 a.m.	15 min.
	8:00 a.m. – 10:00 p.m.	10 min.
	10:00 p.m. – 12:00 a.m.	15 min.

Central Link light rail opened from Westlake Station inside the Downtown Seattle Transit Tunnel to Tukwila/International Blvd Station in Tukwila in July 2009. In December 2009, the Airport Link project connected Tukwila/International Blvd Station to a new light rail station between the main terminal of Sea-Tac International Airport and the City of SeaTac. SeaTac/Airport Station also provides pedestrian access between the City of SeaTac and the north end of the terminal.

Holidays include New Years’ Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. Paratransit services for Central Link are provided under contract by King County Metro.

Most Central Link trains operate in two-car consists. A small number of trains operated with one car during the last few runs of a weeknight and as well as a few weekend trips.

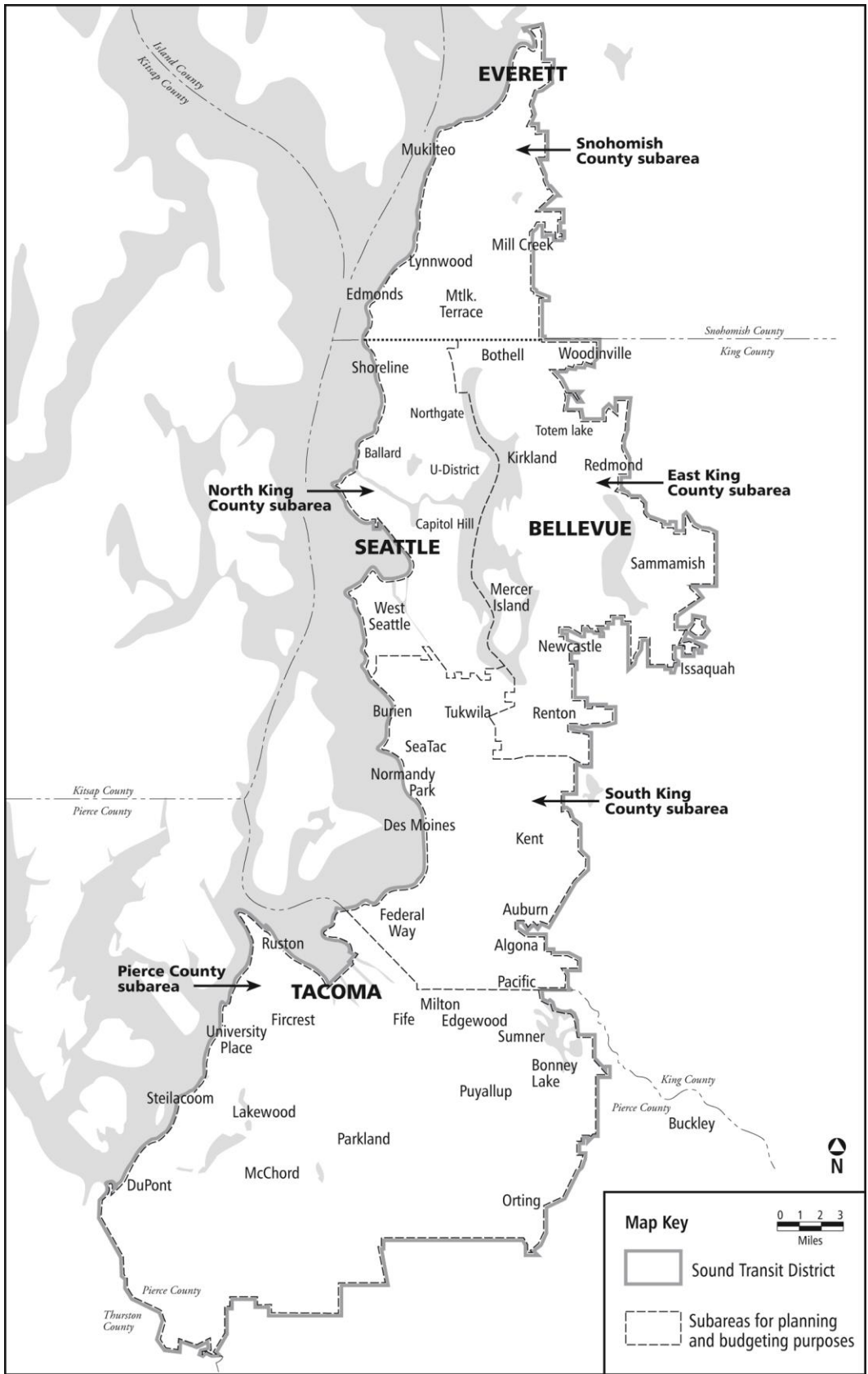
Sound Transit is also extending Link north 3.15 miles to Capitol Hill and the University of Washington as part of the University Link project. The \$1.9 billion University Link line is scheduled to open in 2016 and add more than 70,000 daily riders to the system by 2030. Based on its benefits, the University Link project received the highest possible Federal Transit Administration ranking in the New Starts federal funding process and received a Full Funding Grant Agreement totaling over \$800 million. Sound Transit 2 will further extend Link as part of a larger light rail expansion plan. The total light rail system achieved by Sound Transit 2 will reach Northgate, Mountlake Terrace, Shoreline, Lynnwood, Mercer Island, Bellevue, Redmond/Overlake, and points further south from SeaTac by 2023 (Federal Way?). A map of the ST2-approved Regional Rail system, including light rail, is available in Appendix E.

## **SERVICE AREA**

Sound Transit's taxing and service area boundary lines generally follow the urban growth boundaries created by each county in accordance with the state Growth Management Act. The Sound Transit service area boundary was adjusted in some places in consideration of voter precinct boundaries, city limit lines, and geography. For planning and budgeting purposes the district boundary was divided into five geographic subareas, each with unique system components.

**Figure 2** shows the Sound Transit service district for King, Pierce, and Snohomish counties.

**Figure 2**  
Sound Transit District



## IV: SERVICE CONNECTIONS

Sound Transit serves a great number of park-and-ride lots, transit centers and rail stations across the Puget Sound region. Some transit centers served by Sound Transit buses or trains are marked as “Regional T” locations. The Regional “T” has been developed by Sound Transit and adopted by the transit partnership that includes Sound Transit, King County Metro, Pierce Transit, Everett Transit, Community Transit, Amtrak, Washington State Ferries, and the Washington State Department of Transportation. All Sound Transit-owned facilities are identified with the Regional “T”. The Regional “T” sign indicates that these facilities offer services or amenities including regional emphasis (regional connections to a variety of destinations), multiple system transfer opportunities (opportunities to transfer between different providers and modes of transportation), peak hour and mid-day service options (service to and from locations during a normal day), regional transportation information (such as timetables and maps), and act as a center for local service connections.

In 2012, Sound Transit served the following park-and-rides, stations, and transit centers:

- Ash Way Park-and-Ride
- Auburn Park-and-Ride
- Auburn Station
- Beacon Hill Station
- Bear Creek Park-and-Ride
- Bellevue Transit Center
- Bothell Park-and-Ride
- Brickyard Park-and-Ride
- Burien Transit Center
- Canyon Park Freeway Station
- Canyon Park Park-and-Ride
- Columbia City Station
- Commerce Street / S 11<sup>th</sup> St Station
- Convention Center / S 15<sup>th</sup> St Station
- Convention Place Station
- DuPont Station
- Eastgate Freeway Station
- Eastgate Park-and-Ride
- Eastmont Park-and-Ride
- Edmonds Station / Ferry Terminal
- Everett Station
- Evergreen Point Freeway Station / Park-and-Ride
- Fauntleroy Ferry Terminal
- Federal Way Transit Center
- I-5 / NE 45<sup>th</sup> St Freeway Station
- International District/Chinatown Station
- Issaquah Highlands Park-and-Ride
- Issaquah Transit Center / Park-and-Ride
- Jackson Park (I-5 / NE 145<sup>th</sup> St) Freeway Station / Park-and-Ride
- Kenmore Park-and-Ride
- Kenndale Freeway Station
- Kent Station
- Kent-Des Moines Park-and-Ride
- Kimball Drive Park-and-Ride
- King Street Station
- Kingsgate Park-and-Ride
- Kirkland Transit Center
- Lakewood Station
- Lakewood Towne Center Transit Center
- Lynnwood Transit Center / Park-and-Ride
- Mercer Island Park-and-Ride
- Mount Baker Station / Mount Baker Transit Center
- Mountlake Terrace Freeway Station / Park-and-Ride
- Mukilteo Station / Ferry Terminal
- Narrows Park-and-Ride
- Newport Hills Freeway Station / Park-and-Ride
- Northgate Mall Garage
- North Jackson Park-and-Ride
- North Seattle Park-and-Ride
- Northgate Transit Center / Transit Center Extension Park-and-Ride
- Othello Station
- Overlake Transit Center / Park-and-Ride
- Pioneer Square Station
- Purdy Park-and-Ride
- Puyallup Fairgrounds Red Lot
- Puyallup Station
- Rainier Beach Station
- Redmond Transit Center / Park-and-Ride
- Renton Boeing Lot 10
- Renton City Municipal Garage

- Renton Transit Center/ Park-and-Ride
- SeaTac/Airport Station
- SODO Station
- South Everett Freeway Station / Park-and-Ride
- South Sammamish Park-and-Ride
- S 25<sup>th</sup> St Station
- South Bellevue Park-and-Ride
- South Kirkland Park-and-Ride
- South Tacoma Station
- Spokane / Airport Way Park-and-Ride
- SR-512 Park-and-Ride
- Stadium Station
- Star Lake Park-and-Ride
- Sumner Station
- Tacoma Community College Transit Center
- Tacoma Dome Station
- Theater District / S 9<sup>th</sup> St Station
- Tibbetts Lot / Tibbetts Valley Park
- Totem Lake Freeway Station
- Tukwila/International Blvd Station (Link)
- Tukwila Station (Sounder)
- Union Station / S 19<sup>th</sup> St. Station
- University Street Station
- Westlake Station
- Wilburton Park-and-Ride
- Woodinville Park-and-Ride
- Yarrow Point Freeway Station

In addition, five locations that Sound Transit serves are designated as major transfer points. They are the Alaska Junction Transfer Point at SW Alaska Street and California Avenue SW in West Seattle, Lake City Transfer Point at Lake City Way NE and NE 125<sup>th</sup> Street, University District Transfer Point at NE Campus Parkway and Brooklyn Avenue NE, UW Bothell/Cascadia Community College and the White Center Transfer Point located at SW Roxbury Street and 15<sup>th</sup> Avenue SW.

All Sounder commuter rail stations have bus transportation connections located directly at the station or within a short walking distance. Bus service schedules are often synchronized to the train schedule so that passengers are afforded a seamless transit trip.

Four of the six Tacoma Link light rail stations provide intermodal public transportation connections. Both the Theater District and Commerce Street stations, at the downtown end of the line, provide connections to Pierce Transit local bus service and express buses at zones along Commerce Street. At Union Station, connections are also available. The Tacoma Dome Station, at the south end of the line, provides connections to Sounder commuter rail, ST Express bus service, Pierce Transit local bus service, Intercity Transit bus service to Olympia/Thurston County, and Greyhound intercity service. In addition, Tacoma's Amtrak station is located several blocks away.

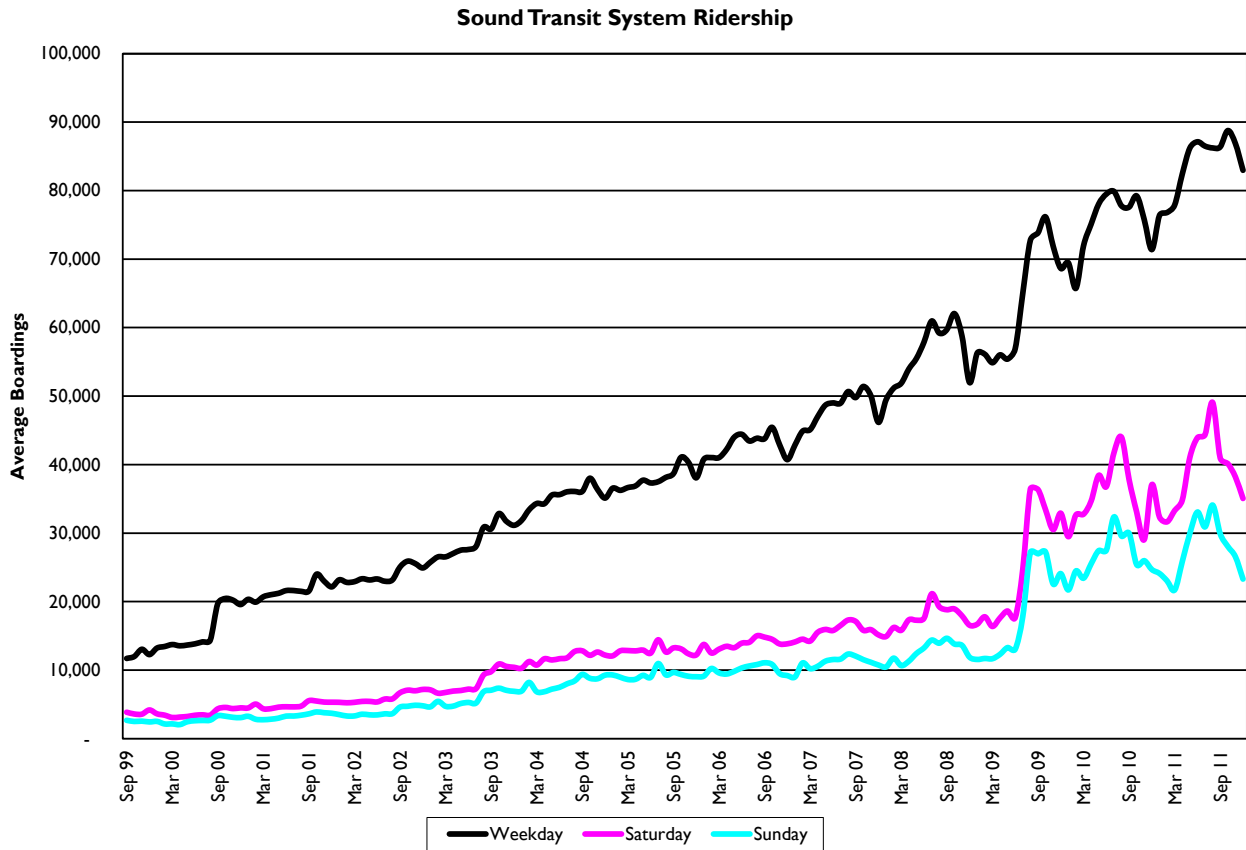
In downtown Seattle, King County Metro and Sound Transit share the Downtown Seattle Transit Tunnel facilities at Convention Place Station, Westlake Station, University Street Station, Pioneer Square Station, and International District/Chinatown Station. All of these stations except for Convention Place Station are shared by both Central Link light rail and tunnel bus service. Besides these existing tunnel stations, nine additional Central Link Stations opened in 2009 with the inauguration of Link's Initial Segment and the Airport Link extension: Stadium Station, SODO Station, Beacon Hill Station, Mount Baker Station, Columbia City Station, Othello Station, Rainier Beach Station, Tukwila/International Blvd Station, and SeaTac/Airport Station.

Bus connections are available at all Central Link stations; however three stations feature extensive bus connections and amenities. Mount Baker Station's construction also included the Mount Baker Transit Center, located east of the station across Rainier Avenue South and featuring three off-street bus bays as well as bus layover facilities. Tukwila/International Blvd Station features a 600-stall park-and-ride and three off-street bus bays located underneath the Link guideway and elevated station, and serves as the northern terminus of King County Metro's RapidRide A Line. Also, SeaTac/Airport Station, an elevated facility located between Sea-Tac Airport's loop roadway and International Blvd at S. 176<sup>th</sup> Street, features two pedestrian bridges connecting both to the airport's parking garage and passenger terminal to the west and to International Blvd and four on-street bus bays to the east.

## V: ACTIVITIES IN 2012

Sound Transit achieved significant accomplishments in 2012. All told, **Sound Transit** carried over 28 million passengers in 2012 on its buses and trains. The downtown Seattle Ride Free Area was discontinued in October 2012. In October, 2012 when the system carried its highest levels of passengers, the Sound Transit served over 100,000 passengers each weekday for the first time in Sound Transit history. **Figure 3** below shows the trends for system ridership since the beginning of operations in September 1999. The jumps in weekday and especially weekend ridership in mid-2009 shows the addition of Central Link passengers to the Sound Transit system. By the end of 2012, Sound Transit has carried a total of over 184.8 million passengers.

**Figure 3**

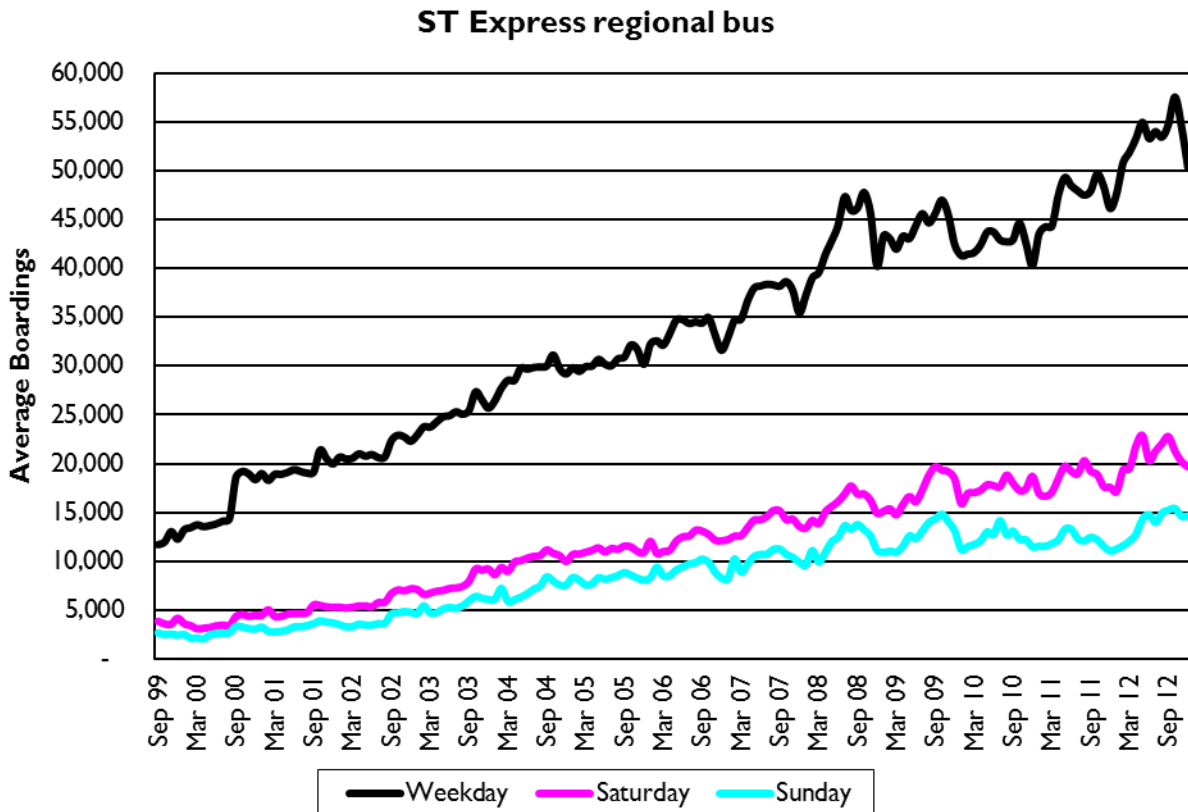


Sound Transit’s regional bus system, **ST Express**, served over 15.4 million passengers in 2012. At 2012’s year end, ST Express has had more than 129 million boardings since service began in September, 1999. The partnerships formed with Community Transit, King County Metro, and Pierce Transit has enabled Sound Transit to “roll out” a system that makes the most of the region’s transportation resources and carries more passengers than any of Sound Transit’s modes.

In 2012, several service improvements were implemented including increased trips on Route 510 (Everett Way – Seattle), Route 511 (Ash Way – Seattle), Route 578 (Tacoma – Puyallup) which also had one trip removed, and Route 594 (Lakewood – Tacoma). In June 2012, Sunday service was implemented on Route 578, operating every hour from about 8:00 a.m. to 11:00 p.m. This service change created a 30-minute frequency when combined with Route 577 from Seattle to the Federal Way Transit Center. In October, the route segment in between downtown Tacoma and the Tacoma Dome was discontinued. Other changes in Tacoma include converting all 593 trips into 590 trips to create a 15-minute frequency from Seattle-to-Tacoma. Route 593 was discontinued as part of this service realignment upon the opening on Sounder Lakewood service. Route 592 was modified to start and end all trips from DuPont Station. As part of this extension, service frequency was decreased to a 15-minute frequency. Route 592’s routing was further modified in downtown Seattle to operate via I-5 to Seneca Street exit, then via Seneca, 4th Avenue, Olive Way and Howell Street. For the afternoon peak to DuPont, use existing downtown Seattle routing to 2nd Avenue and Washington Street bus stop, then operate non-stop to SR 512 Park-and-Ride via I-5.

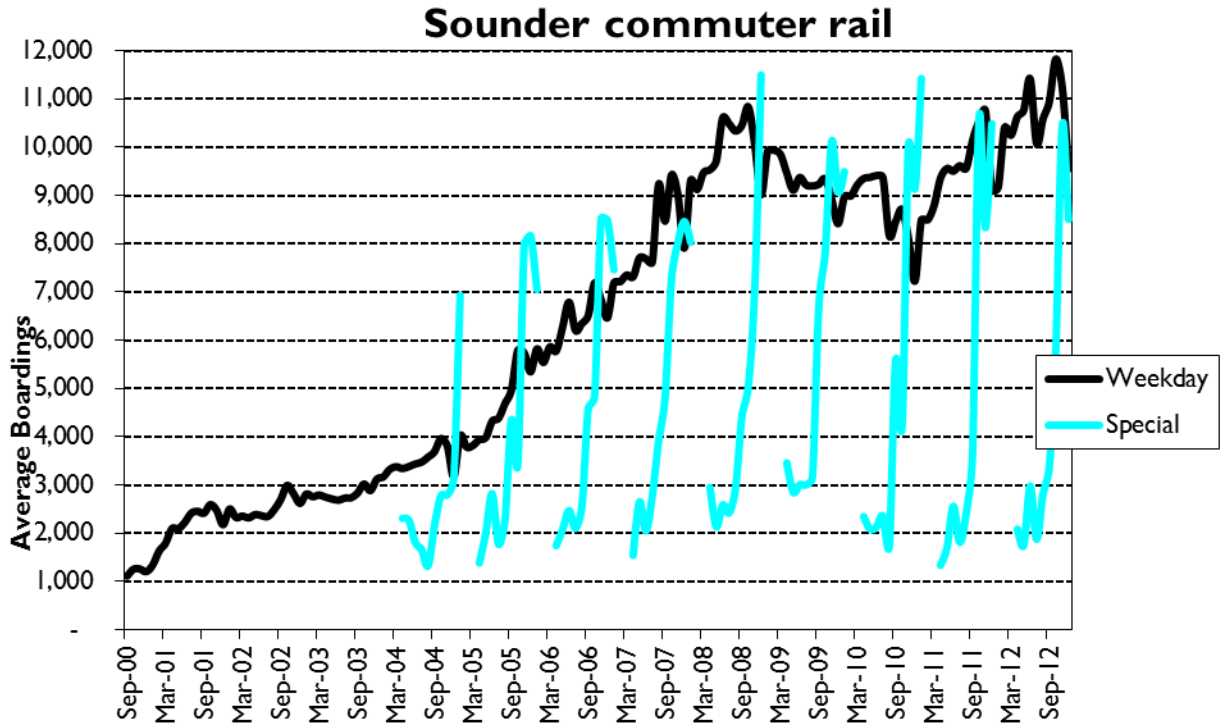
**Figure 4** below shows the trends for ridership on ST Express since the start of regional bus service in 1999. At its peak in October, 2012, ST Express carried over 57,000 passengers each weekday.

**Figure 4**



**Sounder** commuter trains carried just over 2.8 million passengers in 2012. The system has carried over 21 million passengers since service began in September, 2000. After declining due to job losses in the region in 2009 and 2010, Sounder ridership increased throughout 2012 to set a new record ridership number, which was previously 2.6 million riders in 2008. **Figure 5** below shows the trends for ridership on Sounder since the start of the south line in 2000.

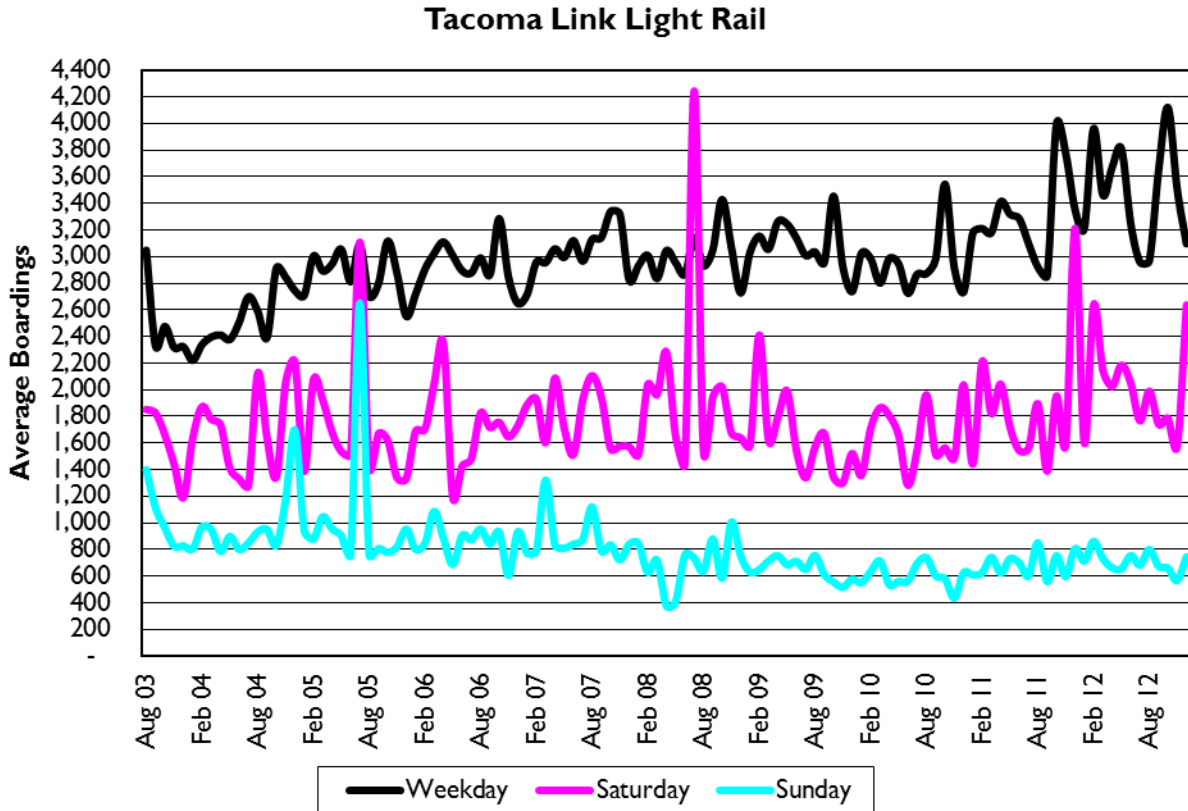
**Figure 5**





**Tacoma Link** continued strong operations in 2012, setting a new ridership record. By the end of the year, the line carried over 1 million passengers for the first time ever. Tacoma Link has carried a total of more than 8.4 million passengers since service began in August, 2003. **Figure 6** below shows ridership trends on Tacoma Link since 2003. Some of the spikes in ridership seen in the summers of 2005 and 2008 were due to the visiting Tall Ships Festival held in the Thea Foss Waterway and Commencement Bay.

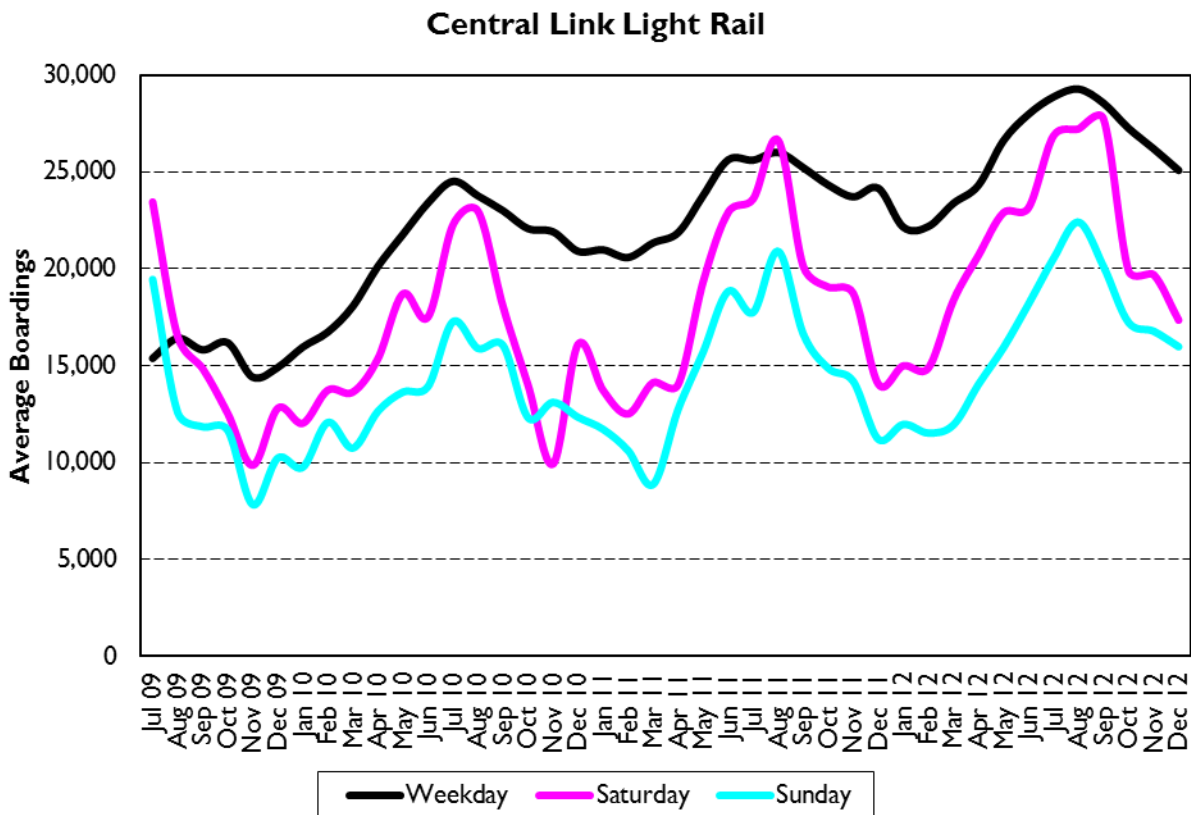
**Figure 6**



**Central Link** light rail started operation on Saturday, July 18, 2009, becoming Washington State’s first-ever high-capacity rapid transit line. Service operates between Westlake Station in the Downtown Seattle Transit Tunnel to SeaTac/Airport Station in the City of SeaTac, with 11 stations in between. Service initially ran to an interim southern terminus at Tukwila/International Blvd Station, and was extended to SeaTac/Airport Station on Dec. 19, 2009.

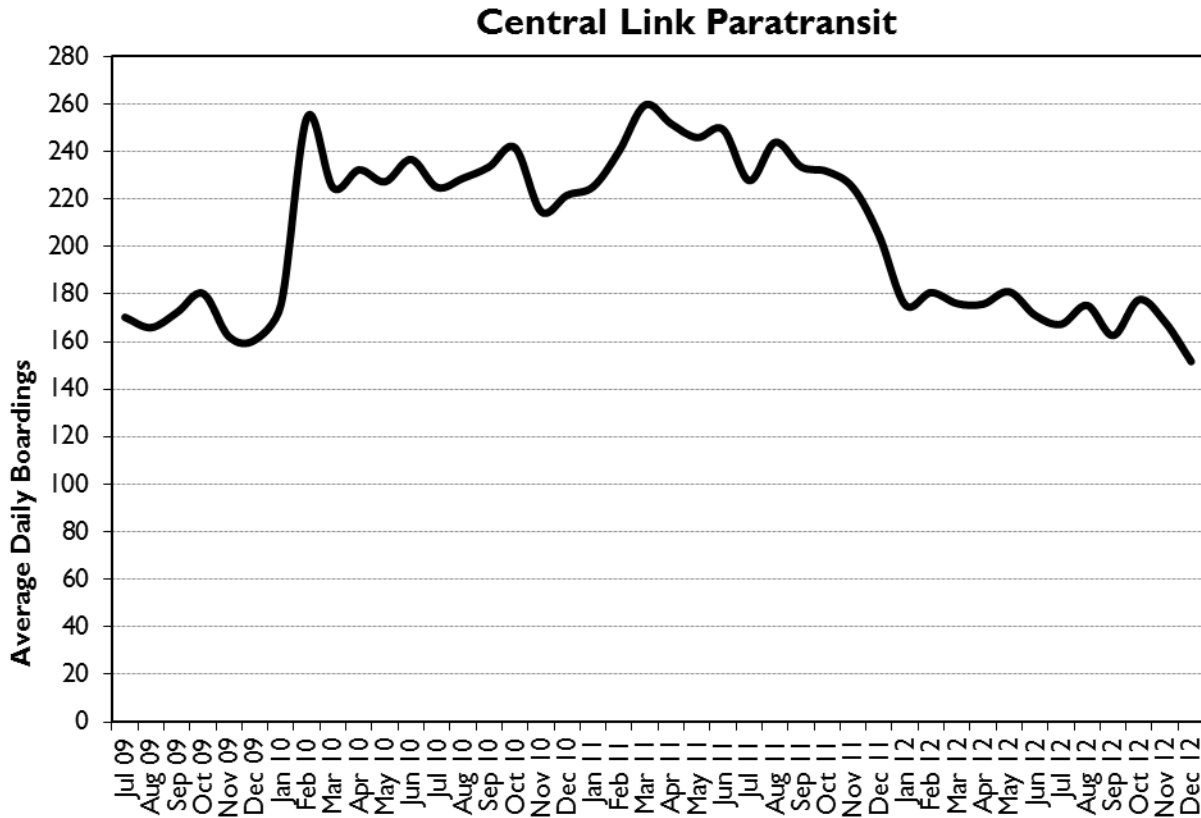
Ridership on Central Link light rail grew throughout 2012, peaking during the summer season with the addition of special event-goers and airport travelers to its regular commuting cohort of Rainier Valley and South King County residents. Many passengers use Link to access sporting, entertainment and recreational destinations in downtown Seattle, the SODO/Stadium area, and nearby areas along the line. Because of this, Link continues to show robust weekend ridership, especially during the busier summer months. In August 2012, the average weekday ridership peaked at 29,275. 8.7 million passengers rode Link during 2012, and almost 17.3 million have ridden since the line opened. **Figure 7** below shows ridership trends on Central Link, not including ridership during Link’s Launch Weekend in July 2009.

**Figure 7**



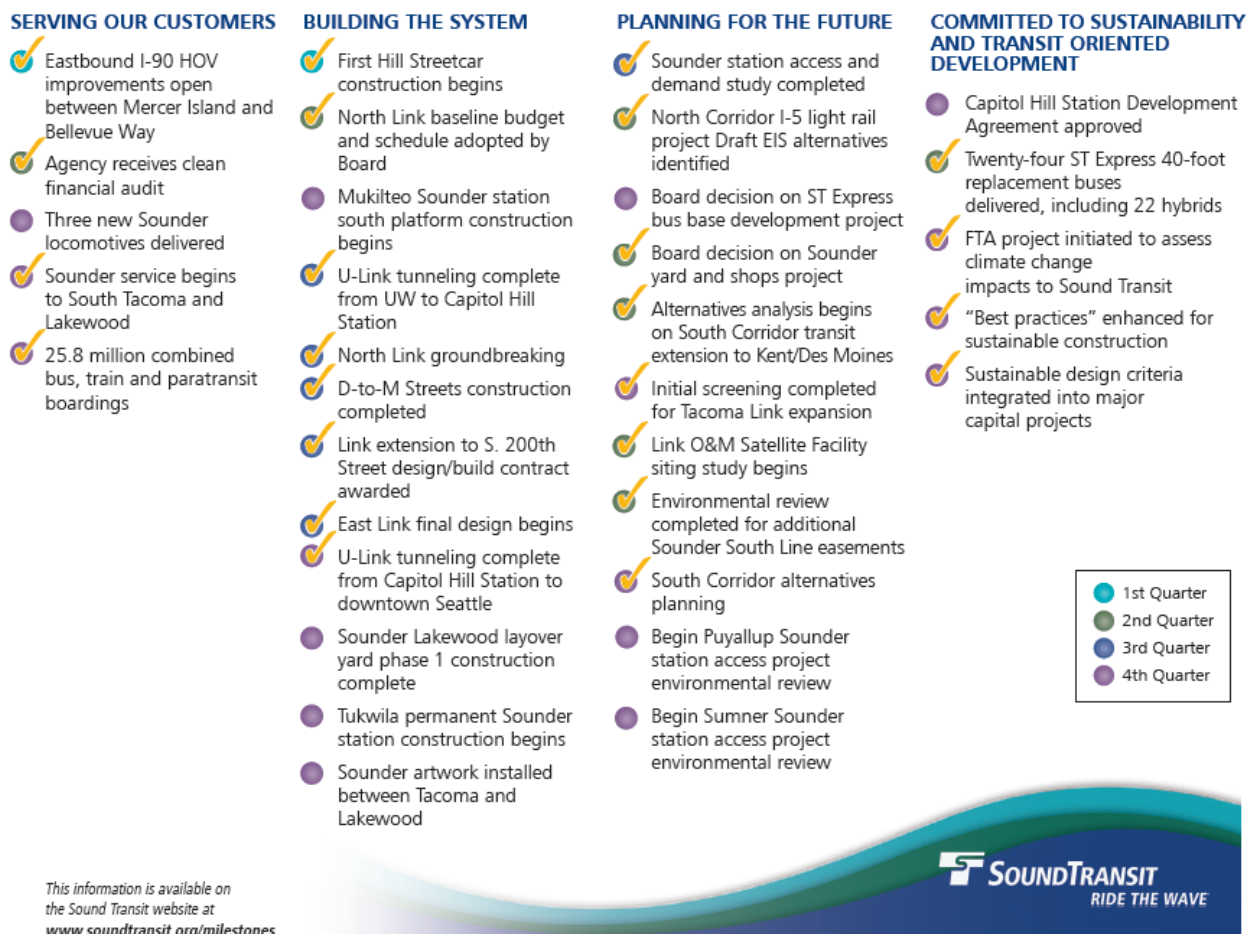
With the start-up of Central Link light rail, Sound Transit also assumed a prominent role in providing **paratransit service** in the corridor served by this new rail line. Paratransit service is operated by several contractors for King County Metro and costs are shared between Metro and Sound Transit for the service area surrounding Link in downtown Seattle, Southeast Seattle, Tukwila and SeaTac and for trips in that zone. The ridership information here reflects only those trips that have been allocated to Sound Transit as part of its paratransit obligation for Central Link. More than 62,000 passengers rode Central Link’s paratransit service during 2012, and over 262,000 have used this service since July 2009. **Figure 8** below shows daily paratransit ridership allocated to Sound Transit since the start-up of Central Link. The decrease in ridership in 2012 is merely due to a recalculation in how these rides are apportioned between King County Metro and Sound Transit, and paratransit ridership has remained constant even as Sound Transit’s own share shown below has decreased.

**Figure 8**



Sound Transit set ambitious goals for 2012, and was quite successful at achieving them. 33 milestones were set in early 2012 for action during the year, including efforts to aid existing customers, continue construction of the regional transit system, plan for future activities, and maintain Sound Transit’s commitment to the environment. Of the 33 goals set for 2012, 24 were achieved during the year. **Figure 9** highlights the goals set for the past year and the quarter they were slated for, with checkmarks indicating milestones that were met during the year.

**Figure 9: 2012 Milestones**



In early 2013, the independent Citizen Oversight Panel (COP) completed the *Citizens' Year-End 2012 Performance Report on Sound Transit*. The COP complimented Sound Transit for 'being rigorous and successful in meeting its milestones and its budget and schedule plans, and in reporting its results in a transparent manner to the public'. The COP also highlighted the agency's efforts in 2012 that included extending Sounder South Line to Lakewood, construction progress on University Link, design and planning for link extensions east and north, and positive trends in ridership growth. The COP report, however, also pointed out three areas of concern: system capacity, operating costs, and poor performance on Sounder North.

**STATE TRANSPORTATION SYSTEM POLICY GOALS**

In 2012, Sound Transit contributed to the state's transportation system policy goals (as stated in RCW 47.04.280) through the following action strategies:

**Preservation.** We continued to maintain our equipment and facilities, and to operate public transit services.

**Safety.** We operated our transit vehicles in a safe manner, maintained a group of safe and secure facilities, and kept a regular schedule of light and heavy maintenance of buses and trains.

**Mobility.** By carrying over 28 million riders in 2012, we contributed to better air quality, decreased traffic congestion and greater ease of travel for residents of the Puget Sound region.

**Environment.** We maintained our ISO 14001 certification of our Environmental and Sustainability Management System.

**Stewardship.** With several tax revenue sources declining in the weak economy compared to projections, Sound Transit has been a steward of scarce public dollars for transit. Some capital projects envisioned in ST2 were scaled back or suspended because of lessened revenue. As well, Sound Transit implemented service efficiencies on some ST Express routes in September 2012, cutting service on low-productivity routes and segments, while increasing service to relieve overcrowding.

## **VI: PLANNED ACTION STRATEGIES, 2013 – 2018**

The activities in Section VII are action strategies that will contribute to the following transportation goals:

**Preservation.** We will continue to maintain our equipment and facilities, including mid-life maintenance on some facilities during Summer 2012 to prolong their useful lives, and to operate our bus and rail services.

**Safety.** We will continue to operate our transit vehicles in a safe manner, maintain a group of safe and secure facilities, and keep a regular schedule of light and heavy maintenance of buses and trains.

**Mobility.** We will continue operating Link light rail, ST Express, and Sounder modes, allowing for fast, frequent, car-free travel options for area residents and visitors.

**Environment.** We will improve the environment of the Central Puget Sound region by carrying tens of thousands of people each day in our trains and buses, decreasing air pollution and greenhouse gases by diverting trips away from the automobile.

**Stewardship.** We will remain a solid transit system that the citizens of the region can rely on.

## VII: PLANNED ACTIVITIES, 2013 – 2018

The following matrices describe the planned activities to be undertaken by Sound Transit for 2013-2018. These activities include the deployment of new transit service, facility construction, and/or equipment purchases. Activities include any projects in the Sound Transit 2 program whose schedules are known at this time. Preservation activities are so noted; all other items are considered expansion activities. Activities that occur by other entities but involve Sound Transit funding contribution are noted as “(ST Partner project)”.

2013	Planned Activities
Planning	<ul style="list-style-type: none"> <li>• Alternatives analysis begins on South Corridor transit extension to Federal Way (Federal Way Transit Extension)</li> <li>• Federal Way to Tacoma transit connection study begins (South Corridor Alternatives Planning Study)</li> <li>• Initial screening completed for Tacoma Link expansion</li> <li>• Complete Lynnwood Link Extension Draft EIS &amp; Advanced Conceptual Engineering</li> <li>• Start Lynnwood Link Extension Advanced Conceptual Engineering</li> <li>• Start study of transit alternatives between downtown Seattle and Ballard</li> <li>• Identify preferred alternative for Tacoma Link expansion</li> <li>• Start East Link Final Design</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Continue service of ST Express, Sounder, Tacoma Link and Central Link <b>(Preservation)</b></li> <li>• 28.3 million combined bus, train and paratransit boardings</li> <li>• Add additional peak round-trip on Sounder South Line</li> <li>• Restructure of routes 560 and 566, and introduction of 567 to Kent</li> <li>• Restructure Snohomish County routes 510,511, 512 to simplify weekend and off-peak service</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Mukilteo Sounder station south platform construction begins</li> <li>• Board adopts parking and system access policy</li> <li>• U-Link tunneling complete from UW to Capitol Hill Station</li> <li>• U-Link Capitol Hill Station interior work begins</li> <li>• Edmonds Sounder Station adds 103 parking spaces</li> <li>• Sounder Lakewood layover yard contract completed</li> <li>• Tukwila permanent Sounder station construction begins</li> <li>• Board decision on ST Express bus base development project</li> <li>• Board decision on Sounder yard and shops project</li> <li>• Begin Puyallup and Sumner Sounder station access project environmental review</li> <li>• Capitol Hill Station Development Agreement approved</li> <li>• Sustainable design criteria integrated into major capital projects</li> <li>• Begin Roosevelt Station demolition and environmental clean-up</li> <li>• Begin Northgate Station property acquisition</li> <li>• Complete U District Station demolition and environmental clean-up</li> <li>• Complete Roosevelt Station demolition and environmental clean-up and utility relocation</li> <li>• Complete alternatives analysis for Tacoma Link extension</li> <li>• Complete Roosevelt Station utility relocation</li> <li>• Begin Roosevelt Station excavation</li> <li>• Begin Capitol Hill Station construction</li> <li>• Begin U District Station excavation</li> <li>• Start Northgate Station advance utility relocation</li> <li>• Begin East Link property acquisition</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Three new Sounder locomotives delivered and put into service</li> </ul>

<b>2014</b>	<b>Planned Activities</b>
Planning	<ul style="list-style-type: none"> <li>• Complete Lynnwood Link Extension Draft EIS &amp; Advanced Conceptual Engineering</li> <li>• Start Federal Way Transit Extension Draft EIS &amp; Conceptual Engineering</li> <li>• Complete South Corridor Alternatives Study (Federal Way to Tacoma)</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Continue service of ST Express, Sounder, Tacoma Link and Central Link <b>(Preservation)</b></li> <li>• Complete First Hill Streetcar construction, open for service <i>(ST Partner project)</i></li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Complete First Hill Streetcar construction <i>(ST Partner project)</i></li> <li>• Complete final design for S. 200<sup>th</sup> St Link extension and station</li> <li>• Begin Maple Leaf Portal site preparation</li> <li>• Complete NE 85th Street corridor transit improvements in Kirkland <i>(ST Partner project)</i></li> <li>• Finish Rainier Avenue transit improvements in Renton <i>(ST Partner project)</i></li> <li>• Complete Strander Blvd extension in Renton <i>(ST Partner project)</i></li> <li>• Complete Sounder Lakewood layover yard construction</li> <li>• Start utility relocation for East Link</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Receive 18 ST Express 60-foot replacement buses, including 15 hybrids <b>(Preservation)</b></li> </ul>

<b>2015</b>	<b>Planned Activities</b>
Planning	<ul style="list-style-type: none"> <li>• Complete Lynnwood Link Extension Preliminary Engineering &amp; Final EIS</li> <li>• Complete Northgate Link Extension final design</li> <li>• Complete Federal Way Transit Extension Draft EIS &amp; Conceptual Engineering</li> <li>• Complete Lynnwood Link Extension Preliminary Engineering &amp; Final EIS</li> <li>• Start Lynnwood Link Extension Final Design</li> <li>• Start Federal Way Transit Extension Final EIS &amp; Preliminary Engineering</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Continue service of ST Express, Sounder, Tacoma Link, Central Link <b>(Preservation)</b></li> <li>• Potential restructure of Route 540 in conjunction with new SR 520/108th Avenue HOV ramps</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Begin University Link systems installation and testing</li> <li>• Complete University of Washington Station construction</li> <li>• Complete Maple Leaf Portal site preparation</li> <li>• Start Northgate Link Extension south tunneling (Roosevelt to Univ. of Washington Station)</li> <li>• Initiate Northgate Link Extension north tunneling (Maple Leaf Portal to Roosevelt Station)</li> <li>• Open Mukilteo Station south platform</li> <li>• Complete Permanent Tukwila Station</li> <li>• Start East Link construction</li> <li>• Begin Northgate Station and light rail aerial guideway construction</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Receive 23 replacement 40-foot low-floor ST Express buses <b>(Preservation)</b></li> <li>• Add seven Sounder passenger cars (three cab cars and four coach cars)</li> <li>• Add five 42-foot low-floor double decker ST Express buses</li> <li>• Complete installation of Sounder Positive Train Control Systems (PTC)</li> </ul>

<b>2016</b>	<b>Planned Activities</b>
Planning	<ul style="list-style-type: none"> <li>• Complete study of transit alternatives between downtown Seattle and Ballard</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Continue service of ST Express, Sounder, Tacoma Link, Central Link <b>(Preservation)</b></li> <li>• Extend Link service to University of Washington Station to the north</li> <li>• Extend Link service to S. 200<sup>th</sup> Street Station to the south</li> <li>• Possible increase in Link train frequency and/or train consist length with opening of University</li> </ul>

	<p>Link</p> <ul style="list-style-type: none"> <li>• Add two additional round-trips on Sounder South Line</li> <li>• Potential restructure of Route 586 in conjunction with opening of University Link</li> <li>• University Link light rail extension, including Capitol Hill and University of Washington Stations, open for passenger service</li> <li>• S. 200<sup>th</sup> St Link station and guideway extension open for passenger service</li> <li>• Start Roosevelt Station construction</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Complete Northgate Station property acquisition</li> <li>• Complete Northgate Station advance utility relocation</li> <li>• Complete East Link final design</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Add three Sounder passenger (coach) cars</li> </ul>

<b>2017</b>	<b>Planned Activities</b>
Planning	<ul style="list-style-type: none"> <li>• Complete Federal Way Transit Extension Final EIS &amp; Preliminary Engineering</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Continue service of ST Express, Sounder, Tacoma Link, Central Link <b>(Preservation)</b></li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Begin U District Station construction</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Receive 1 replacement 40-foot low floor diesel ST Express bus <b>(Preservation)</b></li> </ul>

<b>2018</b>	<b>Planned Activities</b>
Planning	<ul style="list-style-type: none"> <li>• Start Federal Way Transit Extension Final Design</li> <li>• Complete Lynnwood Link Final Design</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Continue service of ST Express, Sounder, Tacoma Link, Central Link <b>(Preservation)</b></li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Complete U District Station floating slab and track work</li> <li>• Finish Northgate Link Extension north tunneling (Maple Leaf Portal to Roosevelt Station)</li> <li>• Complete East Link property acquisition</li> <li>• Complete Northgate Link Extension south tunneling (Roosevelt to University of Washington Station)</li> <li>• Start construction of Lynnwood Link Extension</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Receive 38 60-foot articulated ST Express buses, including 22 hybrid buses</li> </ul>



## VIII: CAPITAL IMPROVEMENT PROGRAM, 2012 – 2018

(All figures in thousands of dollars)

Sound Transit	2012	2013	2014	2015	2016	2017	2018
<b>Preservation</b>							
Fixed Route Service	38,590	1,927	18,425	-	-	-	-
Commuter Rail	4,343	11,333	19,525	6,329	-	-	-
Light Rail	2,993	8,822	9,103	-	-	-	-
Streetcar Rail	479	-	-	-	-	-	-
<b>Improvement/Expansion</b>							
Fixed Route Service	2,675	33,277	13,380	37,128	26,251	-	-
Commuter Rail	116,427	91,065	43,153	5,584	-	-	-
Light Rail	400,139	494,041	668,123	612,454	546,855	481,871	316,752
Streetcar Rail	672	2,628	2,518	-	-	-	-

## IX: OPERATING DATA, 2012 – 2018

Sound Transit	2012	2013	2014	2015	2016	2017	2018
<b>Fixed Route Bus Services (ST Express)</b>							
Revenue Vehicle Hours	552,359	564,000	564,000	564,000	564,000	564,000	564,000
Total Vehicle Hours	692,393	698,000	698,000	698,000	698,000	698,000	698,000
Revenue Vehicle Miles	11,532,672	1,158,000	1,158,000	1,158,000	1,158,000	1,158,000	1,158,000
Total Vehicle Miles	15,592,179	13,704,049	13,704,049	13,704,049			
Passenger Trips	16,012,412	15,300,000	15,600,000	15,900,000	16,200,000	16,400,000	16,700,000
Diesel Fuel Consumed (gallons)	3,123,276	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (Therms)	187,207	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Electricity Consumed (Kwh)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Propane Fuel Consumed (gallons)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Injuries (Non-Major Incident Reports)	2	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Preventable Accidents	1	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
<b>Commuter Rail Services (Sounder)</b>							
Revenue Vehicle Hours	38,333	46,500	50,039	50,039	51,097	56,702	64,806
Total Vehicle Hours	47,017	53,573	56,474	56,474	57,726	63,895	72,027
Revenue Vehicle Miles	1,498,958	1,690,776	1,826,077	1,826,077	1,868,060	2,072,250	2,335,873
Total Vehicle Miles	1,519,445	1,573,293	1,839,884	1,839,884	1,882,308	2,087,783	2,351,465
Passenger Trips	2,803,123	2,700,000	300,000	3,300,000	3,400,000	3,600,000	3,700,000
Diesel Fuel Consumed (gallons)	1,058,773	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Injuries (Non-Major Incident Reports)	0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Preventable Accidents	0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
<b>Tacoma Link Light Rail Services</b>							
Revenue Vehicle Hours	9,822	9,617	9,617	9,617	9,617	9,617	9,617
Total Vehicle Hours	9,975	9,754	9,754	9,754	9,754	9,754	9,754
Revenue Vehicle Miles	75,897	76,037	76,037	76,037	76,037	76,037	76,037
Total Vehicle Miles	76,197	76,342	76,342	76,342	76,342	76,342	76,342
Passenger Trips	1,024,053	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Electricity Consumed (Kwh)	407,005	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Injuries (Non-Major Incident Reports)	0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Preventable Accidents	1	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

	2012	2013	2014	2015	2016	2017	2018
<b>Central Link Light Rail Services</b>							
Revenue Vehicle Hours	136,138	132,000	132,000	132,000	155,798	237,231	237,231
Total Vehicle Hours	146,908	153,431	153,431	153,431	162,394	248,161	248,161
Revenue Vehicle Miles	2,552,871	2,455,000	2,455,000	2,455,000	2,949,451	5,044,233	5,044,233
Total Vehicle Miles	2,677,415	2,566,188	2,566,188	2,566,188	3,004,703	5,190,506	5,190,506
Passenger Trips	8,701,106	9,200,000	9,700,000	10,200,000	11,500,000	18,400,000	25,700,000
Electricity Consumed (Kwh)	14,436,092	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	1	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Injuries (Non-Major Incident Reports)	10	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Preventable Accidents	1	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

## **X: ANNUAL REVENUES AND EXPENDITURES, 2012 – 2018**

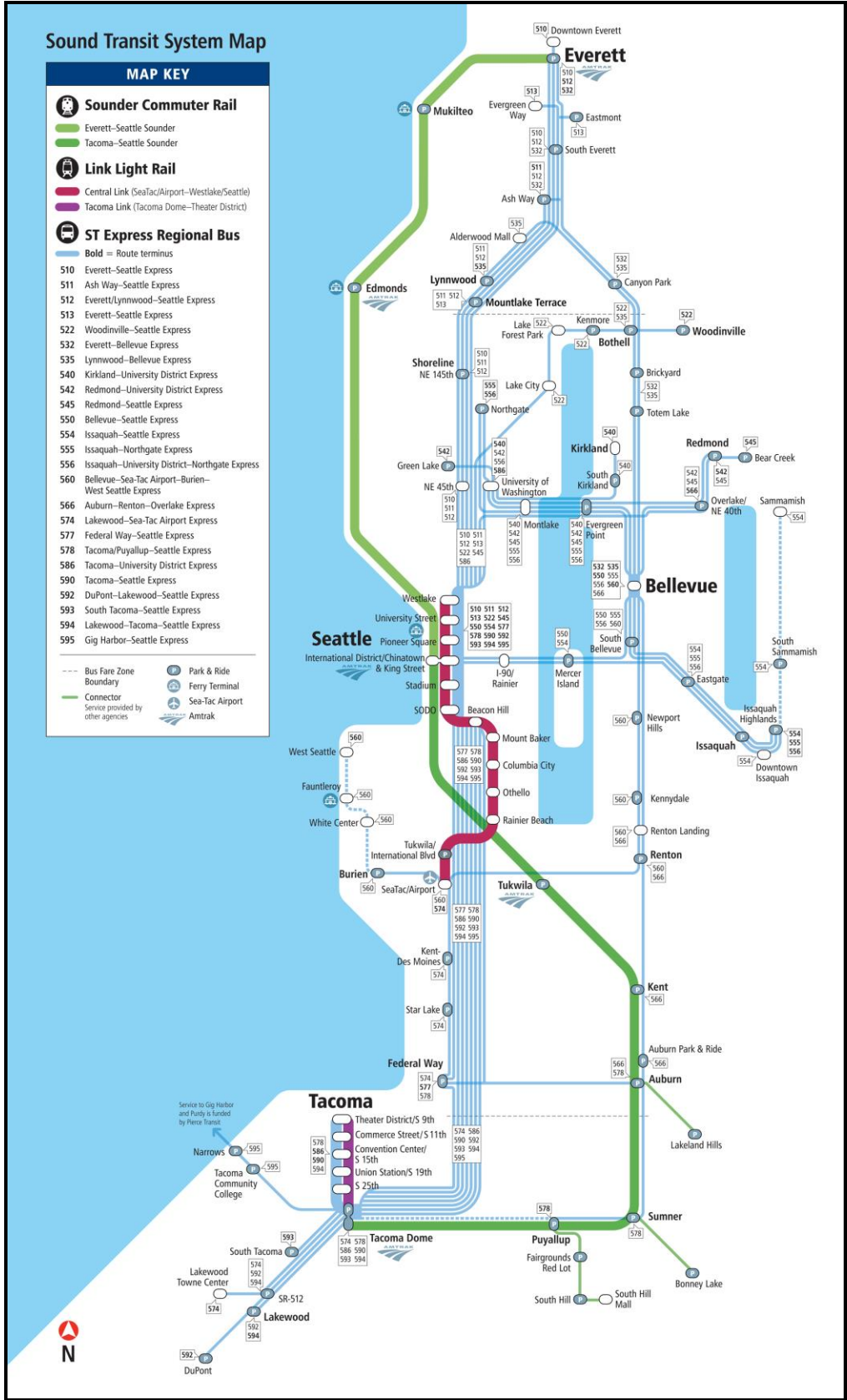
*(All figures in thousands of dollars)*

	2012	2013	2014	2015	2016	2017	2018
<b>Sound Transit</b>							
<b>Annual Revenues</b>							
Sales Tax and Rental Car Tax	\$562,645	\$591,092	\$622,886	\$655,576	\$688,608	\$719,973	\$562,645
Utility Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MVET	\$67,522	\$70,608	\$73,992	\$77,322	\$80,663	\$83,993	\$67,522
State Bridge Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Farebox Revenues	\$52,461	\$55,468	\$58,591	\$62,549	\$75,964	\$89,315	\$52,461
Vanpooling Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5307 Operating/Preventive	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5311 Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA JARC Program, Other Federal Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Special Needs Grants, Other State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sales Tax Equalization, County Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sound Transit Operating, RTA Reimbursement	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other (Investment income)	\$2,676	\$1,242	\$21,115	\$35,789	\$71,390	\$86,667	\$2,676
<b>Total</b>	<b>\$685,304</b>	<b>\$718,410</b>	<b>\$776,585</b>	<b>\$831,235</b>	<b>\$916,624</b>	<b>\$979,947</b>	<b>\$685,304</b>
<b>Annual Operating Expenses</b>							
Annual Operating Expenses	\$195,028	\$200,964	\$209,038	\$217,476	\$237,925	\$245,294	\$253,730
Paratransit Expenses	\$1,087	\$1,800	\$1,901	\$2,006	\$2,434	\$2,560	\$2,688
Interest	\$31,906	\$33,257	\$32,887	\$32,148	\$31,380	\$30,680	\$29,882
Leases	\$8,794	\$9,030	\$9,393	\$9,772	\$10,690	\$11,022	\$11,401
Depreciation	\$117,772	\$123,661	\$129,844	\$138,933	\$150,047	\$157,550	\$165,427
Other	\$988	\$1,605	\$1,676	\$2,509	\$2,593	\$2,748	\$2,488
Donations to other Governments	\$70,426	\$57,947	\$22,849	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$426,001</b>	<b>\$370,317</b>	<b>\$384,739</b>	<b>\$402,844</b>	<b>\$435,070</b>	<b>\$449,854</b>	<b>\$465,616</b>
<b>Debt Service</b>							
Interest	\$69,756	\$72,773	\$71,962	\$70,346	\$68,666	\$67,133	\$65,387
Principal	\$19,195	\$33,250	\$33,545	\$34,935	\$30,430	\$33,235	\$36,290
<b>Total</b>	<b>\$88,951</b>	<b>\$106,023</b>	<b>\$105,507</b>	<b>\$105,281</b>	<b>\$99,096</b>	<b>\$100,368</b>	<b>\$101,677</b>

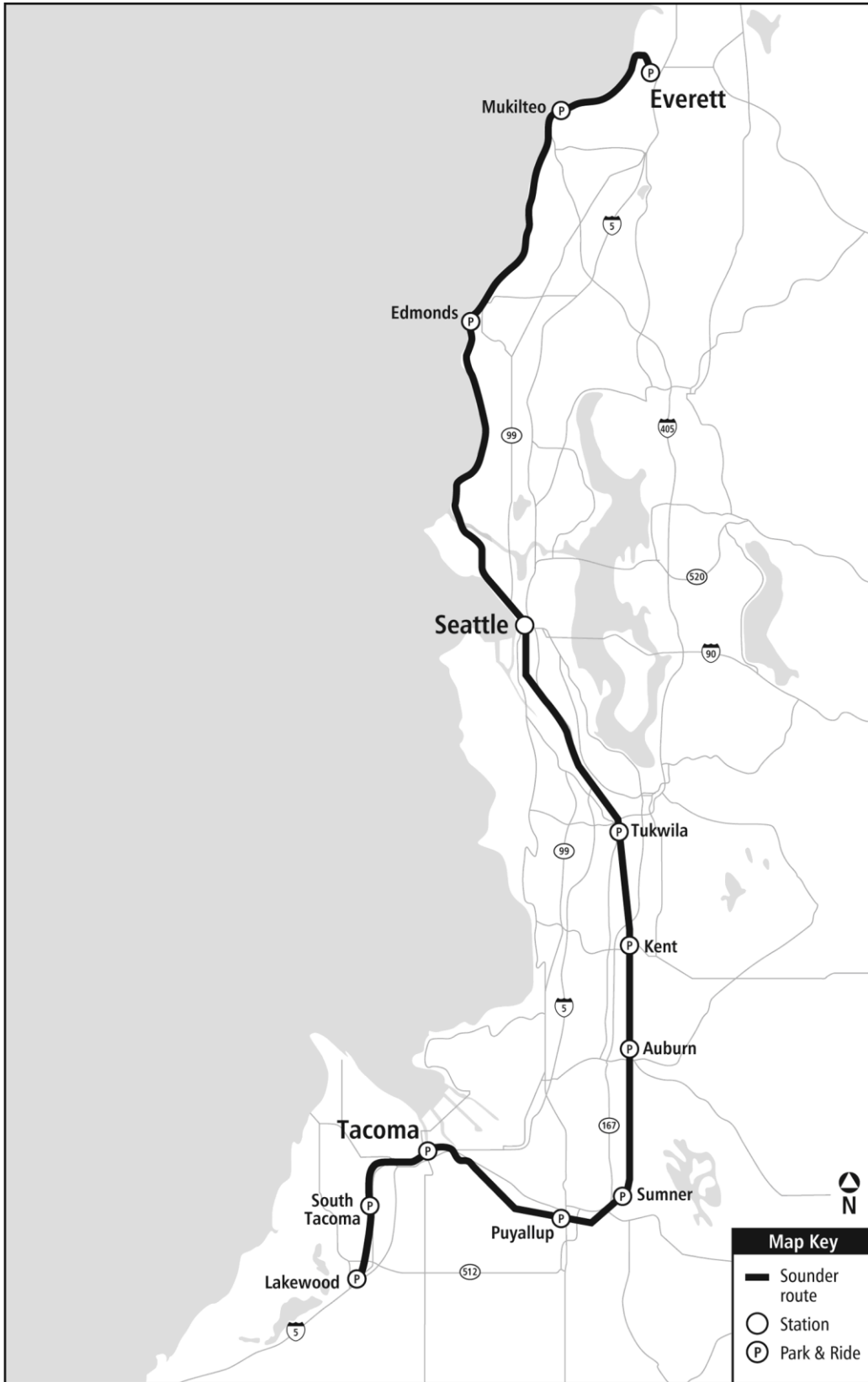
**Annual Capital Purchase Obligations**

Federal Section 5309 Capital Grants	\$115,960	\$80,915	\$92,881	\$80,995	\$81,314	\$199,236	\$79,500
Federal Section 5311 Capital Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA JARC Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal STP Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CM/AQ and Other Federal Grants	\$4,421	\$52,339	\$34,000	\$21,000	\$14,880	\$29,443	\$16,000
State Rural Mobility Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5307/5309 Fixed Guideway	\$7,300	\$25,945	\$26,293	\$28,520	\$34,099	\$34,944	\$38,453
Other State Capital Grants	\$3,620	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operational Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds Proceeds	\$0	\$0	\$245,037	\$631,356	\$571,246	\$502,122	\$656,571
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unrestricted Cash and Investments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$131,301</b>	<b>\$159,199</b>	<b>\$398,211</b>	<b>\$761,871</b>	<b>\$701,539</b>	<b>\$765,745</b>	<b>\$790,524</b>
<b>Ending Balances, December 31 (shown in</b>							
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unrestricted Cash and Investments	\$587,944	\$283,211	\$5,003	\$5,002	\$5,001	\$5,004	\$5,001
Operating Reserve	\$43,955	\$56,311	\$59,332	\$61,973	\$66,260	\$68,934	\$70,558
Working Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$207,616	\$280,874	\$356,314	\$436,048	\$531,745	\$630,584	\$745,023
Contingency Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service Fund	\$75,164	\$75,164	\$98,031	\$147,813	\$192,919	\$232,640	\$284,396
Insurance Fund	\$3,386	\$4,300	\$4,600	\$4,900	\$6,000	\$6,500	\$6,500
Other	\$18,056	\$18,058	\$18,058	\$18,058	\$18,058	\$18,058	\$18,058
<b>Total</b>	<b>\$936,121</b>	<b>\$717,918</b>	<b>\$541,339</b>	<b>\$673,794</b>	<b>\$819,983</b>	<b>\$961,720</b>	<b>\$1,129,536</b>

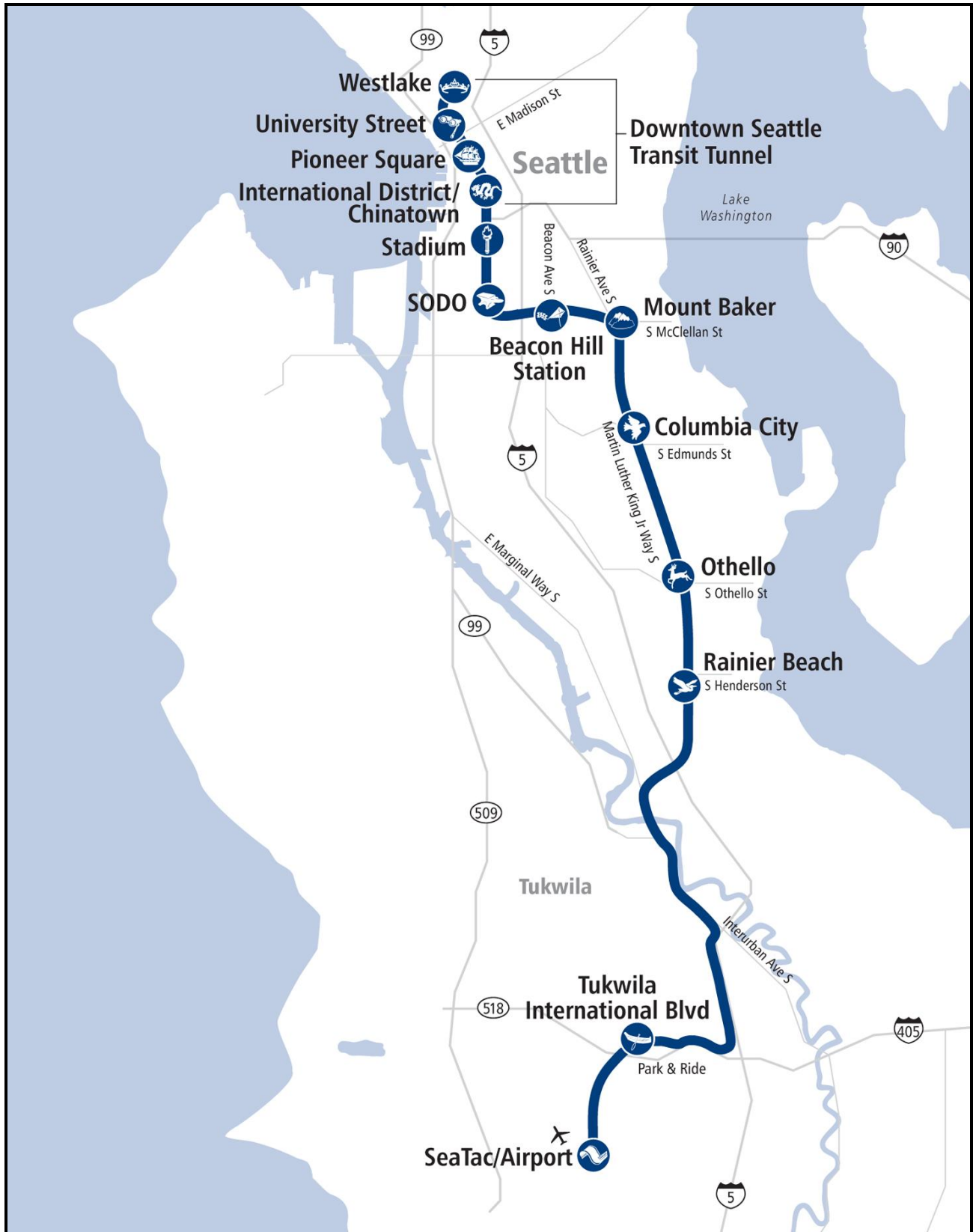
# APPENDIX A: SOUND TRANSIT SYSTEM MAP



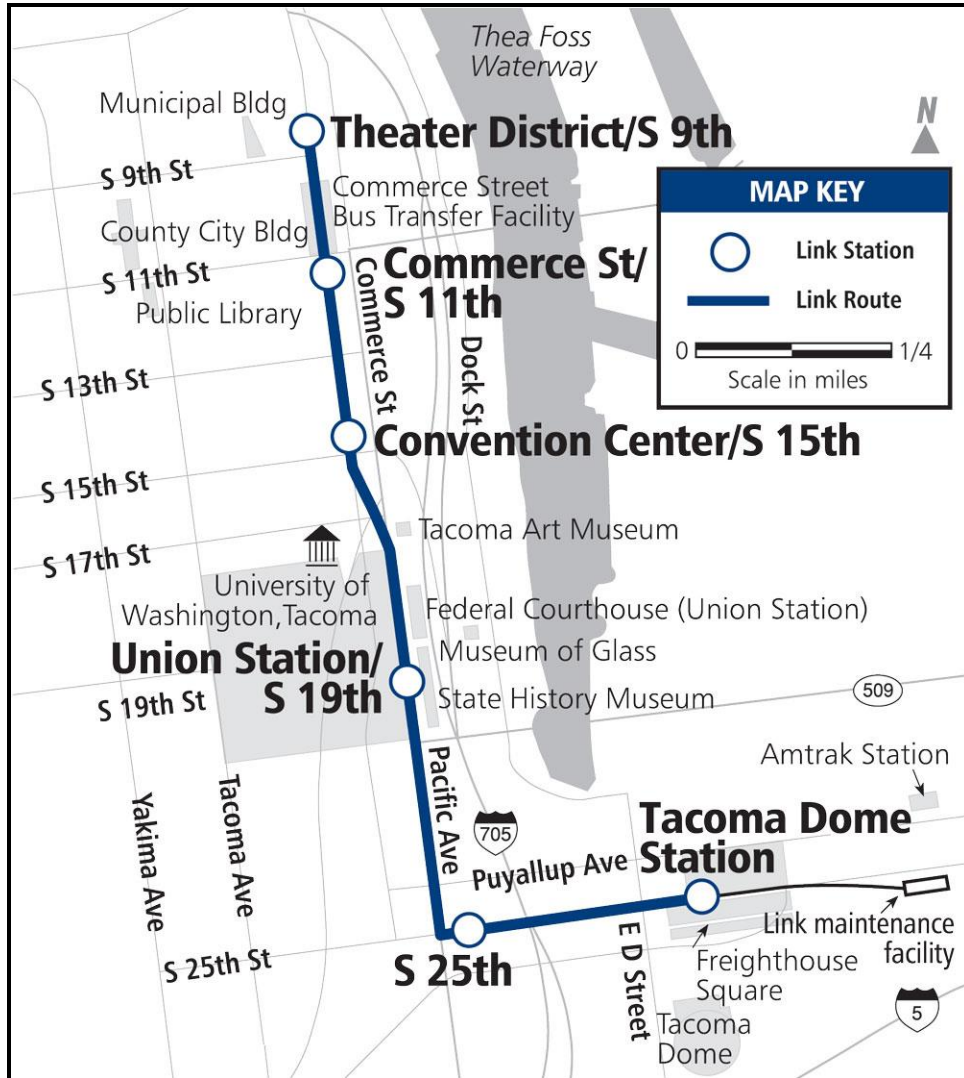
## APPENDIX B: SOUNDER COMMUTER RAIL SYSTEM MAP



**APPENDIX C: CENTRAL LINK LIGHT RAIL SYSTEM MAP**



**APPENDIX D: TACOMA LINK LIGHT RAIL SYSTEM MAP**



# APPENDIX E: ST2-APPROVED SOUND TRANSIT RAIL SYSTEM PLAN MAP

