

August 2017

DRAFT

Transit Development Plan 2017-2022 2016 Annual Report



**Sound Transit
DRAFT Transit Development Plan 2017-2022 and 2016 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 3, 2017
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 2017-2022 and 2016 Annual Report

INTRODUCTION

The Transit Development Plan (TDP) 2017-2022 and 2016 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 2016 and proposed action strategies for 2017 to 2022 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 2022.

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 2017-2022 and 2016 Annual Report on August 3rd, 2017 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 27th, 2017, 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 20, 2017 and July 27, 2017. A summary of the public input received from the input period will be included in the final TDP 2017-2022 and 2016 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.

More recently, on Nov. 8, 2016, voters approved additional local funding as part of the Sound Transit 3 (ST3) plan. This transit plan included a new 25-year construction program of light rail, commuter rail and regional bus service by extending the Sound Move and ST 2 taxes, increasing the local sales and use tax by an additional 0.5 percent to a total of 1.4 percent, increasing the motor vehicle excise tax by 0.8 percent to a total of 1.1 percent, and assessing a \$0.25 property tax on every \$1000 of assessed home values.

Sound Transit has grown from a planning agency in the late 1990s to an operating agency that carried 33 million passengers in 2014; 34.7 million passengers in 2015; 42.8 million passengers in 2016, and is expected to carry 47 million passengers in 2017 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.

Souder commuter rail uses diesel-powered locomotives and multi-level passenger coach trains that run mostly on BNSF Railway Company railroad freight tracks. Souder 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. As of 2016, Link light rail operates from University of Washington Station to Angle Lake Station in the City of SeaTac via the Downtown Seattle Transit Tunnel.

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.

Sound Move, ST2, and ST3 provide the framework for Sound Transit service and capital projects. Although yearly refinements and updates are made as reflected in the Transit Development Plan and Annual Report, Sound Move, ST2, and ST3 continue to guide growth of the Sound Transit high-capacity transportation system.

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 2016, the Sound Transit Board of Directors included:

Dow Constantine, Chair	King County Executive
Paul Roberts, Vice Chair	City of Everett Councilmember
Marilyn Strickland, Vice Chair	City of Tacoma Mayor
Nancy Backus	City of Auburn Mayor
Claudia Balducci	King County Councilmember
Fred Butler	City of Issaquah Mayor
Dave Earling	City of Edmonds Mayor
Dave Enslow	City of Sumner Mayor
Rob Johnson	City of Seattle Councilmember
John Marchione	City of Redmond Mayor
Pat McCarthy	Pierce County Executive
Joe McDermott	King County Council Chair
Roger Millar	Washington State Secretary of Transportation
Mary Moss	City of Lakewood Councilmember
Ed Murray	City of Seattle Mayor
Dave Somers	Snohomish County Executive
Dave Upthegrove	King County Councilmember
Peter von Reichbauer	King County Councilmember

III: ADMINISTRATION AND ORGANIZATIONAL STRUCTURE

As of Dec. 31, 2016, Sound Transit employed 695.1 full-time equivalent employees. The total authorized positions, including unfilled positions, is 768. Sound Transit staff consisted of the following:

- 35.6 full-time equivalents in the Communications & External Affairs Department,
- 239 full-time equivalents in the Design, Engineering & Construction Management Department,
- 107 full-time equivalents in the Executive Department,
- 139 full-time equivalents in the Finance & Information Technology Department,
- 14.5 full-time equivalents in the Legal Department,
- 114 full-time equivalents in the Operations Department, and
- 46 full-time equivalents in the Policy, Environment and Project Development Department.

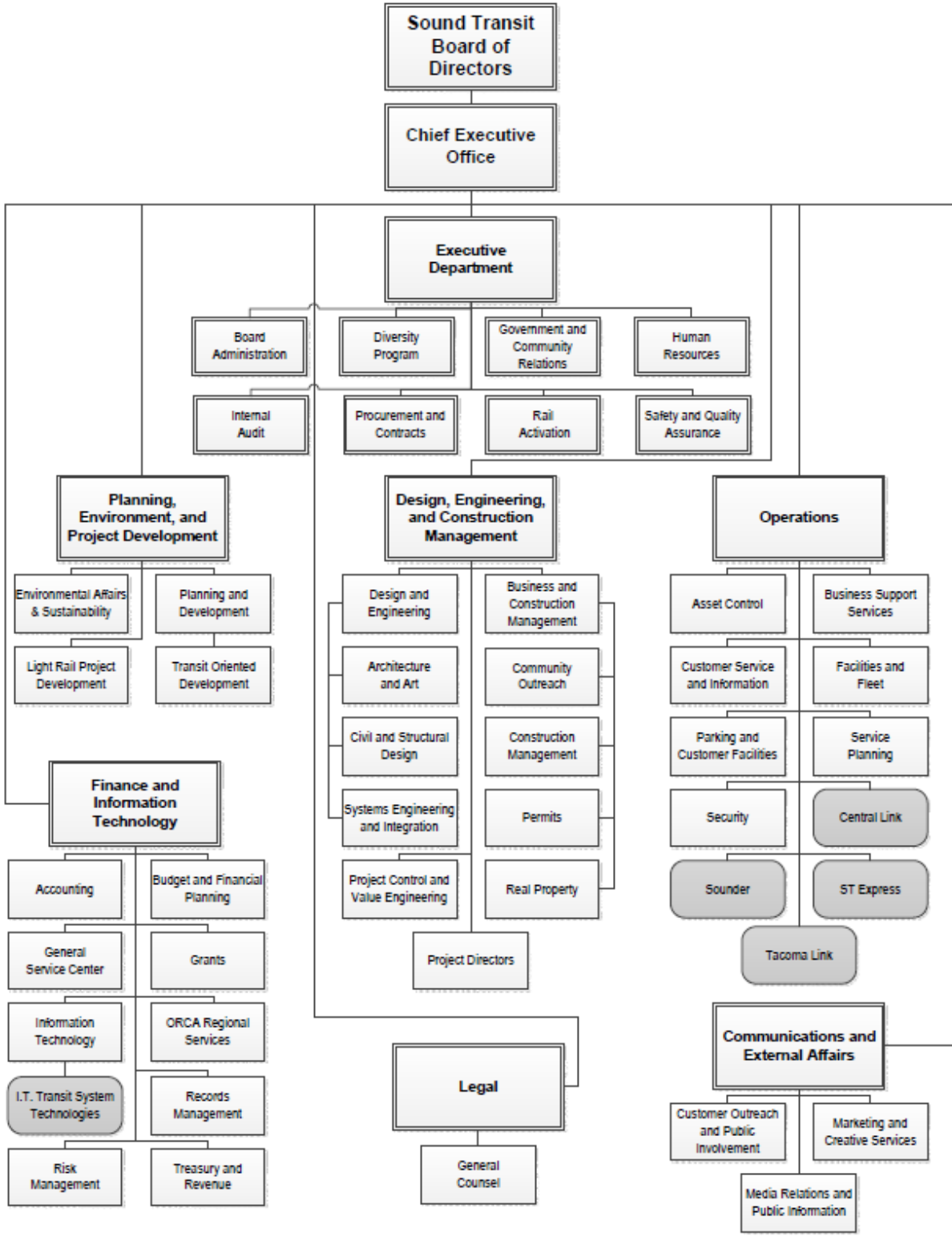
Figure 1 provides an overview of Sound Transit’s organizational structure as of the end of 2016.

Administrative and Operational Offices

Sound Transit has the following administrative office and facility locations:

<u>Administrative Offices</u>	<u>Modal Operations & Maintenance Facilities</u>
Union Station 401 S. Jackson St. Seattle, WA 98104	Tacoma Link 802 E. 25 th St. Tacoma, WA 98421
625 Building 625 5 th Ave. S. Seattle, WA 98104	Link 3407 Airport Way S. Seattle, WA 98134
5 th & Jackson Building 315 5 th Ave. S. Seattle, WA 98104	
705 Building 705 5th Ave S (11 th Floor Only) Seattle, WA 98104	

FIGURE 1: SOUND TRANSIT ORGANIZATIONAL STRUCTURE AS OF DECEMBER 31ST



- Division costs included in Agency Administration section of Budget
- Division costs included in Service Delivery section of Budget

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 2016, Sound Transit owned 305 buses, with 252 used in active maximum service. As of the September 2016 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 2016, 20 of the 60 vehicles are equipped with APCs or 33% of the fleet. The cars are currently paired into a mix of two- and three-car trains, and all Link stations have been constructed to accommodate up to four-car trains in the future. Day-to-day operations, maintenance and dispatch of Link 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.

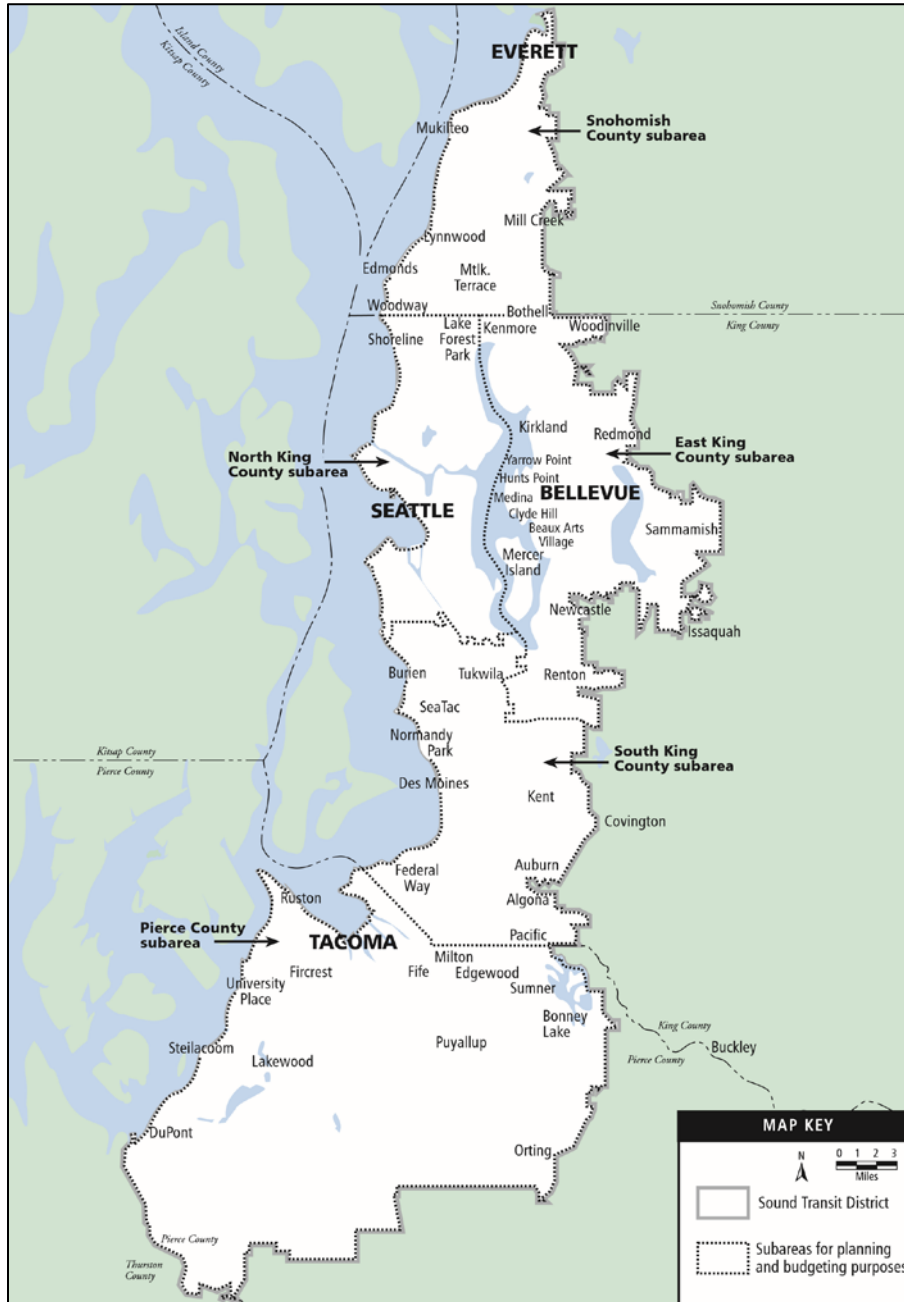
IV: SERVICE AND FARE CHARACTERISTICS

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 2016 SERVICE IMPROVEMENTS

ST Express

Regional bus service operates from at least 2:13 a.m. to 12:12 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.

ST Express Route 541

Sound Transit's new ST Express Route 541, approved by the Sound Transit Board of Directors through the 2016 Service Implementation Plan (SIP), started service in March 2016 as part of the spring 2016 service change. ST Express Route 541 is the result of the University Link Bus-Rail integration study started in 2014.

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.

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 (Route 541) as well as expanded midday service on the corridor between Redmond and the University of Washington Station (Route 542).

As of the end of 2016, 28 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
541	Overlake – University District Express	2016	M-F	Peak Only
542	Redmond – University District Express	2010	M-F	All-Day
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 ¹	M-F, Sa, Su	All-Day
566	Auburn & Kent – Overlake Express	2010 ¹	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 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

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

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 2016, 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. One midday train was introduced in September 2016 which leaves Lakewood in the late morning and returns from Seattle in the early afternoon. Sounder South Line operates using seven-car trains and the North Line usually operates using two, three, or five-car trains. Approximate travel times are about 60 minutes on the North Line to Everett and about 55 minutes to Tacoma and 75 Minutes to Lakewood on the South Line. A complete Sounder schedule can be found on the Ride the Wave Transit Guide or www.SoundTransit.org.

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.

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

Construction continues on existing Sound Transit 2 projects to Northgate, Mountlake Terrace, Shoreline, Lynnwood, Mercer Island, Bellevue, Redmond/Overlake, and points further south from Angle Lake by 2023. Sound Transit 3 projects further expand the Link light rail system to Ballard, West Seattle, Redmond, Kirkland, Issaquah, Everett, and Tacoma. A map of the ST3-approved Regional Rail system, including light rail, is available in Appendix E.

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

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

Holiday schedules on Link 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.

Fares were last changed in March 2016 to introduce the low income category for ST Express services. As of March 1, 2016, single-ride fares for adults are \$2.75 for one zone and \$3.75 for multi-county trips. Corresponding monthly pass prices are \$99 and \$135. Senior/disabled fares are \$1.00 for in-county trips and \$1.75 for multi-county fares, and youth and low income fares are \$1.50 or \$2.75 depending on the zones described above.

Sounder

For Sounder, single-ride fares for adult riders range from \$3.25 to \$5.75 and are based on the distance traveled. The price of a Sounder ticket starts with a base fare of \$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. As with ST Express, fares were changed in March 2016 to introduce the low income category. Corresponding monthly pass prices range between \$117 and \$207. Senior/disabled fares are approximately 50% of the adult fare, and youth and low income fares are discounted approximately 25% from the adult fare. One-way or round-trip paper tickets (as well as monthly passes or E-purse value on ORCA cards, as described below) may be purchased from Ticket Vending Machines located at all Sounder stations, and proof of payment must be carried by passengers at all times onboard Sounder or at the station platforms. Roving fare enforcement officers routinely patrol the trains and station platforms to ensure proper fare payment and to assist passengers in purchasing the correct fare. Additionally under RailPlus, an agreement between Sound Transit and Amtrak, passengers with valid regional passes may ride Amtrak Cascades trains that operate between Seattle, Edmonds and Everett. Likewise, Sounder will honor Amtrak tickets between these locations.

Tacoma Link

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

Link

Like Sounder, adult fares on Link are distance-based and currently range from \$2.25 for short-distance trips and increase in 25-cent increments up to \$3.25 for a trip between University of Washington and Angle Lake stations. Fares were last changed in March 2015 which increased Link base fares to be consistent with King County Metro fare rates. Corresponding monthly pass prices are \$81 to \$117. Senior/disabled fares are \$1.00 for all trips, and youth and low income fares are \$1.50 for all trips. Ticket Vending Machines are available at each of the Link stations. As with Sounder, roving fare enforcement officers ensure that passengers have valid proof-of-payment while on-board or on station platforms.

One Regional Card for All (ORCA)

ORCA serves as most of the region's transit passes and transfer media. ORCA is accepted by the seven ORCA partner agencies, including Sound Transit, Community Transit, Everett Transit, King County Metro Transit (Metro), Kitsap Transit, Pierce Transit and Washington State Ferries. ORCA cards are also good for rides on the South Lake Union Streetcar and First Hill Streetcar. Riders using cash instead of an ORCA card to transfer between different agencies' systems must pay the full fare for each leg of their ride. King County Metro Transit still offers paper transfers that are good within their own system. An ORCA regional pass replaced the monthly PugetPass and is valid at face value on all of the participating ORCA agencies (except Washington State Ferries where additional fare may be necessary). Also available is an E-purse, or stored value used like cash to pay one's bus or train fare. The fare for the ride is deducted from the E-purse on an ORCA card, allowing riders to "pay as you go." The E-purse may also be used in combination with a pass. On a bus, passengers can tap their ORCA card at the card reader next to the driver. On Sounder or Link, riders must tap their card before boarding at platform card readers, and again before exiting so that the correct amount is deducted. If a rider forgets to tap their card after exiting, they are charged the maximum fare possible from the starting station. With an ORCA card, transfers between buses and trains are automatically calculated, and balances are applied to the connecting trips, so paper transfers are no longer needed. ORCA cards may be purchased at any transit customer service office and at retail outlets. They are also sold at vending machines located at every rail station and selected bus transit centers.

V: SERVICE CONNECTIONS

In 2016, Sound Transit served over 90 regional transit facilities, including Link and Sounder Stations, park-and-ride lots, freeway stations, transit centers and ferry terminals. Some stations and transit centers served by Sound Transit buses or trains are marked as “Regional T” locations. The “Regional T” sign indicates that these facilities offer regional services and connections between local and regional services.

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. Passengers may seamlessly transfer between regional bus services and Link at these stations, with additional local and regional connections on the surface. 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. The expansion in 2016 saw the opening of three new stations: University of Washington, Capitol Hill, and Angle Lake.

Bus connections are available at all Link stations; however, four 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, offering connections to King County Metro’s RapidRide A and F Lines. SeaTac/Airport Station, an elevated facility located between Sea-Tac Airport’s loop roadway and International Blvd at S. 176th 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. Also, University of Washington Station features a pedestrian overpass across Montlake Blvd to connect to bus routes on Pacific Street.

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.

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

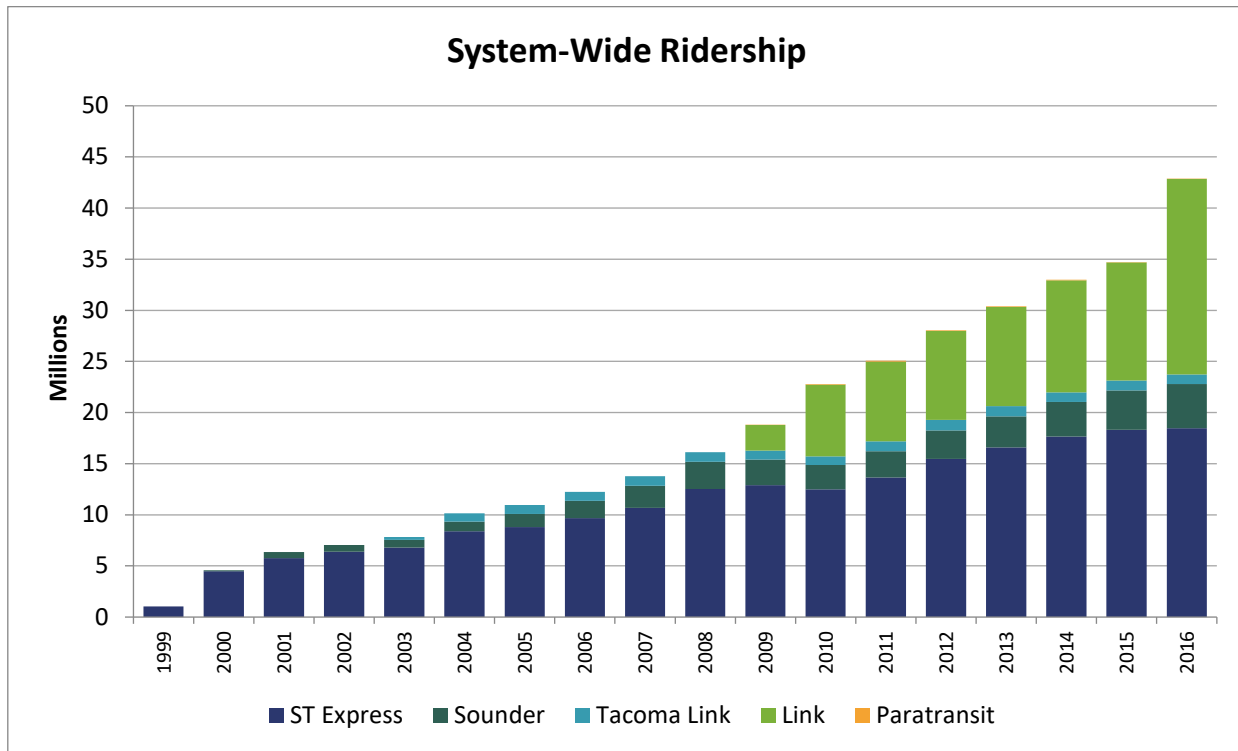
VI: RIDERSHIP IN 2016

With the expansion of the Link light rail system, Sound Transit achieved significant ridership milestones in 2016. All told, Sound Transit carried over 42.8 million passengers in 2016 on its buses and trains, an increase of 23% over 2015. By the end of 2016, Sound Transit has carried a total of over 325.7 million passengers since 1999 when ST Express service began. In 2016 system-wide, Sound Transit averaged over 140,400 boardings each weekday, and during the third quarter of 2016 system-wide average weekday boardings surpassed 146,000 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

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

FIGURE 3: TOTAL SOUND TRANSIT SYSTEM-WIDE RIDERSHIP 1999-2016

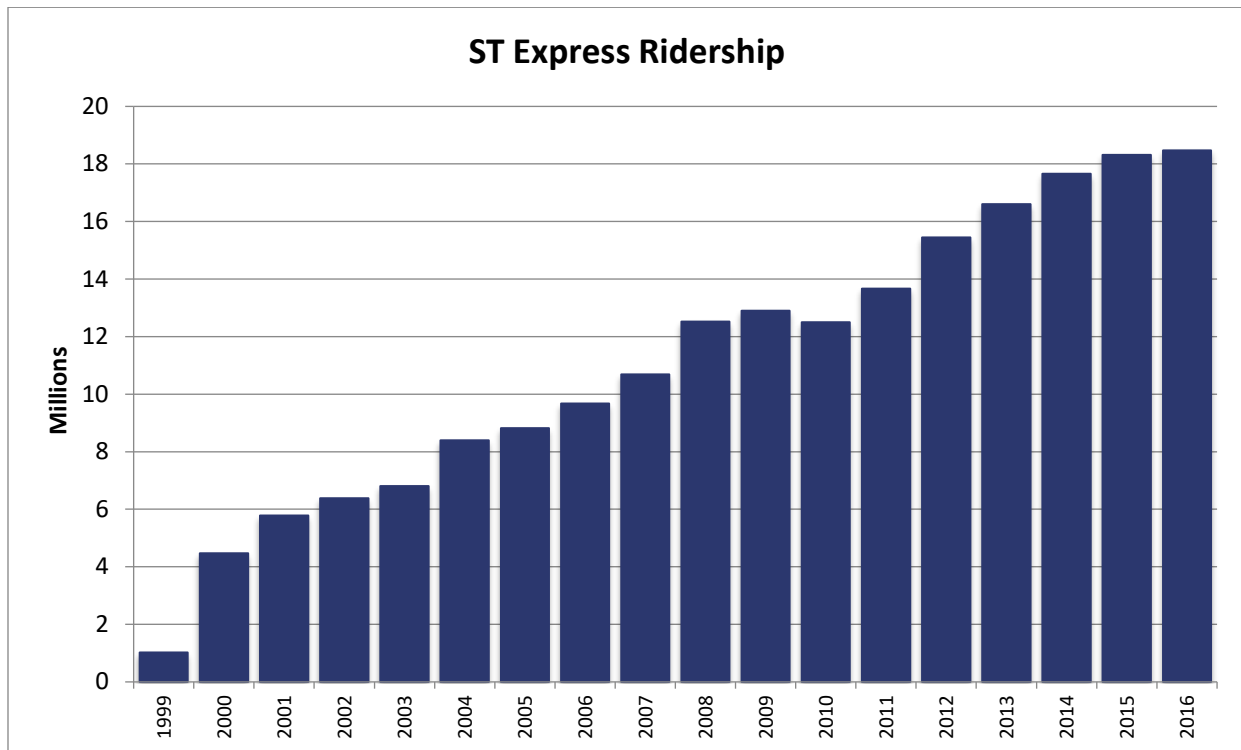


ST Express

Sound Transit’s regional bus system, ST Express, served over 18.4 million passengers in 2016, an increase of almost 1% over 2015. At 2016’s year end, ST Express has surpassed 200 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 2016, ST Express carried over 64,000 passengers on average each weekday. Figure 4 below shows the trends for ridership on ST Express since 1999.

FIGURE 4: TOTAL ST EXPRESS RIDERSHIP 1999-2016

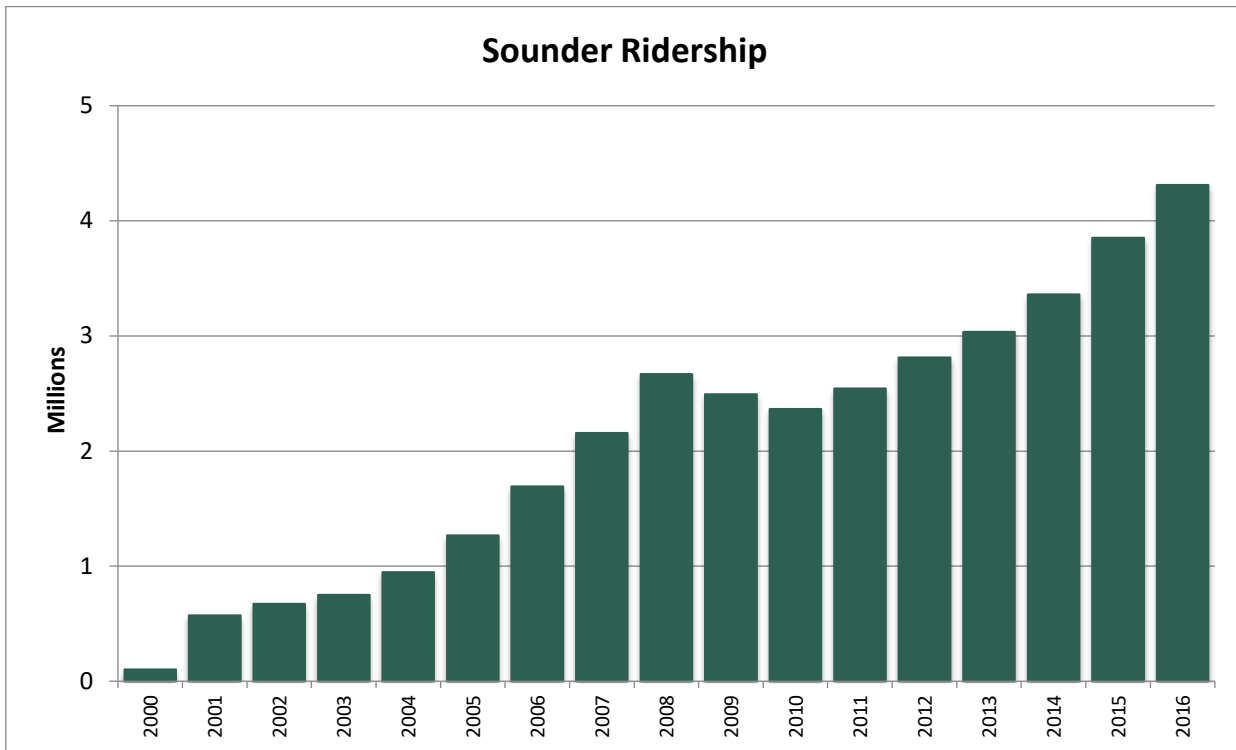


Sounder

Sounder commuter trains have carried over 35.6 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 4.3 million passengers in 2016. The 2016 ridership represents a 12% increase over 2015 ridership levels.

In 2016, Sounder carried over 16,600 passengers on an average weekday. Figure 5 below shows the trends for ridership on Sounder since 2000.

FIGURE 5: TOTAL SOUNDER COMMUTER RAIL RIDERSHIP 2000-2016

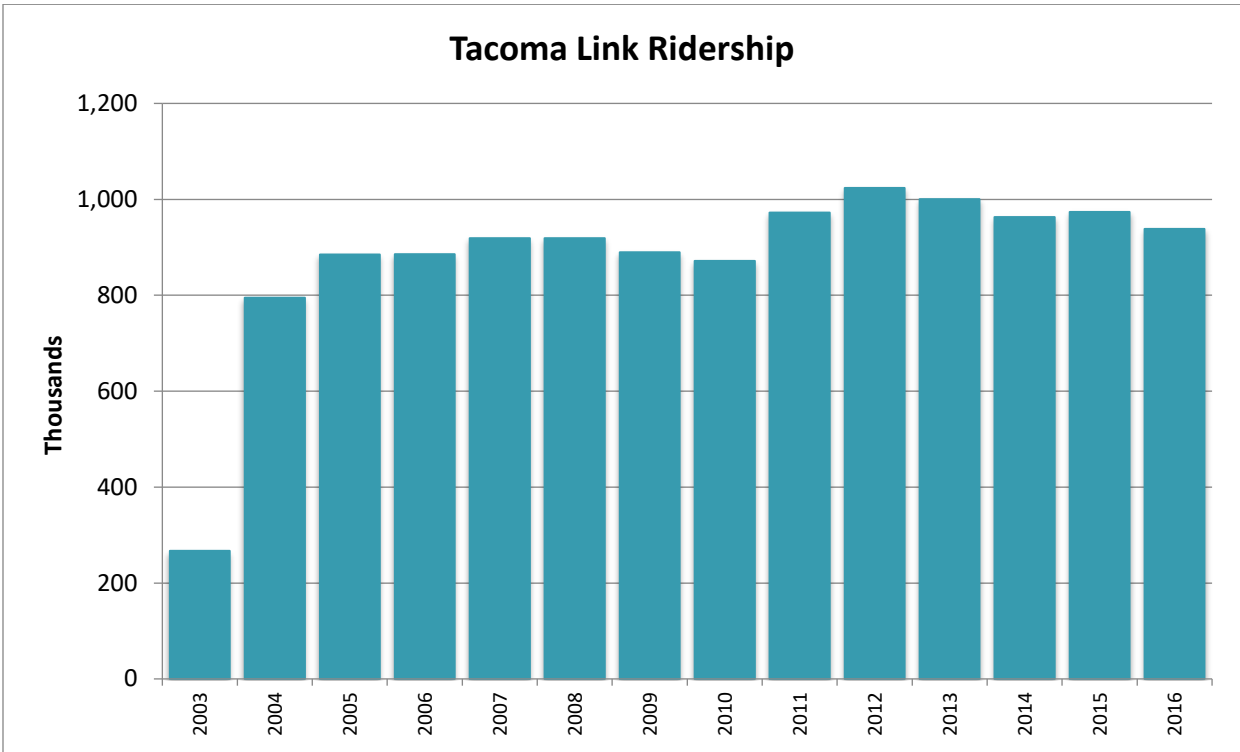


Tacoma Link

Tacoma Link has carried over 12.3 million passengers since it began operations in 2003. Tacoma Link carried over 938,000 passengers by the end of 2016, a decrease of 3 percent over 2015.

In 2016, Tacoma Link carried over 3,100 passengers on average each weekday. Figure 6 below shows ridership trends on Tacoma Link since 2003.

FIGURE 6: TOTAL TACOMA LINK RIDERSHIP 2003-2016



Link

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

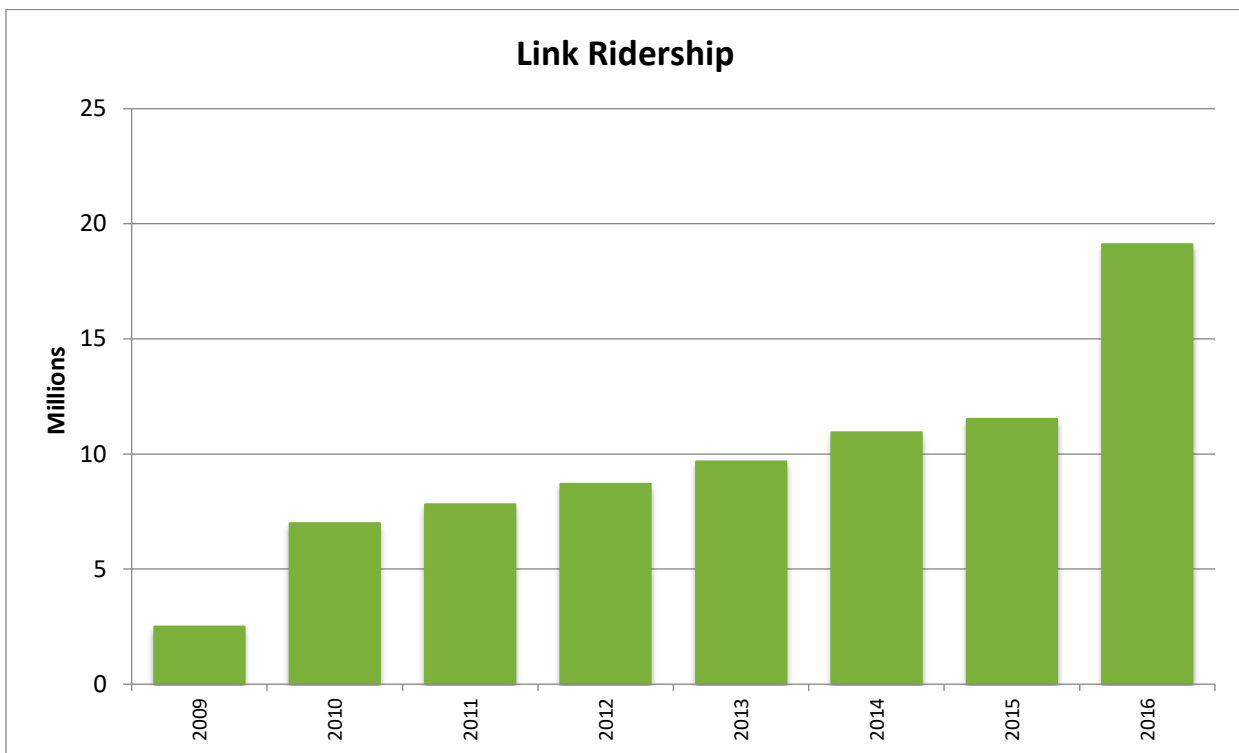
The Link light rail expansions have led to robust ridership growth, with 2016 ridership increasing 23 percent over 2015 ridership. Approximately 19.1 million passengers rode Link in 2016, and over 77.2 million riders have taken Link since the line opened in 2009.

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 August 2016, weekday ridership peaked at around 69,000 average weekday boardings.

In addition and as described earlier in this document, during the 4th 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 2016, Link carried over 58,000 passengers on average each weekday. Figure 7 below shows ridership trends on Link since 2009.

FIGURE 7: TOTAL LINK RIDERSHIP 2009-2016

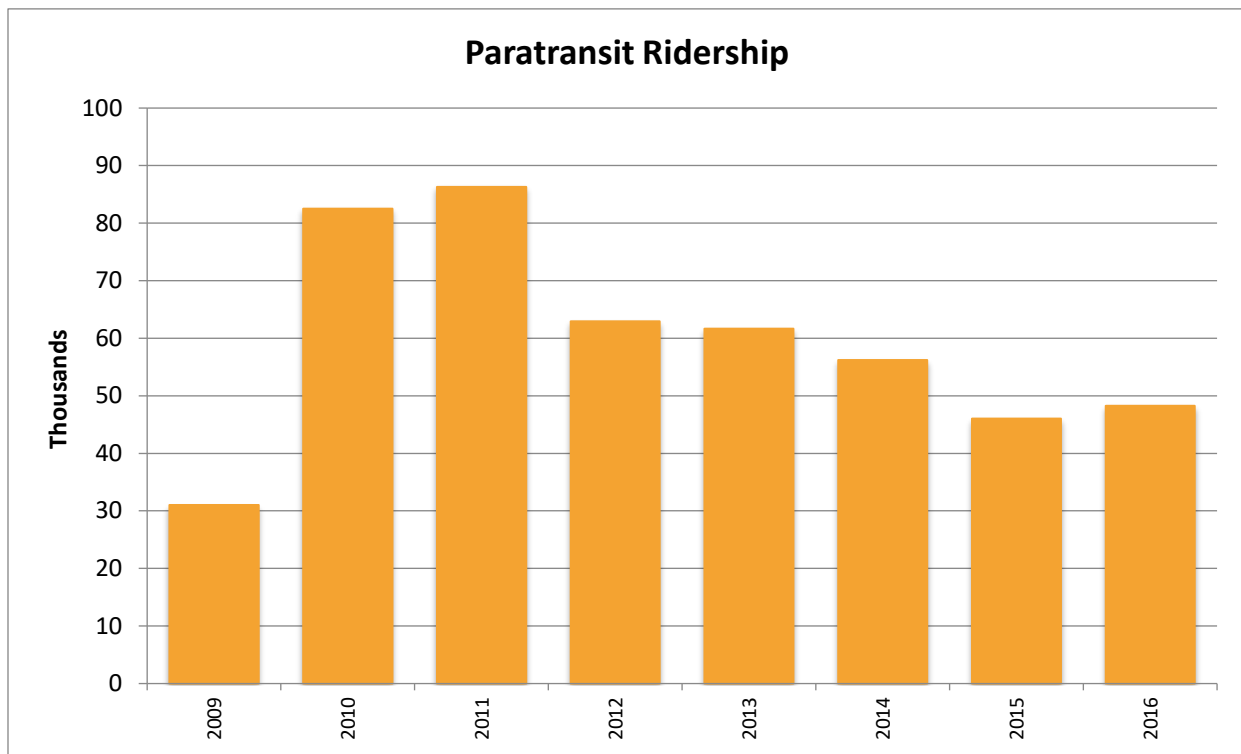


Paratransit

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 48,000 passengers rode Link’s paratransit service during 2016, and over 475,000 passengers have used this service since Link opened in 2009. Figure 8 below shows paratransit ridership allocated to Sound Transit since the start-up of Link. The decrease in ridership since 2013 is due to a change in how these rides are apportioned between King County Metro and Sound Transit. Paratransit ridership has remained constant even as Sound Transit’s own share shown below has decreased. 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 2003-2016



VII: 2016 MILESTONES AND POLICY GOALS

Sound Transit set ambitious goals for 2016 and was successful at achieving all of them. Eighteen milestones were set in early 2016 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. 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 2016



State Transportation System Policy Goals

In 2016, 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 42.8 million riders in 2016, we contributed to better air quality and greater ease of travel while mitigating traffic congestion for residents of the Puget Sound region.
- **Environment.** We maintained our ISO 14001 certification of our Environmental and Sustainability Management System.
- **Stewardship.** Sound Transit continuously implements service efficiencies on ST Express routes by shifting resources from low-productivity routes to highly used routes to increase service and relieve overcrowding.

VIII: PLANNED ACTION STRATEGIES, 2017 – 2022

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

- **Preservation.** We will continue to maintain our equipment and facilities.
- **Safety.** We will continue to operate our transit vehicles in a safe manner, maintain a group of safe and secure facilities, and keep a regular schedule of light and heavy maintenance of buses and trains.
- **Mobility.** We will continue operating Link, Tacoma Link, ST Express, and Sounder modes, allowing for fast, frequent, car-free travel options for area residents and visitors.
- **Environment.** We improve the environment of the Central Puget Sound region by carrying hundreds of thousands people each day in our trains and buses, decreasing air pollution and greenhouse gases by roughly 445,000 tons, which is equivalent to saving over 50 million gallons of gas annually.²
- **Stewardship.** We will remain a solid transit system that the citizens of the region can rely on.

IX: PLANNED ACTIVITIES, 2017 – 2022

The following matrices describe the planned activities to be undertaken by Sound Transit for 2017-2022. 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>.

² Sound Transit 2016 Sustainability Progress Report

2017	Planned Activities
Planning	<ul style="list-style-type: none"> Continue SR-520 Bus-Rail Integration restructure process Develop plan for ST Express Service due to the closure of D-2 (SODO Busway) Develop plan for ST Express Service with conversion of Downtown Seattle Transit Tunnel to rail only Begin planning for ST Express 2025 Network
Services	<ul style="list-style-type: none"> 47 million combined bus, rail, and paratransit boardings Continue service of ST Express, Sounder, Tacoma Link, Link (Preservation) Add two additional peak period round trips on Sounder, per 2010 agreement with BNSF Add new trips to Routes 567, 580, and 596 to meet new Sounder south line trips
Facilities	<ul style="list-style-type: none"> Complete East Link final design Start Final Design of Sounder Maintenance Base Complete construction of Sounder Lakewood layover yard Complete double tracking of Sounder South Line from L Street Yard to Tacoma Dome Station (Tacoma Trestle replacement project), as well as from 66th Street bridge in Tacoma to Bridgeport Way in Lakewood Start Federal Way Transit Extension Final Design
Equipment	<ul style="list-style-type: none"> Receive one Sounder passenger cab car Receive 32 Double-decker buses (Preservation) Complete installation of Sounder Positive Train Control (PTC) systems on the Sounder South Line

2018	Planned Activities
Services	<ul style="list-style-type: none"> Continue service of ST Express, Sounder, Tacoma Link, Link (Preservation)
Facilities	<ul style="list-style-type: none"> Complete Tacoma Trestle construction Complete Lynnwood Link Final Design Complete Tacoma Link extension Final Design Start Final Design of Downtown Redmond Link Extension Start construction of Satellite Operations and Maintenance Facility for Link Start construction of Lynnwood Link Extension Start construction of Tacoma Link Extension
Equipment	<ul style="list-style-type: none"> Receive 26 replacement 60-foot low floor buses, including 22 hybrids (Preservation) Receive eight Sounder passenger cab cars

2019	Planned Activities
Planning	<ul style="list-style-type: none"> Complete Downtown Redmond Link Final Design
Services	<ul style="list-style-type: none"> Continue service of ST Express, Sounder, Tacoma Link, Link (Preservation)
Facilities	<ul style="list-style-type: none"> Start construction of Sounder Maintenance Base Start construction of Federal Way Link Extension Start construction of Downtown Redmond Link Extension
Equipment	<ul style="list-style-type: none"> Begin receiving new Link vehicles for Central and East Link expansion.

2020	Planned Activities
Planning	<ul style="list-style-type: none"> • Begin planning for ST Express service after ST2 full build-out
Services	<ul style="list-style-type: none"> • Continue service of ST Express, Sounder, Tacoma Link, Link (Preservation)
Facilities	<ul style="list-style-type: none"> • Complete East Link property acquisition • Begin design of bus rapid transit maintenance facility
Equipment	<ul style="list-style-type: none"> • Receive 13 42-ft Diesel buses. (Preservation) • Continue to receive new Link vehicles for Central and East Link expansion.

2021	Planned Activities
Planning	<ul style="list-style-type: none"> • Continue planning for ST Express service after ST2 full build-out • Begin planning for SR522 and 145th BRT service. • Begin planning for I-405 BRT service.
Services	<ul style="list-style-type: none"> • Continue service of ST Express, Sounder, Tacoma Link, Link (Preservation) • Begin Northgate Link extension revenue service
Facilities	<ul style="list-style-type: none"> • Begin Northgate Link systems installation and testing • Complete Northgate Link construction • Complete improvements to Sumner and Puyallup Sounder station access. • Start design on North Sammamish Park & Ride. • Start design on South Link Operations and Maintenance Facility
Equipment	<ul style="list-style-type: none"> • Receive 5 light rail vehicles for Tacoma Link extension. • Receive new Link vehicles for Central and East Link expansion.

2022	Planned Activities
Planning	<ul style="list-style-type: none"> • Continue planning for ST Express service after ST2 full build-out
Services	<ul style="list-style-type: none"> • Continue service of ST Express, Sounder, Tacoma Link, Link (Preservation) • Begin Tacoma Link extension revenue service
Facilities	<ul style="list-style-type: none"> • Sounder Maintenance Base • Complete Tacoma Link Extension to MLK / 19th • Begin Tacoma Link extension systems installation and testing • Continue construction of Lynnwood Link extension • Begin construction of maintenance base for bus rapid transit routes. • Begin Kent and Auburn Station Access improvements.
Equipment	<ul style="list-style-type: none"> • Receive 37 60-ft Hybrid buses. (Preservation)

VIII: CAPITAL IMPROVEMENT PROGRAM, 2016 – 2022

(In Thousands)

Improvement/Expansion	2016	2017	2018	2019	2020	2021	2022
Fixed Route Service (ST Express)	\$ 8,707	\$ 108,027	\$ 6,047	\$ 50,410	\$ 70,581	\$ 15,848	\$ -
Commuter Rail (Sounder)	25,192	122,855	125,661	59,355	85,722	89,784	74,621
Light Rail (Link)	665,719	1,111,876	1,507,157	1,535,451	1,163,475	1,106,224	509,501
Streetcar Rail (Tacoma Link)	3,866	13,596	5,820	1,941	1,837	2,028	1,039
Systemwide	-	50,032	47,970	2,602	330,772	27,134	8,019
Total	\$ 703,484	\$1,406,386	\$1,692,655	\$1,649,760	\$1,652,387	\$1,241,018	\$ 593,181

Preservation	2016	2017	2018	2019	2020	2021	2022
Fixed Route Service (ST Express)	\$ 89,553	\$ 1,009	\$ 66,948	\$ -	\$ -	\$ 20,102	\$ -
Commuter Rail (Sounder)	100,640	23,711	9,129	30,309	-	-	-
Light Rail (Link)	3,025	25,029	7,219	536	845	-	-
Streetcar Rail (Tacoma Link)	191	418	259	-	-	-	382
Other	-	45,327	72,142	14,416	214,100	3,697	1,275
Total	\$193,409	\$ 95,494	\$ 155,698	\$ 45,261	\$ 214,944	\$ 23,799	\$ 1,657

IX: OPERATING DATA, 2016 – 2022

Fixed Route Bus Services (ST Express)	2016	2017	2018	2019	2020	2021	2022
Revenue Vehicle Hours	610,298	602,500	609,700	609,700	609,700	609,700	609,700
Total Vehicle Hours	764,880	777,448	786,000	786,000	786,000	786,000	786,000
Revenue Vehicle Miles	11,920,347	11,998,600	11,899,200	11,899,200	11,899,200	11,899,200	11,899,200
Total Vehicle Miles	16,200,954	16,301,575	16,485,700	16,485,700	16,485,700	16,485,700	16,485,700
Passenger Trips	18,470,406	18,680,000	18,920,000	19,200,000	19,490,000	19,780,000	20,020,000
Diesel Fuel Consumed (Gallons)	3,294,320	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (Therms)	134,774	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	2	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Injuries (Non-Major Incident Reports)	15	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	7	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

Commuter Rail Services (Sounder)	2016	2017	2018	2019	2020	2021	2022
Revenue Vehicle Hours	59,275	66,576	78,400	78,400	78,400	78,400	78,400
Total Vehicle Hours	63,796	71,578	80,700	80,700	80,700	80,700	80,700
Revenue Vehicle Miles	1,794,741	2,061,257	2,327,800	2,327,800	2,327,800	2,327,800	2,327,800
Total Vehicle Miles	1,850,401	2,114,731	2,391,400	2,391,400	2,391,400	2,391,400	2,391,400
Passenger Trips	4,312,113	4,480,000	4,740,000	4,990,000	5,230,000	5,440,000	5,600,000
Diesel Fuel Consumed (gallons)	1,221,710	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.
Collisions	0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

Tacoma Link Light Rail	2016	2017	2018	2019	2020	2021	2022
Revenue Vehicle Hours	9,868	9,900	9,900	9,900	9,900	9,900	16,400
Total Vehicle Hours	9,905	10,035	10,000	10,000	10,000	10,000	16,600
Revenue Vehicle Miles	75,983	76,000	76,000	76,000	76,000	76,000	125,700
Total Vehicle Miles	76,262	76,280	76,300	76,300	76,300	76,300	126,200
Passenger Trips	938,315	1,040,000	1,070,000	1,100,000	1,140,000	1,180,000	1,350,000
Electricity Consumed (Kwh)	394,042	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.
Collisions	1	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

Link Light Rail Services	2016	2017	2018	2019	2020	2021	2022
Revenue Vehicle Hours	204,345	214,900	215,300	215,300	215,900	389,000	405,000
Total Vehicle Hours	213,539	230,132	230,300	230,300	231,000	416,200	433,400
Revenue Vehicle Miles	4,114,274	4,255,015	4,262,000	4,262,000	4,274,600	7,701,900	8,019,200
Total Vehicle Miles	4,366,473	4,441,552	4,445,200	4,445,200	4,458,400	8,033,000	8,363,800
Passenger Trips	19,011,368	22,900,000	24,400,000	24,863,344	25,100,000	28,700,000	42,600,000
Electricity Consumed (Kwh)	19,334,273	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	1	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Injuries (Non-Major Incident Reports)	47	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	14	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

X: ANNUAL REVENUES AND EXPENDITURES, 2016 – 2022

Annual Revenues ³	2016	2017	2018	2019	2020	2021	2022
Sales Tax	\$749,734,925	\$ 746,213,633	\$ 768,803,489	\$ 793,238,457	\$ 822,336,704	\$ 853,404,481	\$ 887,846,316
MVET	85,515,137	85,045,764	87,315,362	89,719,146	92,087,824	94,677,886	97,404,657
Rental Car Tax	3,506,211	3,361,883	3,462,739	3,566,621	3,673,620	3,783,829	3,897,344
Farebox Revenue	80,560,314	87,961,200	93,126,600	94,988,500	97,002,700	104,199,400	128,639,085
Federal Operating Funds	23,112,306	-	-	-	-	-	-
Other Operating Revenue ⁴	9,137,099	93,789,523	24,147,600	29,697,767	52,124,802	29,536,517	5,871,515
Realized & Unrealized Interest Earned	12,629,902	29,017,237	13,351,822	5,381,476	6,852,437	8,182,315	8,854,789
Total	\$964,195,894	\$1,045,389,240	\$ 990,207,612	\$1,016,591,967	\$1,074,078,087	\$1,093,784,428	\$1,132,513,706

Operating Expenses	2016	2017	2018	2019	2020	2021	2022
Annual Operating Expenses	\$252,530,955	\$ 304,894,984	\$ 314,948,697	\$ 324,693,970	\$ 331,375,446	\$ 349,506,707	\$ 386,999,904
Paratransit Expenses	1,698,142	1,661,338	1,715,399	1,769,616	1,825,298	1,971,562	2,308,486
Leases	12,394,216	14,964,242	15,457,678	15,935,976	16,263,903	17,153,785	18,993,950
State of Good Repair	-	-	-	14,715,360	29,231,832	43,859,269	101,286,158
Other – Systemwide	4,465,571	83,564,484	89,450,891	85,701,896	92,470,285	97,006,057	63,065,347
Interest	1,786,987	-	-	-	-	-	-
Depreciation	137,209,739	-	-	-	-	-	-
Donations to other Governments	4,721,914	-	-	-	-	-	-
Total	\$417,298,639	\$479,280,182	\$497,511,836	\$516,184,805	\$532,306,812	\$561,320,420	\$611,650,146

Debt Service	2016	2017	2018	2019	2020	2021	2022
Interest	\$ 84,282,038	\$ 104,586,603	\$ 106,372,048	\$ 118,441,068	\$ 138,917,677	\$ 161,639,597	\$ 180,483,628
Principal	30,430,000	33,235,000	35,560,000	60,219,696	84,913,422	110,605,821	112,653,984
Total	\$114,712,038	\$ 137,821,603	\$ 141,932,048	\$ 178,660,764	\$ 223,831,099	\$ 272,245,418	\$ 293,137,612

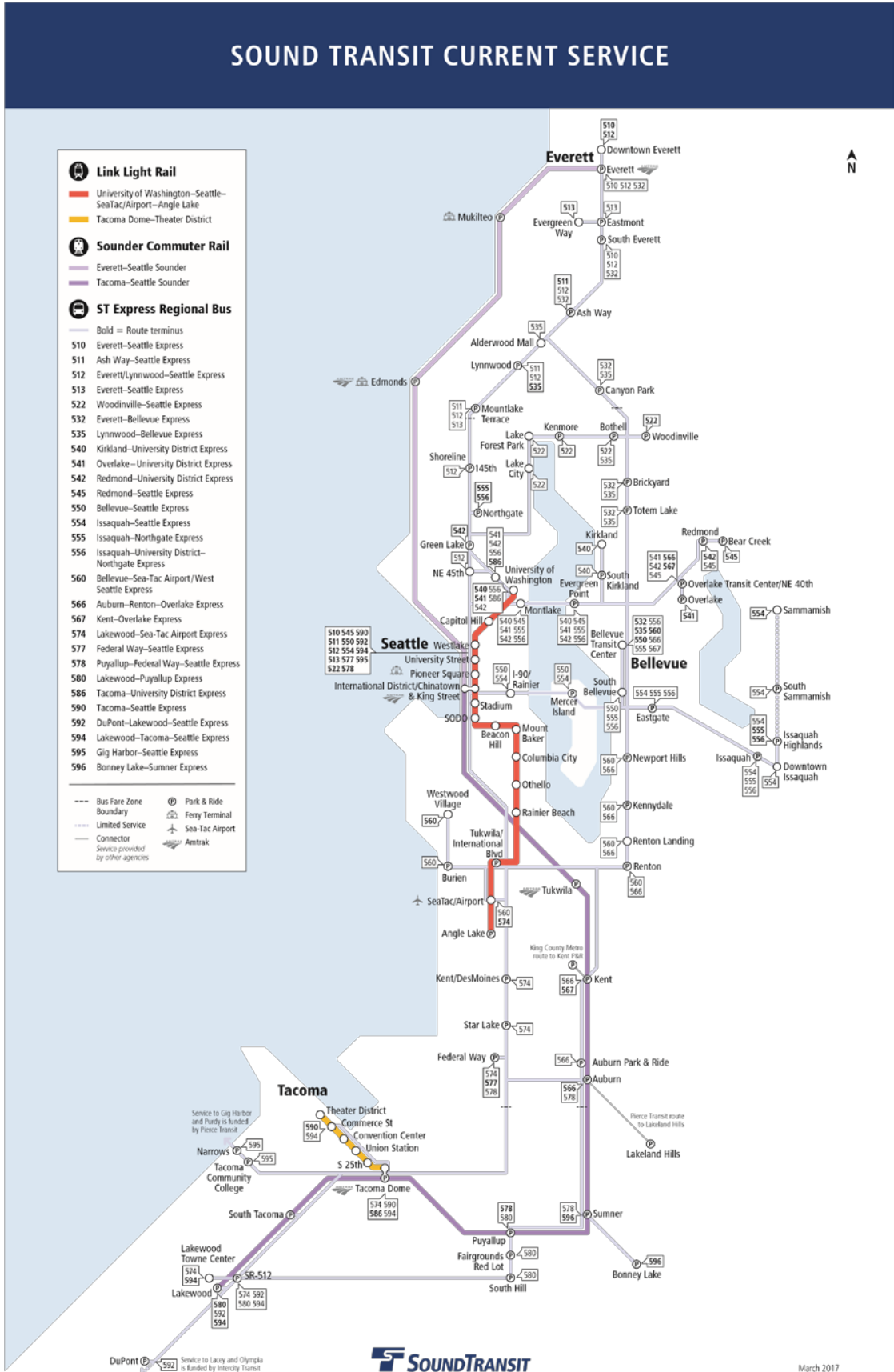
Annual Capital Purchase Obligations	2016	2017	2018	2019	2020	2021	2022
Total Formula Grants	\$63,941,541	\$47,793,411	\$51,452,658	\$60,224,180	\$51,015,444	\$60,535,682	\$55,458,140
Other Capital Grants	144,219,288	139,781,063	175,000,256	225,000,293	225,000,293	190,000,256	185,000,256
Bonds Proceeds	400,000,000	19,613,809	778,074,787	1,073,520,370	1,265,430,226	729,139,284	177,608,257
Other Capital Funds	2,458,425	-	-	-	-	-	-
Total	\$1,610,619,254	\$ 207,188,283	\$1,004,527,701	\$1,358,744,843	\$1,541,445,963	\$979,675,222	\$ 418,066,653

Ending Balances, December 31	2016	2017	2018	2019	2020	2021	2022
Unrestricted Cash and Investments	\$1,289,310,692	\$ 473,302,825	\$ 5,003,363	\$ 5,004,404	\$ 5,002,951	\$ 5,004,436	\$ 96,441,467
Operating Reserve	60,743,584	81,238,454	83,986,390	85,074,522	87,380,101	91,330,631	92,285,560
Capital Reserve Funds	321,278,602	337,415,497	345,850,885	354,497,157	363,359,586	372,443,576	381,754,665
Debt Service Fund	76,318,719	74,192,154	127,269,972	185,019,447	235,910,129	258,857,366	258,857,366
Total	\$1,747,651,597	\$966,148,930	\$562,110,610	\$629,595,530	\$691,652,767	\$727,636,009	\$829,339,058

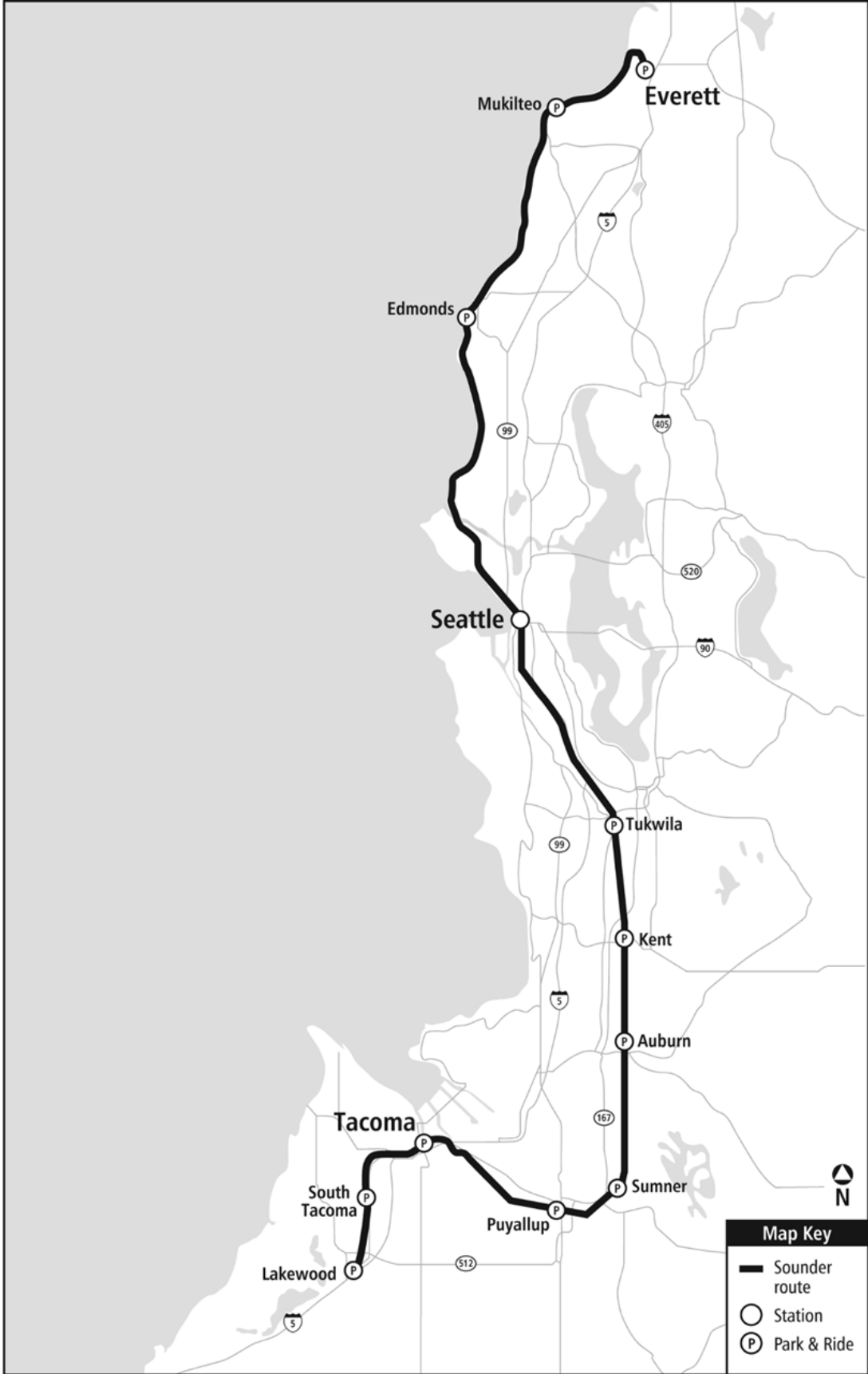
³ ST3 taxes and capital spending projects will be reflected in next year's TDP and are not included in this year's plan.

⁴ Other operating revenue forecasting for 2017 includes anticipated funds for high speed rail improvements in Pierce County on behalf of Amtrak.

APPENDIX A: 2016 SOUND TRANSIT SYSTEM MAP



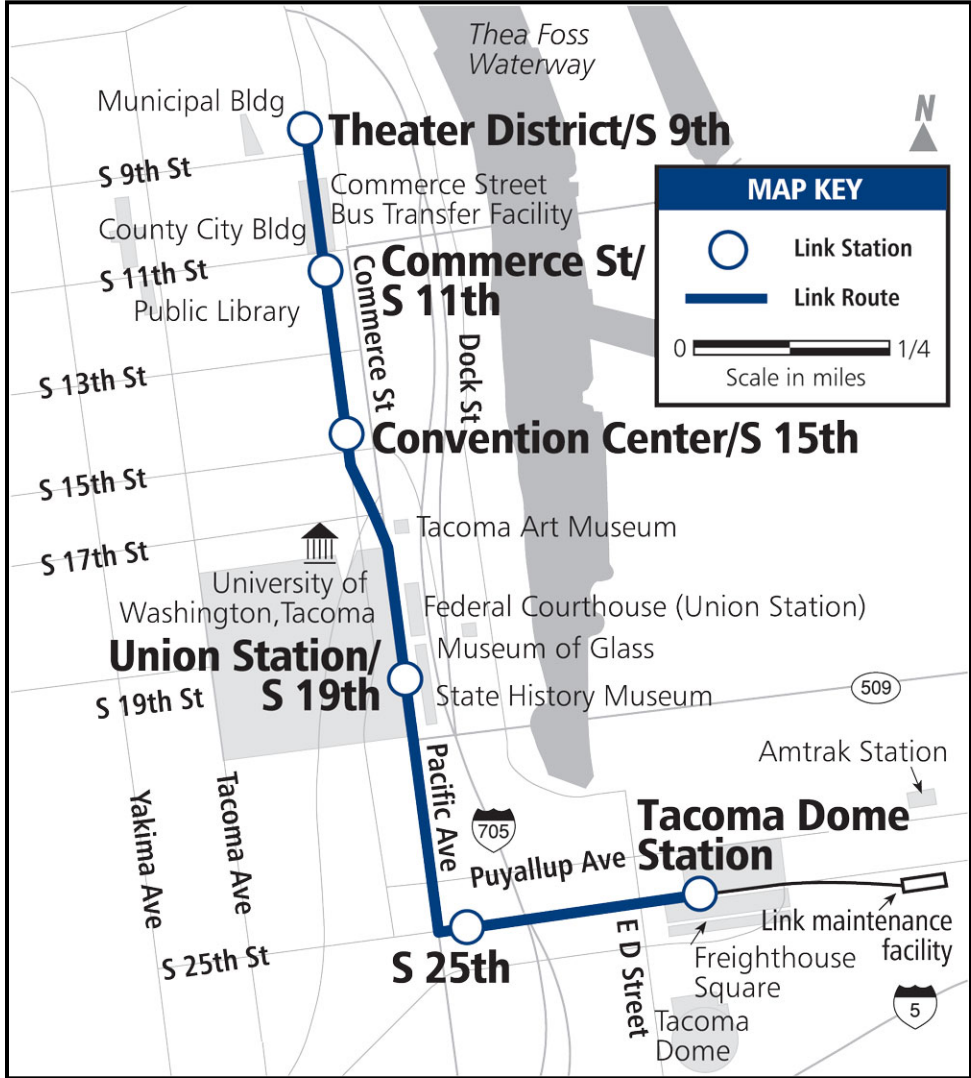
APPENDIX B: SOUNDER COMMUTER RAIL SYSTEM MAP



APPENDIX C: LINK LIGHT RAIL SYSTEM MAP



APPENDIX D: TACOMA LINK LIGHT RAIL SYSTEM MAP



APPENDIX E: CURRENT SERVICE AND PROPOSED FUTURE PROJECTS



APPENDIX F: REGIONAL FACILITIES SERVED BY SOUND TRANSIT (AS OF DECEMBER 2016)

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other *	Designated Parking Spaces
15th Ave NE & NE 45th Ave ++	540, 541, 542, 556, 586	43, 44, 45, 48, 49, 70, 71, 73, 167, 197, 271, 277	810, 821, 855, 860, 871, 880			None
Alderwood Mall ++	535		115, 116, 196			None
Angle Lake Station	Link	A				1050 (Garage) 70 (Surface Lot)
Ash Way Park-and-Ride	511, 512, 532	952	109, 112, 115, 116, 119, 201, 202, 410, 413, 415, 810, 860, 880			1,019
Auburn Park-and-Ride	566	180, 952				358
Auburn Station	Sounder, 566, 578	180, 181, 186, 910, 915, 917		497		633 (Garage) 113 (Surface Lot)
Ballinger Way (Lake Forest Park) ++	522	308, 309, 312, 331, 342, 372				None
Beacon Hill Station	Link	36, 60, 107				None
Bear Creek Park-and-Ride	545	216, 248, 268, 269, 982				283
Bellevue Transit Center	532, 535, 550, 555, 556, 560, 566, 567	B, 226, 232, 234, 235, 237, 240, 241, 246, 249, 271, 342				None
Bonney Lake Park-and-Ride	596					356
Bothell Park-and-Ride	522, 535	238, 243, 312, 342, 372				220
Brickyard Freeway Station/Park-and-Ride	532, 535	236, 237, 238, 255, 257, 311, 342, 952				443

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other *	Designated Parking Spaces
Burien Transit Center	560	F, 120, 121, 122, 123, 131, 132, 166, 180, 631				488
Canyon Park Freeway Station/Park-and-Ride	532, 535	952	105, 106, 120, 435			302
Capitol Hill Station	Link	8, 9, 10, 43, 49, 60				None
Columbia City Station	Link	50, 106				None
Commerce Street Station/S 11th St	Tacoma Link, 590, 594			1, 3, 13, 14, 28, 53, 103	ICT: 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	ICT: 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
Eastmont Park-and-Ride	513				ET: 29	389
Edmonds Station/Ferry Terminal	Sounder		116, 130, 196, 416		Amtrak, Washington State Ferries	259
Everett Station	510, 512, 532, Sounder		Swift, 201, 202, 270, 271, 277, 280		ET: 3, 4, 6, 7, 8, 17, 18, 29 ST: 90X IT: 412 Amtrak Greyhound Trailways	1,107
Evergreen Point Freeway Station/Park-and-Ride	540, 541, 542, 545, 555, 556	167, 252, 255, 257, 268, 277, 311, 982, 986, 992	424			48

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other *	Designated Parking Spaces
Evergreen Way/79th SE ++	513				ET: 3, 7	None
Federal Way Transit Center	574, 577, 578	A, 179, 181, 182, 183, 187, 193, 197, 901, 903		402, 500, 501		1,190
Green Lake Park-and-Ride	542	45, 62, 63, 64, 76, 316				411
Hawks Prairie Park-and-Ride	592				ICT: 609	332
I-5/SR-512 Park-and-Ride	574, 580, 592, 594			4, 300	ICT: 603, 605, 609, 612, 620	493
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, 74, 101, 102, 150, 255				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, 914, 916, 952				877 (Garage) 119 (Surface Lot)
Kent-Des Moines Freeway Station/Park-and-Ride	574	158, 159, 166, 192, 193, 197				370
Kimball Drive Park-and-Ride	595			100, 101, 102		306
King Street Station	Sounder, Various Bus Routes	Various Bus Routes	Various Bus Routes		Amtrak, Trailways, Central Washing Airporter, Bolt Bus, Dungeness Line	None
Kingsgate Park-and-Ride		235, 238, 244, 252, 255, 257, 277, 930				502

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other *	Designated Parking Spaces
Kirkland Transit Center	540	234, 235, 236, 238, 245, 248, 255				None
Lakewood Station	Sounder, 580, 592, 594			51, 300	ICT: 603, 605, 609, 612, 620	600
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, 421, 422, 425, 810, 821, 855			1,370
Mercer Island Park-and-Ride	550, 554	201, 204, 216, 630, 892, 989				447
Mountlake Terrace Freeway Station/Park-and-Ride	511, 512, 513	347	111, 112, 119, 130, 410, 413, 415, 435, 810, 871			877
Mukilteo Station/Ferry Terminal	Sounder		113, 417, 880		ET: 18, 70X Washington State Ferries	63
Narrows Park-and-Ride	595			100		195
NE 125th St. (Lake City) ++	522	41, 64, 65, 75, 309, 312, 330, 372				None
NE 145th Freeway Station/North Jackson Park-and-Ride	512	301, 303, 304, 308, 347, 373, 661				68
NE 30th/Kennydale Freeway Station	560	111, 167, 342, 952				50 (Leased)
NE 45th St Freeway Station	512	44, 63, 64, 76, 301, 316, 355, 661	810, 821, 855, 860, 871, 880			None
Newport Hills Freeway Station/Park-and-Ride	560	111, 167, 342, 952				275
Northgate Transit Center/Park-and-Ride	555, 556	26, 40, 41, 63, 67, 75, 303, 345, 346, 347, 348				296

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other *	Designated Parking Spaces
Olympia Transit Center	592				ICT: 12, 13, 21, 41, 43, 44, 45, 47, 48, 49, 60, 62A, 62B, 64, 66, 68, 94, 603, 605, 612, 620	None
Othello Station	Link	36, 50, 106				None
Overlake Transit Center	541, 542, 545, 566, 567	B, 232, 243, 244, 245, 249, 268, 269, 982, 992			Microsoft Shuttle Connect	222
Pioneer Square Station +	Link, 550	41, 74, 101, 102, 150, 255				None
Purdy Park-and-Ride	595	100, 102			Purdy Connection	200
Puyallup Fairgrounds Red Lot	580			400		219
Puyallup Station	Sounder, 578, 580			400, 402, 409, 425		364
Rainier Beach Station	Link	9, 106, 107				None
Redmond Transit Center/Park-and-Ride	542, 545	B, 221, 224, 232, 243, 248, 930, 931				377
Renton Transit Center/Park-and-Ride	560, 566	F, 101, 105, 106, 107, 143, 148, 153, 167, 169, 240, 342, 907, 908				150
S 25th St Station	Tacoma Link			1, 53		None
SeaTac/Airport Station	Link, 560, 574	A, 156, 180				None
SODO Station	Link, 590, 594, 595	50, 101, 102, 150, 177, 178, 190				None
South Bellevue Park-and-Ride	550, 555, 556	241, 249, 981				519

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other *	Designated Parking Spaces
South Everett Freeway Station/Park-and-Ride	510, 512, 532				ET: 29	397
South Kirkland Park-and-Ride	540	234, 235, 249, 255, 981, 986				833
South Sammamish Park-and-Ride	554	216, 219, 269				265
South Tacoma Station	Sounder			53, 300		77
SR-520 & NE 51st St Freeway Station ++	542, 545	232, 245, 268, 269				None
SR-520/Montlake Blvd Freeway Station	540, 541, 542, 545, 555, 556	43, 48, 167, 252, 255, 257, 268, 271, 277, 311, 982, 986, 992	424			None
Stadium Station	Link, 590, 594, 595	101, 102, 124, 150, 177, 178, 190				None
Star Lake Freeway Station/Park-and-Ride	574	177, 178, 183, 190, 192, 193, 197				540
Sumner Station	Sounder, 578, 596					302 (+48 leased)
Tacoma Community College Transit Center	595			1, 2, 10, 16, 28, 52, 53, 100		95
Tacoma Dome Station	Sounder, Tacoma Link, 574, 586, 590, 594			13, 14, 41, 42, 102, 400, 500, 501	ICT: 603, 605, 612 Greyhound, Amtrak, Trailways	2,337
Theater District/S 9th St Station	Tacoma Link			11		None
Totem Lake Freeway Station	532, 535	235, 237, 238, 243, 252, 255, 257, 277, 311, 342, 893, 930, 952	424			None
Tukwila International Blvd Station	Link	A, F, 124, 128				600 (+62 leased)

FACILITY	CONNECTING SERVICES					
	Sound Transit	King County Metro	Community Transit	Pierce Transit	Other *	Designated Parking Spaces
Tukwila Station	Sounder	F, 154			Amtrak	390
Union Station/S 19th St.	Tacoma Link, 590, 594			1, 41, 42, 53, 102, 400, 500, 501	ICT: 603, 605, 612	None
University of Washington Station	Link, 540, 541, 542, 556, 586	31, 32, 43, 44, 45, 48, 65, 67, 71, 73, 75, 78, 167, 197, 271, 277, 372, 373	810, 821, 855, 860, 871, 880			None
University Street Station+	Link, 550	41, 74, 101, 102, 150, 255				None
UW-Bothell/Cascadia Community College	522, 535	238, 312, 372, 931	105, 106			None
Westlake Station+	Link, 550	41, 74, 101, 102, 150, 255				None
Woodinville Park-and-Ride	522	236, 237, 238, 311, 931, 997				438
Yarrow Point/Clyde Hill Freeway Station	540, 541, 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; ICT: INTERCITY TRANSIT; IT: ISLAND TRANSIT; ST: SKAGIT TRANSIT