

**MOTION NO. M2015-72**
**Transit Development Plan 2015-2020 and 2014 Annual Report**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>
Operations & Administration Committee	08/06/2015	Recommendation to Board	Bonnie Todd, Executive Director of Operations
Board	08/27/2015	Final Action	<b>Mike Bergman, Service Planning Manager</b>

**PROPOSED ACTION**

Approves the submittal of the Transit Development Plan 2015-2020 and 2014 Annual Report to the Washington State Department of Transportation.

**KEY FEATURES**

- This action allows Sound Transit to satisfy state requirements to provide an updated Transit Development Plan to the Washington State Department of Transportation (WSDOT) and the Washington State Legislature.
- The Annual Report document describes Sound Transit's progress and accomplishments in 2014. The Annual Report also includes a description of Sound Transit's organizational structure, a description of agency services, and an inventory of assets as of December 31, 2014.
- The Transit Development Plan contains information as to how Sound Transit intends to meet state and local long-range priorities for public transportation, capital improvements, significant operating changes planned for the system, and how it intends to fund its program needs.

**BACKGROUND**

Transit agencies are required under RCW 35.58.2795 to submit an updated six-year Transit Development Plan (TDP) and Annual Report to the Washington State Department of Transportation every year. The information transmitted in the TDP is part of the state transit-planning requirement for all public transit agencies and identifies projects of regional significance to be included in the Transportation Improvement Program (TIP) for that region. WSDOT's Public Transportation Division then prepares the Annual Summary of Public Transportation to present an overview of state transportation investments to the Washington legislature. The Annual Summary also provides uniform data to transit providers, the legislative transportation committees, and local and regional governments.

Sound Transit's TDP 2015-2020 includes Sound Transit's proposed program to meet state and local priorities, including capital improvements under Sound Move and Sound Transit 2, operating changes, and Sound Transit's plan to fund existing program needs over the next six years.

The information in Sound Transit's TDP is incorporated into local comprehensive plans, regional transportation plans, the State Public Transportation Plan, the statewide Multimodal Transportation Plan, and federally required metropolitan transportation plans.

In compliance with federal Title VI requirements, the Transit Development Plan is based, in part, upon an impact assessment on minority transit users and communities, low-income persons, and

persons with a limited ability to speak, understand, read, and write English. This work was completed as a part of the annual Service Implementation Plan process.

**FISCAL IMPACT**

Not applicable to this action.

**SMALL BUSINESS PARTICIPATION**

Not applicable to this action.

**EQUAL EMPLOYMENT WORKFORCE PROFILE**

Not applicable to this action.

**PUBLIC INVOLVEMENT**

RCW 35.58.2795 requires a public hearing on the Transit Development Plan 2015-2020 and 2014 Annual Report. A public hearing is scheduled to take place on August 6, 2015.

**TIME CONSTRAINTS**

In accordance with RCW 35.58.2795, Sound Transit is required to submit an updated Transit Development Plan each year. A delay in Board approval may mean that updated agency information may not be available in WSDOT's state plans, annual summary, and report to the legislature.

**ENVIRONMENTAL COMPLIANCE**

JI 7/24/2015

**LEGAL REVIEW**

JW 7/28/2015

**MOTION NO. M2015-72**

A motion of the Board of the Central Puget Sound Regional Transit Authority approving the submittal of the Transit Development Plan 2015-2020 and 2014 Annual Report to the Washington State Department of Transportation.

**BACKGROUND:**

Transit agencies are required under RCW 35.58.2795 to submit an updated six-year Transit Development Plan (TDP) and Annual Report to the Washington State Department of Transportation every year. The information transmitted in the TDP is part of the state transit-planning requirement for all public transit agencies and identifies projects of regional significance to be included in the Transportation Improvement Program (TIP) for that region. WSDOT's Public Transportation Division then prepares the Annual Summary of Public Transportation to present an overview of state transportation investments to the Washington legislature. The Annual Summary also provides uniform data to transit providers, the legislative transportation committees, and local and regional governments.

Sound Transit's TDP 2015-2020 includes Sound Transit's proposed program to meet state and local priorities, including capital improvements under Sound Move and Sound Transit 2, operating changes, and Sound Transit's plan to fund existing program needs over the next six years. The Annual Report document describes Sound Transit's progress and accomplishments in 2014. The Annual Report also includes a description of Sound Transit's organizational structure, a description of agency services, and an inventory of assets as of December 31, 2014.

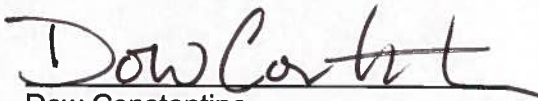
The information in Sound Transit's TDP is incorporated into local comprehensive plans, regional transportation plans, the State Public Transportation Plan, the statewide Multimodal Transportation Plan, and federally required metropolitan transportation plans.

In compliance with federal Title VI requirements, the Transit Development Plan is based, in part, upon an impact assessment on minority transit users and communities, low-income persons, and persons with a limited ability to speak, understand, read, and write English. This work was completed as a part of the annual Service Implementation Plan process.

**MOTION:**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the submittal of the Transit Development Plan 2015-2020 and 2014 Annual Report to the Washington State Department of Transportation is approved.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on August 6, 2015.

  
Dow Constantine  
Board Chair

ATTEST:

  
Kathryn Flores  
Board Administrator

DRAFT

# TRANSIT DEVELOPMENT PLAN 2015-2020 AND 2014 ANNUAL REPORT

**Public Hearing Held:**  
August 6, 2015

**Operations and Administration  
Committee Referral to Board:**  
August 6, 2015

**Board of Directors  
Approval for Submittal:**  
August 27, 2015

**TABLE OF CONTENTS**

**INTRODUCTION..... 2**

**I: ORGANIZATION ..... 2**

**II: PHYSICAL PLANT ..... 5**

**III: SERVICE CHARACTERISTICS ..... 6**

**IV: SERVICE CONNECTIONS..... 12**

**V: ACTIVITIES IN 2014 ..... 13**

**VI: PLANNED ACTION STRATEGIES, 2015 – 2020 ..... 20**

**VII: PLANNED ACTIVITIES, 2015 – 2020 ..... 21**

**VIII: CAPITAL IMPROVEMENT PROGRAM, 2014 – 2020..... 24**

**IX: OPERATING DATA, 2014 – 2020..... 24**

**X: ANNUAL REVENUES AND EXPENDITURES, 2014 – 2020 ..... 25**

**APPENDIX A: SOUND TRANSIT SYSTEM MAP..... 27**

**APPENDIX B: SOUNDER COMMUTER RAIL SYSTEM MAP ..... 27**

**APPENDIX C: CENTRAL LINK LIGHT RAIL SYSTEM MAP ..... 28**

**APPENDIX D: TACOMA LINK LIGHT RAIL SYSTEM MAP ..... 30**

**APPENDIX E: ST-2 APPROVED SOUND TRANSIT RAIL SYSTEM PLAN MAP..... 31**

**APPENDIX F: REGIONAL FACILITIES SERVED BY SOUND TRANSIT ..... 32**

# Sound Transit

## Transit Development Plan 2015-2020 and 2014 Annual Report

### INTRODUCTION

The Transit Development Plan 2015-2020 and 2014 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 2014, and proposed action strategies for 2015 to 2020 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 to 2020.

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 plans, builds, and operates a regional mass transit system that connects people to their communities and jobs throughout urban areas of King, Pierce, and Snohomish counties. We have grown from a planning agency to one that carried 28.0 million passengers in 2012; 30.3 million passengers in 2013; 33 million passengers in 2014; and is expected to carry 34.6 million passengers in 2015 on our trains and buses. We continue building extensions to light rail, transit centers, stations, and other transportation infrastructure.

### I: ORGANIZATION

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

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

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

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

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

Link light rail is an electrically-powered service that adds a system of high-capacity transportation within the region's highest employment and transit ridership areas. Downtown Tacoma is served by the 1.6-mile Tacoma Link light rail line that operates between the city's Theater District and the multimodal regional transit center at the Tacoma Dome station. Central Link light rail operates from Westlake Station in Downtown Seattle to Sea-Tac/Airport in the City of SeaTac.

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

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

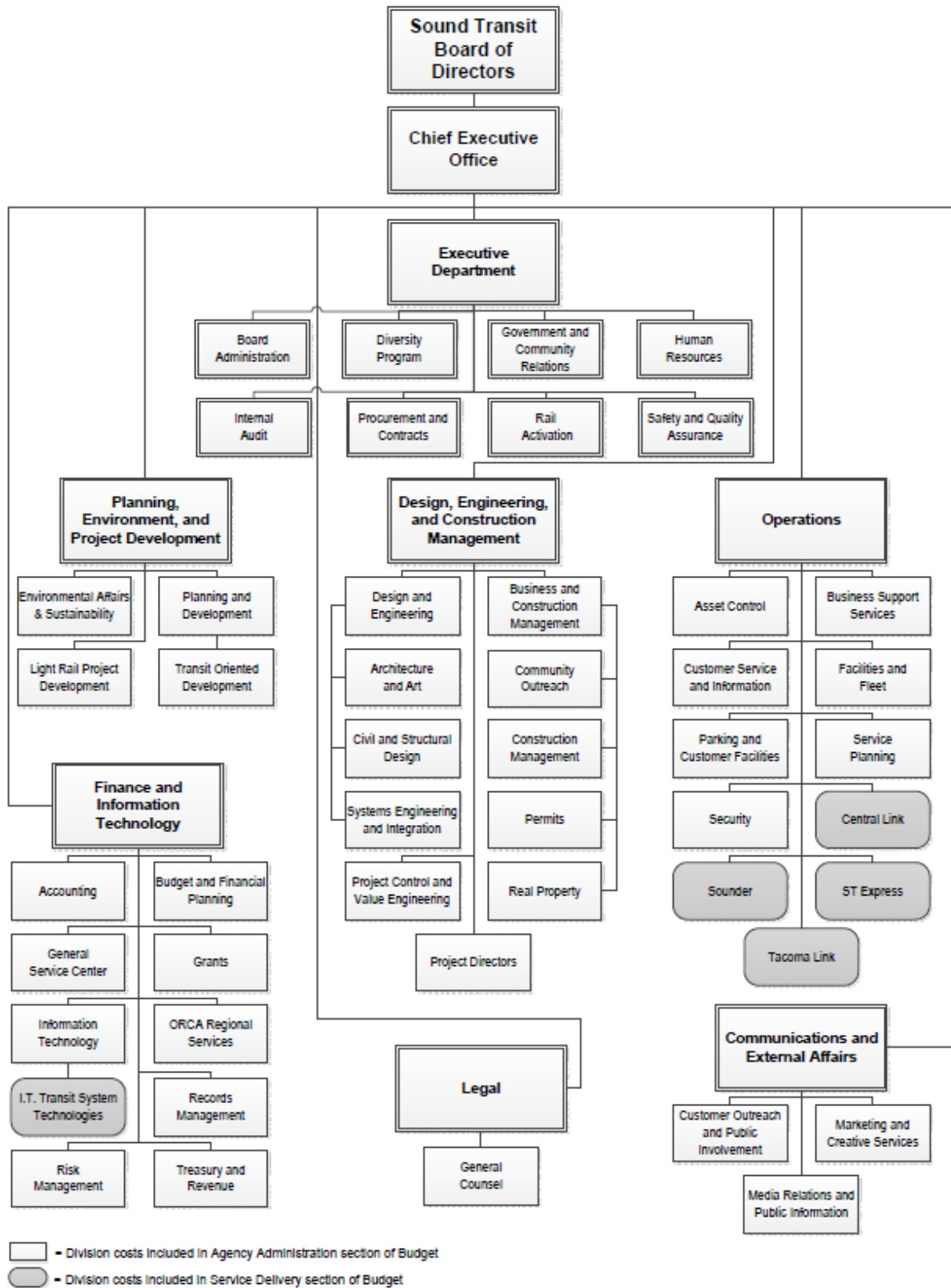
At the end of 2014, the Sound Transit Board of Directors included:

<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 Councilmember
<b>Dave Upthegrove</b>	King County Councilmember
<b>Peter von Reichbauer</b>	King County Councilmember

As of Dec. 31, 2014, Sound Transit employed 629.1 full-time equivalent employees. The total authorized positions, including unfilled positions, is 690.1. Sound Transit staff consisted of the following:

- 34.6 full-time equivalents in the Communications & External Affairs Department,
- 221 full-time equivalents in the Design, Engineering & Construction Management Department,
- 94 full-time equivalents in the Executive Department,
- 119 full-time equivalents in the Finance & Information Technology Department,
- 15.5 full-time equivalents in the Legal Department,
- 102 full-time equivalents in the Operations Department, and
- 43 full-time equivalents in the Policy, Environment and Project Development Department.

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





## II: PHYSICAL PLANT

Sound Transit has the following office and facility locations:

### Administrative Offices

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

Opus East 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

### Operations & Maintenance Facilities

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

Central 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 2014, Sound Transit owned 280 buses, with 224 used in active maximum service. As of the September 2014 service change, 74.3% 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. 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.

### **Central Link**

For operation of Central 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 200 passengers in crush-load conditions. As of 2014, 20 of the 60 vehicles are equipped with APCs or 32% 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 Central Link is contracted with King County Metro. Link vehicles are stored and maintained at the Central Link Operations & Maintenance Facility in the SODO District on Airport Way South.

### **III: SERVICE CHARACTERISTICS**

#### **FARE STRUCTURE**

##### **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 percent of the adult fare, and youth fares are discounted approximately 25 percent from the adult fare. One-way or round-trip paper tickets (as well as monthly passes or E-purse value on ORCA cards, as described below) may be purchased from Ticket Vending Machines located at each of the Sounder stations, and proof of payment must be carried by passengers at all times onboard Sounder or at the station platforms. Roving fare enforcement officers routinely patrol the trains and station platforms to ensure proper fare payment, and to assist passengers in purchasing the correct fare. Additionally, monthly and annual pass holders along the Sounder north line can take advantage of RailPlus. Under an agreement between Sound Transit and Amtrak, passengers with valid monthly and annual passes may ride Amtrak Cascades trains that operate between Seattle, Edmonds and Everett. Likewise, Sounder will honor Amtrak tickets between these locations.

##### **Tacoma Link**

No fares are collected on Tacoma Link.

##### **Central Link**

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

##### **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 offer 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 Central Link, riders must tap their card before boarding at platform card readers, and again before exiting so that the correct amount is deducted. If a rider forgets to tap their card after exiting, they are charged the fare equivalent to traveling to the end of the line. With an ORCA card, transfers between buses and trains are automatically calculated, and balances are applied to the connecting trips, so paper transfers are no longer needed. 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.

## **SERVICE DESCRIPTION**

### **ST Express**

Regional bus service operates from 2:13 a.m. to 1:08 a.m. every day. ST Express routes range in service from weekday peak-direction only service, to frequent, all-day, bi-directional trips on both weekdays and weekends.

As of the end of 2014, 26 ST Express regional bus routes were in operation. These routes are:

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

In contrast with previous years, there were no major transit capital projects, such as new park-and-ride or light-rail extensions, completed during 2014; often a key driver of new or restructured bus service.

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.

## **Sounder**

Sound Transit's Sounder commuter operates weekday service along two corridors, north to Everett and south to Tacoma/Lakewood, which radiate from Seattle's King Street Station. Both services operate on 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 2014, 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 North 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. Travel times on the north line is about 60 minutes and the south line 75 minutes. 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 at Century Link Field and Safeco Field and the Washington State Fair in Puyallup. For event service, the South Line uses seven-car trains while the North Line uses five-car trains to serve Mariners and Sounders FC games, and five-car trains for Seahawks games.

## **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 usually scheduled, with a 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 10 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)	9:45 a.m. – 5:48 p.m.	24 min.
	Theater District (Southbound)	10:00 a.m. – 6:00 p.m.	24 min.

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

## Central Link

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

Day	Direction	Time	Frequency
Monday – Friday	Downtown Seattle/West Lake (Northbound)	4:42 a.m. – 6:12 a.m. 6:12 a.m. – 8:20 a.m. 8:20 a.m. – 2:50 p.m. 2:50 p.m. – 6:20 p.m. 6:20 p.m. – 9:50 p.m. 9:50 p.m. – 1:14 a.m.	15 min. 7-8 min. 10 min. 7-8 min. 10 min. 15 min.
	SeaTac Airport (Southbound)	4:23 a.m. – 6:07 a.m. 6:07 a.m. – 8:37 a.m. 8:37 a.m. – 3:07 p.m. 3:07 p.m. – 6:37 p.m. 6:37 p.m. – 10:07 p.m. 10:07 p.m. – 1:15 a.m.	15 min. 7-8 min. 10 min. 7-8 min. 10 min. 15 min.
Saturday	Downtown Seattle/West Lake (Northbound)	4:42 a.m. – 7:50 a.m. 7:50 a.m. – 9:50 p.m. 9:50 p.m. – 1:15 a.m.	15 min. 10 min. 15 min.
	SeaTac Airport (Southbound)	4:21 a.m. – 8:07 a.m. 8:07 a.m. – 10:07 p.m. 10:07 p.m. – 1:15 a.m.	15 min. 10 min. 15 min.
Sunday/Holiday	Downtown Seattle/West Lake (Northbound)	5:58 a.m. – 7:50 a.m. 7:50 a.m. – 9:50 p.m. 9:50 p.m. – 12:15 a.m.	15 min. 10 min. 15 min.
	SeaTac Airport (Southbound)	5:33 a.m. – 8:07 a.m. 8:07 a.m. – 10:07 p.m. 10:07 p.m. – 12:15 a.m.	15 min. 10 min. 15 min.

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

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

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

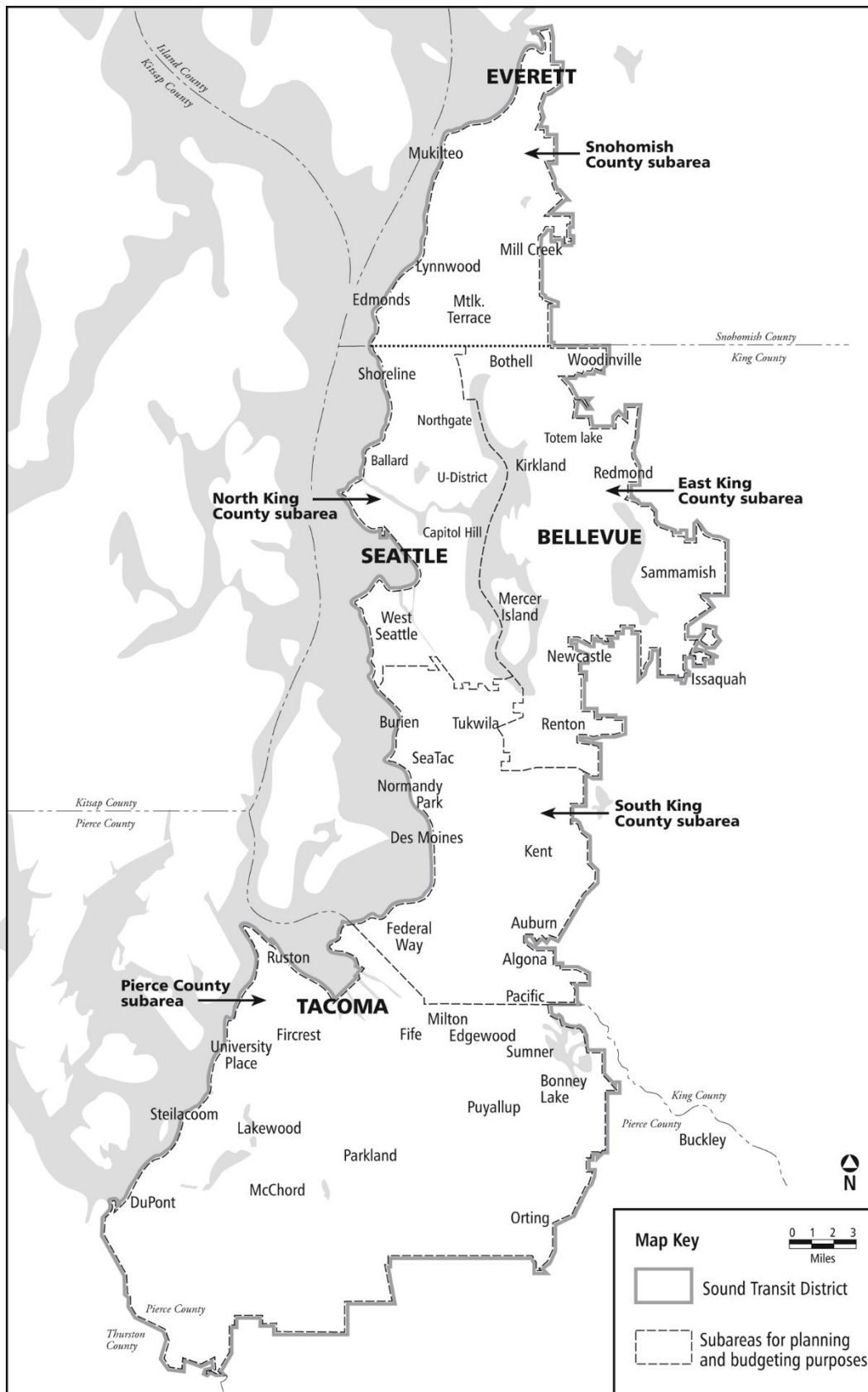
**SERVICE AREA**

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.

DRAFT

Figure 2, Sound Transit District





#### **IV: SERVICE CONNECTIONS**

In 2014, 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” 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 Central Link Stations opened in 2009 with the inauguration of Link’s Initial Segment and the Airport Link extension: Stadium Station, SODO Station, Beacon Hill Station, Mount Baker Station, Columbia City Station, Othello Station, Rainier Beach Station, Tukwila/International Blvd Station, and SeaTac/Airport Station.

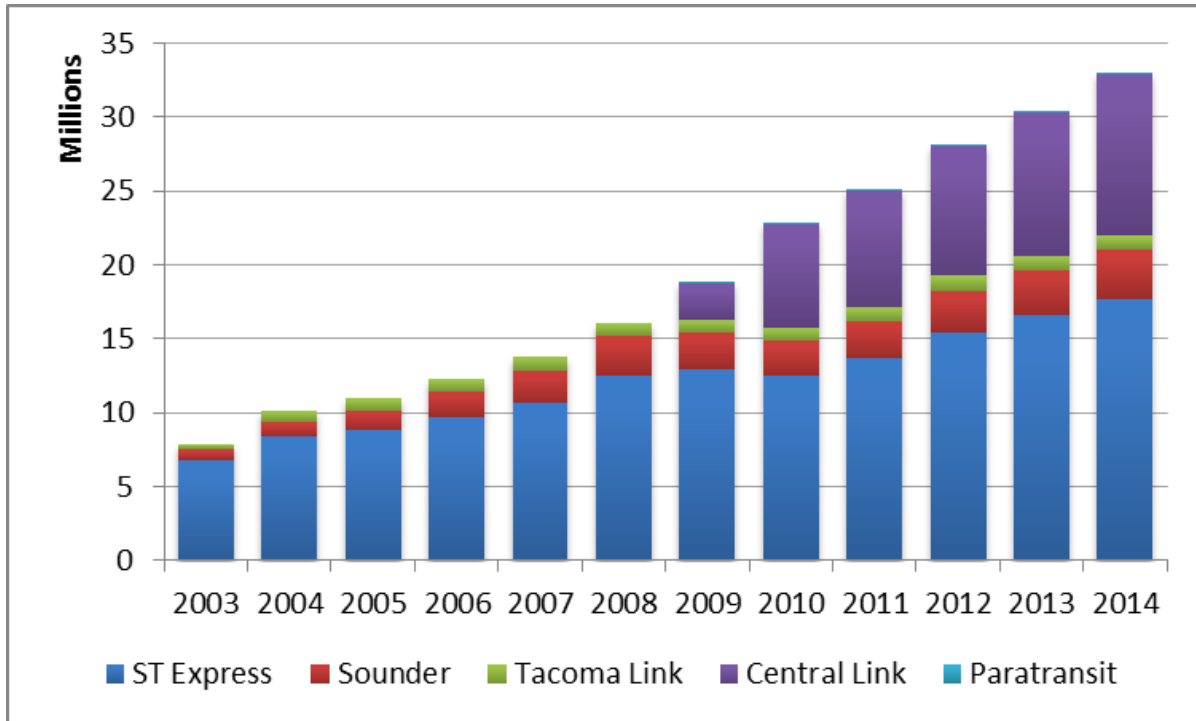
Bus connections are available at all Central Link stations; however three stations feature extensive bus connections and amenities. Mount Baker Station’s construction also included the Mount Baker Transit Center, located east of the station across Rainier Avenue South, and features three off-street bus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

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

## V: ACTIVITIES IN 2014

Sound Transit achieved significant ridership milestones in 2014. All told, Sound Transit carried over 33 million passengers in 2014 on its buses and trains, an increase of 9% over 2013. Figure 3 below shows the trends for system ridership since 2003. By the end of 2014, Sound Transit has carried a total of over 248.1 million passengers. For more detailed annual ridership information, Sound Transit prepares 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, Total Sound Transit Ridership 2003-2014**

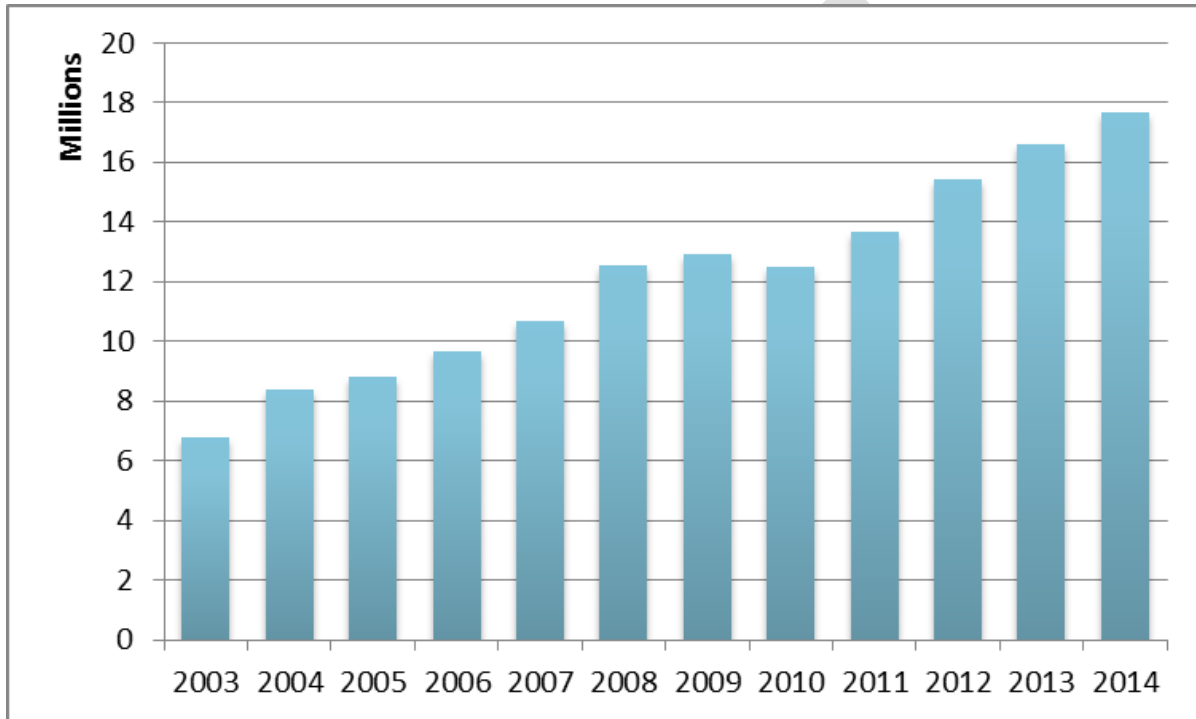


## ST Express

Sound Transit's regional bus system, ST Express, served over 17.6 million passengers in 2014, an increase of 6% over 2013. At 2014's year end, ST Express has had more than 145 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.

Figure 4 below shows the trends for ridership on ST Express since 2003. In 2014, ST Express carried over 60,000 passengers on average each weekday.

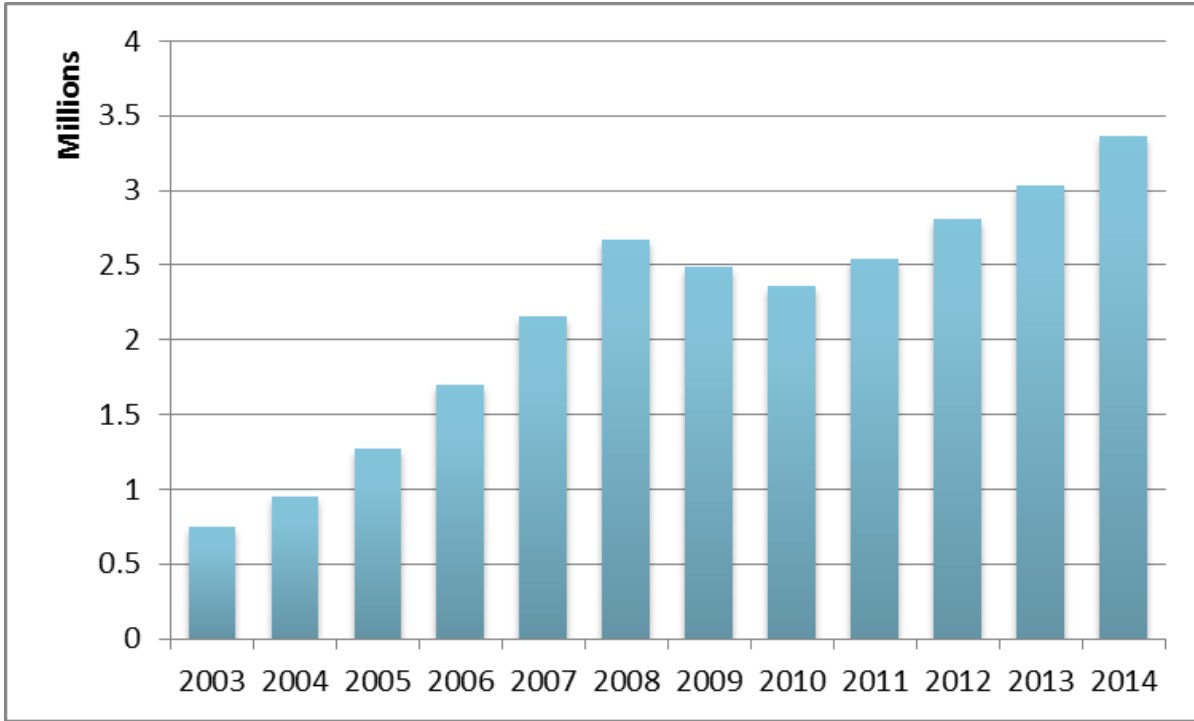
**Figure 4, Total ST Express Ridership 2003-2014**



## Sounder

Sounder commuter trains have carried over 27.4 million passengers since service began in September of 2000. After declining 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 3.3 million passengers in 2014. The 3.3 million Sounder passengers in 2014 constitutes an 11% increase in ridership over 2013. Figure 5 below shows the trends for ridership on Sounder since 2003.

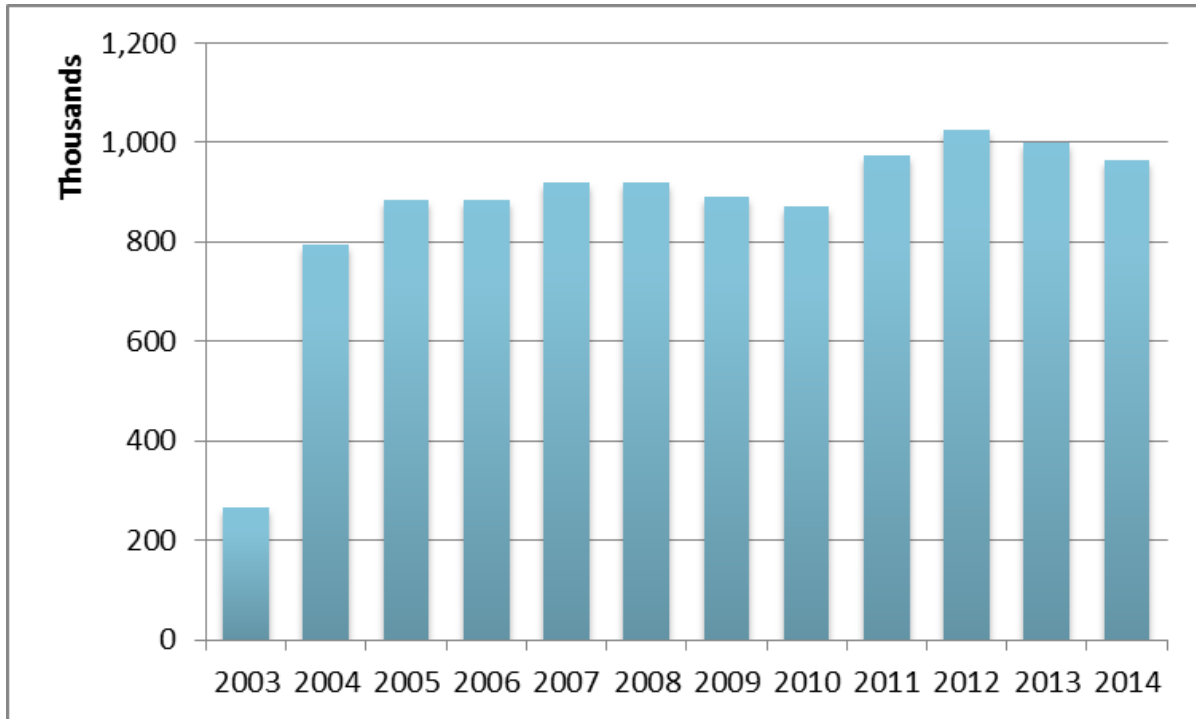
**Figure 5, Total Sounder Commuter Rail Ridership 2003-2014**



## Tacoma Link

Tacoma Link has carried over 10.3 million passengers since it began operations in 2003. Tacoma Link carried over 960,000 passengers by the end of 2014. Figure 6 below shows ridership trends on Tacoma Link since 2003.

**Figure 6, Total Tacoma Link Ridership 2003-2014**

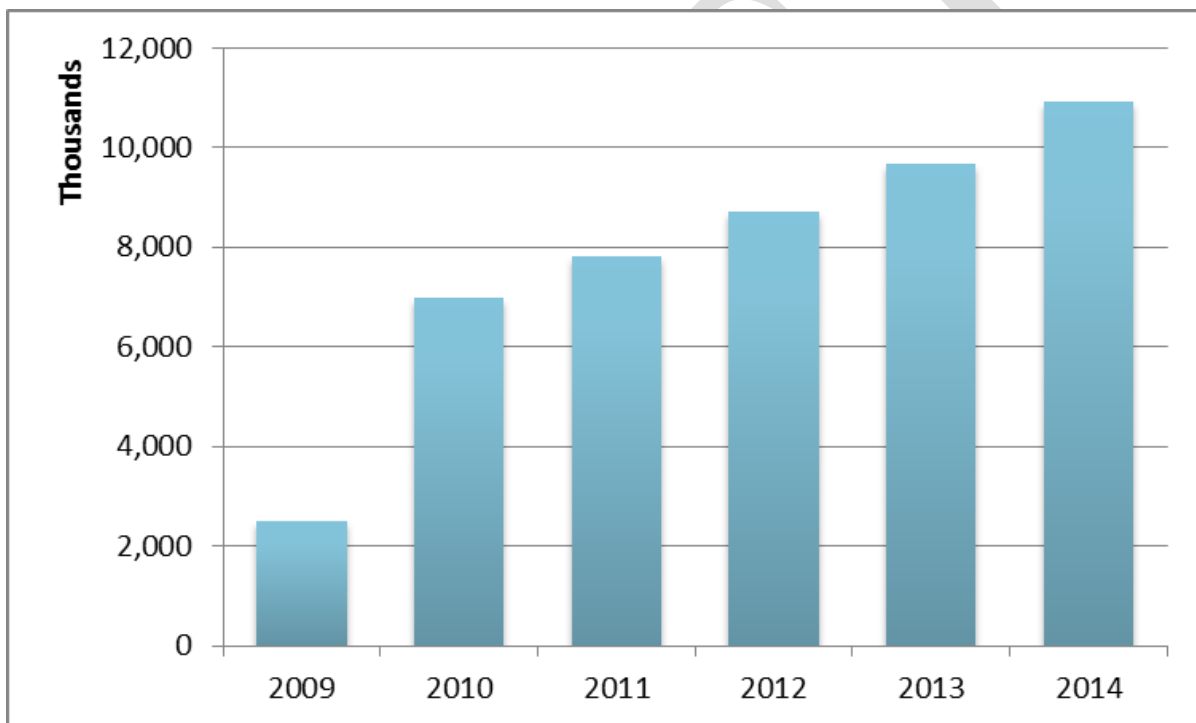


## Central Link

Central 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.

Central Link light rail continues its double digits growth, including a 13% increase in ridership in 2014 compared to 2013. Approximately 10.9 million passengers rode Link during 2014, and over 46.6 million riders have taken Central Link since the line opened in 2009. Central Link ridership tends to peak during the summer season when passengers use Link to access sporting, entertainment and recreational destinations in downtown Seattle, the SODO/Stadium area, and SeaTac Airport. Because of this, Central Link continues to show robust weekend ridership, especially during the busier summer months. In August 2014, the average weekday ridership peaked at 39,000. Figure 7 below shows ridership trends on Central Link since 2009.

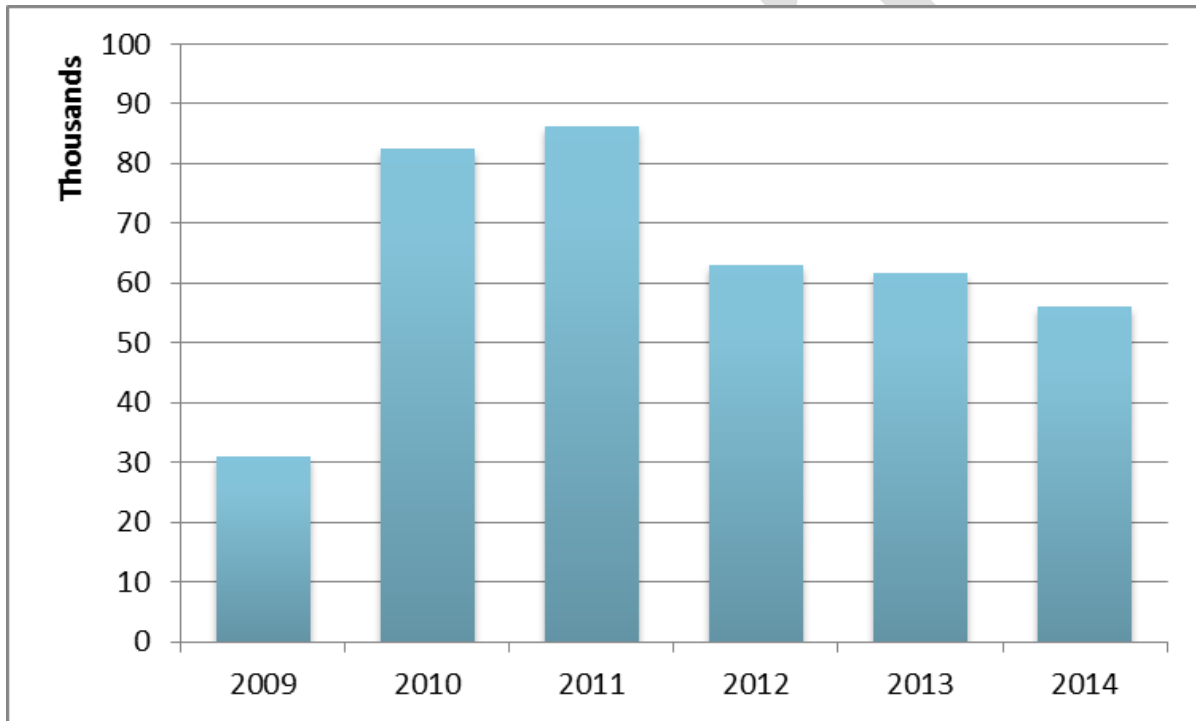
**Figure 7, Total Central Link Ridership 2009-2014**



## Paratransit

With the start-up of Central Link light rail, Sound Transit also assumed a prominent role in providing paratransit service in the corridor served by this new rail line. Paratransit service is operated by several contractors for King County Metro and costs are shared between Metro and Sound Transit for the service area surrounding Link in downtown Seattle, Southeast Seattle, Tukwila and SeaTac and for trips in that zone. The ridership information here reflects only those trips that have been allocated to Sound Transit as part of its paratransit obligation for Central Link. Approximately 56,000 passengers rode Central Link's paratransit service during 2014, and over 380,000 have used this service since 2009. Figure 8 below shows paratransit ridership allocated to Sound Transit since the start-up of Central 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.

**Figure 8, Total Paratransit Ridership 2003-2014**



## 2014 MILESTONES

Sound Transit set ambitious goals for 2014, and was largely successful at achieving them. 36 milestones were set in early 2014 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 36 goals set for 2014, 28 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 2014





## STATE TRANSPORTATION SYSTEM POLICY GOALS

In 2014, 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 33 million riders in 2014, we contributed to better air quality, decreased traffic congestion and greater ease of travel for residents of the Puget Sound region.

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

**Stewardship.** With several tax revenue sources declining in the weak economy compared to projections, Sound Transit has been a steward of scarce public dollars for transit. Some capital projects envisioned in ST2 were scaled back or suspended because of lessened revenue. Sound Transit also implemented service efficiencies on ST Express routes throughout 2014, including shifting resources from low-productivity routes and segments to increase service to relieve overcrowding on highly used routes.

## VI: PLANNED ACTION STRATEGIES, 2015 – 2020

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 light rail, 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.

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

## VII: PLANNED ACTIVITIES, 2015 – 2020

The following matrices describe the planned activities to be undertaken by Sound Transit for 2015-2020. 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. Activities that occur by other entities but involve Sound Transit funding contribution are noted as “(ST Partner project)”. 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/documents/pdf/about/financial/20150326\\_2015\\_tip.pdf](http://www.soundtransit.org/sites/default/files/documents/pdf/about/financial/20150326_2015_tip.pdf). Project descriptions and timelines are also available at <http://www.soundtransit.org/Projects-and-Plans/Find-a-Project>.

2015	Planned Activities
Planning	<ul style="list-style-type: none"> <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>• Publish Federal Way Link Draft Environmental Impact Statement (EIS)</li> <li>• Publish Lynnwood Link Final EIS</li> <li>• Evaluation of System Plan expansion alternatives</li> <li>• Publish Tacoma Link Environmental Assessment (EA)</li> <li>• Complete initial parking pilot project</li> <li>• Identify Federal Way Link Preferred Alternative</li> <li>• Complete environmental process for Sumner and Puyallup access projects</li> <li>• Publish Final EIS for Operations &amp; Maintenance Satellite facility</li> <li>• Issue Capitol Hill Transit Oriented Development (TOD) Notice to Award</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Continue service of ST Express, Sounder, Tacoma Link and Central Link <b>(Preservation)</b></li> <li>• Start Route 580 with service from Lakewood Station to Puyallup Station via SR512</li> <li>• Increase Link train frequency to six minutes during peak</li> <li>• Implement Low-Income Fare</li> <li>• Start of First Hill Streetcar services</li> <li>• Hold Transit Integration Summit partnership with the Puget Sound Regional Council (PSRC)</li> <li>• 34 million combined bus, rail and paratransit boardings</li> <li>• Begin University Link service testing</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Start East Link construction</li> <li>• Complete Mukilteo Station south platform construction</li> <li>• Complete Mid-day storage lot</li> <li>• Complete tunneling process to Roosevelt Station</li> <li>• Complete tunneling process from Northgate to U District Station</li> <li>• Complete I-90 HOV ramp</li> <li>• Substantially complete University Link Capitol Hill Station</li> <li>• Begin construction of Point Defiance Bypass</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> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Receive thirty ST Express 60-foot replacement buses, including seventeen CNG buses, fifteen 60-foot hybrids, seven 60-foot diesels, five 42-foot Double Decker diesels, and three 40-foot diesels <b>(Preservation)</b></li> <li>• Upgrade three Sounder locomotives to cleaner air standards</li> <li>• Complete installation of Sounder Positive Train Control Systems (PTC)</li> </ul>

2016	Planned Activities
Planning	<ul style="list-style-type: none"> <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> </ul>
Services	<ul style="list-style-type: none"> <li>• Continue service of ST Express, Sounder, Tacoma Link, Central 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 round-trip on Sounder South Line</li> <li>• Implement Tacoma Link fares</li> <li>• Add peak trips to Route 554 to mitigate the loss of parking at the South Bellevue Park-and-Ride</li> <li>• Implement peak only service between Overlake Village Park-and-Ride and U District as mitigation for the loss of parking at the Overlake Transit Center</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>• Open Mukilteo Station south platform</li> <li>• Complete Sounder Lakewood layover yard construction</li> <li>• Begin Northgate Station and light rail aerial guideway construction</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Receive five replacement 40ft low-floor Hybrid buses and seventeen 40ft Compressed Natural Gas (CNG) buses <b>(Preservation)</b></li> <li>• Add three Sounder passenger (cab) cars</li> </ul>

2017	Planned Activities
Planning	<ul style="list-style-type: none"> <li>• Complete study of transit alternatives between downtown Seattle and Ballard</li> <li>• Examine options 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, Central Link <b>(Preservation)</b></li> <li>• Add two additional 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</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>

2018	Planned Activities
Services	<ul style="list-style-type: none"> <li>• Continue service of ST Express, Sounder, Tacoma Link, Central Link <b>(Preservation)</b></li> <li>• Begin Northgate Link operational testing</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Complete Tacoma Trestle construction</li> <li>• Start construction of Lynnwood Link Extension</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 38 replacement 60-foot low floor buses, including 22 hybrids <b>(Preservation)</b></li> </ul>

<b>2019</b>	<b>Planned Activities</b>
Planning	<ul style="list-style-type: none"> <li>• Start Federal Way Transit Extension Final Design</li> <li>• Complete Lynnwood Link Final Design</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Continue service of ST Express, Sounder, Tacoma Link, Central Link <b>(Preservation)</b></li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Complete East Link property acquisition</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Receive 3 60-foot articulated ST Express hybrid buses</li> </ul>

<b>2020</b>	<b>Planned Activities</b>
Planning	<ul style="list-style-type: none"> <li>• Start Federal Way Transit Extension Final Design</li> <li>• Complete Lynnwood Link Final Design</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Continue service of ST Express, Sounder, Tacoma Link, Central Link <b>(Preservation)</b></li> </ul>
Facilities	<ul style="list-style-type: none"> <li>• Complete East Link property acquisition</li> </ul>
Equipment	<ul style="list-style-type: none"> <li>• Receive 3 60-foot articulated ST Express hybrid buses</li> </ul>

## VIII: CAPITAL IMPROVEMENT PROGRAM, 2014 – 2020

<b>Improvement/Expansion</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Fixed Route Service	\$1,796,872	\$79,345,000	\$87,881,000	\$35,087,000	\$18,707,000	\$0	\$0
Commuter Rail	\$36,983,856	\$93,928,000	\$117,538,000	\$24,533,000	\$0	\$0	\$0
Light Rail	\$706,920,815	\$608,534,000	\$514,308,000	\$475,281,000	\$462,714,000	\$293,904,000	\$231,451,000
Streetcar Rail	\$3,023,137	\$1,218,000	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$24,660,000	\$17,027,000	\$23,834,000	\$12,161,000	\$7,020,000	\$5,031,000
<b>Total</b>	<b>\$748,724,680</b>	<b>\$807,685,000</b>	<b>\$736,754,000</b>	<b>\$558,735,000</b>	<b>\$493,582,000</b>	<b>\$300,924,000</b>	<b>\$236,482,000</b>

<b>Preservation</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Fixed Route Service	\$35,044,860	\$16,405,000	\$29,903,000	\$2,144,000	\$48,888,000	\$1,249,000	\$8,123,000
Commuter Rail	\$26,941,724	\$28,572,000	\$13,700,000	\$5,651,000	\$2,516,000	\$0	\$0
Light Rail	\$5,846,879	\$12,035,000	\$5,391,000	\$336,000	\$174,000	\$134,000	\$0
Streetcar Rail	\$95,350	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$5,509,000	\$4,460,000	\$1,741,000	\$2,131,000	\$2,878,000	\$1,797,000
<b>Total</b>	<b>\$67,928,813</b>	<b>\$62,521,000</b>	<b>\$53,454,000</b>	<b>\$9,872,000</b>	<b>\$53,709,000</b>	<b>\$4,261,000</b>	<b>\$9,920,000</b>

## IX: OPERATING DATA, 2014 – 2020

<b>Fixed Route Bus Services (ST Express)</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Revenue Vehicle Hours	552,895	562,764	563,381	561,833	563,023	563,023	564,885
Total Vehicle Hours	720,783	694,563	694,875	692,825	694,452	694,452	696,796
Revenue Vehicle Miles	11,661,028	11,502,022	11,507,547	11,467,837	11,490,625	11,490,625	11,528,407
Total Vehicle Miles	16,121,068	15,782,566	15,778,232	15,723,663	15,763,099	15,763,099	15,816,446
Passenger Trips	17,663,805	18,370,000	17,910,000	18,140,000	18,450,000	18,700,000	19,000,000
Diesel Fuel Consumed (gallons)	3,316,820	N.A	N.A	N.A	N.A	N.A	N.A
Gasoline Fuel Consumed (gallons)	N.A	N.A	N.A	N.A	N.A	N.A	N.A
CNG Fuel Consumed (Therms)	199,269	N.A	N.A	N.A	N.A	N.A	N.A
Electricity Consumed (Kwh)	N.A	N.A	N.A	N.A	N.A	N.A	N.A
Propane Fuel Consumed (gallons)	N.A	N.A	N.A	N.A	N.A	N.A	N.A
Fatalities	0	N.A	N.A	N.A	N.A	N.A	N.A
Injuries (Non-Major Incident Reports)	5	N.A	N.A	N.A	N.A	N.A	N.A
Preventable Accidents*	135	N.A	N.A	N.A	N.A	N.A	N.A

\*ST Express's high 2014 preventable accident count is attributed to a high number of fixed object contact, mirror contact, and yard clearance accidents.

<b>Commuter Rail Services (Sounder)</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Revenue Vehicle Hours	49,239	56,526	56,219	56,329	64,429	64,429	64,677
Total Vehicle Hours	52,562	60,659	60,834	62,310	70,433	70,433	70,704
Revenue Vehicle Miles	1,560,351	1,796,861	1,838,844	2,008,457	2,271,773	2,271,773	2,280,524
Total Vehicle Miles	1,595,835	1,840,591	1,876,136	2,025,248	2,288,626	2,288,626	2,297,439
Passenger Trips	3,237,052	3,365,000	3,270,000	3,330,000	3,390,000	3,440,000	3,500,000
Diesel Fuel Consumed (gallons)	1,310,021	N.A	N.A	N.A	N.A	N.A	N.A
Fatalities	0	N.A	N.A	N.A	N.A	N.A	N.A
Injuries (Non-Major Incident Reports)	2	N.A	N.A	N.A	N.A	N.A	N.A
Preventable Accidents	0	N.A	N.A	N.A	N.A	N.A	N.A

<b>Tacoma Link Light Rail</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Revenue Vehicle Hours	9,762	9,770	9,799	9,748	9,770	9,770	9,823
Total Vehicle Hours	9,895	9,904	9,933	9,881	9,904	9,904	9,957
Revenue Vehicle Miles	72,381	75,718	75,944	75,544	75,718	75,718	76,130
Total Vehicle Miles	75,602	75,998	76,225	75,824	75,998	75,998	76,412
Passenger Trips	970,706	960,000	920,000	790,000	800,000	800,000	820,000
Electricity Consumed (Kwh)	412,506	N.A	N.A	N.A	N.A	N.A	N.A
Fatalities	0	N.A	N.A	N.A	N.A	N.A	N.A
Injuries (Non-Major Incident Reports)	0	N.A	N.A	N.A	N.A	N.A	N.A
Preventable Accidents	0	N.A	N.A	N.A	N.A	N.A	N.A

<b>Central Link Light Rail Services</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Revenue Vehicle Hours	143,887	145,693	219,759	236,071	236,425	236,425	237,515
Total Vehicle Hours	151,350	151,792	229,723	246,877	247,257	247,257	248,409
Revenue Vehicle Miles	2,697,552	2,573,889	4,550,446	4,993,259	5,001,227	5,001,227	5,024,390
Total Vehicle Miles	2,810,864	2,606,876	4,674,964	5,138,493	5,146,798	5,146,798	5,170,780
Passenger Trips	10,937,883	11,500,000	16,200,000	18,900,000	20,500,000	22,000,000	23,400,000
Electricity Consumed (Kwh)	12,110,200	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)	5	N.A	N.A	N.A	N.A	N.A	N.A
Preventable Accidents	0	N.A	N.A	N.A	N.A	N.A	N.A

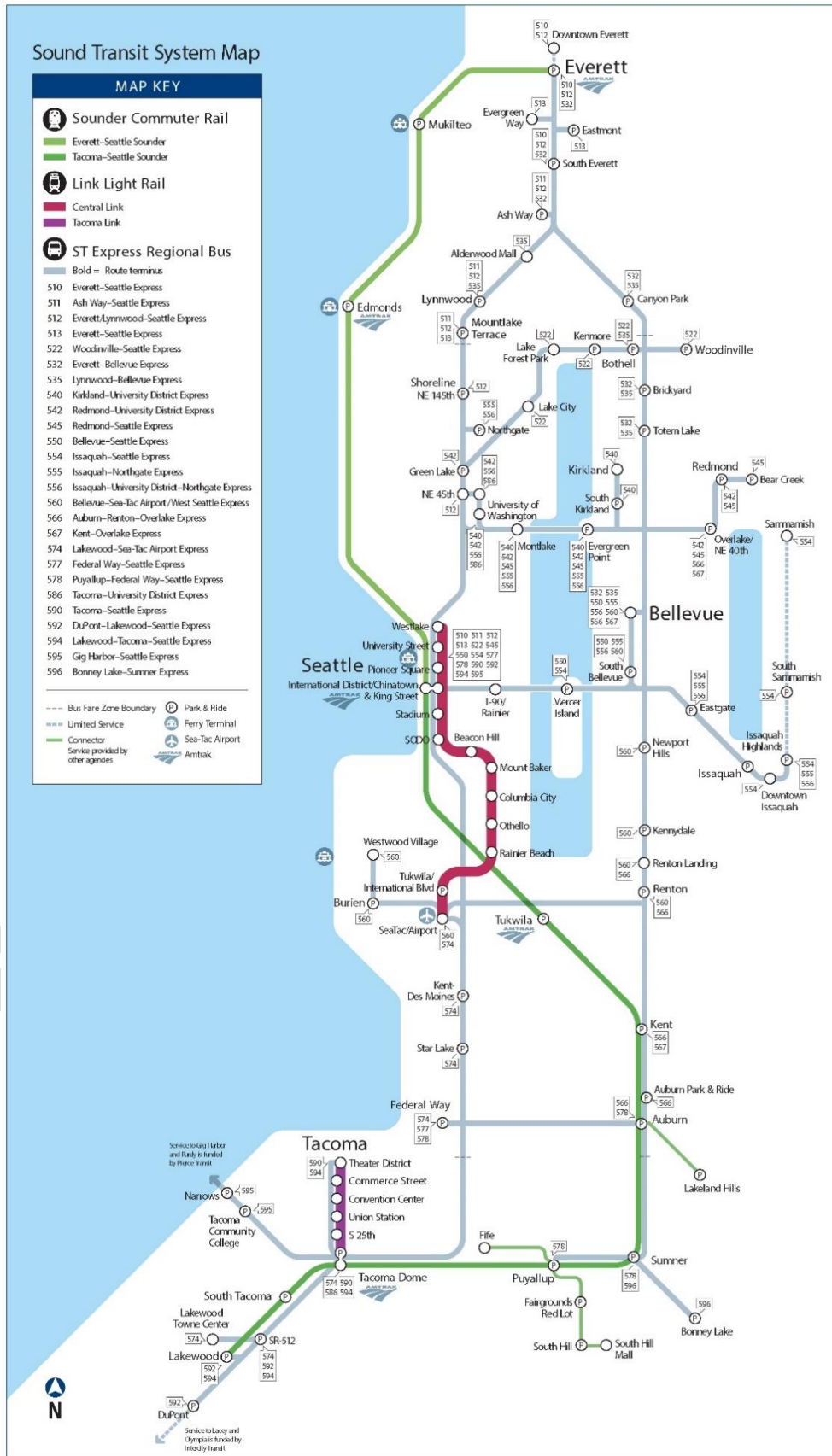
### **X: ANNUAL REVENUES AND EXPENDITURES, 2014 – 2020**

*(All figures in thousands of dollars)*

<b>Annual Revenues</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Sales Tax and Rental Car Tax	\$642,981,641	\$654,703,454	\$682,239,405	\$711,027,653	\$739,866,408	\$768,222,955	\$797,139,352
Utility Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MVET	\$74,165,950	\$75,604,187	\$77,603,705	\$80,038,257	\$82,934,340	\$85,945,808	\$88,940,706
State Bridge Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Farebox Revenues	\$60,156,279	\$58,478,000	\$60,215,000	\$69,302,000	\$73,082,000	\$76,862,000	\$87,093,000
Vanpooling Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5307 Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5307 Preventative	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5311 Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA JARC Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Federal Operating	\$124,282	\$0	\$0	\$0	\$0	\$0	\$0
Other State Operating Grants	\$1,457,571	\$0	\$0	\$0	\$0	\$0	\$0
Sound Transit Operating	\$3,694,792	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$2,375,886	\$11,526,073	\$55,207,358	\$135,462,363	\$85,138,249	\$74,348,845	\$53,792,680
<b>Total</b>	<b>\$791,965,675</b>	<b>\$800,311,714</b>	<b>\$875,265,468</b>	<b>\$995,830,273</b>	<b>\$981,020,997</b>	<b>\$1,005,379,608</b>	<b>\$1,026,965,738</b>
<b>Annual Operating Expenses</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Annual Operating Expenses	\$217,253,772	\$226,703,000	\$252,385,000	\$261,580,000	\$270,397,000	\$277,765,000	\$285,806,000
Paratransit Expenses	\$1,456,278	\$1,710,000	\$2,311,000	\$2,486,000	\$2,550,000	\$2,614,000	\$2,679,000
Interest	\$2,613,347	\$34,247,827	\$33,576,390	\$32,826,765	\$31,973,342	\$31,050,252	\$30,028,866
Leases	\$9,464,390	\$1,710,000	\$2,311,000	\$2,487,000	\$2,551,000	\$2,615,000	\$2,680,000
Depreciation	\$100,963,920	\$108,031,394	\$116,673,906	\$122,507,601	\$128,632,981	\$135,064,630	\$141,817,862
Other	-\$993,075	\$3,023,591	\$3,125,240	\$3,311,607	\$2,998,321	\$3,028,304	\$2,706,144
Donations to other Governments	\$30,941,637	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$330,758,632</b>	<b>\$375,425,813</b>	<b>\$410,382,536</b>	<b>\$425,198,974</b>	<b>\$439,102,644</b>	<b>\$452,137,186</b>	<b>\$465,717,872</b>
<b>Debt Service</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Interest	\$67,681,733	\$70,036,456	\$68,663,374	\$67,130,399	\$65,385,158	\$63,497,447	\$ 61,408,724
Principal	\$33,545,000	\$34,985,000	\$30,430,000	\$33,235,000	\$36,290,000	\$39,520,000	\$ 42,915,000
<b>Total</b>	<b>\$101,226,733</b>	<b>\$105,021,456</b>	<b>\$99,093,374</b>	<b>\$100,365,399</b>	<b>\$101,675,158</b>	<b>\$103,017,447</b>	<b>\$104,323,724</b>

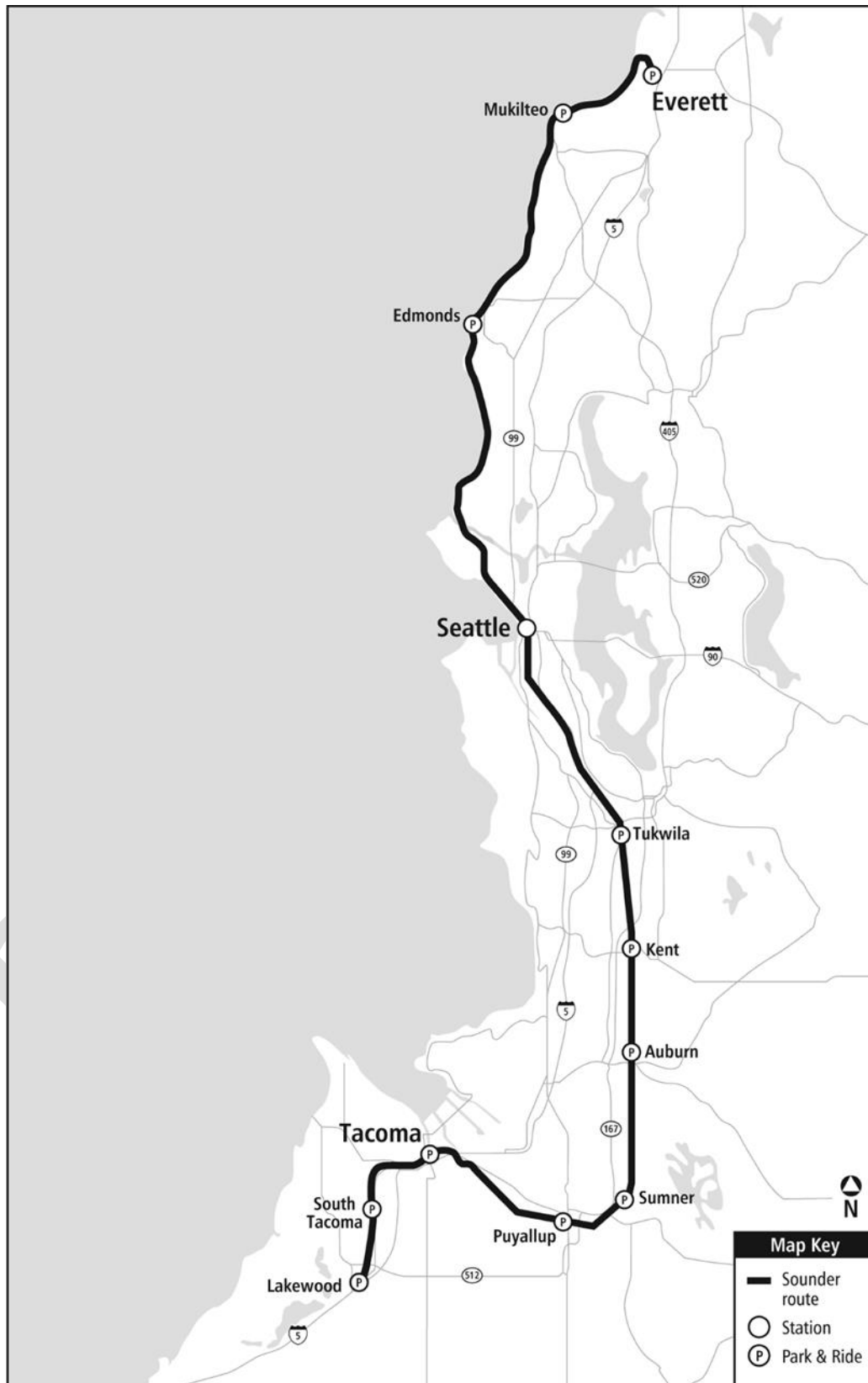
<b>Annual Capital Purchase Obligations</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Federal Section 5307 Capital Grants	\$50,206,611	\$39,074,390	\$61,911,140	\$45,944,050	\$36,452,660	\$44,124,180	\$44,124,180
Federal Section 5309 Capital Grants	\$103,564,336	\$50,000,000	\$66,206,290	\$95,000,000	\$115,000,000	\$115,000,000	\$115,000,000
Federal Section 5311 Capital Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA JARC Program (Section 5316)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal STP Grants	\$0	\$0	\$2,200,000	\$0	\$0	\$0	\$0
Federal Section 5317 MAP-21 Capital CM/AQ and Other Federal Grants	\$1,876,480	\$0	\$0	\$0	\$0	\$0	\$0
State Rural Mobility Grants	\$35,540,508	\$37,873,000	\$11,372,000	\$10,809,000	\$10,000,000	\$16,100,000	\$10,000,000
Local Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other State Capital Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$8,671,056	\$5,000,000	\$5,000,000	\$0	\$5,000,000	\$0	\$0
Operational Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$315,348,250	\$642,921,750	\$676,185,688	\$880,168,625	\$767,652,875	\$531,038,000
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unrestricted Cash and Investments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	\$199,858,991	\$447,295,640	\$789,611,180	\$827,938,738	\$1,046,621,285	\$942,877,055	\$700,162,180
<b>Ending Balances, December 31</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unrestricted Cash and Investments	\$284,132,997	\$5,003,439	\$5,001,371	\$5,001,678	\$5,002,309	\$5,001,105	\$5,000,111
Operating Reserve	\$51,096,159	\$63,342,602	\$69,408,360	\$72,392,155	\$73,581,017	\$75,548,002	\$76,028,773
Working Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Funds	\$312,177,914	\$338,361,213	\$377,679,681	\$457,612,774	\$454,296,837	\$571,786,511	\$695,043,211
Contingency Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service Fund	\$77,413,349	\$97,020,723	\$143,562,868	\$192,513,043	\$256,229,872	\$311,801,504	\$350,244,203
Insurance Fund	\$4,163,919	\$4,900,000	\$6,000,000	\$6,500,000	\$6,500,000	\$6,500,000	\$6,500,000
Other	\$16,126,249	\$18,058,396	\$18,058,396	\$18,058,396	\$18,058,396	\$18,058,396	\$18,058,396
<b>Total</b>	\$745,110,587	\$526,686,373	\$619,710,676	\$752,078,046	\$813,668,431	\$988,695,518	\$1,150,874,694

# APPENDIX A: SOUND TRANSIT SYSTEM MAP

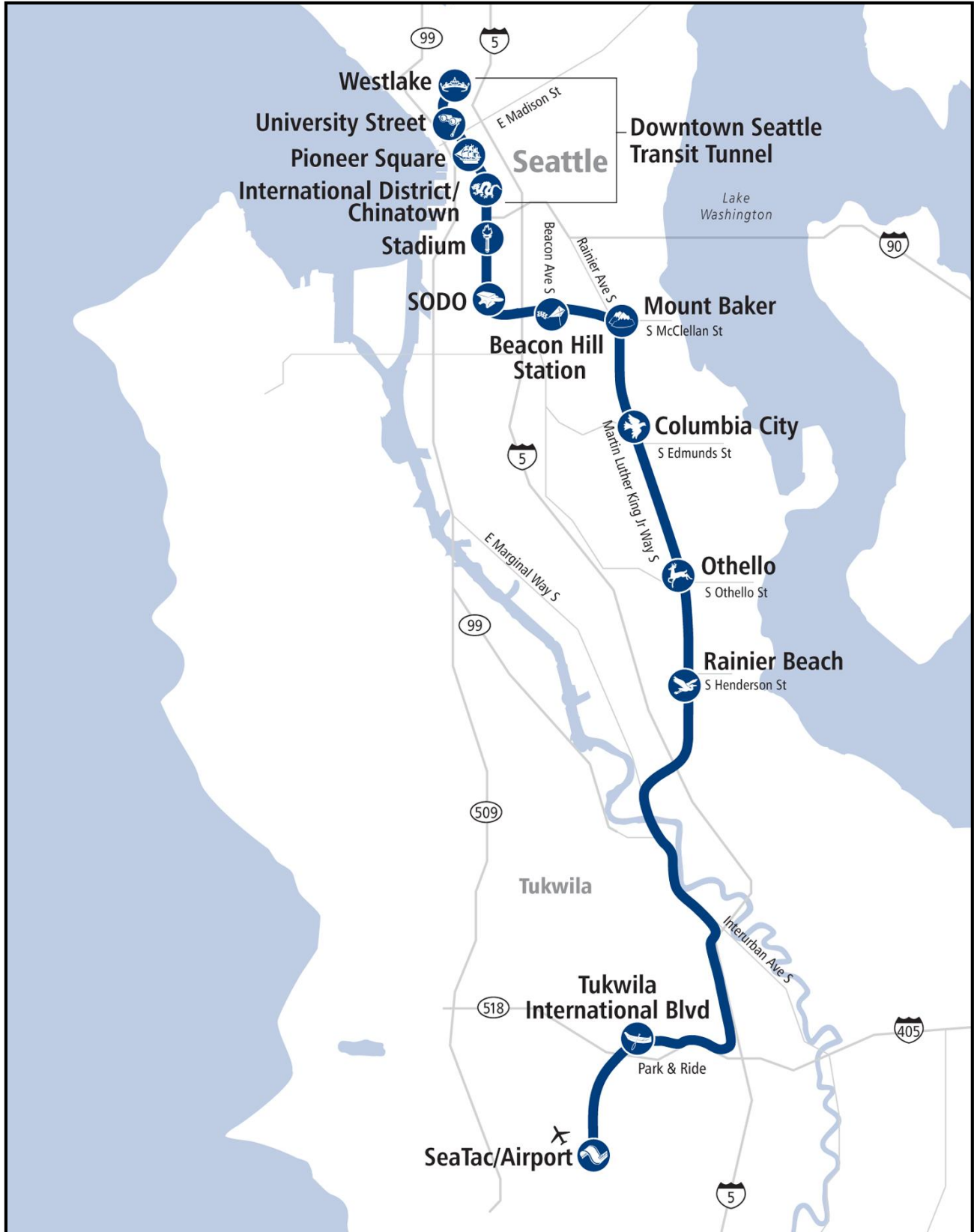




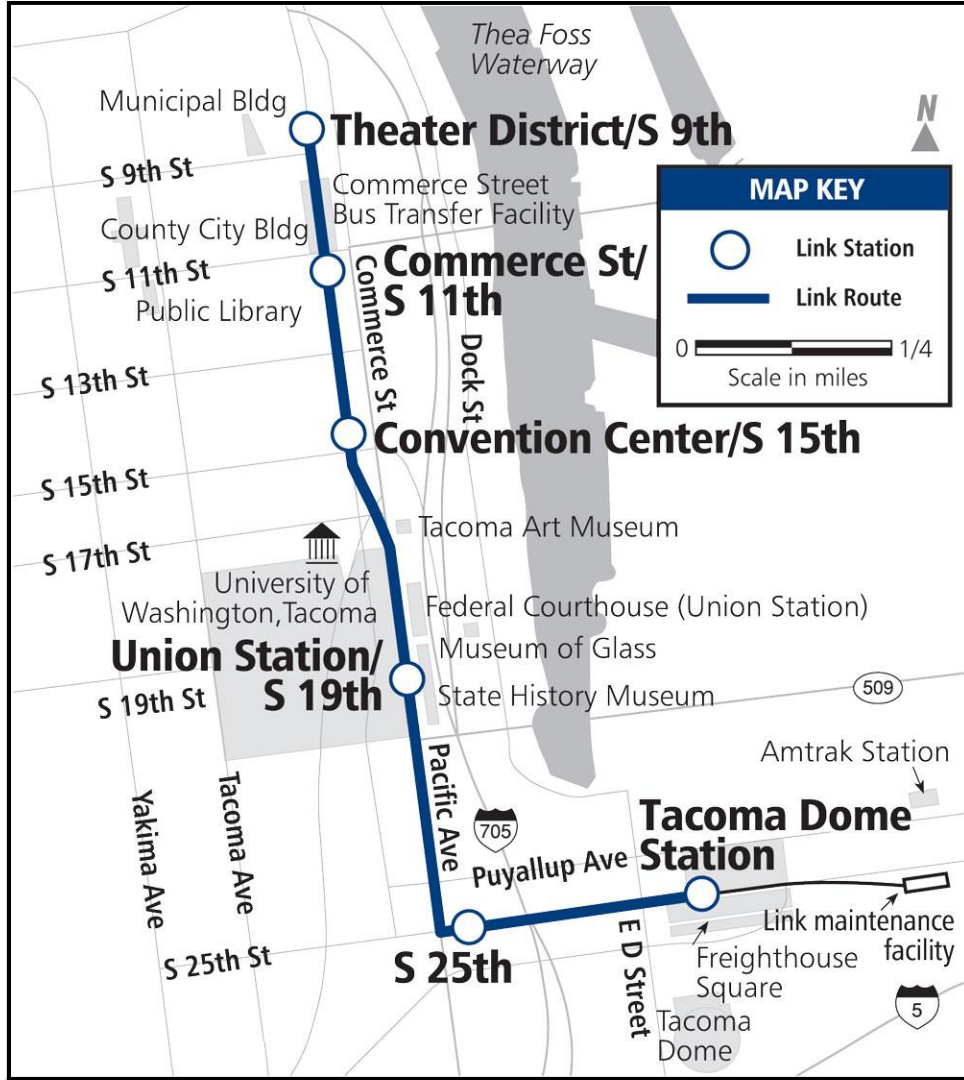
APPENDIX B: SOUNDER COMMUTER RAIL SYSTEM MAP



APPENDIX C: CENTRAL LINK LIGHT RAIL SYSTEM MAP



APPENDIX D: TACOMA LINK LIGHT RAIL SYSTEM MAP



APPENDIX E: ST-2 APPROVED SOUND TRANSIT RAIL SYSTEM PLAN MAP



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

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	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

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	Designated Parking Spaces
Bonney Lake Park-and-Ride	596					359
Bothell Park-and-Ride	522, 535	238, 312, 342, 372				220
Brickyard Freeway Station/Park-and-Ride	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 11 <sup>th</sup> St	Tacoma Link, 590, 594			1, 3, 13, 14, 28, 53, 103	ET: 603, 605, 612	None
Convention Center Station/S 15 <sup>th</sup> St	Tacoma Link, 590, 594			1, 3, 13, 14, 41, 42, 48, 53, 102, 400, 500, 501	ET: 603, 605, 612	None
DuPont Station	592, 594					126
Eastgate Freeway Station	554, 556	212, 216, 218, 219				None

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	Designated Parking Spaces
Eastgate Park-and-Ride	555	212, 217, 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 (+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 Washington State Ferries	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

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	Designated Parking Spaces
I-90 & Rainer Freeway Station	550, 554	7, 9, 111, 114, 212, 214, 216, 217, 218, 219				None
International District/Chinatown Station+	Link, 550	41, 71, 72, 73, 74, 76, 77, 101, 102, 106, 150, 216, 218, 219, 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
Kenmore Park-and-Ride	522	234, 244, 309, 312, 331, 342, 372				603
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, 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



FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	Designated Parking Spaces
Kirkland Transit Center	540	234, 235, 236, 238, 245, 248, 255				None
Lakewood Station	Sounder, 592, 594			51, 300	IT: 603, 605, 609, 612, 620	541
Lakewood Transit Center/Towne Center	574			2, 3, 48, 51, 202, 204, 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
Mount Baker Station/Mount Baker Transit Center	Link	7, 8, 9X, 14, 48				None
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 145 <sup>th</sup> Freeway Station/North Jackson Park-and-Ride	512	242, 301, 303, 304, 308, 347, 373, 661				68

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	Designated Parking Spaces
NE 30th/Kennydale Freeway Station	560	111, 167, 342, 952				None
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
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	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				Microsoft Shuttle Connect	222
Pioneer Square Station+	Link, 550	41, 71, 72, 73, 74, 76, 77, 101, 102, 106, 150, 216, 218, 219, 255, 316				None
Puyallup Fairgrounds Red Lot				400		219
Purdy Park-and-Ride	595	100, 102			Purdy Connection	200

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	Designated Parking Spaces
<b>Puyallup Station</b>	Sounder, 578			400, 402, 409, 425, 495		364
<b>Rainier Beach Station</b>	Link	8, 9X, 106, 107				None
<b>Redmond Transit Center/Park-and-Ride</b>	542, 545	B, 221, 224, 232, 248, 930, 931				377
<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					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>	532, 535, 550, 555, 556, 560, 566, 567	241, 249, 981				519
<b>South Everett Freeway Station/Park-and-Ride</b>	510, 512, 532				<b>ET: 29</b>	397

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	Designated Parking Spaces
South Kirkland Park-and-Ride	540	234, 235, 249, 255, 981, 986				783
South Sammamish Park-and-Ride	554	216, 219, 269				265
South Tacoma Station	Sounder			53, 300		77
SR-520 & NE 40th/Overlake Transit Center/Park-and-Ride	542, 545, 566, 567	B, 232, 244, 245, 249, 268, 895, 982, 992				222
SR-520 & NE 51st St Freeway Station++	542, 545	232, 268, 269				None
SR-520/Mountlake Blvd Freeway Station	540, 542, 545, 555, 556	25, 43, 48, 167, 242, 252, 255, 257, 268, 271, 277, 311, 982, 986, 992	424			None
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

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	Designated Parking Spaces
Tacoma Dome Station	Sounder, Tacoma Link, 574, 586, 590, 594			13, 14, 41, 42, 102, 400, 500, 501	IT: 603, 605, 612 Greyhound, Amtrak	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
Totem Lake Transit Center		235, 236, 238, 255, 893				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, 76, 77, 101, 102, 106, 150, 216, 218, 219, 255, 316				None
UW-Bothell/Cascadia Community College	522, 535	238, 312, 372, 931	105, 106			None
Westlake Station+	Link, 550	41, 71, 72, 73, 74, 76, 77, 101, 102, 106, 150, 216, 218, 219, 255, 316				None

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other(s)*	Designated Parking Spaces
<b>Woodinville Park-and-Ride</b>	522	236, 237, 311, 372, 931				438
<b>Yarrow Point 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

DRAFT