

# DRAFT

Transit Development Plan (TDP) 2016-2021  
2015 Annual Report



**Sound Transit  
DRAFT Transit Development Plan 2016-2021 and 2015 Annual Report  
Public Hearing**

Sound Transit, the Central Puget Sound Regional Transit Authority, will be holding a public hearing on Sound Transit's proposed Transit Development Plan and Annual Report. The hearing will be held:

**Thursday, August 4, 2016  
12:30 p.m. to 1:00 p.m.  
Ruth Fisher Boardroom  
401 S. Jackson Street  
Seattle, WA 98104**

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# Sound Transit

## Transit Development Plan 2016-2021 and 2015 Annual Report

### INTRODUCTION

The Transit Development Plan (TDP) 2016-2021 and 2015 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 2015 and proposed action strategies for 2016 to 2021 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 2021.

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.

Sound Transit will be holding a public hearing for the DRAFT TDP 2016-2021 and 2015 Annual Report on August 4<sup>th</sup>, 2016 at 12:30pm at Union Station in Seattle, WA. The Public Hearing will provide the public an opportunity to provide input on the development of the document. The draft document will also be posted for review on the Sound Transit website, <http://www.soundtransit.org/About-Sound-Transit/News-and-events/Reports/Transit-Development-Plan>, on Thursday, July 28<sup>th</sup>, 2016, one week before the Operations and Administration Committee is scheduled to forward the document for full Board approval. A notice promoting the Public Hearing will be published in the Daily Journal of Commerce on July 21, 2016 and July 28, 2016. A summary of the public input received from the input period will be included in the final TDP 2016-2021 and 2015 Annual Report.

### 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 Link (formerly “Central 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.

Sound Transit has grown from a planning agency in the late 1990s to an operating agency that carried 30.3 million passengers in 2013; 33 million passengers in 2014; 34.7 million passengers in 2015, and is expected to carry 41.6 million passengers in 2016 on our trains and buses. We continue building extensions to light rail, transit centers, stations, and other transportation infrastructure.

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 system of high-capacity transportation within the region's highest employment and transit ridership areas. In 2015, Link light rail operates from Westlake Station in Downtown Seattle to Sea-Tac/Airport in the City of SeaTac.

Tacoma Link, a 1.6-mile and six station system, serves Downtown Tacoma between the city's Theater District and the multimodal regional transit center at the Tacoma Dome station.

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.

## II: 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 2015, the Sound Transit Board of Directors included:

<b>Dow Constantine, Chair</b>	King County Executive
<b>Paul Roberts, Vice Chair</b>	City of Everett Councilmember
<b>Marilyn Strickland, Vice Chair</b>	City of Tacoma Mayor
<b>Claudia Balducci</b>	City of Bellevue Mayor
<b>Fred Butler</b>	City of Issaquah Mayor
<b>Dave Earling</b>	City of Edmonds Mayor
<b>Dave Enslow</b>	City of Sumner Mayor
<b>John Lovick</b>	Snohomish County Executive
<b>John Marchione</b>	City of Redmond Mayor
<b>Pat McCarthy</b>	Pierce County Executive
<b>Joe McDermott</b>	King County Councilmember
<b>Mary Moss</b>	City of Lakewood Councilmember
<b>Ed Murray</b>	City of Seattle Mayor
<b>Mike O'Brien</b>	City of Seattle Councilmember
<b>Lynn Peterson</b>	Washington State Secretary of Transportation
<b>Larry Phillips</b>	King County Council Chair
<b>Dave Upthegrove</b>	King County Councilmember

### III: ADMINISTRATION AND ORGANIZATIONAL STRUCTURE

As of Dec. 31, 2015, Sound Transit employed 659.1 full-time equivalent employees. The total authorized positions, including unfilled positions, is 721.1. Sound Transit staff consisted of the following:

- 35.6 full-time equivalents in the Communications & External Affairs Department,
- 232 full-time equivalents in the Design, Engineering & Construction Management Department,
- 97 full-time equivalents in the Executive Department,
- 127 full-time equivalents in the Finance & Information Technology Department,
- 14.5 full-time equivalents in the Legal Department,
- 109 full-time equivalents in the Operations Department, and
- 44 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 the 2015.

#### 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

625 Building  
625 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

705 Building  
705 5<sup>th</sup> Ave S (11<sup>th</sup> Floor Only)  
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

#### ST Express

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 2015, Sound Transit owned 300 buses, with 238 used in active maximum service. As of the September 2015 service change, over three quarters of the bus fleet is equipped with Automatic Passenger Counters (APCs).

#### Sounder

Sound Transit owns 58 rail cars (18 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.

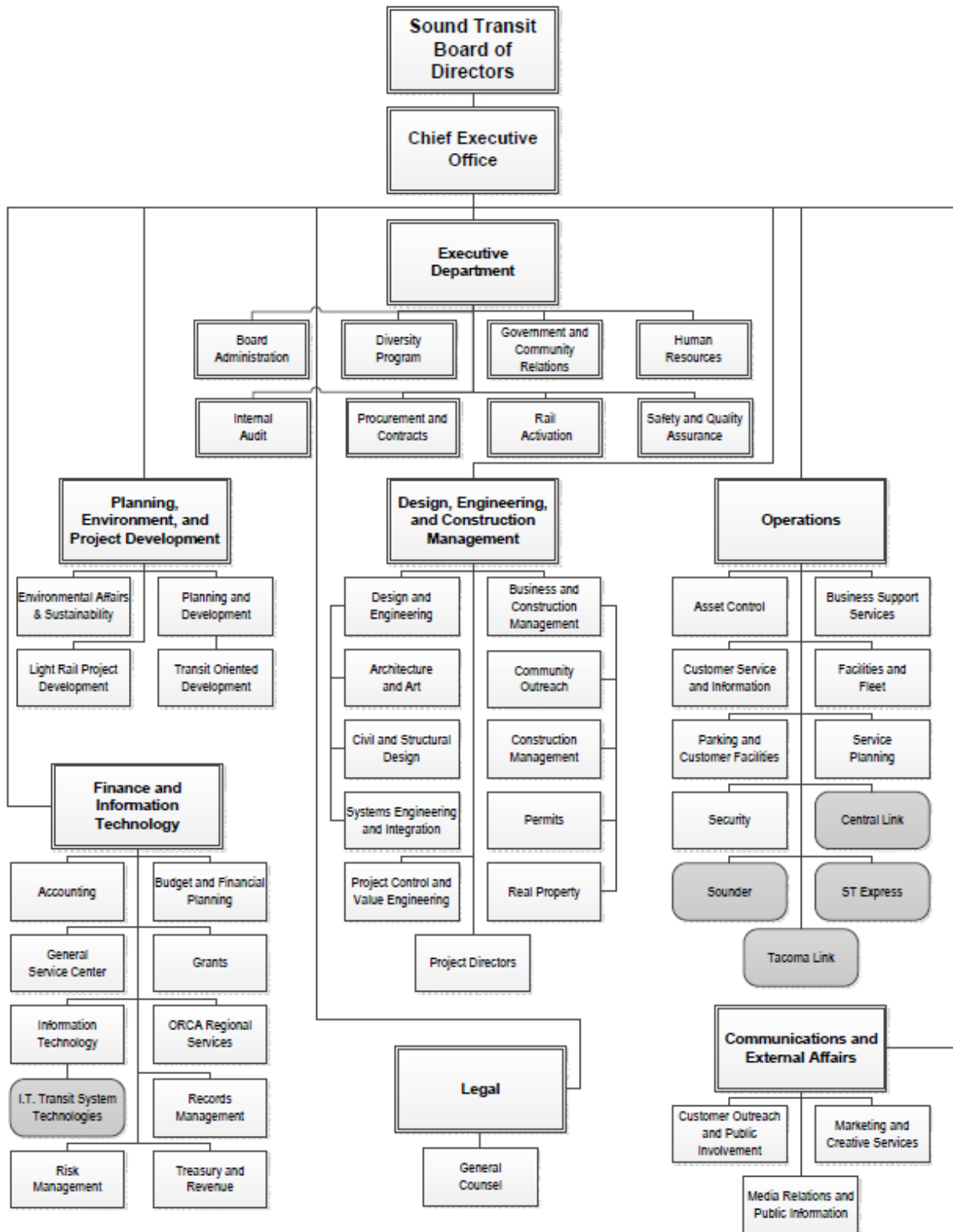
### **Tacoma Link**

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. All vehicles are equipped with APCs. Two vehicles are in service during most times during the day 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.

### **Link**

For operation of Link, Sound Transit owns 62 low-floor light rail cars from Kinkisharyo/Mitsui of Japan. The 95-foot vehicles can seat 74 passengers, and each hold up to 194 in a target maximum load. As of 2015, 20 of the 60 vehicles are equipped with APCs or 33% of the fleet. The cars are currently paired into two-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 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.

Figure 1, Sound Transit organizational structure as of December 31<sup>st</sup>



□ - Division costs included in Agency Administration section of Budget

◐ - Division costs included in Service Delivery section of Budget



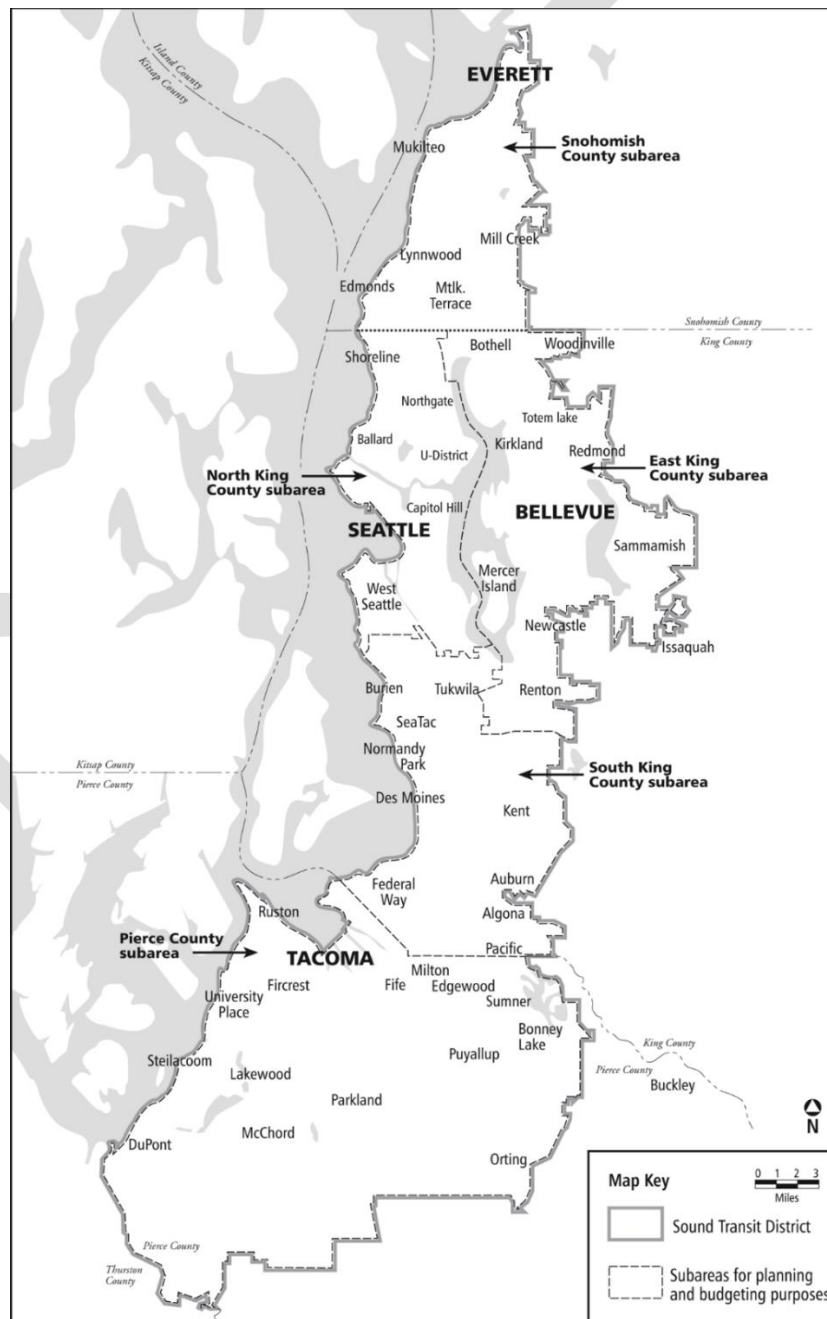
## IV: SERVICE AND FARE CHARACTERISTICS

### ***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**



## ***SERVICE DESCRIPTIONS AND 2015 SERVICE IMPROVEMENTS***

### **ST Express**

Regional bus service operates from at least 2:13 a.m. to 1:05 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.

Although there were no major transit capital projects, such as new park-and-ride or light-rail extensions, completed during 2015; often a key driver of new or restructured bus service, a new ST Express Sounder Connector route was implemented in the fall of 2015, in addition the University Link Bus-Rail Integration effort in partnership with King County Metro took place during late 2014 and early 2015.

### ***ST Express Route 580***

Sound Transit's new ST Express Route 580, approved by the Sound Transit Board of Directors through the 2015 Service Implementation Plan (SIP), started service in September 2015 at the Fall 2015 service change. The new route is designed to meet Sounder trains, including the reverse-commute trains, and provide additional opportunities for people to commute to Lakewood. Route 580 operates 20 trips per day between Lakewood Sounder Station and Puyallup Sounder Station with intermediate stops at SR-512 Park-and-Ride, South Hill Park-and-Ride, and Puyallup Fairgrounds Red Lot.

ST Express Route 580 was the first system expansion for Sound Transit's ST Express service since fall of 2013, when ST Express Route 567 was implemented.

### ***University Link Bus-Rail Integration***

In June 2014, King County Executive and Sound Transit Board Chair Dow Constantine announced a new initiative to better integrate the projects and services of the region's transit agencies. During the latter part of 2014 and early part of 2015, Sound Transit and King County Metro worked closely together to develop a bus-rail service integration plan for the University Link extension. The public outreach process included many jointly-planned outreach events, direct on-line links between the agency websites and common public information materials. Three separate phases of public outreach were conducted to gather public input. King County Metro focused on bus service changes in Seattle, while Sound Transit developed service changes for expanded express bus connections between East King County and University Link.

Staff from both agencies collaborated on an analysis to ensure that adequate light rail capacity was provided for connecting bus passengers during peak demand times. Many joint meetings were held with King County Metro staff and other key stakeholders, including representatives from the University of Washington and the cities of Seattle, Redmond and Bellevue. A key objective in bringing in other partners, like the Cities, was to improve the customer experience for making rail-bus connections by installing wayfinding signage, relocating bus stops closer to stations and providing real-time bus departure information.

Following an eight month process of inter-agency staff collaboration, public participation, and extensive analysis, Sound Transit Service Planning staff recommended modest changes to ST Express service. The recommendations were to add new peak-only service on the busiest portion of the SR-520 corridor between Overlake and the University of Washington Station to provide additional capacity and new connection opportunities to Link. The new service recommended was a new peak-only bi-directional route, which will be implemented as part of the March 2016 Service Change.

As of the end of 2015, 27 ST Express regional bus routes were in operation. Below are the routes and their service characteristics:

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

## Sounder

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

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

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 2015, Sounder operated twelve AM-peak trips into Seattle, four on the North Line and eight on the South Line. In addition, during the AM-peak, two reverse commute trips are operated on the South Line to Tacoma. Similarly, during the PM-peak, 12 trips are operated out of Seattle, four on the North Line and eight on the South Line. In addition, during the PM-peak, two reverse commute trips are operated on the South Line to Seattle. 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 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 Century Link Field and Safeco Field and the Washington State Fair in Puyallup. For event service, like Mariners, Sounders FC, and Seahawks games the South Line uses seven-car trains while the North Line uses five-car trains.

### Tacoma Link

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. 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. The scheduled end-to-end running time is approximately 12 minutes each way and is synchronized with the City of Tacoma’s traffic signal timing system. Service is currently provided free of charge.

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 are operated on New Year’s 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.

### Link

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.

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, which opens in spring 2016, will eventually 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, including a scheduled extension to Angle Lake Station in the City of SeaTac in the fall of 2016. 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. A map of the ST2-approved Regional Rail system, including light rail, is available in Appendix E.

### ***Implementation of Improved Peak Frequencies***

To meet the anticipated ridership demand with the extension of Link service to the University of Washington, increases in AM and PM weekday peak hour (6-9 AM & 3-6 PM) frequencies from every 7.5 minutes to every 6 minutes were implemented in September 2015, as part of the Fall 2015 service change. The improvement in peak frequencies, coupled with the University Link extension to the University of Washington in Spring of 2016, will create increased job access opportunities using frequent and reliable high-capacity transit for all populations along Link's service area, including Title VI populations. The service change added two additional trips per hour during the AM and PM peak periods through some of Sound Transit's most densely populated minority and low-income neighborhoods.

During the development of the 2015 Service Implementation Plan (SIP), Sound Transit staff analyzed and recommended increasing the AM and PM peak frequencies prior to the extension to the University of Washington for the following reasons:

- Increasing the AM and PM peak frequencies increases the capacity to accommodate growing ridership.
- Phasing in major service improvements for Link would limit the confusion for new and existing riders.
- Increasing frequencies prior to the opening of the U-Link extension to the University of Washington provides Link operations staff a few months of experience of revenue testing with the increased frequencies.

As of September 2015, service on Link operates as indicated in the chart below:

Day	Direction	Time	Frequency
Monday – Friday	Downtown Seattle/ Westlake (Northbound)	4:48 a.m. – 5:52 a.m. 5:52 a.m. – 8:34 a.m. 8:34 a.m. – 3:04 p.m. 3:04 p.m. – 6:34 p.m. 6:34 p.m. – 10:04 p.m. 10:04 p.m. – 12:40 a.m.	12 min. 6 min. 10 min. 6 min. 10 min. 15 min.
	SeaTac/Airport (Southbound)	4:22 a.m. – 5:57 a.m. 5:57 a.m. – 8:27 a.m. 8:27 a.m. – 2:57 p.m. 2:57 p.m. – 6:42 p.m. 6:42 p.m. – 10:12 p.m. 10:12 p.m. – 12:42 a.m.	12 min. 6 min. 10 min. 6 min. 10 min. 15 min.
Saturday	Downtown Seattle/ Westlake (Northbound)	4:49 a.m. – 8:04 a.m. 8:04 a.m. – 10:04 p.m. 10:04 p.m. – 12:40 a.m.	15 min. 10 min. 15 min.
	SeaTac/Airport (Southbound)	4:22 a.m. – 7:57 a.m. 7:57 a.m. – 10:27 p.m. 10:27 p.m. – 12:45 a.m.	15 min. 10 min. 15 min.
Sunday/Holiday	Downtown Seattle/ Westlake (Northbound)	5:49 a.m. – 8:04 a.m. 8:04 a.m. – 10:04 p.m. 10:04 p.m. – 11:40 a.m.	15 min. 10 min. 15 min.
	SeaTac/Airport (Southbound)	5:21 a.m. – 7:57 a.m. 7:57 a.m. – 10:27 p.m. 10:27 p.m. – 11:42 a.m.	15 min. 10 min. 15 min.

Holiday schedules on Link are operated on New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. Paratransit services for Link are provided under contract by King County Metro.

### ***MODAL FARE STRUCTURES***

#### **ST Express**

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.

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.

#### **Sounder**

For 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% of the adult fare, and youth 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 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 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.

### **Tacoma Link**

No fares are collected on Tacoma Link.

### **Link**

Fares on Link are established as a base (minimum) fare plus a distance surcharge, rounded to the nearest \$0.25. Effective March 1, 2015, Board Resolution R2014-28, approved the implementation of a low income fare on Link light rail only. In addition, the Board Resolution increased the base fare from \$2.00 to \$2.25 for all other riders on Link light rail only. This included an increase of \$0.25 to non-low income adults, seniors, persons with disabilities and youth to help fund the new low income fare and to remain consistent with King County Metro's fare rates. Distance increases are in increments of \$0.25 to the current highest fare, \$3.00 each way between Westlake station, in Downtown Seattle, and SeaTac/Airport Station. Corresponding monthly pass prices are \$72 to \$99. Senior/disabled fares are \$1.00 for all trips, and youth 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 now 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. 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 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. 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.

## V: SERVICE CONNECTIONS

In 2015, Sound Transit served over 85 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” branding 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 regional services (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.

It is important to note that 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.

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.

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. Besides these existing tunnel stations, nine additional 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 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 features three off-street bus bays as well as bus layover facilities. The Tukwila/International Blvd Station features a 600-stall park-and-ride lot 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.

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



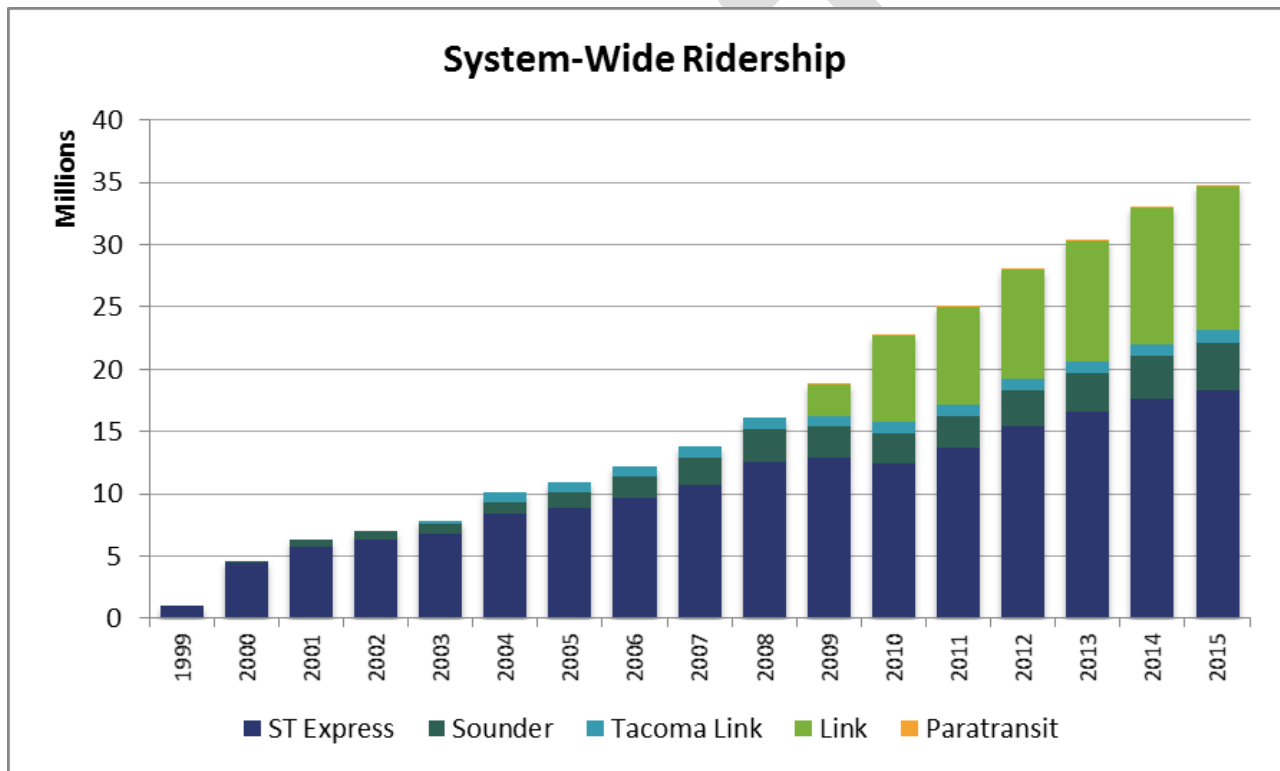
## VI: RIDERSHIP IN 2015

Sound Transit achieved significant ridership milestones in 2015. All told, Sound Transit carried over 34.7 million passengers in 2015 on its buses and trains, an increase of 5% over 2014. By the end of 2015, Sound Transit has carried a total of over 282.8 million passengers since 1999 when ST Express service began. In 2015 system-wide, Sound Transit averaged over 116,500 boardings each weekday, and during the third quarter of 2015 system-wide average weekday boardings surpassed 121,000 each weekday.

For more detailed month, quarterly and annual ridership information, Sound Transit prepares monthly and quarterly reports that are posted the ST website. [www.soundtransit.org/Rider-Community/Rider-news/Quarterly-Ridership-Report](http://www.soundtransit.org/Rider-Community/Rider-news/Quarterly-Ridership-Report)

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

**Figure 3, Total Sound Transit System-Wide Ridership 1999-2015**

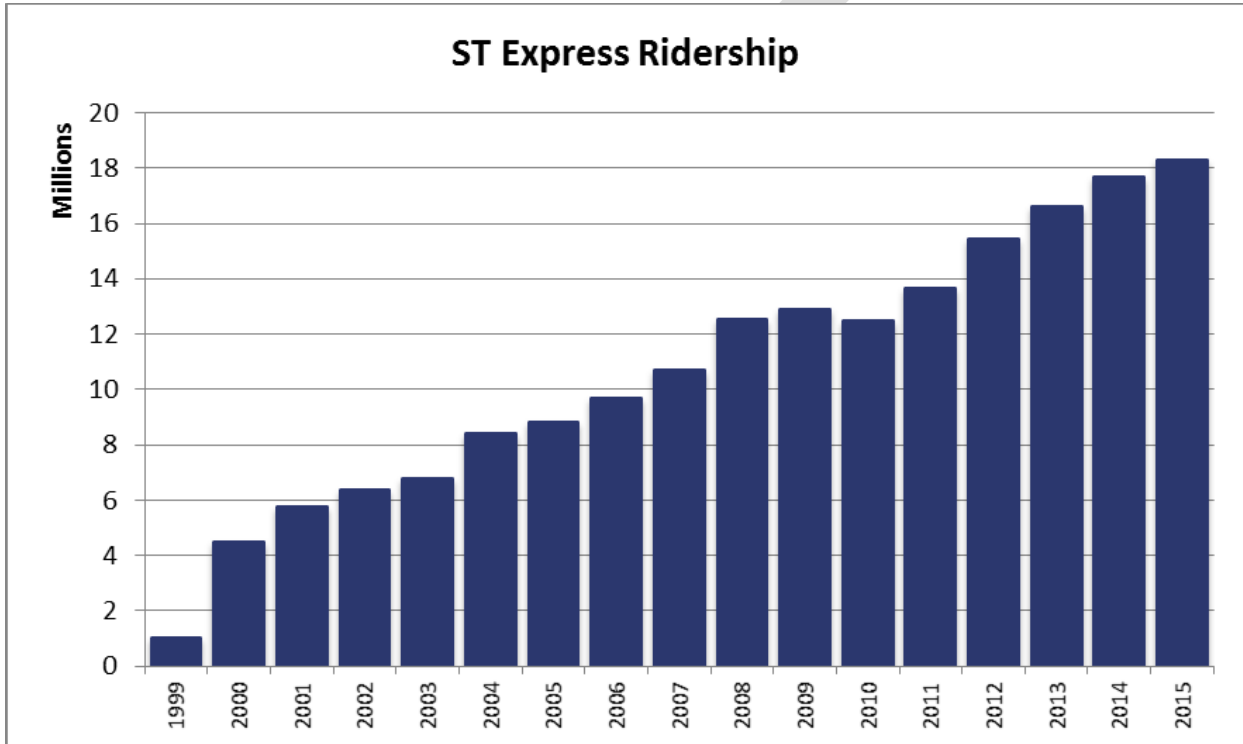


## ST Express

Sound Transit's regional bus system, ST Express, served over 18.3 million passengers in 2015, an increase of almost 4% over 2014. At 2015's year end, ST Express has had more than 181.6 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 2015, ST Express carried over 62,000 passengers on average each weekday. Figure 4 below shows the trends for ridership on ST Express since 1999.

**Figure 4, Total ST Express Ridership 1999-2015**

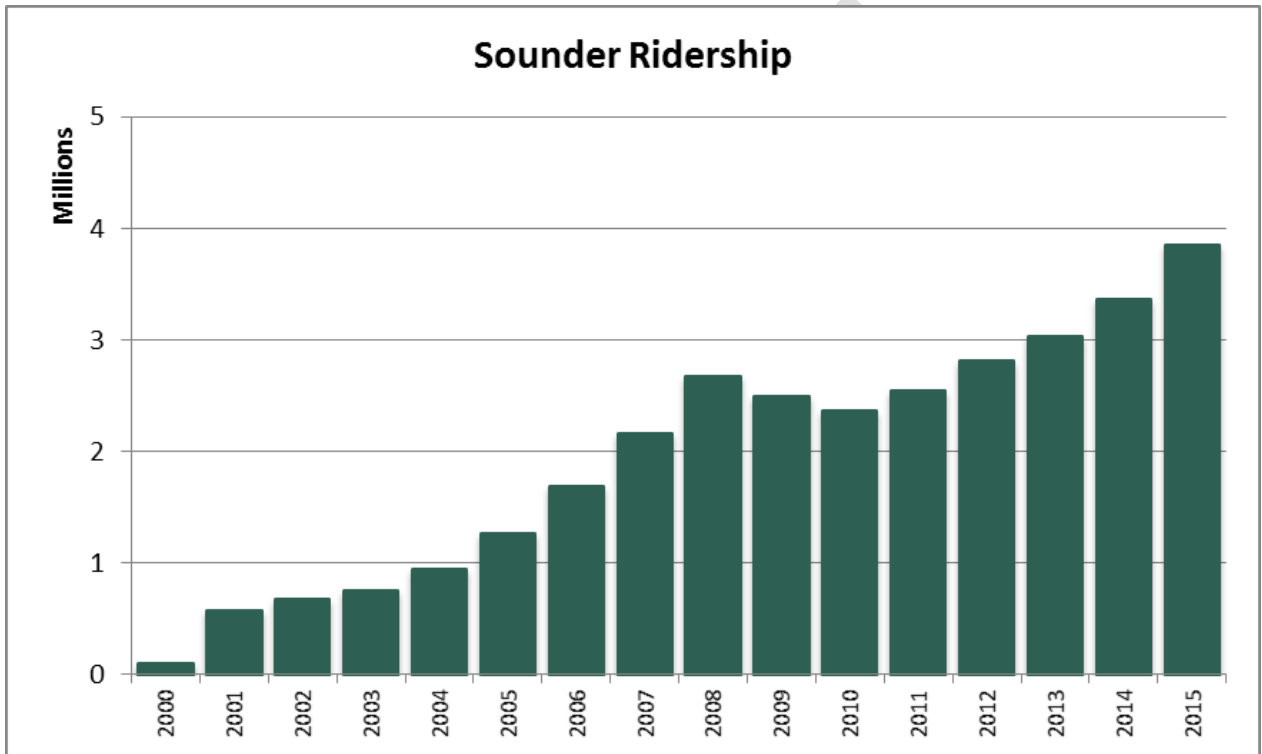


## Sounder

Sounder commuter trains have carried over 31.2 million passengers since service began in September of 2000. After declining ridership due to job losses in the region in 2009 and 2010, Sounder ridership has continued to increase since to set a new record ridership number of over 3.8 million passengers in 2015. The 3.8 million Sounder passengers in 2015 constitutes a 14% increase in ridership over 2014.

In 2015, Sounder carried over 14,000 passengers on an average weekday. Figure 5 below shows the trends for ridership on Sounder since 2000.

**Figure 5, Total Sounder Commuter Rail Ridership 2000-2015**

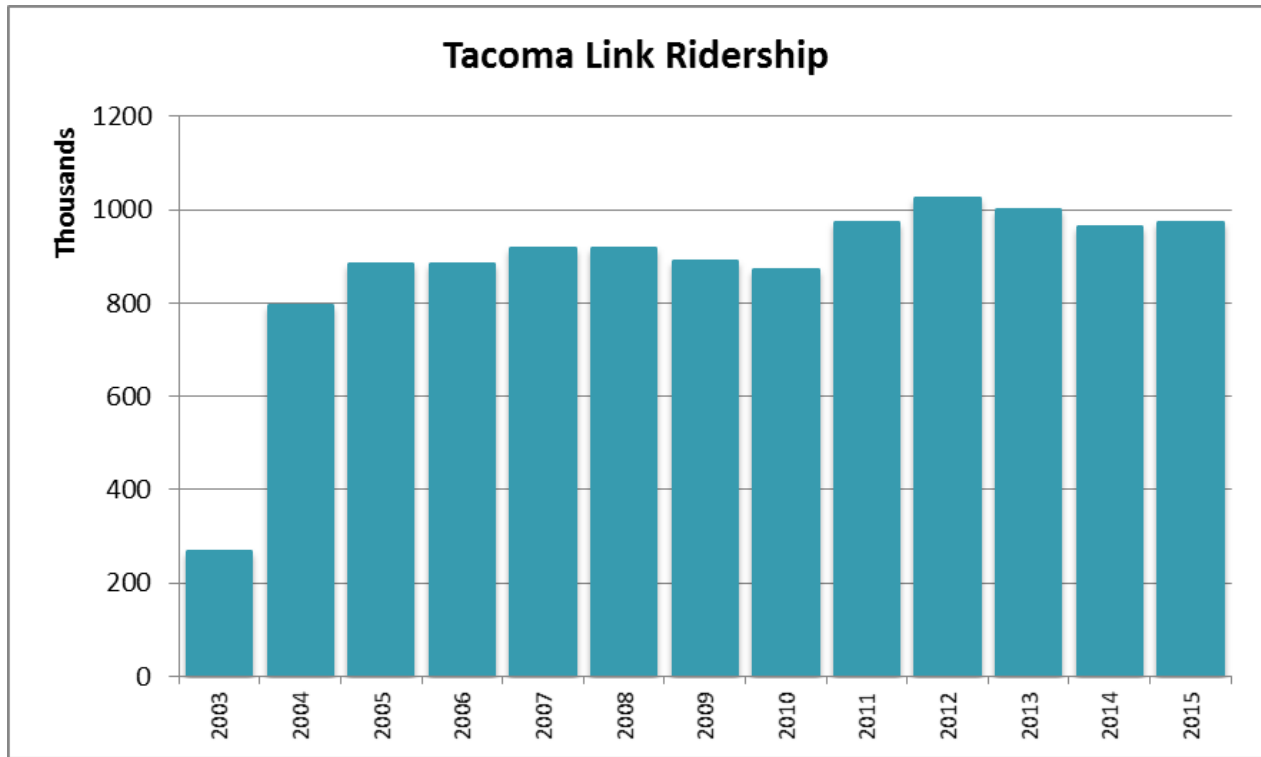


## Tacoma Link

Tacoma Link has carried over 11.3 million passengers since it began operations in 2003. Tacoma Link carried over 973,000 passengers by the end of 2015, an increase of 1% over 2014. 2015 was Tacoma Link's third busiest year since service began in 2003.

In 2015, Tacoma Link carried over 3,300 passengers on average each weekday. Figure 6 below shows ridership trends on Tacoma Link since 2003.

**Figure 6, Total Tacoma Link Ridership 2003-2015**



## Link

Link light rail started operation in 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.

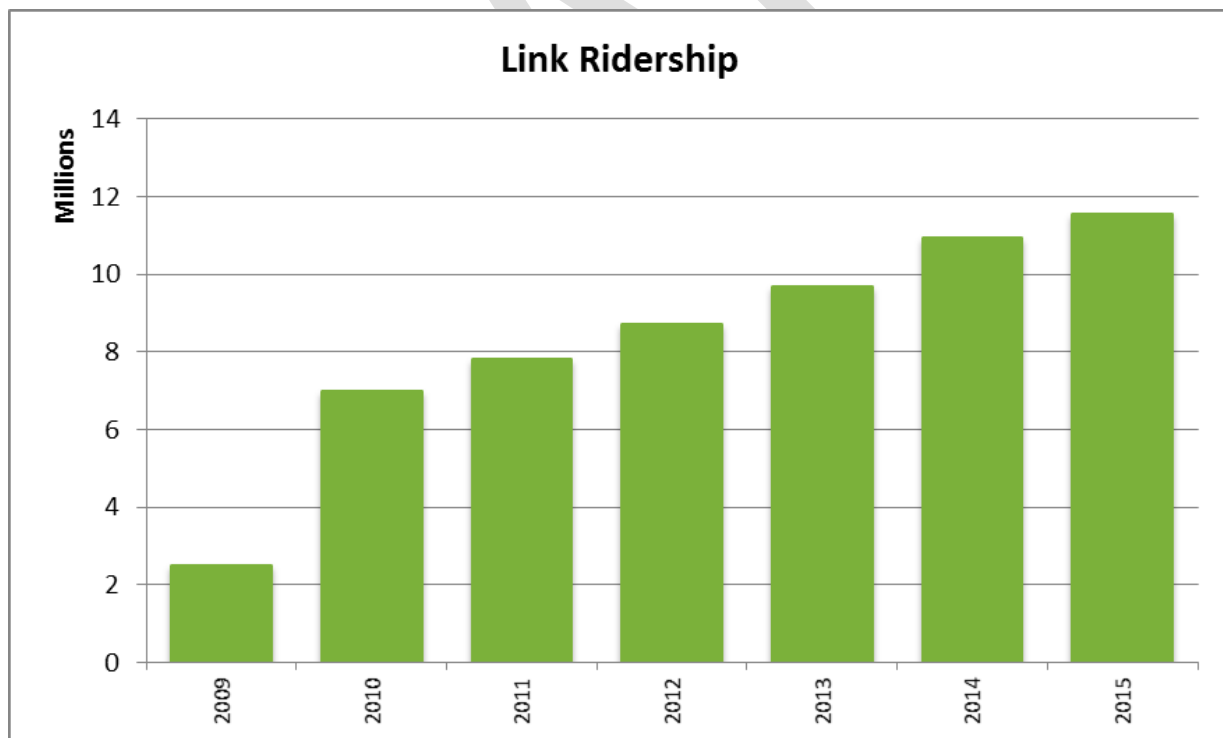
Link light rail continues to grow, including a 5% increase in ridership in 2015 compared to 2014. Approximately 11.5 million passengers rode Link during 2015, and over 58.1 million riders have taken Link since the line opened in 2009.

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. In July 2015, weekday ridership peaked at around 40,000 average weekday boardings.

In addition and as described earlier in this document, during the 4<sup>th</sup> Quarter of 2015, 6-minute peak frequencies were implemented on Link light rail. The increased frequencies contributed to 12% increase in ridership during the quarter.

In 2015, Link carried over 35,000 passengers on average each weekday. Figure 7 below shows ridership trends on Link since 2009.

**Figure 7, Total Link Ridership 2009-2015**

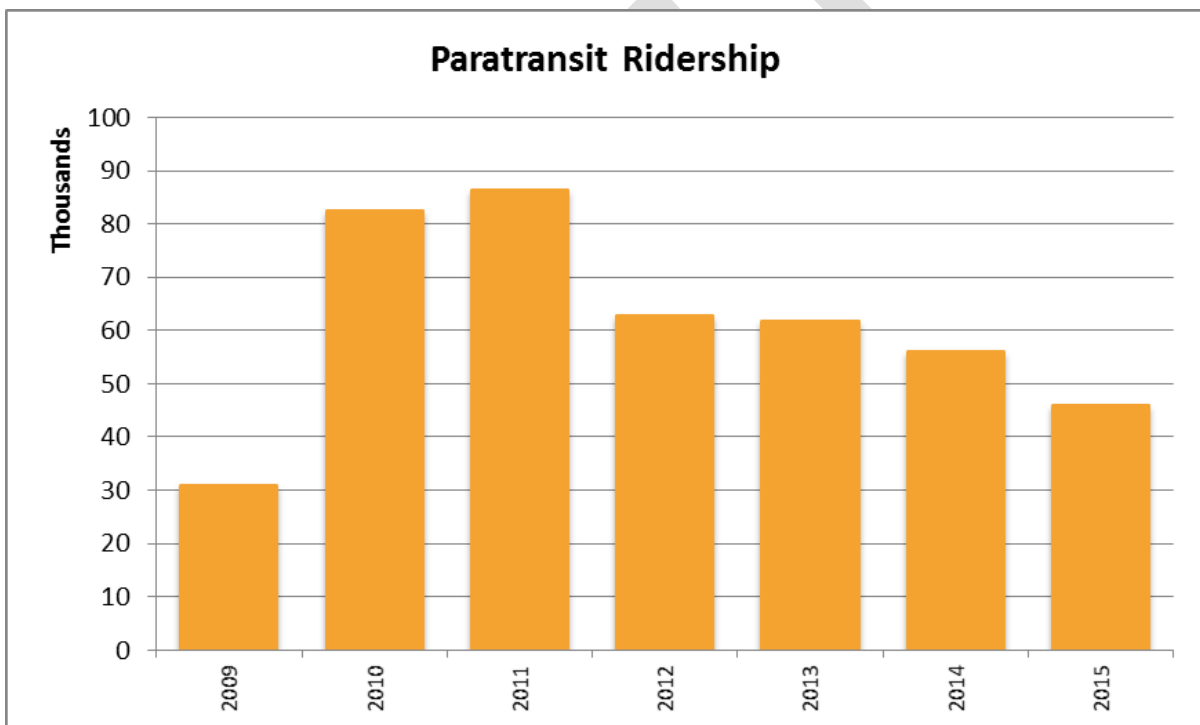


## Paratransit

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 46,000 passengers rode Link's paratransit service during 2015, and over 426,000 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. It's important to note that in early 2015, King County Metro modified the eligibility requirements for Paratransit service, contributing to the decrease in ridership in 2015

**Figure 8, Total Paratransit Ridership 2003-2015**



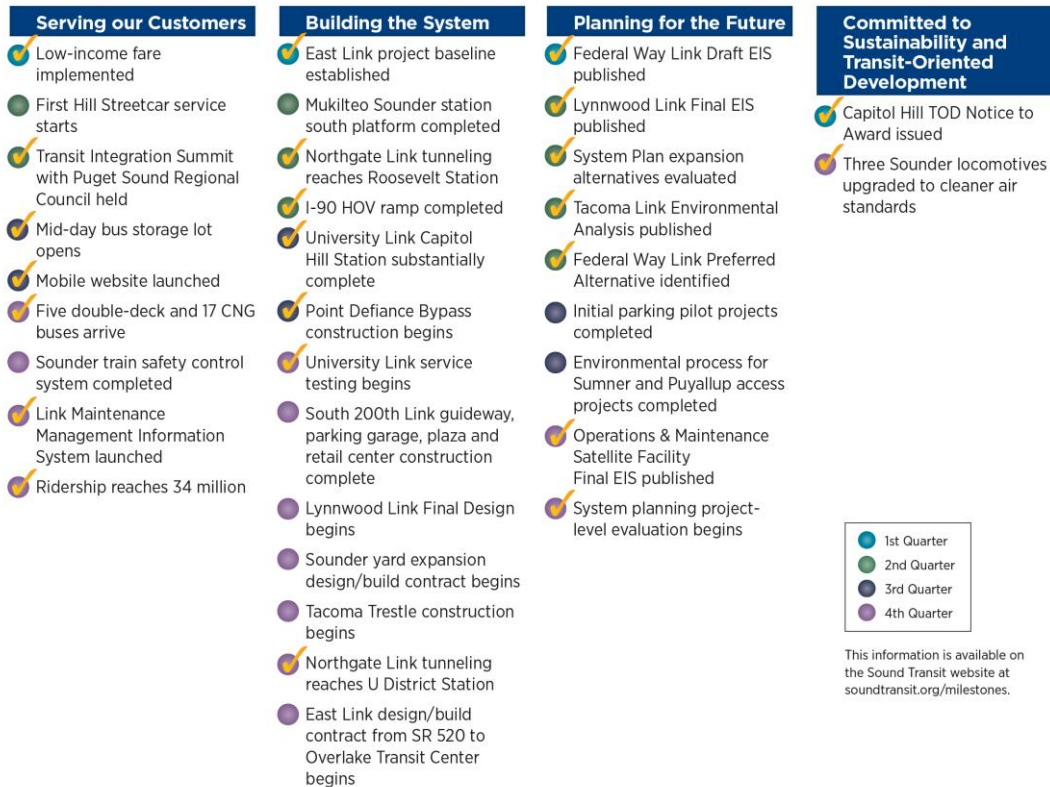
## VII: 2015 MILESTONES AND POLICY GOALS

Sound Transit set ambitious goals for 2015 and was largely successful at achieving them. Thirty-three milestones were set in early 2015 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 2014, 23 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, Sound Transit Milestones Achieved in 2015



Five double-deck buses arrived and began service between Everett and Seattle.



Milestones are a valuable tool for charting Sound Transit’s achievements and holding the agency accountable throughout the year.

## STATE TRANSPORTATION SYSTEM POLICY GOALS

In 2015, 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 34.7 million riders in 2015, 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.** 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.



## VIII: PLANNED ACTION STRATEGIES, 2016 – 2021

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 extending the life of several buses built in 1999 and 2000.

**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, diverting 28,500 weekday trips away from the automobile, and saving over 15.2 million gallons of gas annually.

**Stewardship.** We will remain a solid transit system that the citizens of the region can rely on **iX: Planned activities, 2016 – 2021**

The following matrices describe the planned activities to be undertaken by Sound Transit for 2016-2021. 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 also noted; all other items are considered expansion activities. More detailed project information can be found in the Transit Improvement Plan or TIP available on our website. <http://www.soundtransit.org/sites/default/files/Adopted%202016%20TIP.pdf>. Project descriptions and timelines are also available at <http://www.soundtransit.org/Projects-and-Plans/Find-a-Project>.

2016	Planned Activities
Planning	<ul style="list-style-type: none"> <li>• Begin SR-520 Bus-Rail Integration restructure process</li> <li>• Complete Northgate Link Extension Final Design</li> <li>• Complete Lynnwood Link Extension Final Design</li> <li>• Complete Federal Way Transit Extension Final EIS &amp; Preliminary Engineering</li> <li>• Examine options for ST Express in South Bellevue and Bellevue due to loss of parking facilities as East Link construction begins</li> <li>• Begin planning for transition to a rail-only Downtown Seattle Transit Tunnel (DSTT)</li> <li>• Start Lynnwood Link Extension final design</li> <li>• Begin Sounder Yard expansion contract</li> <li>• Begin East Link design/build contract from SR-520 to Overlake Transit Center</li> <li>• Complete initial parking pilot project</li> <li>• Complete environmental process for Sumner and Puyallup access projects</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Start of First Hill Streetcar revenue services</li> <li>• 41 million combined bus, rail and paratransit boardings</li> <li>• Continue service of ST Express, Sounder, Tacoma Link, Link <b>(Preservation)</b></li> <li>• Begin University Link extension revenue service</li> <li>• Begin Angle Lake/South 200<sup>th</sup> St extension revenue service</li> <li>• Add additional midday round-trip on Sounder South Line</li> <li>• Implement peak only service between Overlake Village Park-and-Ride and U District</li> <li>• Add trips to Route 545 to provide additional capacity</li> <li>• Add peak trips to Route 554 to mitigate the loss of parking at the South Bellevue Park-and-Ride</li> <li>• Add trips to Routes 555 and 556 to meet the growth in ridership demand</li> <li>• Add trips to Route 577 and 578 to meet the growth in ridership demand</li> <li>• Add new trips to Routes 567, 580, and 596 to meet new Sounder South Line route trips</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>• Complete Sounder Lakewood layover yard construction</li> <li>• Begin Northgate Station and light rail aerial guideway construction</li> <li>• Start East Link construction</li> <li>• Complete construction and open Mukilteo Station south platform</li> <li>• Complete South 200<sup>th</sup> Link guideway, parking garage, plaza and retail center construction</li> <li>• Begin construction of Tacoma Trestle Complete installation of the Link Remote Switch Heaters at the Rainier Beach and Stadium Link Stations</li> <li>• Complete Northgate Link Extension south tunneling (Roosevelt to University of Washington Station)</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Receive 22 60-ft Hybrid buses and 16 42-ft Diesel buses <b>(Preservation)</b></li> <li>• Complete installation of Sounder Positive Train Control (PTC) systems on the Sounder North Line</li> </ul>

2017	Planned Activities
Planning	<ul style="list-style-type: none"> <li>Continue SR-520 Bus-Rail Integration restructure process</li> <li>Develop plan for ST Express Service due to the closure of D-2 (SODO Busway)</li> </ul>
Services	<ul style="list-style-type: none"> <li>Continue service of ST Express, Sounder, Tacoma Link, Link <b>(Preservation)</b></li> <li>Add two additional peak period round trips on Sounder, per 2010 agreement with BNSF</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>Complete East Link final design</li> <li>Start construction of Satellite Operations and Maintenance Facility for Link</li> <li>Complete double tracking of Sounder South Line from L Street Yard to Tacoma Dome Station (Tacoma Trestle replacement project), as well as from 66<sup>th</sup> Street bridge in Tacoma to Bridgeport Way in Lakewood</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>Receive one Sounder passenger cab car</li> <li>Receive two 40-ft Diesel buses <b>(Preservation)</b></li> <li>Complete installation of Sounder Positive Train Control (PTC) systems on the Sounder South Line</li> </ul>

2018	Planned Activities
Services	<ul style="list-style-type: none"> <li>Continue service of ST Express, Sounder, Tacoma Link, Link <b>(Preservation)</b></li> </ul>
Facilities	<ul style="list-style-type: none"> <li>Complete Tacoma Trestle construction</li> <li>Start construction of Lynnwood Link Extension</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>Receive 38 replacement 60-foot low floor buses, including 22 hybrids <b>(Preservation)</b></li> <li>Receive eight Sounder passenger cab cars</li> </ul>

2019	Planned Activities
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, Link <b>(Preservation)</b></li> </ul>
Facilities	<ul style="list-style-type: none"> <li>Complete East Link property acquisition</li> </ul>

2020	Planned Activities
Planning	<ul style="list-style-type: none"> <li>• Begin planning for ST Express service after ST2 full build-out</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Continue service of ST Express, Sounder, Tacoma Link, Link <b>(Preservation)</b></li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Complete East Link property acquisition</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Receive 30 40-ft Diesel buses and two 60-ft Hybrid buses. <b>(Preservation)</b></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> </ul>
Services	<ul style="list-style-type: none"> <li>• Continue service of ST Express, Sounder, Tacoma Link, Link <b>(Preservation)</b></li> <li>• Begin Northgate Link extension revenue service</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Begin Northgate Link systems installation and testing</li> <li>• Complete Northgate Link construction</li> <li>• Complete East Link property acquisition</li> </ul>



Link Light Rail Services	2015	2016	2017	2018	2019	2020	2021
Revenue Vehicle Hours	145,847	177,911	190,504	190,645	190,645	191,204	388,404
Total Vehicle Hours	151,196	189,384	204,562	204,729	204,729	205,335	416,216
Revenue Vehicle Miles	2,719,160	3,528,190	3,872,114	3,875,248	3,875,248	3,886,709	8,308,608
Total Vehicle Miles	2,796,020	3,649,491	4,026,256	4,029,777	4,029,777	4,041,780	5,170,780
Passenger Trips	11,530,411	17,200,000	20,100,000	21,800,000	22,700,000	23,500,000	26,500,000
Electricity Consumed (Kwh)	12,700,800	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)	7	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Preventable Accidents	7	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

## XII: ANNUAL REVENUES AND EXPENDITURES, 2015 – 2021

Annual Revenues	2015	2016	2017	2018	2019	2020	2021
Sales Tax and Rental Car Tax	\$702,410,422	\$727,644,233	\$753,961,773	\$775,927,119	\$800,980,670	\$831,016,255	\$862,422,721
MVET	\$79,564,295	\$82,916,732	\$85,239,313	\$87,504,094	\$89,920,514	\$92,284,852	\$94,895,435
Farebox Revenue	\$65,425,640	\$73,455,400	\$82,334,690	\$87,017,060	\$89,225,580	\$92,118,289	\$98,124,922
Federal Section 5317 Preventative	\$16,031,317	-	-	-	-	-	-
Other State Operating Grants	\$1,339,779	-	-	-	-	-	-
Operating Revenue	\$12,249,149	-	-	-	-	-	-
Other Revenue	\$1,609,291	\$69,474,292	\$75,435,157	\$25,250,375	\$59,562,167	\$29,038,405	\$19,070,875
<b>Total</b>	<b>\$878,629,893</b>	<b>\$953,490,657</b>	<b>\$996,970,933</b>	<b>\$975,698,648</b>	<b>\$1,039,688,931</b>	<b>\$1,044,457,801</b>	<b>\$1,074,513,953</b>

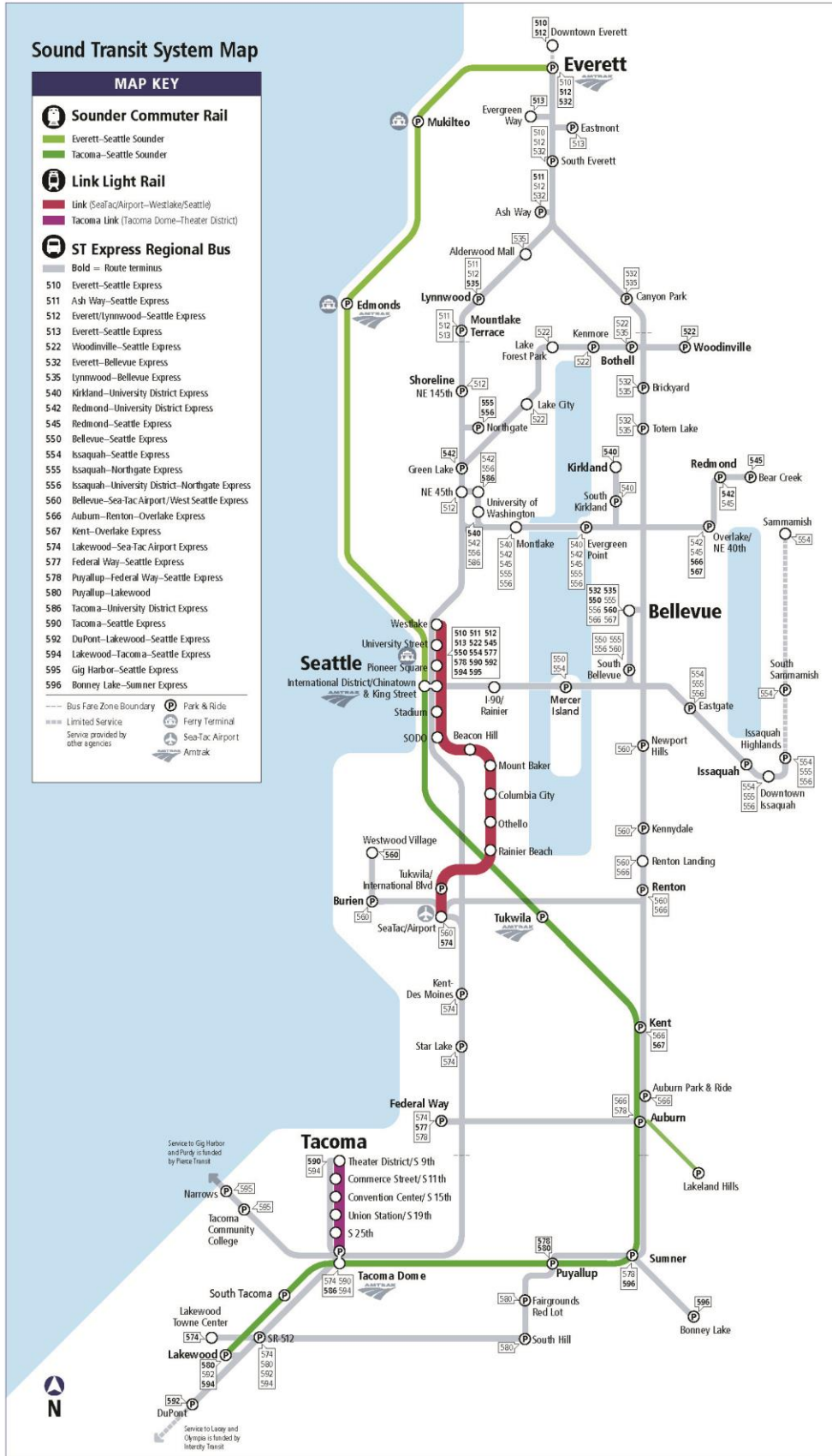
Operating Expenses	2015	2016	2017	2018	2019	2020	2021
Annual Operating Expenses	\$215,159,856	\$251,129,908	\$262,559,481	\$268,688,756	\$276,385,051	\$283,931,058	\$309,342,232
Paratransit Expenses	\$1,338,884	\$1,906,000	\$2,060,000	\$2,115,000	\$2,169,000	\$2,225,000	\$2,388,000
Interest	\$1,819,813	\$3,312,926	\$3,259,995	\$3,957,412	\$6,340,829	\$8,148,511	\$9,529,931
Leases	\$9,608,722	\$11,215,092	\$11,725,519	\$11,999,244	\$12,342,949	\$12,679,942	\$13,814,768
Depreciation	\$105,561,566	\$110,839,644	\$116,381,627	\$122,200,708	\$128,310,743	\$134,726,280	\$141,462,594
Other	\$5,074,339	\$5,297,650	\$5,543,813	\$5,725,456	\$5,957,680	\$6,183,951	\$6,671,525
Donations to other Governments	\$18,001,330	-	-	-	-	-	-
<b>Total</b>	<b>\$356,564,510</b>	<b>\$383,701,220</b>	<b>\$401,530,435</b>	<b>\$414,686,576</b>	<b>\$431,506,252</b>	<b>\$447,894,743</b>	<b>\$483,209,051</b>

Debt Service	2015	2016	2017	2018	2019	2020	2021
Interest	\$72,967,746	\$85,804,872	\$84,433,963	\$102,497,074	\$164,227,638	\$211,046,647	\$246,825,465
Principal	34,985,000	30,430,000	33,235,000	35,560,000	39,520,000	42,915,000	46,475,000
<b>Total</b>	<b>\$107,952,746</b>	<b>\$116,234,872</b>	<b>\$117,668,963</b>	<b>\$138,057,074</b>	<b>\$203,747,638</b>	<b>\$253,961,647</b>	<b>\$293,300,465</b>

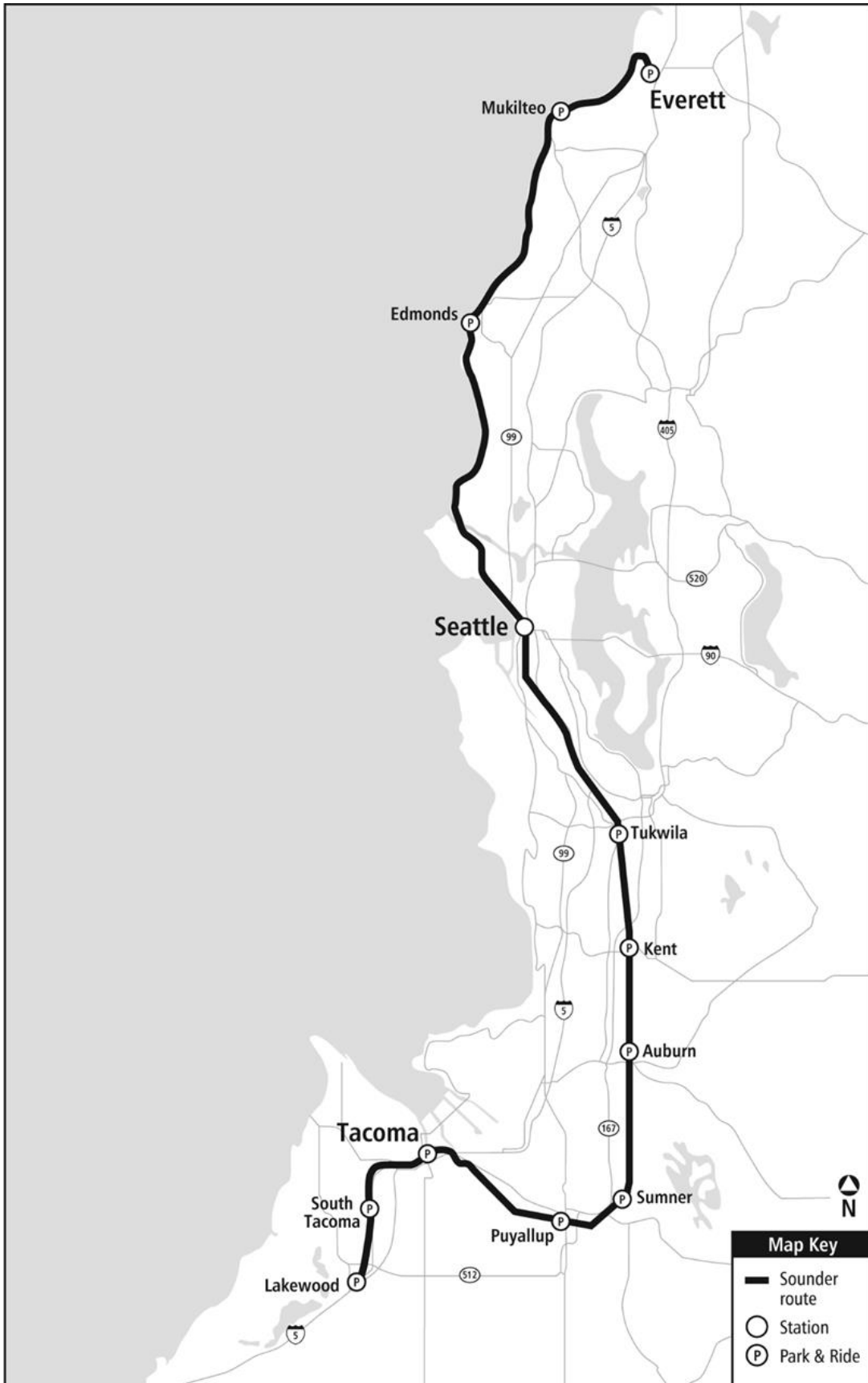
Annual Capital Purchase Obligations	2015	2016	2017	2018	2019	2020	2021
Federal Section 5307 Capital Grants	\$32,669,955	\$4,893,499	\$32,547,004	\$19,299,991	\$19,610,822	\$19,870,243	\$27,076,613
Federal Section 5309 Capital Grants	\$64,111,466	\$34,262,860	\$160,000,000	\$193,000,000	\$210,000,000	\$210,000,000	\$185,000,000
Federal Section 5317 Capital Grants	\$10,321,122	-	-	-	-	-	-
Federal Section 5339 Capital Grants	\$1,246,400	-	-	-	-	-	-
Federal STP Grants	-	\$2,200,000	-	-	-	-	-
CMAQ and Other Federal Grants	\$30,491,060	\$12,300,000	\$17,915,115	\$29,072,249	\$47,513,358	\$20,645,202	\$29,859,069
Other State Capital Grants	\$3,450,917	\$350,000	-	\$5,000,000	-	\$5,000,000	-
Bonds Proceeds	\$600,022,856	-	\$385,579,250	\$1,152,254,500	\$1,000,881,161	\$1,006,664,399	\$507,082,788
<b>Total</b>	<b>\$742,313,776</b>	<b>\$54,006,359</b>	<b>\$596,041,369</b>	<b>\$1,398,626,740</b>	<b>\$1,278,005,341</b>	<b>\$1,262,179,844</b>	<b>\$749,018,470</b>

Ending Balances, December	2015	2016	2017	2018	2019	2020	2021
Unrestricted Cash and Investments	\$799,862,708	\$534,194,281	\$5,002,442	\$5,002,066	\$5,003,896	\$5,004,151	\$5,004,385
Operating Reserve	\$52,958,171	\$73,247,902	\$76,873,762	\$78,609,299	\$80,161,093	\$81,353,902	\$84,807,067
Capital Reserve Funds	\$316,289,894	\$324,197,143	\$332,302,072	\$340,609,624	\$349,124,864	\$357,852,986	\$366,799,310
Debt Service Fund	\$72,952,385	\$74,192,154	\$102,104,859	\$185,518,424	\$240,991,405	\$278,930,837	\$288,881,431
Insurance Fund	\$3,220,716	\$6,000,000	\$6,500,000	\$6,500,000	\$6,500,000	\$6,500,000	\$6,500,000
Other	\$19,991,211	\$18,058,396	\$18,058,396	\$18,058,396	\$18,058,396	\$18,058,396	\$18,058,396
<b>Total</b>	<b>\$1,265,275,085</b>	<b>\$1,029,889,876</b>	<b>\$540,841,531</b>	<b>\$634,297,809</b>	<b>\$699,839,654</b>	<b>\$747,700,272</b>	<b>\$770,050,589</b>

# APPENDIX A: 2015 SOUND TRANSIT SYSTEM MAP

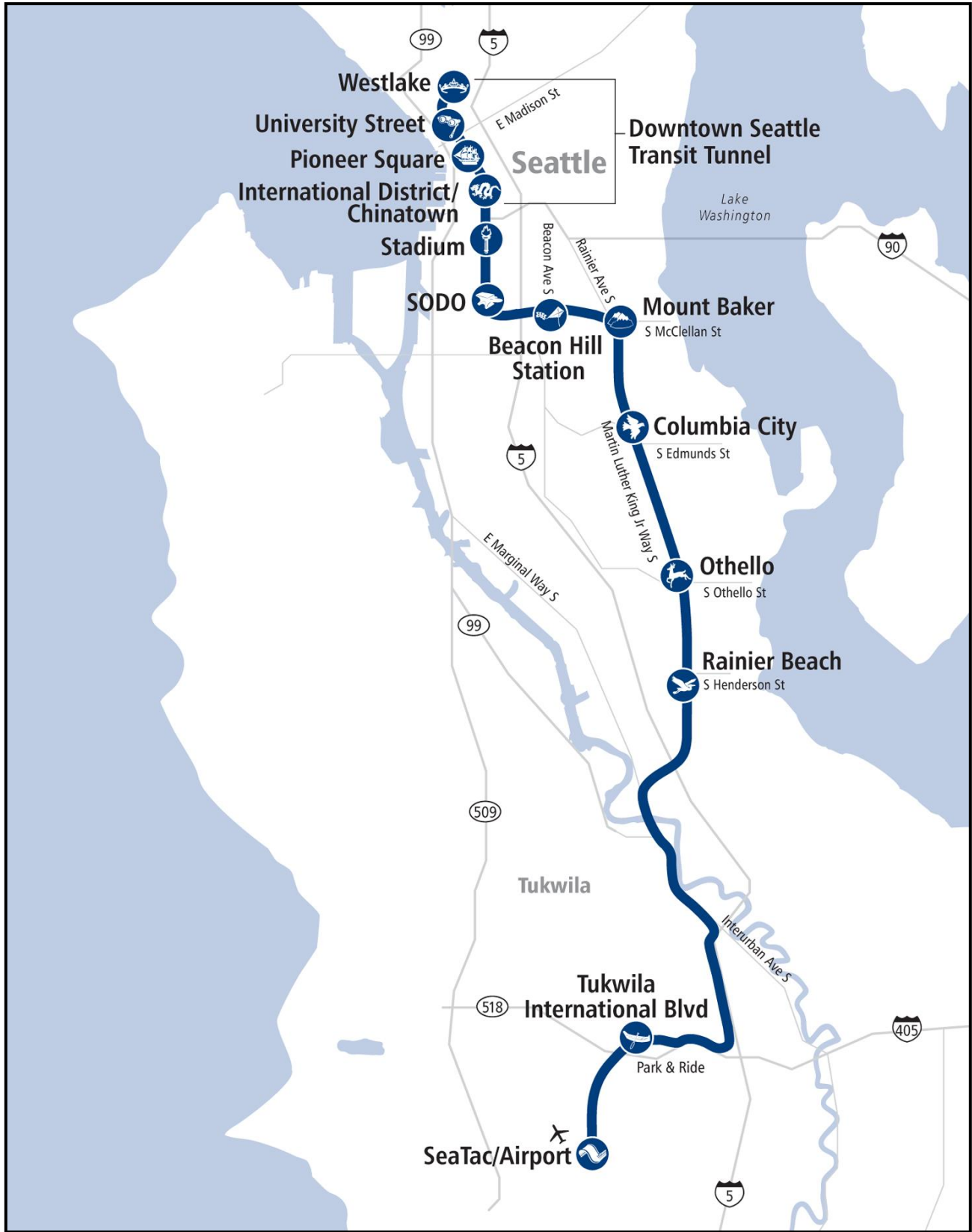


APPENDIX B: SOUNDER COMMUTER RAIL SYSTEM MAP

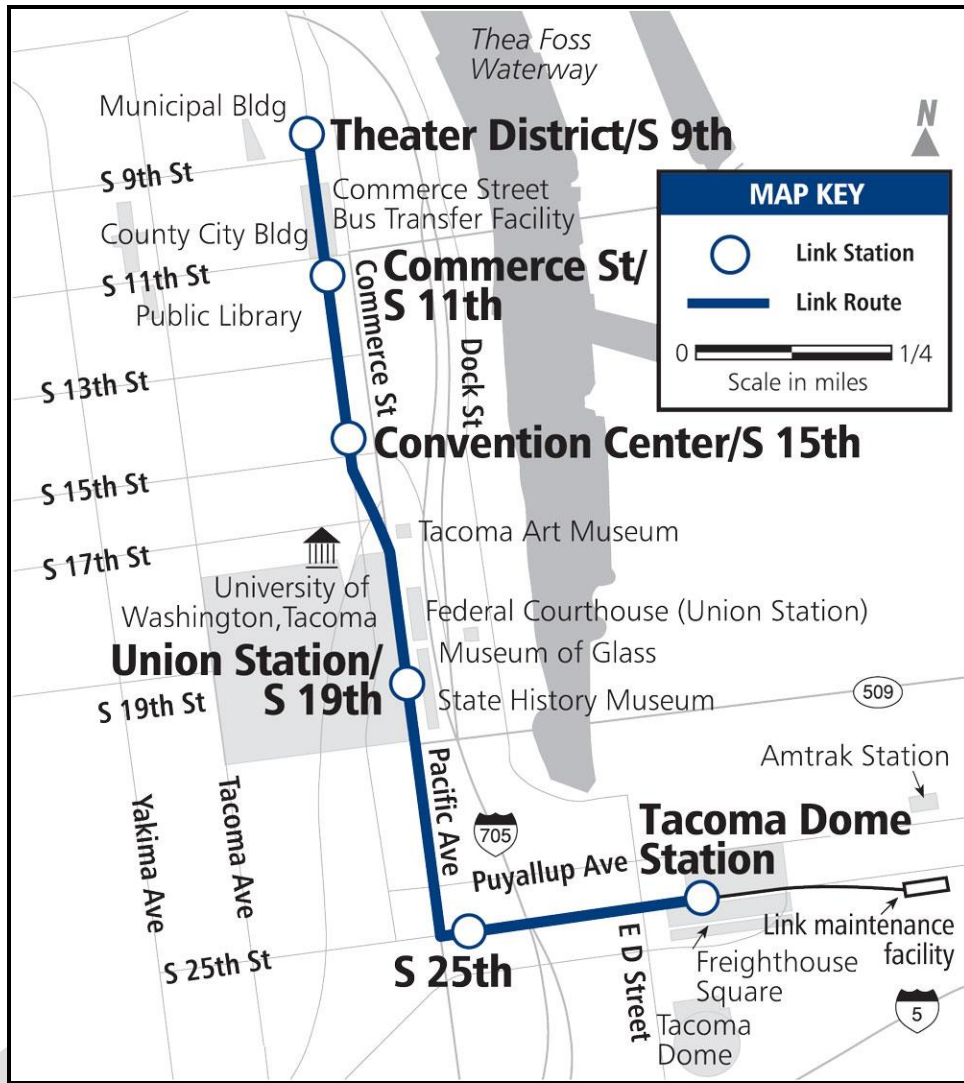




APPENDIX C: LINK LIGHT RAIL SYSTEM MAP

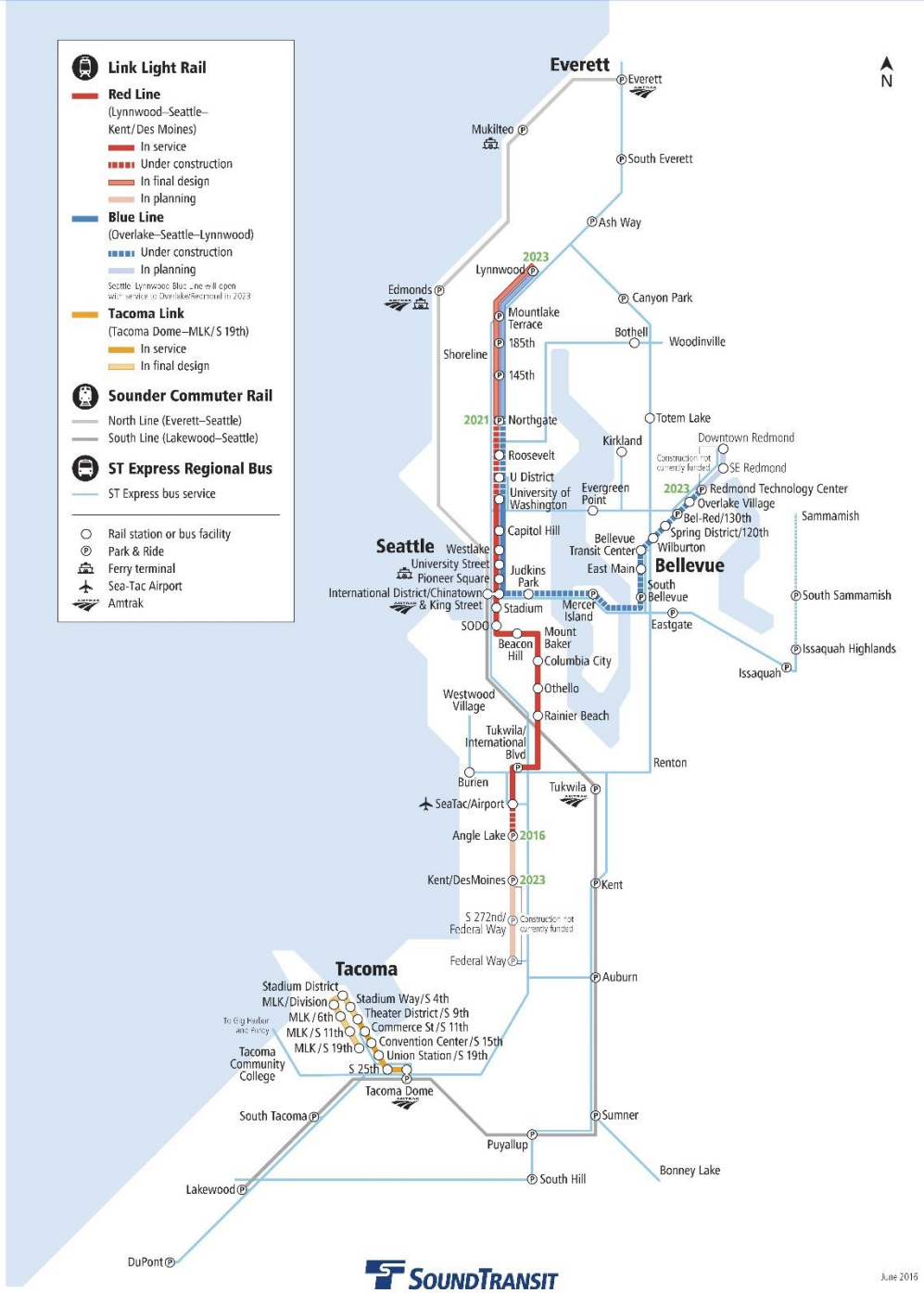


APPENDIX D: TACOMA LINK LIGHT RAIL SYSTEM MAP



APPENDIX E: CURRENT SERVICE AND APPROVED PROJECTS

SOUND TRANSIT CURRENT SERVICE AND APPROVED PROJECTS



**APPENDIX F: REGIONAL FACILITIES SERVED BY SOUND TRANSIT**

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other	Designated Parking Spaces
<b>15th Ave NE &amp; NE 45th Ave NE++</b>	542, 556	48, 49, 70				None
<b>Alderwood Mall++</b>	535		115, 116, 196			None
<b>Ash Way Park-and-Ride</b>	511, 512, 532	952	112, 115, 116, 119, 201, 202, 410, 413, 415, 810, 860, 880			1,022
<b>Auburn Park-and-Ride</b>	566	180, 952				244
<b>Auburn Station</b>	Sounder, 566, 578	180, 181, 186, 910, 915, 917		497		633 (Garage) 113 (Surface Lot)
<b>Ballinger Way (Lake Forest Park)++</b>	522	308, 309, 312, 331, 342, 372				None
<b>Beacon Hill Station</b>	Link	36, 60				None
<b>Bear Creek Park-and-Ride</b>	545	216, 248, 268, 269, 982				283
<b>Bellevue Transit Center</b>	532, 535, 550, 555, 556, 560, 566, 567	B, 226, 232, 234, 235, 237, 240, 241, 246, 249, 271, 342				None
<b>Bonney Lake Park-and-Ride</b>	596					359

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	Designated Parking Spaces
Bothell Park-and-Ride	522, 535	238, 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
Columbia City Station	Link	8, 50				None
Commerce Street Station/S 11th St	Tacoma Link, 590, 594			1, 3, 13, 14, 28, 53, 103	IT: 603, 605, 612	None
Convention Center Station/S 15th St	Tacoma Link, 590, 594			1, 3, 13, 14, 41, 42, 48, 53, 102, 400, 500, 501	IT: 603, 605, 612	None
DuPont Station	592, 594					126
Eastgate Freeway Station	554, 556	212, 216, 218, 219				None
Eastgate Park-and-Ride	555	212, 217, 221, 226, 240, 241, 245, 246, 271				1,614

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	Designated Parking Spaces
Eastmont Park-and-Ride	513				ET: 29	389
Edmonds Station/Ferry Terminal	Sounder		116, 130, 196, 416		Amtrak, Washington State Ferries	259 (+103 leased)
Everett Station	510, 512, 532, Sounder		Swift, 201, 202, 270, 271, 277, 280		ET: 3, 4, 5, 6, 7, 8, 17, 18, 29, 701X ST: 90X Amtrak Greyhound Trailways	1,107
Evergreen Point Freeway Station/Park-and-Ride	540, 542, 545, 555, 556	167, 242, 252, 255, 257, 268, 277, 311, 982, 986, 992	424			38
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 (+56 leased)
Green Lake Park-and-Ride	542	48, 64, 73, 76, 242, 316				411
Hawks Prairie Park-and-Ride	592				IT: 609	332
I-5/SR-512 Park-and-Ride	574, 592, 594			204, 300	IT: 603, 605, 609, 612, 620	493
I-90 & Rainer Freeway Station	550, 554	7, 9, 111, 114, 212, 214, 216, 217, 218, 219				None

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	Designated Parking Spaces
International District/Chinatown Station+	Link, 550	41, 71, 72, 73, 74, 101, 102, 106, 150, 218, 255, 316				None
Issaquah Highlands Park-and-Ride	554, 555, 556	200, 216, 218, 219, 269, 628				1,010
Issaquah Transit Center/Park-and-Ride	554, 555, 556	200, 208, 214, 269, 271				819
Kent Station	Sounder, 566, 567	150, 153, 158, 159, 164, 166, 168, 169, 180, 183, 913, 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, 102		306
King Street Station	Sounder, Various Bus Routes	Various Bus Routes	Various Bus Routes		Amtrak, Trailways, Central Washing 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			51, 300	IT: 603, 605, 609, 612, 620	541

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	Designated Parking Spaces
Lakewood Transit Center/Towne Center	574			2, 3, 4, 48, 51, 202, 206, 212, 214		None
Lynnwood Transit Center/Park-and-Ride	511, 512, 535		112, 113, 115, 116, 120, 130, 201, 202, 402, 417, 421, 422, 425, 810, 821, 855			1,398
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
Mukilteo Station/Ferry Terminal	Sounder		113, 417, 880		ET: 18, 70X Washington State Ferries	63
Narrows Park-and-Ride	595			100		195
NE 130th St. (Lake City)++	522	41, 72, 309, 312, 330, 372				None
NE 145 <sup>th</sup> Freeway Station/North Jackson Park-and-Ride	512	242, 301, 303, 304, 308, 347, 373, 661				68
NE 30th/Kennydale Freeway Station	560	111, 167, 342, 952				50 (Leased)
NE 45 <sup>th</sup> St Freeway Station	510, 512	44, 64, 76, 301, 316, 355, 661	810, 821, 855, 860, 871, 880			None
Newport Hills Freeway Station/Park-and-Ride	560	111, 167, 342, 887, 952				275



FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	Designated Parking Spaces
Northgate Transit Center/Park-and-Ride	555, 556	16, 40, 41, 66, 67, 68, 75, 242, 303, 345, 346, 347, 348				296
Olympia Transit Center	592				IT: 12,13, 21, 41, 43, 44, 45, 47, 48, 49, 60, 62A, 62B, 64, 66, 68, 94, 411, 603, 605, 612, 620	None
Othello Station	Link	8, 36, 50				None
Overlake Transit Center	542, 545, 566, 567	232, 244, 245, 249, 268, 982, B			Microsoft Shuttle Connect	222
Pioneer Square Station+	Link, 550	41, 71, 72, 73, 74, 101, 102, 106, 150, 255, 316				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	8, 9X, 106, 107				None
Redmond Transit Center/Park-and-Ride	542, 545	B, 221, 224, 232, 248, 930, 931				377

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	Designated Parking Spaces
<b>Renton Transit Center/Park-and-Ride</b>	560, 566	F, 101, 105, 106, 107, 143, 148, 153, 167, 169, 240, 342, 907, 908				150
<b>S 25<sup>th</sup> St Station</b>	Tacoma Link			1, 48, 53		None
<b>SeaTac/Airport Station</b>	Link, 560, 574	A, 156, 180				None
<b>SODO Station</b>	Link, 590, 594, 595	50, 101, 102, 106, 150, 152, 177, 178, 190				None
<b>South Bellevue Park-and-Ride</b>	550, 555, 556, 560	241, 249, 981				519
<b>South Everett Freeway Station/Park-and-Ride</b>	510, 512, 532				<b>ET: 29</b>	397
<b>South Kirkland Park-and-Ride</b>	540	234, 235, 249, 255, 981, 986				783
<b>South Sammamish Park-and-Ride</b>	554	216, 219, 269				265
<b>South Tacoma Station</b>	Sounder			53, 300		77
<b>SR-520 &amp; NE 51st St Freeway Station++</b>	542, 545	232, 242, 245, 268, 269				None
<b>SR-520/Montlake Blvd Freeway Station</b>	540, 542, 545, 555, 556	25, 43, 48, 167, 242, 252, 255, 257, 268, 271, 277, 311, 982, 986, 992	424			None

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	Designated Parking Spaces
Stadium Station	Link, 590, 594, 595	41, 83, 84, 101, 102, 106, 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
Tacoma Dome Station	Sounder, Tacoma Link, 574, 586, 590, 594			13, 14, 41, 42, 102, 400, 500, 501	IT: 603, 605, 612 Greyhound, Amtrak, Trailways	2,337
Theater District/S 9 <sup>th</sup> St Station	Tacoma Link			11		None
Totem Lake Freeway Station	532, 535	235, 237, 238, 252, 255, 257, 277, 311, 342, 893, 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 19 <sup>th</sup> St.	Tacoma Link, 590, 594			1, 41, 42, 53, 102, 400, 500, 501	IT: 603, 605, 612	None
University Street Station+	Link, 550	41, 71, 72, 73, 74, 101, 102, 106, 150, 255, 316				None

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	Designated Parking Spaces
<b>UW-Bothell/Cascadia Community College</b>	522, 535	238, 312, 372, 931	105, 106			None
<b>Westlake Station+</b>	Link, 550	41, 71, 72, 73, 74, 101, 102, 106, 150, 255, 316				None
<b>Woodinville Park-and-Ride</b>	522	236, 237, 311, 372, 931, 997				438
<b>Yarrow Point/Clyde Hill Freeway Station</b>	540, 542, 545, 555, 556	167, 242, 246, 252, 255, 257, 268, 277, 311, 982, 986, 992				None

+Downtown Seattle Transit Tunnel (DSTT) Connections Only

++Non-Major Transfer Centers

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

