

# ***Transit Development Plan 2019-2024 and 2018 Annual Report***



# Sound Transit Transit Development Plan 2019-2024 and 2018 Annual Report

## INTRODUCTION

The Transit Development Plan (TDP) 2019-2024 and 2018 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 2018 and proposed action strategies for 2019 to 2024 are included. While planning is an on-going activity among the various divisions within Sound Transit, this document attempts to capture known planning milestones through 2023.

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.

## I: AGENCY BACKGROUND

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 that connects people to their communities and jobs throughout urban areas of King, Pierce and Snohomish counties.

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 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.

More recently, on Nov. 8, 2016, voters approved additional local funding as part of the Sound Transit 3 (ST3) plan. This transit plan included a new 25-year construction program of light rail, commuter rail and regional bus service by extending the Sound Move and ST 2 taxes, increasing the local sales and use tax by an additional 0.5 percent to a total of 1.4 percent, increasing the motor vehicle excise tax by 0.8 percent to a total of 1.1 percent and assessing a \$0.25 property tax on every \$1,000 of assessed home values.

Sound Transit has grown from a planning agency in the late 1990s to an agency that operates light rail, express bus, commuter rail and streetcar service. The agency carried 42.8 million passengers in 2016, 46.8 million



passengers in 2017 and is expected to carry nearly 50 million passengers in 2018 on our trains and buses. We continue to build light rail extensions, transit centers and other transportation infrastructure, and are working towards implementing a new line of service for Sound Transit, bus rapid transit, along I-405 and SR 522/523.

Sound Move, ST2 and ST3 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, ST2 and ST3 continue to guide growth of the Sound Transit high-capacity transportation system.

## Sound Transit 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**



## Board of Directors

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 2018, the Sound Transit Board of Directors included:

<b>Dave Somers, Chair</b>	Snohomish County Executive
<b>Ron Lucas, Vice Chair</b>	City of Steilacoom Mayor
<b>John Marchione, Vice Chair</b>	City of Redmond Mayor
<b>Nancy Backus</b>	City of Auburn Mayor
<b>David Baker</b>	City of Kenmore Mayor
<b>Claudia Balducci</b>	King County Councilmember
<b>Dow Constantine</b>	King County Executive
<b>Bruce Dammeier</b>	Pierce County Executive
<b>Jenny Durkan</b>	City of Seattle Mayor
<b>Dave Earling</b>	City of Edmonds Mayor
<b>Rob Johnson</b>	City of Seattle Councilmember
<b>Kent Keel</b>	City of University Place Mayor Pro Tempore
<b>Joe McDermott</b>	King County Council Chair
<b>Roger Millar</b>	Washington State Secretary of Transportation
<b>Paul Roberts</b>	Everett Councilmember
<b>Dave Upthegrove</b>	King County Councilmember
<b>Peter von Reichbauer</b>	King County Councilmember
<b>Victoria Woodards</b>	City of Tacoma Mayor

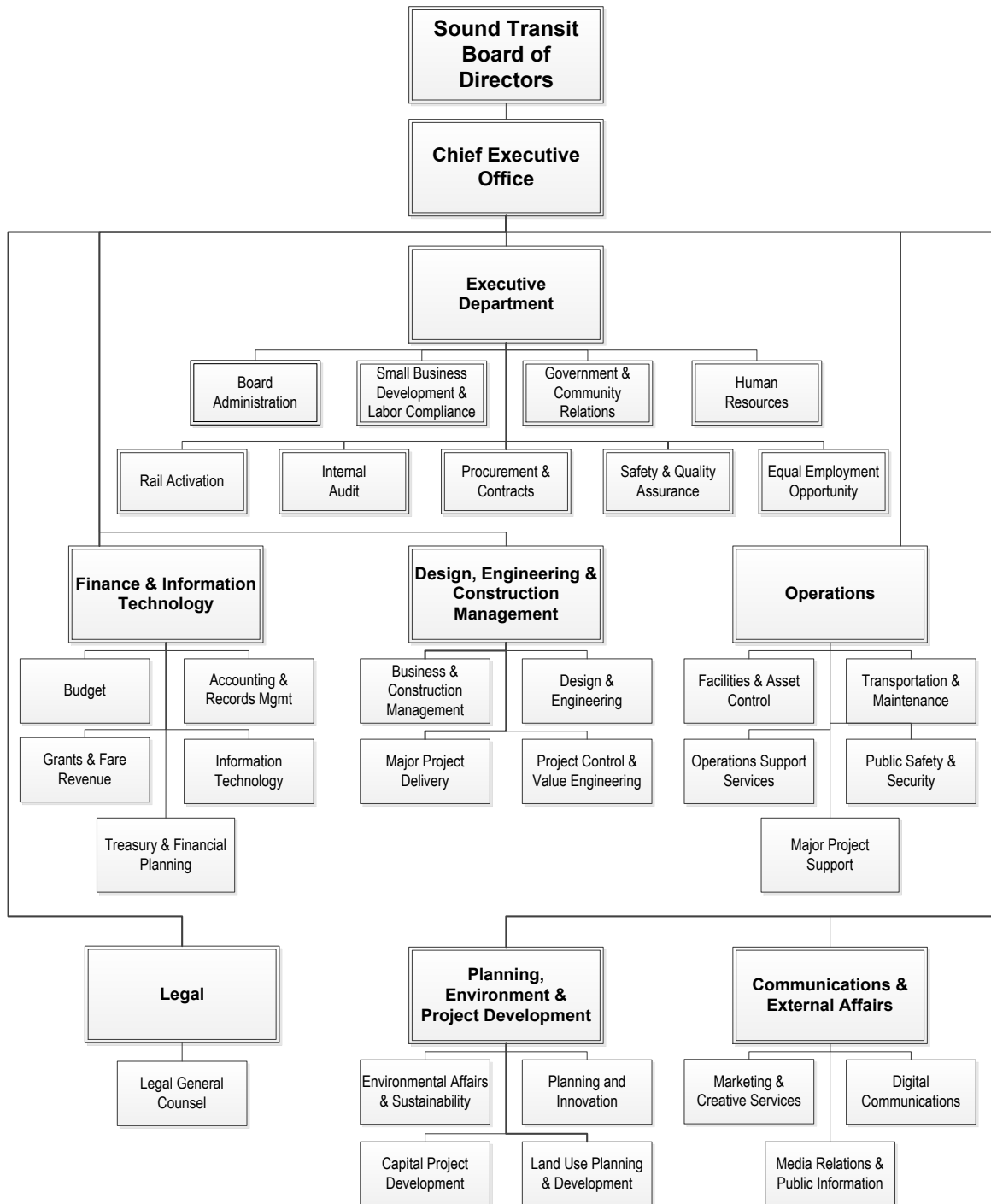
## Organizational Structure

As of Dec. 31, 2018, Sound Transit employed 944 full-time equivalent employees. The total authorized positions, including unfilled positions, is 1,068. Sound Transit staff consisted of the following:

- 68 full-time equivalents in the Communications & External Affairs Department,
- 274 full-time equivalents in the Design, Engineering & Construction Management Department,
- 166 full-time equivalents in the Executive Department,
- 174 full-time equivalents in the Finance & Information Technology Department,
- 20 full-time equivalents in the Legal Department,
- 162 full-time equivalents in the Operations Department and
- 80 full-time equivalents in the Policy, Environment and Project Development Department.

Figure 1 provides an overview of Sound Transit's organizational structure as of the end of 2018.

**FIGURE 1: SOUND TRANSIT ORGANIZATIONAL STRUCTURE**



## Administrative and Operational Offices

Sound Transit has the following administrative office and facility locations:

### Administrative Offices

Union Station  
401 S. Jackson St.  
Seattle, WA 98104

605 Building  
605 5<sup>th</sup> Ave. S.  
Seattle, WA 98104

625 Building  
625 5<sup>th</sup> Ave. S.  
Seattle, WA 98104

705 Building  
705 5<sup>th</sup> Ave S.  
Seattle, WA 98104

5<sup>th</sup> & Jackson Building  
315 5<sup>th</sup> Ave. S.  
Seattle, WA 98104

### Modal Operations & Maintenance Facilities

Tacoma Link  
802 E. 25<sup>th</sup> St.  
Tacoma, WA 98421

Link  
3407 Airport Way S.  
Seattle, WA 98134

## II: SERVICE AND FARE CHARACTERISTICS



### ST Express

<b>Opened:</b>	1999
<b>Fleet:</b>	315
<b>Vehicles in Maximum Service:</b>	258
<b>Annual Ridership:</b>	16,960,000
<b>Routes:</b>	28
<b>Adult Fare:</b>	\$2.75 one-county \$3.75 multi-county



Sound Transit operates regional express bus service which connects major regional destinations throughout the Puget Sound region. Service operates from at least 2:13 a.m. to 1:09 a.m. everyday. ST Express routes range in service from weekday peak-direction only service, to frequent, all-day, bi-directional routes on both weekdays and weekends.

Given that the ST Express network connects major employment centers throughout the region, the service is more commuter oriented than most transit systems. An expanding economy means increased commuter demand during peak time periods, particularly in those centers where employee parking is limited and expensive.

In early 2014, the Sound Transit Board adopted updated Service Standards and Performance Measures that include new passenger load guidelines for ST Express. The guidelines recognize that standing passengers during peak hours are an ongoing reality and lists priorities for corrective action based on the severity of overcrowding and the amount of time passengers have to stand. Sound Transit staff continually monitors service and uses several service management tools to reduce overcrowding, including schedule adjustments to balance loads, assigning larger buses and adding extra bus trips if the budget allows.

Sound Transit contracts with partner transit agencies—Community Transit, King County Metro and Pierce Transit—to operate and maintain 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. At the end of 2018, Sound Transit owned 315 buses, with 257 used in active maximum service. As of the September 2018 service change, over 90% of the bus fleet is equipped with Automatic Passenger Counters (APCs). As of the end of 2018, 28 ST Express regional bus routes were in operation. Below are the routes and their service characteristics:

Route Number	Express Route Description	Start Date	Days Operated	Type of Service
510	Everett – Seattle	1999	M-F	Peak Only
511	Ash Way – Seattle	1999	M-F	Peak Only
512	Everett/Lynnwood – Seattle	2011	M-F, Sa, Su	All-Day
513	Evergreen Way/Eastmont – Seattle	1999	M-F	Peak Only
522	Woodinville – Seattle	2002	M-F, Sa, Su	All-Day
532	Everett – Bellevue	1999	M-F	Peak Only
535	Lynnwood – Bellevue	1999	M-F, Sa	All-Day
540	Kirkland – University District	2000	M-F	Peak Only
541	Overlake – University District	2016	M-F	Peak Only
542	Redmond – University District	2010	M-F	All-Day
545	Redmond – Seattle	2000	M-F, Sa, Su	All-Day
550	Bellevue – Seattle	1999	M-F, Sa, Su	All-Day
554	Issaquah – Seattle	2001	M-F, Sa, Su	All-Day
555	Issaquah – Northgate	2001	M-F	Peak Only
556	Issaquah – University District – Northgate	2005	M-F	Peak Only
560	West Seattle – Sea-Tac – Bellevue	2003 <sup>1</sup>	M-F, Sa, Su	All-Day
566	Auburn & Kent – Overlake	2010 <sup>1</sup>	M-F	All-Day
567	Kent – Overlake	2013	M-F	Sounder Connector
574	Lakewood – Sea-Tac Airport	1999	M-F, Sa, Su	All-Day
577	Federal Way – Seattle	2006	M-F, Sa, Su	Peak Only
578	Puyallup – Seattle	2009	M-F, Sa, Su	All-Day
580	Puyallup – Lakewood	2015	M-F	Sounder Connector
586	Tacoma – University District	2002	M-F	Peak Only
590	Tacoma – Seattle	1999	M-F	Peak Only
592	DuPont – Seattle	1999	M-F	Peak Only
594	Lakewood/Tacoma – Seattle	1999	M-F, Sa, Su	All-day
595	Gig Harbor – Seattle	1999	M-F	Peak Only
596	Bonney Lake – Sumner	2012	M-F	Sounder Connector

For 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.

Fares were last changed in March 2018 to simplify the reduced fare categories for ST Express services. As of July 1, 2018, single-ride fares for adults are \$2.75 for one zone and \$3.75 for multi-county trips. Corresponding monthly pass prices are \$99 and \$135. Senior/disabled fares are \$1.00 and youth and low income fares are \$1.50.

Sound Transit served over 90 regional transit facilities, including Link and Sounder Stations, park-and-ride lots, freeway stations, transit centers and ferry terminals. Some stations and transit centers served by Sound Transit buses or trains are marked as “Regional T” locations. The “Regional T” sign indicates that these facilities offer regional services and connections between local and regional services.

Appendix F provides details of each facility served by Sound Transit and the service connections that are available at that facility.

<sup>1</sup> Predecessor route(s) may have started earlier; year of start is given for route in current or near current configuration.





## Sounder

<b>Opened:</b>	2000
<b>Fleet:</b>	67 railcars 14 locomotives
<b>Vehicles in Maximum Service:</b>	61 railcars 12 locomotives
<b>Annual Ridership:</b>	4,552,000
<b>Track Length:</b>	81.8 miles
<b>Stations:</b>	12
<b>Adult Fare:</b>	\$3.25 - \$5.75



Sound Transit's Sounder commuter rail operates weekday service along two corridors that radiate from Seattle's King Street Station, north to Everett and south to Tacoma/Lakewood. Both services operate largely on BNSF Railway Company tracks.

The Sounder south line began operation in September 2000 with two peak period round trips operating northbound in the morning to Seattle and southbound in the afternoon to Tacoma. Starting in 2000, Sound Transit worked closely with BNSF to gradually ramp up service levels as Sound Transit-funded track and signal improvements were constructed along the line. With the start-up of the ninth South line round trip in June 2009, Sound Transit completed implementation of the full service levels called for in the 1996 Sound Move Plan. The south line segment of Sounder was extended to Lakewood in October 2012 on track that was previously purchased from BNSF and Tacoma Rail. Two new stations opened for rail service as part of this extension, South Tacoma and Lakewood stations. The South line stations are Lakewood, South Tacoma, Tacoma Dome Station, Puyallup, Sumner, Auburn, Kent, Tukwila and King Street Station (Downtown Seattle).

The Sounder north line began operation in December 2003 with one peak period round trip operating along Burlington Northern Santa Fe (BNSF) Railway tracks between Everett and Seattle with an intermediate stop in Edmonds. Mukilteo Station opened in 2008 and additional round trips were implemented in 2005, 2007 and 2008, bringing North line commuter service to its maximum level of four round trips under Sound Transit's operating agreement with BNSF Railway.

As of the end of 2018, Sounder operated thirteen AM-peak trips into Seattle, four on the North line and nine on the South line. Also during the AM-peak, three reverse commute trips are operated on the South line to Tacoma. Similarly, during the PM-peak, 13 trips are operated out of Seattle, four on the North line and nine on the South line. In addition, during the PM-peak, three reverse commute trips are operated on the South line to Seattle. One midday train was introduced in September 2016 which leaves Lakewood in the late morning and returns from Seattle in the early afternoon. Sounder South line operates using seven-car trains and the North line usually operates using two, three, or five-car trains. Approximate travel times are about 60 minutes on the North line to Everett and about 55 minutes to Tacoma and 75 Minutes to Lakewood on the South line. A complete Sounder schedule can be found on the Ride the Wave Transit Guide or [www.SoundTransit.org](http://www.SoundTransit.org).

Both Sounder lines operate seasonal off-peak trains to sporting events in Seattle at CenturyLink Field and T-Mobile Park and the Washington State Fair in Puyallup. For event service for Mariners, Sounders FC and Seahawks games, the south line uses seven-car trains while the North line uses five-car trains.

Sound Transit owns 67 rail cars (27 cab cars, 40 coach cars) manufactured by Bombardier and 14 locomotives manufactured by the ElectroMotive Division of General Motors and Motive Power Industries. All Sounder rail cars are equipped with APCs on every door. Sound Transit contracts with BNSF to operate its Sounder service and with Amtrak for maintenance of the fleet. Maintenance activities are carried out at Amtrak's Holgate yard in Seattle's SODO District.

For Sounder, single-ride fares for adult riders range from \$3.25 to \$5.75 and are based on the distance traveled. The price of a Sounder ticket starts with a base fare of \$3.05. 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. As with ST Express, fares were changed in March 2016 to introduce the low income category. Corresponding monthly pass prices range between \$117 and \$207. Senior/disabled fares are approximately 50% of the adult fare and youth and low income fares are discounted approximately 25% 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 all 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 under RailPlus, an agreement between Sound Transit and Amtrak, passengers with valid regional passes may ride Amtrak Cascades trains that operate between Seattle, Edmonds and Everett. Likewise, Sounder will honor Amtrak tickets between these locations.

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 to allow passengers the opportunity to complete a seamless transit trip. In addition, Sounder shares Seattle's King Street Station with Amtrak, facilitating connections between the two services.

No service is provided on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. Reduced weekday schedules operate on the Day after Thanksgiving, Christmas Eve and New Year's Eve when those days land on a weekday.



## Tacoma Link

<b>Opened:</b>	2003
<b>Fleet:</b>	3 (5 on order)
<b>Vehicles in Maximum Service:</b>	2
<b>Annual Ridership:</b>	887,000
<b>Track Length:</b>	1.6 miles (expanding to 4.0 miles in 2022)
<b>Stations:</b>	6
<b>Fare:</b>	Free through 2022



Tacoma Link, opened in 2003, is a 1.6-mile light rail line connecting the Tacoma Dome and the Theater District in Downtown Tacoma. There are four intermediate stations at S. 25th Street, Union Station, Convention Center and Commerce Street. To operate Tacoma Link, Sound Transit owns three electric-powered light rail vehicles manufactured by Inekon and Skoda Dopravni Technica of the Czech Republic. All vehicles are equipped with APCs. Sound Transit operates and maintains the vehicles out of its Tacoma Link Operations & Maintenance Facility. A maximum of two light rail cars are scheduled, with the third car available as a spare. The Tacoma Link alignment is approximately half double-track and half single-track, with a scheduled end-to-end running time of approximately 12 minutes each way.

Four of the six Tacoma Link light rail stations provide intermodal public transportation connections, including local and express bus service at zones along Commerce Street. 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 nearby.

Service on Tacoma Link operates as indicated in the chart below:

Day	Direction	Time	Frequency
Monday – Friday	Tacoma Dome (Northbound)	5:00 a.m. – 6:36 a.m.	24 min.
		6:36 a.m. – 8:00 p.m.	12 min.
		8:00 p.m. – 10:00 p.m.	24 min.
	Theater District (Southbound)	5:12 a.m. – 6:48 a.m.	24 min.
		6:48 a.m. – 8:00 p.m.	12 min.
		8:12 p.m. – 10:12 p.m.	24 min.
Saturday	Tacoma Dome (Northbound)	7:48 a.m. – 10:00 p.m.	12 min.
	Theater District (Southbound)	8:00 a.m. – 10:12 p.m.	12 min.
Sunday/Holiday	Tacoma Dome (Northbound)	9:48 a.m. – 5:48 p.m.	24 min.
	Theater District (Southbound)	10:00 a.m. – 6:00 p.m.	24 min.

Holiday schedules on Tacoma Link operate a Sunday schedule on New Year's Day, Martin Luther King, Jr. Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. Paratransit services for Tacoma Link are provided under contract by Pierce Transit.

No fares are collected on Tacoma Link as a result of Resolution R2016-10, which extended the fare-free designation of Tacoma Link until the opening of the Tacoma Link Expansion in 2022.



## Link Light Rail

<b>Opened:</b>	2009
<b>Fleet:</b>	62 (154 on order)
<b>Vehicles in Maximum Service:</b>	50
<b>Annual Ridership:</b>	23,002,000
<b>Track Length:</b>	20.2 miles
<b>Stations:</b>	16
<b>Adult Fare:</b>	\$2.25 - \$3.25



Link light rail opened from Westlake Station inside the Downtown Seattle Transit Tunnel to Tukwila/International Blvd Station in Tukwila via the Rainier Valley 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.

The year 2016 marked two service expansions in the Link light rail system. In March 2016, the \$1.9 billion University Link extension expanded the system 3.1 miles north from Westlake Station to University of Washington Station, with an additional stop located at Capitol Hill. This was the first extension of the light rail system since SeaTac/Airport station opened and connects downtown Seattle to University of Washington in only eight minutes. In September 2016, Link service extended south by 1.6 miles to Angle Lake Station, which serves as a major park-and-ride facility for the Link system.

To operate Link, Sound Transit owns 62 low-floor light rail cars from Kinkisharyo/Mitsui of Japan. Each 95-foot vehicle can seat 74 passengers and hold up to 148 in a target maximum load. As of 2018, 20 of the 62 vehicles (32% of the fleet) are equipped with APCs. The cars are currently paired into a mix of two- and three-car trains, 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 Link as well as complementary paratransit service is contracted with King County Metro. Link vehicles are stored and maintained at the Link Operations & Maintenance Facility (OMF) in the SODO District on Airport Way South.

Up until March 2018 when expansion of the Washington State Convention Center eliminated the northern bus portal to the Downtown Seattle Transit Tunnel (DSTT), King County Metro and Sound Transit shared the DSTT facilities at Convention Place, Westlake, University Street, Pioneer Square and International District/Chinatown Stations. These buses now operate on the surface where passengers may seamlessly transfer between regional and local bus services and Link. Besides the DSTT, bus connections are available at all other Link stations, with four stations featuring 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 features bus layover facilities and three off-street bus bays.
- The Tukwila/International Blvd Station features a 600-stall park-and-ride lot and three bus bays located underneath the station, offering connections to King County Metro's RapidRide A and F Lines.
- SeaTac/Airport Station 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.



- University of Washington Station features a pedestrian overpass across Montlake Blvd to connect to bus routes on NE Pacific Street and on Stevens Way which is about 1,200 feet from the station.

Construction continues on light rail extension projects across the region. Upcoming extensions to light rail include:

- University District, Roosevelt and Northgate in 2021
- East to Mercer Island, Bellevue and Redmond/Overlake in 2023
- North to Shoreline, Mountlake Terrace and Lynnwood, south to Federal Way, and east to Downtown Redmond in 2024

Other Sound Transit 3 projects further expand the Link light rail system to Ballard, West Seattle, Kirkland, Issaquah, Everett and Tacoma. A map of the ST3-approved Regional Rail system, including light rail, is available in Appendix E.

As of September 2016, service on Link operates as indicated in the chart below:

Day	Direction	Time	Frequency
Monday – Friday	University of Washington via Downtown Seattle (Northbound)	4:43 a.m. – 5:48 a.m. 5:48 a.m. – 8:30 a.m. 8:30 a.m. – 2:52 p.m. 2:52 p.m. – 6:30 p.m. 6:30 p.m. – 10:00 p.m. 10:00 p.m. – 12:45 a.m.	12 min. 6 min. 10 min. 6 min. 10 min. 15 min.
	Angle Lake via SeaTac /Airport (Southbound)	4:15 a.m. – 6:27 a.m. 5:57 a.m. – 9:21 a.m. 9:21 a.m. – 2:51 p.m. 2:51 p.m. – 7:21 p.m. 7:21 p.m. – 10:21 p.m. 10:12 p.m. – 12:36 a.m.	12 min. 6 min. 10 min. 6 min. 10 min. 15 min.
Saturday	University of Washington via Downtown Seattle (Northbound)	4:43 a.m. – 8:00 a.m. 8:00 a.m. – 10:00 p.m. 10:00 p.m. – 12:45 a.m.	12 min. 10 min. 15 min.
	Angle Lake via SeaTac /Airport (Southbound)	4:15 a.m. – 7:51 a.m. 7:51 a.m. – 10:21 p.m. 10:21 p.m. – 12:36 a.m.	12 min. 10 min. 15 min.
Sunday/Holiday	University of Washington via Downtown Seattle (Northbound)	5:43 a.m. – 8:00 a.m. 8:00 a.m. – 10:00 p.m. 10:00 p.m. – 11:45 p.m.	12 min. 10 min. 15 min.
	Angle Lake via SeaTac /Airport (Southbound)	5:15 a.m. – 7:51 a.m. 7:51 a.m. – 10:21 p.m. 10:21 p.m. – 11:36 p.m.	12 min. 10 min. 15 min.

Holiday schedules on Link light rail operate the Sunday schedule on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day; and the Saturday schedule being operated on Martin Luther King Junior Day, Presidents' Day, and the Day after Thanksgiving.

Like Sounder, adult fares on Link are distance-based and currently range from \$2.25 for short-distance trips and increase in 25-cent increments up to \$3.25 for a trip between University of Washington and Angle Lake stations. Fares were last changed in March 2015 which increased Link base fares to be consistent with King County Metro fare rates. Corresponding monthly pass prices are \$81 to \$117. Senior/disabled fares are \$1.00 for all trips and youth and low income fares are \$1.50 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.

## **One Regional Card for All (ORCA)**

ORCA serves as most of the region's transit passes and transfer media. 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 and First Hill 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 still offers paper transfers that are good within their own system. 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 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 maximum fare possible from the starting station. 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. ORCA cards may be purchased at any transit customer service office and at retail outlets. They are also sold at vending machines located at every rail station and selected bus transit centers.

### III: AGENCY PERFORMANCE

#### Ridership in 2018

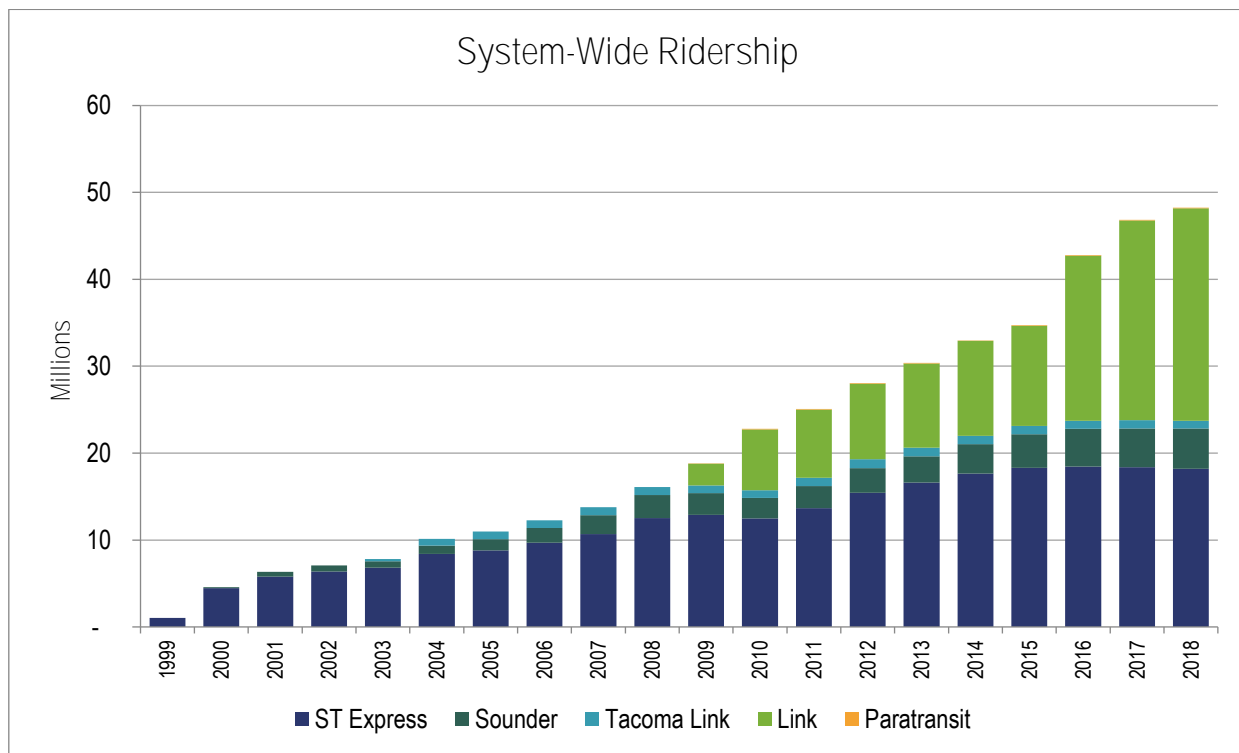
The year 2018 set a new record for ridership on Sound Transit services, building on Link route extensions in 2016 as well as additional service on Sounder. Since service began on ST Express in 1999 through the end of 2018, Sound Transit has carried over 420 million passengers throughout the Puget Sound region, carrying nearly 48.2 million passengers in 2018 on its buses and trains. In 2018 system-wide, Sound Transit averaged almost 160,500 boardings each weekday.

For more detailed month, quarterly and annual ridership information, Sound Transit prepares monthly and quarterly reports that are posted on the ST website at

<https://www.soundtransit.org/get-to-know-us/documents-reports/service-planning-ridership>

Figure 3 below shows the trends for system ridership since 1999.

**FIGURE 3: TOTAL SOUND TRANSIT SYSTEM-WIDE RIDERSHIP 1999-2018**

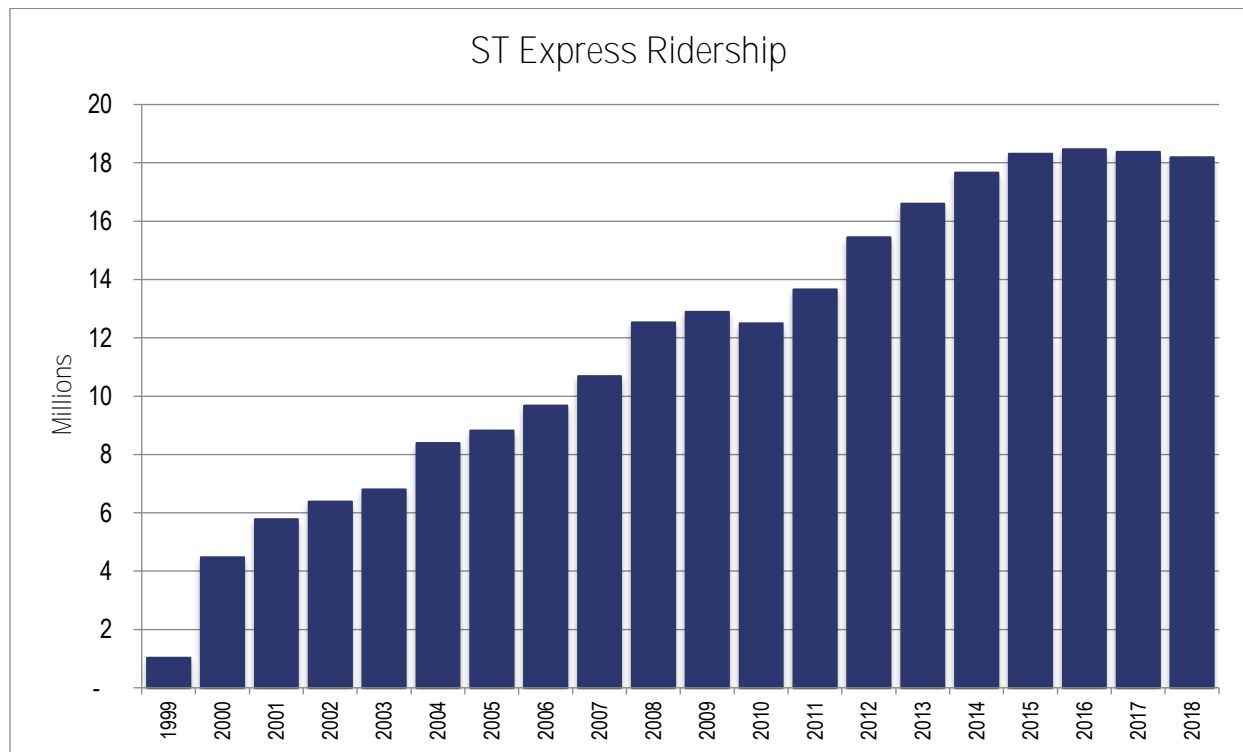


## ST Express

Sound Transit's regional bus system, ST Express, served over 18.1 million passengers in 2018, similar with ridership in 2017. At 2018's year end, ST Express has surpassed 236 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 2018, ST Express carried about 63,000 passengers on average each weekday. Figure 4 below shows the trends for ridership on ST Express since 1999.

**FIGURE 4: TOTAL ST EXPRESS RIDERSHIP 1999-2018**



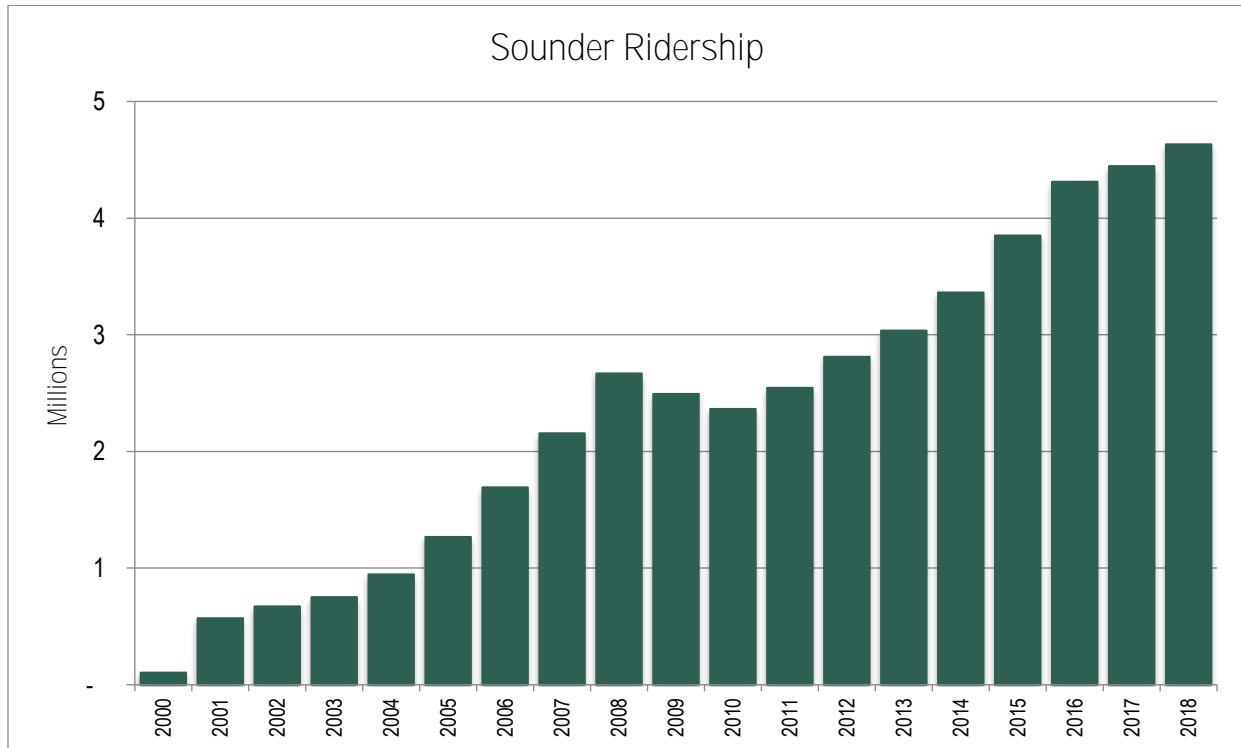


## Sounder

Sounder commuter trains have carried over 44 million passengers since service began in September of 2000. Additional round trips added in 2017 have fueled ridership growth in 2018, setting a new record ridership number of over 4.5 million passengers in 2018. The 2017 ridership represents a 2% increase over 2016 ridership levels.

In 2018, Sounder carried over 18,000 passengers on an average weekday. Figure 5 below shows the trends for ridership on Sounder since 2000.

**FIGURE 5: TOTAL SOUNDER COMMUTER RAIL RIDERSHIP 2000-2018**

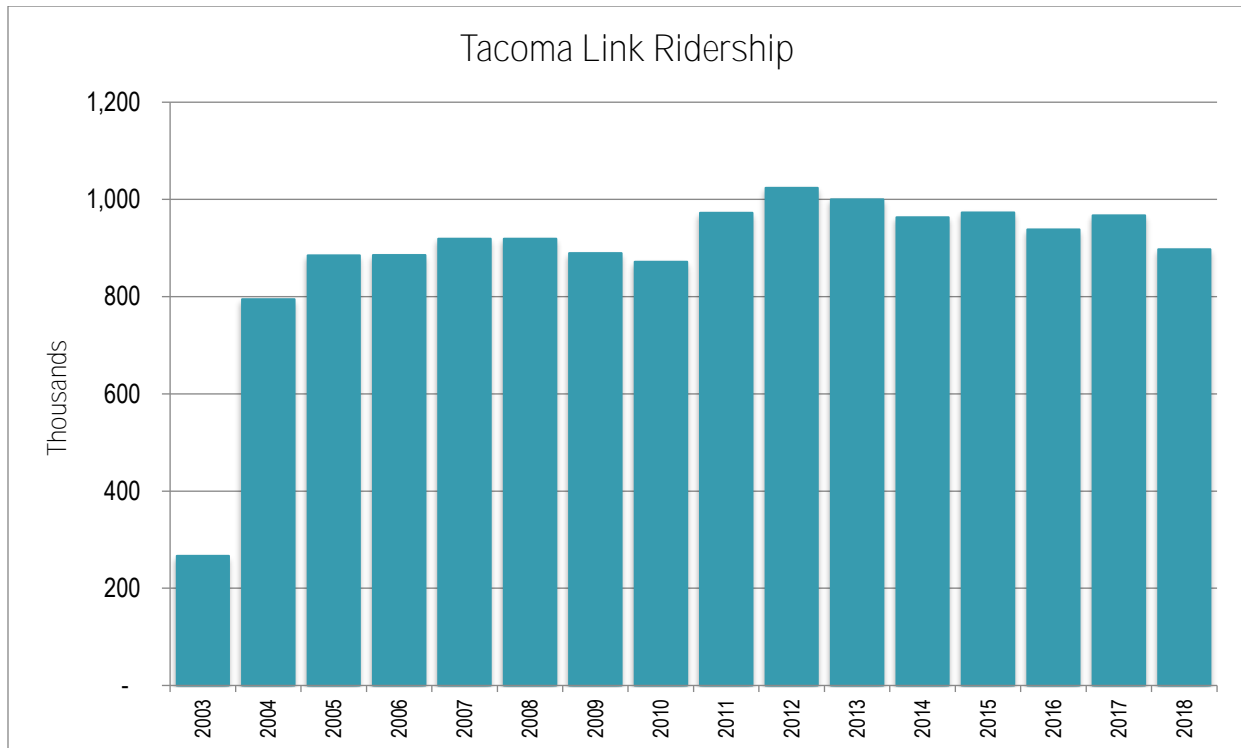


## Tacoma Link

Tacoma Link has carried nearly 14.2 million passengers since it began operations in 2003. Tacoma Link carried over 887,000 passengers by the end of 2018. This is an 8.8 percent decrease from 2017. In 2018, the Tacoma Dome went through a six-month renovation with no events. Events at Tacoma Dome have a positive effect on Tacoma Link ridership.

In 2018, Tacoma Link carried over 3,000 passengers on average each weekday. Figure 6 below shows ridership trends on Tacoma Link since 2003.

**FIGURE 6: TOTAL TACOMA LINK RIDERSHIP 2003-2018**



## Link

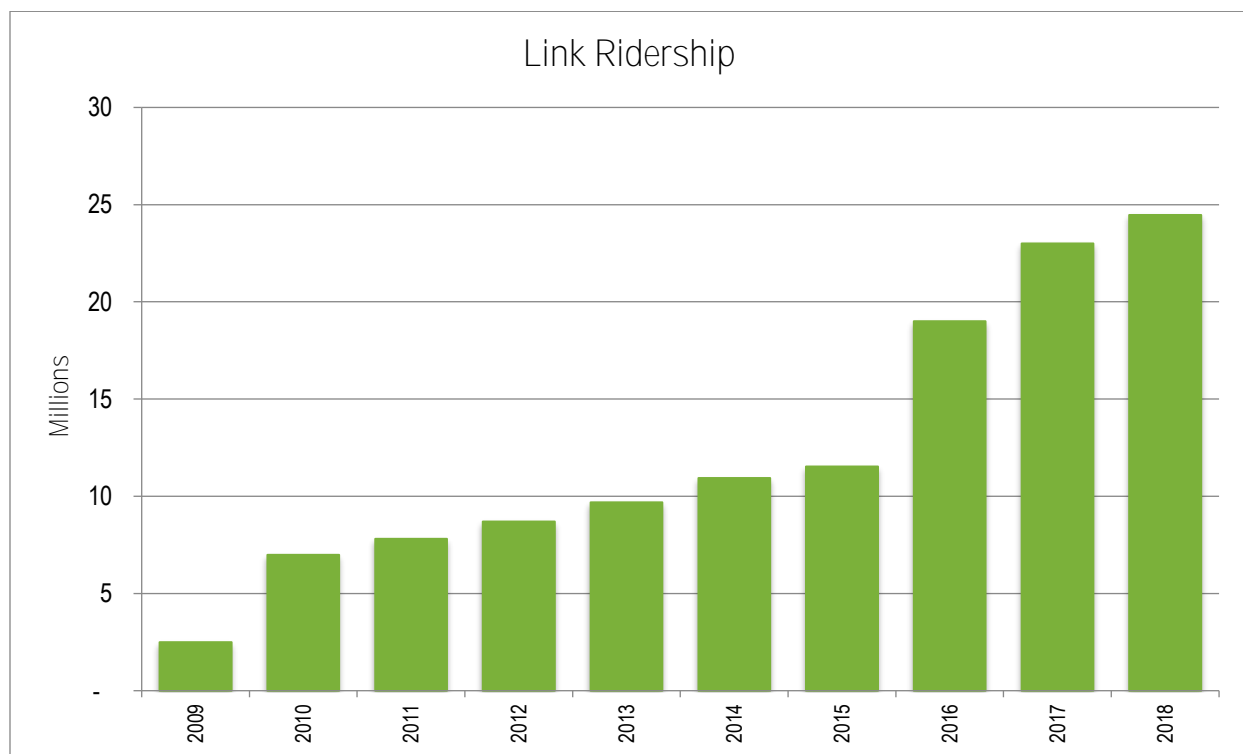
Link light rail started operation in 2009, becoming Washington State's first-ever high-capacity rapid transit line. Service initially ran between Westlake Station in the Downtown Seattle Transit Tunnel and Tukwila/International Blvd Station and was extended to SeaTac/Airport Station on Dec. 19, 2009. Service expanded in both directions in 2016 and now operates between the University of Washington and Angle Lake stations, with 14 stations in between.

The Link light rail expansions have led to continued growth in 2018. Approximately 24.5 million passengers rode Link in 2018 and nearly 125 million riders have taken Link since the line opened in 2009.

Link ridership tends to peak during the summer season when passengers use Link to access sporting events, entertainment and recreational destinations in downtown Seattle and the SODO/Stadium area and SeaTac Airport. Because of this, Link continues to show robust weekend ridership, especially during the busier summer months. During July and August of 2018, average daily boardings on Link light rail exceeded 80,000.

In 2017, Link carried over 76,000 passengers on average each weekday. Figure 7 below shows ridership trends on Link since 2009.

**FIGURE 7: TOTAL LINK RIDERSHIP 2009-2018**

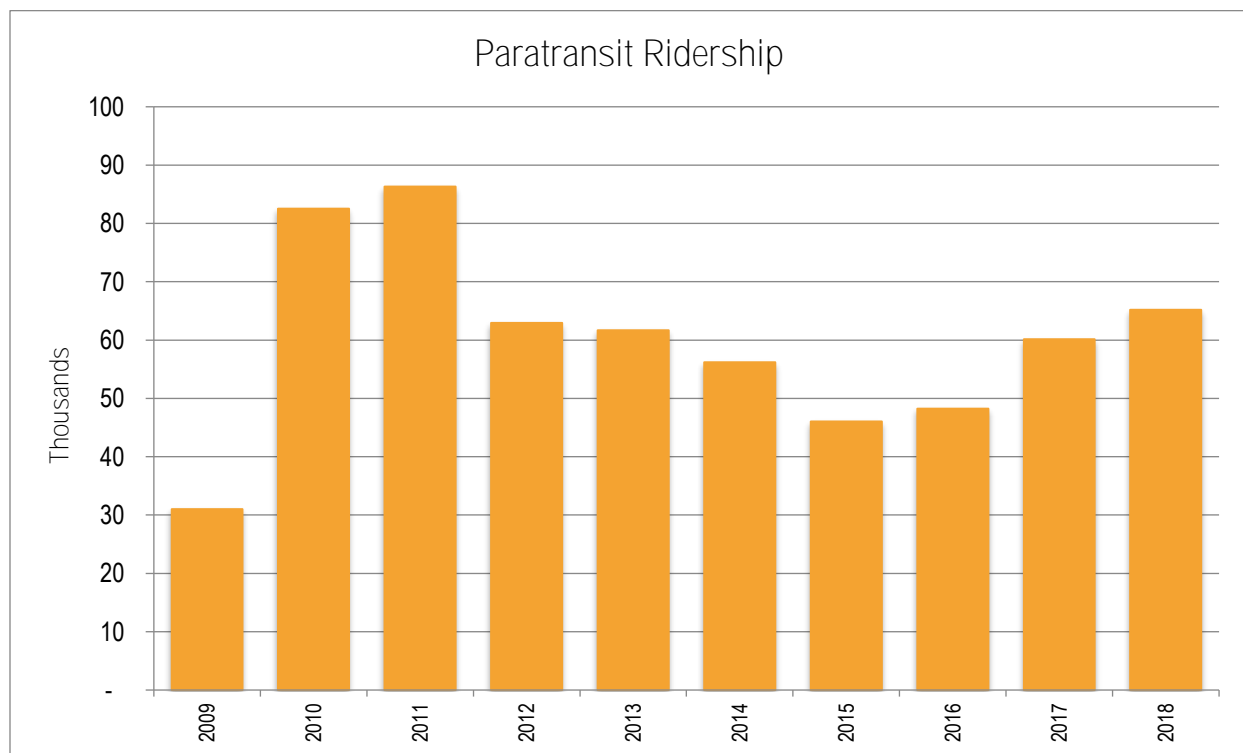


## Paratransit

With the start-up of 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. The ridership information here reflects only those trips that have been allocated to Sound Transit as part of its paratransit obligation for Link.

Approximately 65,000 passengers rode Link's paratransit service during 2018 and over 600,000 passengers have used this service since Link opened in 2009. Figure 8 below shows paratransit ridership allocated to Sound Transit since the start-up of Link. The decrease in ridership since 2013 is due to a change in how these rides are apportioned between King County Metro and Sound Transit. Paratransit ridership has remained constant even as Sound Transit's own share shown below has decreased. In early 2015, King County Metro modified the eligibility requirements for Paratransit service, contributing to the decrease in ridership in 2015. More recently, with maturation of ridership on Link extensions to Angle Lake and University of Washington stations, paratransit ridership has grown over the past two years.

**FIGURE 8: TOTAL PARATRANSIT RIDERSHIP 2003-2018**





## State Transportation System Policy Goals

In 2018, 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 48.2 million riders in 2018, we contributed to better air quality and greater ease of travel while mitigating traffic congestion for residents of the Puget Sound region.
- **Environment.** We maintained our ISO 14001 certification of our Environmental and Sustainability Management System.
- **Stewardship.** Sound Transit continuously implements service efficiencies on ST Express routes by shifting resources from low-productivity routes to highly used routes to increase service and relieve overcrowding.

## IV: PLANNED ACTION STRATEGIES, 2019 – 2024

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.
- **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, Tacoma Link, ST Express and Sounder modes, allowing for fast, frequent, car-free travel options for area residents and visitors.
- **Environment.** We improve the environment of the Central Puget Sound region by carrying hundreds of thousands people each day in our trains and buses, decreasing air pollution and greenhouse gases by roughly 425,000 tons, which is equivalent to saving over 48 million gallons of gas annually.<sup>2</sup>
- **Stewardship.** We will remain a solid transit system that the citizens of the region can rely on.

## V: PLANNED ACTIVITIES, 2019 – 2024

The following matrices describe the planned activities to be undertaken by Sound Transit for 2019-2024. These activities include the deployment of new transit service, facility construction and/or equipment purchases. Activities include any projects in the Sound Transit 2 and Sound Transit 3 program whose schedules are known at this time. Preservation activities are also noted; all other items are considered expansion activities. More detailed project information can be found in the annual Transit Improvement Plan, or TIP, that is now a part of the 2019 Financial Plan & Proposed Budget available on our website at <https://www.soundtransit.org/get-to-know-us/documents-reports/2019-financial-plan-proposed-budget>. The Transit Improvement Plan begins on page 59. Project descriptions and timelines are also available at <https://www.soundtransit.org/system-expansion>.

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<sup>2</sup> Sound Transit 2017 Sustainability Progress Report

2019	Planned Activities
Planning	<ul style="list-style-type: none"> <li>Continue planning for ST Express service after ST2 full build-out</li> <li>Complete Downtown Redmond Link final design</li> <li>Begin final design for Sounder station improvements at Edmonds, Mukilteo, Kent, Auburn, Sumner and Puyallup</li> </ul>
Services	<ul style="list-style-type: none"> <li>Continue service of ST Express, Sounder, Tacoma Link, Link (Preservation)</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>Capital improvements to the Downtown Seattle Transit Tunnel to upgrade the tunnel infrastructure in alignment with Sound Transit standards</li> <li>Begin renovations for improving the Lakewood Maintenance of Way site</li> <li>Begin Federal Way Link construction</li> <li>Begin Downtown Redmond Link construction</li> <li>Continue construction on East Link, Lynnwood Link and OMF East</li> <li>Continue Hilltop Tacoma Link construction</li> <li>Begin early construction of elements of the BRT program in Bothell</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>Receive 1 new Sounder locomotive and 3 new passenger cab cars</li> <li>Begin receiving new Link vehicles for Northgate Link extension</li> <li>Video Management System upgrade to improve camera and video systems</li> <li>Increase the Link light rail vehicle overhaul program to address mid-life rehabilitation and repair requirements (Preservation)</li> <li>Continue refurbishing doors on Sounder passenger cars (Preservation)</li> </ul>

2020	Planned Activities
Planning	<ul style="list-style-type: none"> <li>Continue planning for ST Express service after ST2 full build-out</li> <li>Begin planning for Everett Link Extension</li> <li>Begin planning for Operations and Maintenance Facility North</li> <li>Complete NE 130<sup>th</sup> St Station planning</li> </ul>
Services	<ul style="list-style-type: none"> <li>Continue service of ST Express, Sounder, Tacoma Link, Link (Preservation)</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>Complete East Link property acquisition</li> <li>Continue construction on East Link, Lynnwood Link, Federal Way Link, Downtown Redmond Link and OMF East</li> <li>Begin final design of BRT Maintenance Base</li> <li>Continue Hilltop Tacoma Link construction</li> <li>Complete Operations and Maintenance Facility East construction</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>Continue to receive new Link vehicles for Northgate and East Link extension</li> </ul>

2021	Planned Activities
Planning	<ul style="list-style-type: none"> <li>Continue planning for ST Express service after ST2 full build-out</li> <li>Begin final design for I-405 BRT</li> <li>Begin final design for SR522 and 145th BRT</li> <li>Begin final design for North Sammamish Park-and-Ride</li> <li>Begin final design for Operations and Maintenance Facility South</li> <li>Begin final design for Sounder North Parking and Access improvements</li> </ul>
Services	<ul style="list-style-type: none"> <li>Continue service of ST Express, Sounder, Tacoma Link, Link (Preservation)</li> <li>Begin Northgate Link extension revenue service</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>Complete Operations and Maintenance Facility East</li> <li>Complete Northgate Link Extension construction</li> <li>Continue construction on East Link, Lynnwood Link, Federal Way Link, Downtown Redmond Link</li> <li>Continue Hilltop Tacoma Link construction</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>Receive 5 light rail vehicles for Hilltop Tacoma Link extension</li> <li>Continue to receive new Link vehicles for East and Lynnwood Link extensions</li> <li>Receive 13 42-ft buses, 30 40-foot buses and 2 60-foot buses. (Preservation)</li> </ul>

2022	Planned Activities
Planning	<ul style="list-style-type: none"> <li>Continue planning for ST Express service after ST2 full build-out</li> <li>Begin final design of West Seattle Link Extension</li> <li>Begin final design for Tacoma Dome Link Extension</li> </ul>
Services	<ul style="list-style-type: none"> <li>Continue service of ST Express, Sounder, Tacoma Link, Link (Preservation)</li> <li>Begin Hilltop Tacoma Link extension revenue service</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>Begin construction on BRT Maintenance Base</li> <li>Complete construction on Puyallup and Sumner Station Access improvements</li> <li>Continue construction on East Link, Lynnwood Link, Federal Way Link, Downtown Redmond Link</li> <li>Begin construction of North Sammamish Park-and-Ride</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>Receive 37 60-ft Hybrid buses. (Preservation)</li> <li>Continue to receive new Link vehicles for East and Lynnwood Link expansion.</li> </ul>

2023	Planned Activities
Planning	<ul style="list-style-type: none"> <li>Continue planning for ST Express service after ST2 full build-out</li> <li>Begin final design of Ballard Link Extension</li> </ul>
Services	<ul style="list-style-type: none"> <li>Continue service of ST Express, Sounder, Tacoma Link, Link (Preservation)</li> <li>Discontinue service on ST Express between Bellevue and Seattle on I-90 and allocate operating resources to East Link</li> <li>Begin East Link revenue service</li> <li>Revise ST Express service to integrate with East Link</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>Complete construction on BRT Maintenance Base</li> <li>Complete East Link construction</li> <li>Complete construction on Kent and Auburn Station Access improvements</li> <li>Begin construction on Sounder North Parking and Access improvements</li> <li>Continue construction on Lynnwood Link, Federal Way Link, Downtown Redmond Link</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>Continue to receive new Link vehicles for East Link, Lynnwood Link and Federal Way Link extensions</li> </ul>

2024	Planned Activities
Planning	<ul style="list-style-type: none"> <li>Continue design of West Seattle, Tacoma Dome and Ballard Link extensions</li> </ul>
Services	<ul style="list-style-type: none"> <li>Continue service of ST Express, Sounder, Tacoma Link, Link (Preservation)</li> <li>Discontinue service on ST Express between Lynnwood and Seattle on I-5 and allocate operating resources to Lynnwood Link extension</li> <li>Discontinue service on ST Express between Federal Way and Seattle on I-5 and allocate operating resources to Federal Way Link extension</li> <li>Begin Link light rail service to Lynnwood</li> <li>Begin Link light rail service to Federal Way</li> <li>Begin Link light rail service to Downtown Redmond</li> <li>Begin Stride BRT service on SR-522 and I-405</li> <li>Discontinue ST Express service on the Stride BRT corridors</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>Continue maintenance of Sound Transit facilities (Preservation)</li> </ul>
Equipment	<ul style="list-style-type: none"> <li></li> </ul>



## VI: CAPITAL IMPROVEMENT PROGRAM, 2017 – 2023

(In Thousands \$)

Improvement & Preservation	2018	2019	2020	2021	2022	2023	2024
Fixed Route (ST Express)	36,858,185	131,306,673	259,564,771	177,367,796	180,869,147	192,531,942	118,814,384
Commuter Rail (Sounder)	36,162,925	132,082,372	111,403,833	136,763,616	170,620,897	179,936,794	165,105,406
Light Rail (Link)	1,374,011,054	2,093,144,297	2,170,326,209	1,807,629,916	2,409,507,764	2,100,959,779	1,576,434,624
Streetcar Rail (Tacoma Link)	23,169,375	63,095,515	67,369,556	33,988,178	20,654,828	3,871,821	1,664,526
Bus Rapid Transit (Stride)	10,281,110	86,964,048	91,094,470	107,971,430	172,856,587	208,652,272	477,661,900
Service Delivery	-	62,808,305	12,127,669	37,007,484	5,194,474	4,545,967	1,059,690
System-wide	-	75,198,003	70,830,984	68,128,444	73,667,148	100,689,452	125,242,146
<b>Total</b>	<b>1,480,482,649</b>	<b>2,644,329,213</b>	<b>2,782,717,494</b>	<b>2,368,856,865</b>	<b>3,033,370,845</b>	<b>2,791,188,027</b>	<b>2,465,982,676</b>

## VII: OPERATING DATA, 2018 – 2024

Fixed Route Bus (ST Express)	2018	2019	2020	2021	2022	2023	2024
Revenue Vehicle Hours	644,156	638,013	643,900	643,900	643,900	628,300	558,700
Total Vehicle Hours	802,295	819,722	827,805	827,805	827,805	809,905	740,380
Revenue Vehicle Miles	11,965,363	12,140,043	12,248,000	12,248,000	12,248,000	12,044,500	11,188,800
Total Vehicle Miles	16,386,923	16,883,534	17,033,200	17,033,200	17,033,200	16,785,400	15,722,200
Passenger Trips	18,189,263	17,980,000	17,510,000	17,330,000	17,300,000	16,740,000	15,140,000
Diesel Fuel Consumed (Gallons)	3,141,138	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (Gallons)	366,430	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)	19	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	20	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Commuter Rail (Sounder)	2018	2019	2020	2021	2022	2023	2024
Revenue Vehicle Hours	75,807	74,600	74,600	74,600	74,600	74,600	74,600
Total Vehicle Hours	80,509	79,300	79,300	79,300	79,300	79,300	79,300
Revenue Vehicle Miles	2,233,332	2,236,700	2,236,700	2,236,700	2,236,700	2,236,700	2,236,700
Total Vehicle Miles	2,233,332	2,236,700	2,236,700	2,236,700	2,236,700	2,236,700	2,236,700
Passenger Trips	4,631,526	4,810,000	4,970,000	5,140,000	5,310,000	5,490,000	5,670,000
Diesel Fuel Consumed (gallons)	1,365,632	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)	1	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Tacoma Link Light Rail	2018	2019	2020	2021	2022	2023	2024
Revenue Vehicle Hours	9,829	9,800	9,800	9,800	13,800	25,600	25,600
Total Vehicle Hours	9,870	9,800	9,800	9,800	13,900	25,700	25,700
Revenue Vehicle Miles	75,698	75,500	75,500	75,500	105,900	238,600	238,600
Total Vehicle Miles	75,975	75,800	75,800	75,800	106,300	239,500	239,500
Passenger Trips	867,642	1,000,000	1,000,000	1,000,000	1,400,000	1,700,000	2,000,000
Electricity Consumed (Kwh)	395,682	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)	1	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	1	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Link Light Rail	2018	2019	2020	2021	2022	2023	2024
Revenue Vehicle Hours	264,385	266,200	266,200	303,500	415,200	503,000	988,000
Total Vehicle Hours	279,872	281,800	281,800	321,300	445,500	532,600	1,046,100
Revenue Vehicle Miles	5,429,764	5,463,100	5,463,100	6,427,300	9,319,600	11,104,500	12,223,100
Total Vehicle Miles	5,745,515	5,801,100	5,801,100	6,824,900	9,896,100	12,223,100	24,008,800
Passenger Trips	24,470,264	28,400,000	29,800,000	34,300,000	47,200,000	56,500,000	72,700,000
Electricity Consumed (Kwh)	25,075,992	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)	12	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	10	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

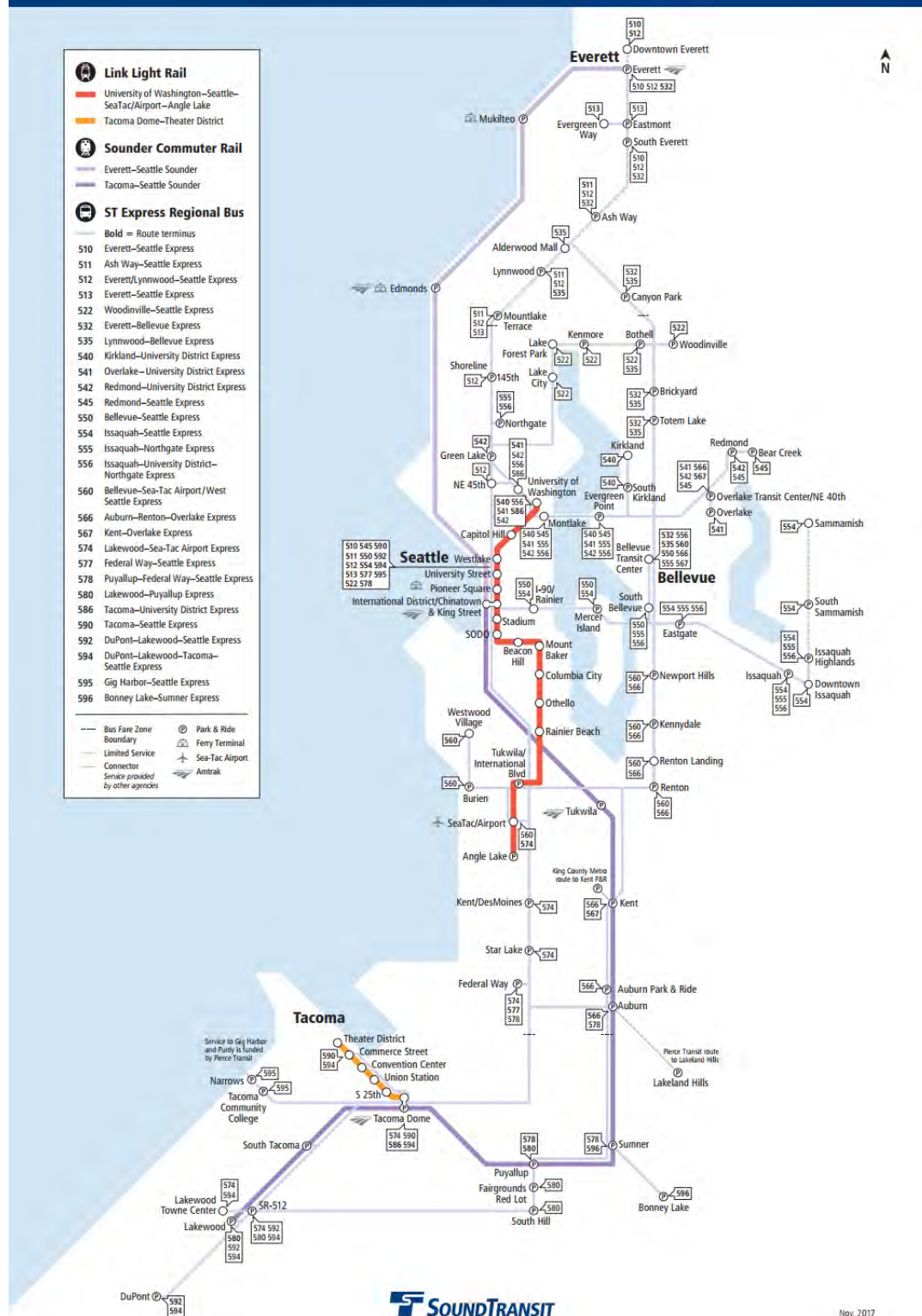
## VIII: ANNUAL REVENUES & EXPENDITURES, 2017 – 2023

(In Thousands)

Annual Revenues	2018	2019	2020	2021	2022	2023	2024
Sales Tax	\$1,337,601	\$1,356,940	\$1,395,977	\$1,436,843	\$1,483,648	\$1,538,564	\$1,596,662
MVET	338,537	334,665	343,102	351,129	360,836	371,470	382,965
Rental Car Tax	3,802	3,7508	3,757	3,757	3,757	3,757	382,965
Property Tax	146,284	147,986	152,345	156,672	160,949	165,252	169,279
Farebox Revenue	96,003	101,073	103,927	111,721	136,488	155,152	198,124
Federal Operating Funds	13,601	-	-	-	-	-	-
Other Operating Revenue	6,232	5,188	98,810	61,211	39,202	17,301	9,809
Realized & Unrealized Interest Earned	37,801	28,741	13,335	23,769	24,414	8,587	3,925
Total	\$1,979,860	\$1,978,344	\$2,111,251	\$2,145,101	\$2,210,294	\$2,260,083	\$2,380,963
Operating Expenses	2018	2019	2020	2021	2022	2023	2024
Annual Modal Expenses	\$310,312	\$339,828	\$382,853	\$412,124	\$449,109	\$477,644	\$564,777
Paratransit Expenses	2,195	2,187	2,367	2,718	3,524	4,341	6,604
Leases	8,740	9,571	1,746	1,879	2,048	2,178	2,576
Other Operating Expenses	2,365	90,353	140,099	144,134	150,648	153,258	170,898
Interest	19	-	-	-	-	-	-
Depreciation	164,756	-	-	-	-	-	-
Donations to other Governments	24,483	-	-	-	-	-	-
Total	\$512,870	\$441,940	\$527,064	\$560,855	\$605,329	\$637,420	\$744,855
Debt Service	2018	2019	2020	2021	2022	2023	2024
Interest	\$ 97,582	\$ 99,769	\$ 98,740	\$ 106,884	\$ 114,804	\$ 126,380	\$ 179,201
Principal	35,560	39,520	42,915	54,300	58,390	62,670	78,620
Total	\$ 133,922	\$ 139,289	\$ 141,655	\$ 161,184	\$ 173,194	\$ 189,050	\$ 257,821
Annual Capital Purchase Obligations	2018	2019	2020	2021	2022	2023	2024
Total Federal Grants	\$163,006	\$361,269	\$280,714	\$319,181	\$267,046	\$262,198	\$264,356
Other Capital Grants	76,492	17,360	8,702	4,850	10,350	4,500	4,500
Debt Proceeds	56,606	100,000	1,582,252	708,659	490,342	858,004	918,402
Total	\$296,104	\$478,629	\$1,871,668	\$1,032,690	\$767,738	\$1,124,703	\$1,187,258
Ending Balances, December 31	2018	2019	2020	2021	2022	2023	2024
Unrestricted Cash and Investments	\$1,601,005	\$548,140	\$1,059,935	\$1,135,699	\$287,925	\$5,001	\$5,005
Operating Reserve	78,403	92,499	106,687	112,318	119,731	125,079	142,985
Capital Reserve Funds	331,628	329,331	332,625	335,951	339,311	342,704	346,131
Debt Service Fund	83,787	19,000	19,000	19,000	19,000	57,203	119,914
Total	\$2,094,823	\$988,971	\$1,518,247	\$1,602,968	\$765,967	\$529,987	\$614,034

# APPENDIX A: 2018 SOUND TRANSIT SYSTEM MAP

## SOUND TRANSIT CURRENT SERVICE



## APPENDIX B: SOUNDER COMMUTER RAIL SYSTEM MAP



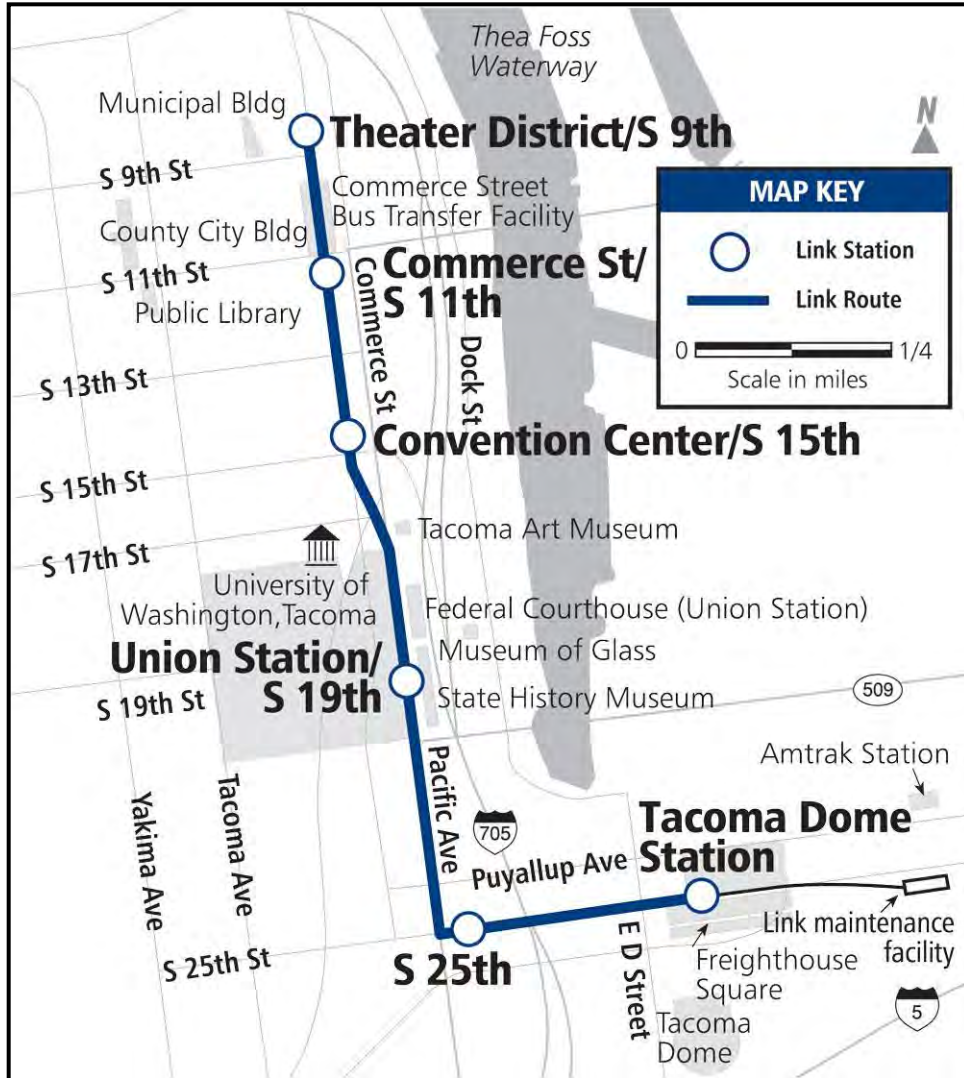


## APPENDIX C: LINK LIGHT RAIL SYSTEM MAP





## APPENDIX D: TACOMA LINK LIGHT RAIL SYSTEM MAP



## APPENDIX E: CURRENT SERVICE AND PROPOSED FUTURE PROJECTS



## APPENDIX F: REGIONAL FACILITIES SERVED BY SOUND TRANSIT (AS OF DECEMBER 2018)

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other *	Designated Parking Spaces
15th Ave NE & NE 45th Ave ++	540, 541, 542, 556, 586	43, 44, 45, 48, 49, 70, 71, 73, 167, 197, 271, 277	810, 821, 855, 860, 871, 880			None
Alderwood Mall ++	535		107, 115, 116, 196			None
Angle Lake Station	Link	A, 635				1050 (Garage) 70 (Surface Lot)
Ash Way Park-and-Ride	511, 512, 532	952	109, 112, 115, 116, 119, 196, 201, 202, 410, 413, 415, 810, 860, 880			1,019
Auburn Park-and-Ride	566	180, 952				358
Auburn Station	Sounder, 566, 578	180, 181, 186, 910, 915, 917		497		633 (Garage) 113 (Surface Lot)
Beacon Hill Station	Link	36, 60, 107				None
Bear Creek Park-and-Ride	545	216, 248, 268, 269, 982				283
Bellevue Transit Center	532, 535, 550, 555, 556, 560, 566, 567	B, 226, 232, 234, 235, 237, 240, 241, 246, 249, 271, 342				None
Bonney Lake Park-and-Ride	596					356
Bothell Park-and-Ride	522, 535	238, 243, 312, 342, 372				220
Brickyard Freeway Station/Park-and-Ride	532, 535	236, 237, 238, 255, 257, 311, 342, 952				443
Burien Transit Center	560	F, 120, 121, 122, 123, 131, 132, 166, 180, 631				488
Canyon Park Freeway Station/Park-and-Ride	532, 535	952	105, 106, 120, 435			302
Capitol Hill Station	Link	8, 9, 10, 43, 49, 60			First Hill Streetcar	None

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other *	Designated Parking Spaces
Columbia City Station	Link	50, 106				None
Commerce Street Station/S 11th St	Tacoma Link, 590, 594			1, 2, 3, 11, 13, 16, 28, 41, 42, 45, 48, 57, 63, 102, 400, 500, 501		None
Convention Center Station/S 15th St	Tacoma Link, 590, 594			1, 3, 13, 41, 42, 63, 102, 400, 500, 501		None
DuPont Station	592, 594				Go Transit 1	126
Eastgate Freeway Station Eastgate Park-and-Ride	554, 556	212, 216, 217, 218, 219, 221, 226, 240, 241, 245, 246, 271				1,614
Eastmont Park-and-Ride	513				ET: 29	389
Edmonds Station/Ferry Terminal	Sounder		116, 130, 196, 416		Amtrak, Washington State Ferries	259
Everett Station	510, 512, 532, Sounder		Blue Line, 201, 202, 270, 271, 280		ET: 3, 4, 6, 7, 8, 17, 18, 29 ST: 90X IT: 412 Amtrak Greyhound Trailways	1,107
Evergreen Point Freeway Station/Park-and-Ride	540, 541, 542, 545, 555, 556	167, 252, 255, 257, 268, 277, 311	424			48
Evergreen Way/79th SE ++	513				ET: 3, 7	None
Federal Way Transit Center	574, 577, 578	A, 179, 181, 182, 183, 187, 193, 197, 901, 903		402, 500, 501		1,190
Green Lake Park-and-Ride	542	45, 62, 63, 64, 76, 316				411
I-5/SR-512 Park-and-Ride	574, 580, 592, 594			3, 4	ICT: 612, 620	493
International District/Chinatown Station +	Link					None
Issaquah Highlands Park-and-Ride	554, 556	200, 216, 218, 219, 269, 628				1,010

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other *	Designated Parking Spaces
Issaquah Transit Center/Park-and-Ride	554, 556	200, 208, 214, 269, 271				819
Kent Station	Sounder, 566, 567	150, 153, 158, 159, 164, 166, 168, 169, 180, 183, 913, 914, 916, 952				877 (Garage) 119 (Surface Lot)
Kent-Des Moines Freeway Station/Park-and-Ride	574	158, 159, 166, 192, 193, 197				370
Kimball Drive Park-and-Ride	595			100, 101, 102		306
King Street Station	Sounder, Various Bus Routes	Various Bus Routes	Various Bus Routes		Amtrak, Trailways, Central Washington Airporter, Bolt Bus, Dungeness Line	None
Kingsgate Park-and-Ride		235, 238, 244, 252, 255, 257, 277, 930				502
Kirkland Transit Center	540	234, 235, 236, 238, 245, 248, 255				None
Lakewood Station	Sounder, 580, 592, 594				ICT: 603, 605, 612, 620	600
Lakewood Transit Center/Towne Center	574			2, 3, 4, 48, 202, 206, 212, 214		None
Lynnwood Transit Center/Park-and-Ride	511, 512, 535		107, 112, 113, 115, 116, 120, 130, 201, 202, 402, 421, 422, 425, 810, 821, 855			1,370
Mercer Island Park-and-Ride	550, 554	201, 204, 216, 630, 892, 989				447
Mountlake Terrace Freeway Station/Park-and-Ride	511, 512, 513	347	111, 112, 119, 130, 410, 413, 415, 435, 810, 871			877

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other *	Designated Parking Spaces
Mukilteo Station/Ferry Terminal	Sounder		113, 417, 880		ET: 18, 70X Washington State Ferries	63
Narrows Park-and-Ride	595			100		195
NE 125th St. (Lake City) ++	522	41, 64, 65, 75, 309, 312, 330, 372				None
NE 145th Freeway Station/North Jackson Park-and-Ride	512	301, 303, 304, 308, 347, 373, 661				68
NE 30th/Kennydale Freeway Station	560, 566	111, 167, 342, 952				50 (Leased)
NE 45th St Freeway Station	512	44, 63, 64, 76, 301, 316, 355, 661	810, 821, 855, 860, 871, 880			None
Newport Hills Freeway Station/Park-and-Ride	560, 566	111, 167, 342, 952				275
Northgate Transit Center/Park-and-Ride	555, 556	26, 40, 41, 63, 67, 75, 303, 345, 346, 347, 348				296
Othello Station	Link	36, 50, 106				None
Overlake Transit Center	541, 542, 545, 566, 567	B, 232, 243, 244, 245, 249, 268, 269, 982, 992			Microsoft Connector	None
Pioneer Square Station +	Link					None
Purdy Park-and-Ride	595	100, 102			Purdy Connection	200
Puyallup Fairgrounds Red Lot	580			400		219
Puyallup Station	Sounder, 578, 580			400, 402, 409, 425		364
Rainier Beach Station	Link	9, 106, 107				None
Redmond Transit Center/Park-and-Ride	542, 545	B, 221, 224, 232, 243, 248, 930, 931				377



FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other *	Designated Parking Spaces
Renton Transit Center/Park-and-Ride	560, 566	F, 101, 105, 106, 107, 143, 148, 153, 167, 169, 240, 342, 907, 908				150
S 25th St Station	Tacoma Link			1		None
SeaTac/Airport Station	Link, 560, 574	A, 156, 180				None
SODO Station	Link, 590, 594, 595	50, 101, 102, 150, 177, 178, 190				None
South Bellevue Park-and-Ride	550, 555, 556	241, 249, 981				None
South Everett Freeway Station/Park-and-Ride	510, 512, 532				ET: 29	397
South Kirkland Park-and-Ride	540	234, 235, 249, 255				833
South Sammamish Park-and-Ride	554	216, 219, 269				265
South Tacoma Station	Sounder			3, 53		220
SR-520 & NE 51st St Freeway Station ++	542, 545	232, 245, 268, 269				None
SR-520/Montlake Blvd Freeway Station	540, 541, 542, 545, 555, 556	43, 48, 167, 252, 255, 257, 268, 271, 277, 311	424			None
Stadium Station	Link, 590, 594, 595	101, 102, 124, 150, 177, 178, 190				None
Star Lake Freeway Station/Park-and-Ride	574	177, 178, 183, 190, 192, 193, 197				540
Sumner Station	Sounder, 578, 596					302 (+48 leased)
Tacoma Community College Transit Center	595			1, 2, 10, 16, 28, 52, 53, 100		95

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other *	Designated Parking Spaces
Tacoma Dome Station	Sounder, Tacoma Link, 574, 586, 590, 594			13, 41, 42, 102, 400, 500, 501	ICT: 603, 605, 612 Greyhound, Amtrak, Trailways	2,337
Theater District/ S 9th St Station	Tacoma Link			11		None
Totem Lake Freeway Station	532, 535	235, 237, 238, 243, 252, 255, 257, 277, 311, 342, 930, 952	424			None
Tukwila International Blvd Station	Link	A, F, 124, 128				600 (+62 leased)
Tukwila Station	Sounder	F, 154			Amtrak	390
Union Station/S 19th St.	Tacoma Link, 590, 594			1, 41, 42, 102, 400, 500, 501		None
University of Washington Station	Link, 540, 541, 542, 556, 586	31, 32, 43, 44, 45, 48, 65, 67, 71, 73, 75, 78, 167, 197, 271, 277, 372, 373	810, 821, 855, 860, 871, 880			None
University Street Station+	Link					None
UW-Bothell/Cascadia Community College	522, 535	238, 312, 372, 931	105, 106			None
Westlake Station+	Link					None
Woodinville Park-and-Ride	522	236, 237, 238, 311, 931				438
Yarrow Point/Clyde Hill Freeway Station	540, 541, 542, 545, 555, 556	167, 242, 246, 252, 255, 257, 268, 277, 311				None

+ In the Downtown Seattle Transit Tunnel, many bus routes from Community Transit, King County Metro and Sound Transit operate on the surface.

++ Non-Major Transfer Centers

\*ET: Everett Transit; ICT: Intercity Transit; IT: Island Transit; ST: Skagit Transit