Sound Transit
Transit Development Plan
2026-2031

Adopted by the Board of Directors:
August 27, 2026

SOUNDTRANSIT

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- Mailing a letter to Sound Transit, Attn: Customer Service, 401 S. Jackson St. Seattle, WA 98104-2826.
- Visiting our offices located at 401 S. Jackson St. Seattle, WA 98104.

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INTRODUCTION

This Transit Development Plan (TDP) provides updated information to the Washington State Department of Transportation (WSDOT) on various elements of public transit service delivered by Sound Transit, also known as the Central Puget Sound Regional Transit Authority. This report contains information for all of Sound Transit's current service modes, including ST Express (commuter bus), Sounder (commuter rail), and T Line and Link (light rail). Details for a future bus rapid transit (BRT) service called Stride are also included. The information in this report is current as of June 2026.

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

1. PUBLIC HEARING AND DISTRIBUTION

1.1. Plan adoption

The Sound Transit Board of Directors adopted this Transit Development Plan on Aug. 27, 2026.

1.2. Public participation process

Public comment period: July 23, 2026 – Aug. 6, 2026

Comments can be mailed to: main@soundtransit.org
Sound Transit
Service Planning and Development
401 S. Jackson St.
Seattle, WA 98104

Public hearing: Sound Transit held a public hearing on the Transit Development Plan on Aug. 6, 2026. No written comments were received prior to the public hearing, and three comments were received during the public hearing. A recording of the public hearing can be found online here: https://youtu.be/BK3pjPtf53g

Notice posted to website: Sound Transit posted a notice of the hearing on the Transit Development Plan to its website at www.soundtransit.org on July 23, 2026.

Notice published in local paper: The Daily Journal of Commerce published a notice of the hearing on the Transit Development Plan on July 23, 2026.

Requests for paper or digital copies: Sound Transit allowed the public to request a paper or digital copy of the Transit Development Plan on or after July 23 by emailing main@soundtransit.org or calling (888) 889-6368.

1.3. Plan distribution

On September 1, 2026, Sound Transit will distribute the adopted Transportation Development Plan to:

- WSDOT Public Transportation Division online grants management system compliance module.
- The Transportation Improvement Board via:
    - Vaughn Nelson, Finance Manager at vaughnn@tib.wa.gov.
    - Chris Workman, Engineering Manager at chrisw@tib.wa.gov.
- All cities, counties, and regional transportation planning organizations within which Sound Transit operates.

2. SERVICE AREA, OPERATIONS, AND FACILITIES

2.1. Service area

Sound Transit's taxing and service area boundary lines follow the urban growth boundaries created by Snohomish, King, and Pierce counties, per the Washington State Growth Management Act (GMA). The Sound Transit service area boundary was adjusted in some places considering voter precinct boundaries, city limit lines, and geography. For planning and budgeting purposes, the district was divided into five geographic subareas, each with unique system components.

Current and future service maps illustrating the service area are available on Sound Transit's website:

https://www.soundtransit.org/get-to-know-us/our-brand/maps

An interactive map of the official Sound Transit District is also available online:

http://rtamaps2.soundtransit.org/st_determineaddress.html

Sound Transit also has a profile within the WSDOT Summary of Public Transportation, which includes more details about the agency's service area and intermodal connections:

https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/washington-state-summary-public-transportation

The following subsections go into more detail about the **services**, **equipment**, and **facilities** related to the various transit modes that Sound Transit currently offers express bus (ST Express), commuter rail (Sounder), and light rail (T Line and Link). Note that most Sound Transit services are operated by local partner transit agencies, apart from T Line.

2.2. ST Express (25 routes)

Fleet: 256 buses

Adult fare: $3

Sound Transit operates a regional express bus service with routes ranging from weekday peak-direction-only service to frequent, all-day, bi-directional routes on both weekdays and weekends.

Sound Transit contracts with partner 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. The ST Express fleet is fully equipped with Automatic Passenger Counters (APCs), which help monitor the mode's ridership.

Current routes in operation:

Route Number	Express Route Description	Days Operated	Type of Service
510	Everett – Seattle	M-F	Peak only
512	Everett – Lynnwood	M-F, Sa, Su	All-day
513	Seaway Transit Center – Lynnwood	M-F	Peak only
515[1]	Lynnwood - Seattle	M-F	Peak only
522	Woodinville – Roosevelt	M-F, Sa, Su	All-day

[1] Temporary route to provide additional direct service to Downtown Seattle.

532	Everett – Bellevue	M-F	Peak only
535	Lynnwood – Bellevue	M-F, Sa	All-day
542	Redmond – University District	M-F	All-day
545	Redmond – Seattle	M-F, Sa, Su	All-day
550	Bellevue – Seattle	M-F, Sa, Su	All-day
554	Issaquah – Seattle	M-F, Sa, Su	All-day
556	Issaquah – University District	M-F	Peak only
560	West Seattle – Sea-Tac – Bellevue	M-F, Sa, Su	All-day
566	Auburn & Kent – Redmond Tech	M-F	All-day
570[2]	Sea-Tac Airport – Seattle	M-F, Sa, Su	Overnight
574	Lakewood – Sea-Tac Airport	M-F, Sa, Su	All-day
577	Federal Way – Seattle	M-F, Sa, Su	Peak only
578	Puyallup – Seattle	M-F, Sa, Su	All-day
580	Puyallup – South Hill P&R	M-F	Sounder Connector
586	Tacoma – University District	M-F	Peak only
590	Tacoma – Seattle	M-F	Peak only
592	DuPont – Seattle	M-F	Peak only
594	Lakewood/Tacoma – Seattle	M-F, Sa, Su	All-day
595	Gig Harbor – Seattle	M-F	Peak Only
596	Bonney Lake – Sumner	M-F	Sounder Connector

ST Express buses serve regional transit facilities, including Sounder and Link Stations, park-and-ride lots, freeway stations, transit centers, and ferry terminals.

ST Express operates 365 days a year, running on a Sunday schedule on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day; it operates a Saturday schedule on Martin Luther King Jr. Day, and Presidents' Day.

2.3. Sounder (S and N Lines)

Fleet: 78 railcars and 14 locomotives

Adult fare: $3.25–$5.75, based on distance traveled

Track length: 81.8 miles

Stations: 12

Sound Transit operates weekday peak-oriented service along two corridors that radiate from Seattle's King Street Station: north to Everett (N Line) and south to Tacoma/Lakewood (S Line). Approximate travel times are about 60 minutes on the N Line to Everett and about 60 minutes to Tacoma and 75 minutes to Lakewood on the S Line.

The complete and current Sounder schedule can be found online:
https://www.soundtransit.org/sites/default/files/documents/schedule-sounder.pdf

The N Line serves stations at Edmonds, Mukilteo, and Everett. The S Line serves stations at Lakewood, South Tacoma, Tacoma Dome, Puyallup, Sumner, Auburn, Kent, Tukwila, and King Street (Downtown Seattle). Both services operate on Burlington Northern Santa Fe (BNSF) Railway tracks.

The S Line uses five- and six-car trains, while the N Line usually operates using two-car trains, extending to four-car

[2] Temporary route to be replaced in Fall 2026 as part of approved overnight service proposals.

trains during special event service. Special events include sporting events in Seattle's Lumen Field or T-Mobile Park.

Sound Transit owns 78 railcars (30 cab cars, 48 coach cars) manufactured by Bombardier and 14 locomotives manufactured by the Electromotive Division of General Motors and Motive Power Industries. Sound Transit contracts with BNSF to operate Sounder service and Amtrak for maintenance of the fleet. Maintenance occurs at Amtrak's Holgate yard in Seattle. All Sounder railcars are equipped with APCs on every door.

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. 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.

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

2.4. T Line

Fleet: 8 streetcars

Adult fare: $2

Track length: 7.51 miles

Stations: 12

Tacoma Link, now called the T Line, opened in 2003 and connects Tacoma Dome and the Hilltop neighborhood in Tacoma. To operate the T Line, Sound Transit owns eight electric-powered light rail vehicles. Three are manufactured by Inekon and Skoda Dopravni Technica of the Czech Republic. The other five are manufactured by Brookville Equipment Corporation in Brookville, Pennsylvania. All vehicles are equipped with APCs.

Sound Transit operates and maintains the vehicles out of its Tacoma Operations & Maintenance Facility (OMF). A maximum of five cars is scheduled, with one car available as a gap train and the other two as maintenance spares. The T Line alignment is mostly double-track and a short section of single-track, with a scheduled end-to-end running time of approximately 22 minutes each way.

Local and express bus service connects with T Line stations along Commerce Street. The Tacoma Dome Station, at the south end of the line, provides connections to Sounder, ST Express, 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.

The current T Line schedule can be found online:

https://www.soundtransit.org/sites/default/files/documents/schedule-link-t-line.pdf

The T Line operates 365 days a year, with reduced schedules for the following holidays: New Year's Day, Martin Luther King, Jr. Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Paratransit services for the T Line are provided under contract by Pierce Transit.

2.5. Link (1 and 2 Lines)

Fleet: 218+

Adult fare: Flat $3

Track length: 43 miles

Stations: 33

Link light rail service currently consists of two routes. The 1 Line runs north to south, between Lynnwood and Federal Way. Trains arrive every eight minutes in peak commuting periods, every 10 minutes in the midday period, and every 15 minutes at night. The 2 Line runs east to west, between Lynnwood and Redmond. Trains arrive every eight minutes in peak commuting periods, every 10 minutes in the midday period, and every 15 minutes at night.

The current schedules for the two Link light rail lines can be found online:

https://www.soundtransit.org/ride-with-us/routes-schedules/1-line

https://www.soundtransit.org/ride-with-us/routes-schedules/2-line

The agency operates service with 64 low-floor light railcars from Kinkisharyo/Mitsui of Japan and 154 Siemens light rail cars manufactured by Siemens Mobility in Sacramento, CA, while continuing to test and commission additional Siemens LRVs (eventually reaching a total of 162). Each 95-foot railcar can seat 74 passengers and hold up to 148 in a target maximum load. To date, 20 of the 62 Kinkisharyo vehicles (32% of the fleet) are equipped with APCs, while all the new Siemens vehicles are fully equipped with APCs.

The cars are currently paired in a mix of two- to four-car trains, and all Link stations have been constructed to accommodate up to four-car trains. Day-to-day operations, maintenance, dispatching, and complementary paratransit service are provided by King County Metro under contract. Link vehicles are stored and maintained primarily at the Link OMF Central in Seattle's SODO District on Airport Way South. A second maintenance facility, OMF East, is in Bellevue along the 2 Line.

Passengers may transfer between Link and regional/local bus services on the street above the Downtown Seattle Transit Tunnel (DSTT). Besides the DSTT, numerous connections to other modes are available at all other Link stations.

Link operates 365 days a year, running on a Sunday schedule on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day; it operates a Saturday schedule on Martin Luther King Jr. Day, Presidents' Day, and the day after Thanksgiving.

3. STATE & AGENCY GOALS, OBJECTIVES, AND STRATEGIES

The state's six transportation system policy goals (as stated in RCW 47.04.280) and corresponding Sound Transit action strategies going forward are as follows:

Policy goal	Description	Sound Transit action strategies
Preservation	To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.	Sound Transit will make wise investments and prioritize spending to maintain its equipment, facilities, and services.
Safety	To provide for and improve the safety and security of transportation customers and the transportation system.	Sound Transit will continue to focus on the safety and quality of the passenger experience and will maintain safe, secure facilities in addition to keeping a regular schedule of light and heavy maintenance of buses and trains.
Stewardship	To continuously improve the quality, effectiveness, resilience, and efficiency of the transportation system.	In the context of ongoing operator shortages, Sound Transit will continuously adjust service to right-size to available resources and prioritize reliable service delivery. In this way, Sound Transit will remain a reliable and solid transit system that serves the region.
Mobility	To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility.	The agency will continue operating ST Express, Sounder, T Line, and Link to foster greater ease of travel while mitigating traffic congestion across the entire Puget Sound region.
Economic vitality	To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.	Sound Transit will connect multiple regional employment centers with reliable, accessible, and affordable transit service. Additionally, Sound Transit will promote transit-oriented development at stations, enabling more people to access more jobs and thus support regional economic growth.
Environment	To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.	Sound Transit will maintain ISO 14001 certification of our Environmental and Sustainability Management System, as well as improve the environment of the Central Puget Sound region by carrying hundreds of thousands of people each day on trains and buses instead of personal motor vehicles.

Related agency goals and how they align with state goals established in the Washington State Transportation Plan are outlined in the table below.

Agency Goals	Preservation	Safety	Stewardship	Mobility	Economic	Environment
Open the Crosslake Connection Connecting across Lake Washington, extending the 2 Line to Lynnwood, and increasing service in the busiest parts of our system.		X	X	X	X	X
Reduce service disruptions and recover quickly Delivering a safe, clean, and reliable ride — ensuring a Great Ride during planned disruptions and swift recovery from the unexpected.	X	X	X			
Establish long-term financial stability Thinking creatively and outside the box, updating the Long-Range System and Finance Plans and ST3 System Plan, and ensuring we deliver the objectives of ST3.	X		X	X	X	

4. LOCAL PERFORMANCE MEASURES AND TARGETS

Sound Transit measures the performance of its system and regularly reports to the Board and shares information with the public. Sound Transit reports on the following categories in its System Performance Tracker available online:

https://www.soundtransit.org/ride-with-us/system-performance-tracker

The online dashboard reports on metrics aimed at delivering a safe, simple, seamless, and intuitive passenger journey by delivering on the following foundational service measures:

- **Accessible:** Sound Transit buses, trains, and station facilities should be ADA-accessible and available to all.
- **Clean:** Passengers deserve vehicles and facilities that are in good working order and are free of trash, graffiti, and vandalism.
- **Dependable:** Passengers should expect consistent, reliable service that departs and arrives on time, allowing them to rely on Sound Transit to get where they are going.
- **Informed:** Passengers deserve to know what is happening, so Sound Transit tracks response time to complaints and how it is doing with service disruption notifications. Sound Transit continues to develop more measures for monitoring dissemination of information to passengers.
- **Safe:** Sound Transit is committed to providing a physically and psychologically safe experience for passengers, whether in stations, aboard buses and trains, or in any other Sound Transit facility.

More information can be found at Sound Transit's System Performance Tracker website.

4.1. Transit asset management

In addition to the metrics discussed above, Sound Transit measures its asset management program with the goal of keeping its equipment, vehicles, and facilities in a state of good repair.

4.1.1. Rolling stock (revenue vehicles)

To ensure that its revenue vehicles are maintained in a state of good repair, Sound Transit projected the age of all revenue vehicles for the coming year and calculated the number of vehicles that would be above or below their Useful Life Benchmark (ULB). These targets were set by the agency using the FTA's suggested ULB for each modal fleet. Prior to NTD submission, staff reviewed the vehicle fleet and set achievable performance targets.

Vehicle type	2026 Targets
ST Express (Buses)	< 31% of buses will exceed their normal ULB
Link (Light Rail Trains)	0% of light rail vehicles will exceed their normal ULB
Sounder (Commuter Rail)	0% of commuter rail locomotives will exceed their normal ULB 0% of commuter rail passenger coaches will exceed their normal ULB
T Line (Streetcar Train)	0% of streetcars will exceed their normal ULB

4.1.2. Equipment (non-revenue vehicles)

Sound Transit projected the age of all Non-Revenue Vehicles (NRV) for the coming year and calculated the number of vehicles that would be above or below their ULB. These targets were set by the agency using the FTA's suggested ULB for each modal fleet. A review of the NRV inventory was completed and each vehicle was categorized into its distinct sub-category where its age was compared to its ULB.

Vehicle type	2026 targets
Non-revenue vehicles	< 9% of non-revenue service vehicles will exceed their normal ULB

4.1.3. Facilities (condition)

The agency reviewed all operating stations on a rolling triannual basis. Performance targets were set using condition assessment scores derived from the reviews. The agency sets targets based on the FTA Transit Economic Requirement (TERM) scale of 1-5.

Facility type	2026 targets
Support Facilities	< 12% have a condition rating of less than 3
Passenger Facilities	< 11% have a condition rating of less than 3
Parking Facilities	< 17% have a condition rating of less than 3

4.1.4. Infrastructure (performance restrictions)

Agency staff provide regular reports of performance restrictions, defined as when the maximum speed of vehicles on a given track segment is below the segment's full-service speed. For each reporting year, a target is set to compare the amount of track with performance restrictions to the total amount of track operated by the agency. Agency personnel advise whether any track will be under restrictions in the following year due to repair, and targets are adjusted to reflect planned future work and performance restrictions.

Infrastructure type	2026 targets
Link light rail	< 3% of track subject to performance restrictions
Sounder commuter rail	< 2% of track subject to performance restrictions
T Line (Tacoma Link)	< 2% of track subject to performance restrictions

4.2. Safety

Sound Transit regularly reports on key safety measures within the annually published Agency Safety Plan. The most recent Agency Safety Plan can be found online, with performance measures defined in section 1.2:

https://www.soundtransit.org/st_sharepoint/download/sites/PRDA/FinalRecords/2025/Report%20-%202025%20Agency%20Safety%20Plan%20-%2009-04-25.pdf

Safety targets for 2026 include the following metrics for various modes that Sound Transit operates.

Metric	Fixed Route (Bus)	Link (Rail)	T Line (Street-Running Rail)
Fatalities	0	0	0
Transit Worker Fatalities	0	0	0
Injuries	25	39	1
Transit Worker Injuries	2	5	0
Assaults on Transit Workers	93	253	10
Safety Events	35	114	8
Total Collisions	28	26	7
Pedestrian Collisions	2	6	1
Vehicular Collisions	21	17	6
System Reliability (Mean Distance Between Failures)	10.25	1.59	29.47
Vehicle Revenue Miles (VRM)	10,739,911	14,203,964	199,161

5. PLAN CONSISTENCY

Sound Transit works closely with many local jurisdictions to plan, build, and run a regional transit system. In fact, the Sound Transit District includes over 50 cities within the King, Pierce, and Snohomish counties. The agency's many projects and services are typically referred to as "high-capacity transit" (HCT) in the transportation elements of their local comprehensive plans.

Following guidelines from the Washington State GMA, Sound Transit also ensures alignment and consistency with the goals and policies of the Puget Sound Regional Council (PSRC), the region's designated metropolitan planning organization (MPO). In turn, PSRC reviews and approves local comprehensive plans, ensuring they are consistent with the regional transportation plans where Sound Transit plays a key role.

Other ways Sound Transit strives to align projects to the goals of local comprehensive plans include:

- Coordinating with jurisdictions to check that their land use (zoning) is consistent with station area plans.
- Aligning with local visions for future development and station typologies.
- Fulfilling growth management objectives, per PSRC guidelines.
- Participating in the Model Code Partnership to align design standards and partner interests throughout a corridor (e.g., along with the future Everett Link Extension).
- Providing input on local code amendments to support various access modes for future stations (e.g., defining minimum bicycle parking requirements in Seattle).
- Contributing to the development of transportation elements of comprehensive plans as stakeholders (e.g., in Bothell's Transportation Advisory Focus Group).

As the regional transit authority for Puget Sound, Sound Transit also regularly coordinates with other public transit agencies in the region on a wide variety of initiatives, including:

- Participating in cross-agency working groups (e.g., the executive-sponsored "Mobility Partnership" and relevant subcommittees) to investigate and share knowledge on common topics of interest such as ridership trends, workforce planning, fare coordination, transitions to zero emission fleets, etc.
- Continuously working with operating partners (i.e., Pierce Transit, King County Metro, and Community Transit) to monitor service they operate on our behalf, identifying and exploring potential adjustments (such as scheduling or routing changes) to improve performance or passenger experience, which are then implemented via the semi-annual service change process.
- Coordinating operations and service integration (including identifying resourcing needs) as major HCT corridor projects open, such as the Federal Way and Crosslake Connection extensions, through processes like King County Metro's East Link Connections and South Link Connections programs.
- Seeking feedback on our service change proposals, contained in the upcoming years' service plan, and working together to finalize proposals to ensure they are operationally feasible.
- Conducting public engagement (e.g., public surveys, focus groups, etc.) together when reasonable.
- Working together to serve passengers during service disruptions, through our respective Ambassador staff teams.

6. PLANNED CAPITAL EXPENSES

Planned capital expenses are aggregated at the project level within the agency's overall capital improvement program for conciseness, as referenced in the Multiyear Financial Plan section.

Below are a few selected highlights of planned elements, including notable additions in **rolling stock** and major new **facilities** that will be opening in the coming years alongside the primary system expansion projects (given known timelines as of June 2026).

6.1. Rolling stock expansion

Year	New rolling stock
2026	• Three new CEM bi-level cab cars and eight new coach cars • Two articulated prototype buses for testing Stride BRT service • Two double-decker prototype buses for testing Stride BRT service
2027	• 15 articulated BRT vehicles • 33 double-decker BRT vehicles • Final acceptance of additional 10 Siemens light rail vehicles
2028	• None planned
2029	• None planned
2030	• None planned
2031	• None planned

6.2. Facilities / infrastructure

Year	New facilities & infrastructure
2026	• Link light rail stations on full 2 Line: Mercer Island and Judkins Park • Link light rail infill station: Pinehurst (NE 130th Street)
2027	• Parking garage at Sumner Station • Parking garage at Auburn Station • Parking garage at Kent Station • Stride BRT station for interim use by ST Express routes: NE 85th Street
2028	• Bus Operations and Maintenance Facility (Bothell) • Stride BRT stations along SR 522 between Bothell and Shoreline (S3 Line) • Stride BRT stations along I-405 South between Burien and Bellevue (S1 Line)
2029	• Stride BRT stations along I-405 North between Lynnwood and Bellevue (S2 Line) • Stride BRT inline station: Tukwila International Blvd
2030	• None planned
2031	• Link light rail infill station: Graham St

7. PLANNED OPERATING CHANGES

The ST Express bus system was originally designed to strengthen regional mobility on an interim basis while Sound Transit planned and constructed fast and reliable HCT services. To connect more people to more places as the region grows, Sound Transit's enabling legislation and voter-approved plans require replacing interim ST Express bus service when new HCT projects (such as Link light rail extensions) are delivered. As a result, as new HCT projects are completed, Sound Transit will reevaluate ST Express routes in the surrounding area.

As Sound Transit continues to deliver new transit service to the region, original planned opening timelines have changed as additional information about project constructability and staffing availability has become available. Sound Transit continues to monitor construction progress and operational capacity to determine when service will open and how much service is possible to provide within existing constraints. As a result, the planned operating changes reported here include several different service configurations, and these differ from previous years' reports.

The following section outlines the agency's planned service changes each year through 2031 given the known timelines, as of June 2026. These proposed changes are not final and may change, be partially implemented, or deferred in response to construction progress and operating capacity. Sound Transit is also taking steps to reevaluate project timelines to keep the overall program affordable.

7.1. Changes in 2026

The full Link 2 Line, which includes service over the I-90 bridge between Lynnwood City Center Station and Downtown Redmond Station, opened in 2026. ST Express bus service running along I-90 will be evaluated to coordinate and connect with expanded light rail service. Federal Way, South Bellevue and Bellevue Downtown stations will become key transfer points connecting bus riders to the regional Link system. A new infill station (Pinehurst) will also open in 2026, though exact opening dates and service will be determined by construction progress and operational capacity.

Mode	Change description	Type
Link Light Rail	2 Line service extends across I-90 and north to Lynnwood City Center Station.	Expansion
Link Light Rail	Opportunity trips on Link 1 Line between Federal Way/Angle Lake and Beacon hill become non-revenue trips.	Monitoring
Link Light Rail	Pinehurst Station (infill) opens on both Link 1 Line and 2 Line.	Expansion
ST Express Bus	Truncate and increase service on route 556; discontinue routes 550, 554, and temporary route 515.	Supports expansion of 2 Line
ST Express Bus	Truncate route 574 to Federal Way, change southern terminal to Lakewood Station (was Lakewood TC), and increase service. Discontinue route 586.	Supports expansion of 1 Line
ST Express Bus	Discontinue route 580 in response to new parking available at Puyallup Station.	Monitoring
ST Express Bus	Reroute route 522 to Shoreline South Station.	Supports expansion of Stride S3 Line
ST Express Bus	Begin service on new overnight routes 547 (Redmond – Seattle via Bellevue) & 597 (Lakewood – Seattle via SeaTac).	Expansion
ST Express Bus	Route 513 begins operating bi-directional service and no longer serves Eastmont P&R. Bus Bay assignment to be adjusted at Seaway Transit Center. Pathway revised to serve W Casino Rd & Airport Rd. Stops added on W Casino Rd. Route 545 ceases serving Olive & Boren. Schedule adjustments and trip add on Route 596 to coordinate with Sounder S Line.	Monitoring
ST Express Bus	Route 535 will have new Sunday service, and improved Saturday service levels.	Supports expansion of S2 Line.
Sounder Commuter Rail	Adjust schedules on Sounder N Line and S Line to a clock-face departure schedule. One S Line round trip was also extended to Lakewood from its existing terminus of Tacoma Dome.	Expansion

7.2. Changes in 2027

Mode	Change description	Type
ST Express Bus	Planned service on new overnight route 517 (Everett – Seattle via U-District) begins.	Expansion

7.3. Changes in 2028

Stride BRT's S3 Line will begin operations along SR 522 between Bothell and Shoreline South stations, while S1 Line will also begin operations along I-405 between Burien and Bellevue initially using a temporary stop at Tukwila International Boulevard Station. Exact opening dates and service will be determined by construction progress and operational capacity. ST Express bus service will be evaluated to coordinate with this new high-capacity transit service.

Mode	Description	Type
Stride BRT	Begin S3 Line service on SR 522 / NE 145th between Bothell and Shoreline South Station, replacing ST Express route 522.	Expansion
Stride BRT	Begin S1 Line service on I-405 South between Burien and Bellevue with an interim station at Tukwila International Blvd, replacing ST Express route 560.	Expansion
ST Express Bus	Evaluate schedule and routing for routes 560 and 566.	Supports expansion of Stride S1 Line
ST Express Bus	Evaluate schedule and routing for all ST Express routes to align with resources in updated system plan.	Monitoring

7.4. Changes in 2029

Stride BRT's S2 Line will begin operations along I-405 between Lynnwood and Bellevue. Exact opening dates and service will be determined by construction progress and operational capacity. ST Express bus service will be evaluated to coordinate with this new high-capacity transit service.

Mode	Description	Type
Stride BRT	Begin S2 Line service on I-405 North between Lynnwood and Bellevue, replacing ST Express route 535.	Expansion
Stride BRT	Stride S1 Line begins using the inline station at Tukwila International Blvd.	Expansion
ST Express Bus	Evaluate schedule and routing for route 532.	Supports expansion of Stride S2 Line

7.5. Changes in 2030

No significant operating changes are planned in 2030.

7.6. Changes in 2031

A new infill station (Graham St) is planned to open in 2031, though exact opening dates and service will be determined by construction progress and operational capacity.

Mode	Change description	Type
Link Light Rail	Graham St Station (infill) opens on Link 1 Line.	Expansion

8. MULTIYEAR FINANCIAL PLAN

8.1. Capital Improvement Program

A full list of capital projects and their **capital costs** (for the current budgeted year and next five years) can be found within *Appendix I* of the agency's publicly available 2026 Adopted Budget & Financial Plan:

https://www.soundtransit.org/sites/default/files/documents/2026-adopted-budget-financial-plan.pdf

Capital revenues from grants and other sources are summarized in the following table.

(In Thousands)

Annual Capital Purchase Obligations	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
Federal Grants	147,622	460,953	219,798	426,779	660,758	868,438
Other Capital Grants	27,443	8,024	18,023	4,165	75,202	4,366
Total	**$175,065**	**$468,977**	**$237,821**	**$430,944**	**$735,960**	**$872,804**

8.2. Operating financial plan and cash flow analysis[3]

(In thousands)

Annual revenues	2026	2027	2028	2029	2030	2031
Sales tax	1,828,579	1,902,082	1,986,270	2,079,716	2,187,736	2,300,614
MVET	412,469	427,623	349,469	242,441	241,436	250,193
Rental car tax	4,660	4,800	4,944	5,092	5,245	5,402
Property tax	178,084	182,099	186,245	190,545	194,976	199,541
Farebox revenue	83,182	103,649	120,221	135,845	144,309	150,121
Federal operating	40,324	122,125	119,007	108,966	119,050	126,828
Other operating revenue	34,772	54,596	45,373	34,557	28,513	35,403
Realized & unrealized interest earned	260,939	155,160	128,390	93,206	45,871	9,903
Total	**$2,843,009**	**$2,952,134**	**$2,939,919**	**$2,890,368**	**$2,967,136**	**$3,078,005**

(In thousands)

Annual operating expenses	2026	2027	2028	2029	2030	2031
Annual modal expenses	809,951	882,083	935,659	1,016,526	1,074,166	1,120,422
Paratransit expenses	11,535	12,665	13,160	13,661	14,184	15,338
Leases	9,110	8,793	8,621	8,458	8,279	8,276
Other operating expenses	62,609	85,291	93,972	105,739	112,806	105,794
Interest	-	-	-	-	-	-
Depreciation and amortization	-	-	-	-	-	-
Donations to other governments	-	-	-	-	-	-
Total	**$893,205**	**$988,832**	**$1,051,413**	**$1,144,385**	**$1,209,435**	**$1,249,830**

(In thousands)

Ending balances, Dec. 31	2026	2027	2028	2029	2030	2031
Unrestricted cash and investments	5,994,730	4,914,930	3,495,182	1,588,034	100,005	100,003
O&M Reserve Fund	180,480	188,384	198,472	213,109	226,006	231,889
Capital Reserve Fund	378,364	383,094	387,882	392,731	397,640	402,610
Emergency Reserve Fund	71,875	78,342	84,890	91,520	95,289	96,480
Debt Service Fund[4]	7,500	7,500	7,500	7,500	47,423	177,424
Contractually Required Reserve Fund	13,890	13,890	13,890	13,890	13,890	13,890
Affordable Housing Fund	19,750	19,750	19,750	19,750	19,750	19,750
Total	**$6,666,589**	**$5,605,890**	**$4,207,566**	**$2,326,534**	**$900,003**	**$1,028,156**

[3] *Financial data sources: Forecast (2026-2031) is from a cash-based future model*
[4] *Forecast only includes prior bond reserve investment*

9. PROJECTS OF REGIONAL SIGNIFICANCE

Given the role of Sound Transit as a regional transit authority, all projects detailed in the capital improvement program referenced in the previous section could be considered projects of regional significance. However, specific projects from the agency's 2026 Adopted Budget & Financial Plan that meet thresholds for Regional Capacity Projects as defined by the PSRC (the regional MPO) are mentioned again here. More details about each project can be found in the full 2026 Adopted Budget & Financial Plan using the included project and page numbers below.

9.1. Link projects

- T400047: WEST SEATTLE LINK EXTENSION (p.139)
- T400052: EVERETT LINK EXTENSION (p.140)
- T400053: TACOMA DOME LINK EXTENSION (p.141)
- T400066: BALLARD LINK EXTENSION (p.143)
- T400115: NE 130TH STREET INFILL STATION (p.145)
- T400136: GRAHAM ST INFILL STATION (p.146)
- T400137: BOEING ACCESS RD INFILL STN (p.147)

9.2. Sounder projects

- T300044: SUMNER, KENT & AUBURN SPAI (p.126)
- T300136: TDS PARKING AND ACCESS IMPROV (p.130)
- T300140: DUPONT EXTENSION (p.131)

9.3. Stride BRT projects

- T500050: I-405 BRT (p.166)
- T500051: SR 522-NE 145TH ST BRT (p.167)
- T500054: I-405 BRT GARAGES (p.168)
- T500055: SR-522 BRT GARAGES (p.169)

Several of these projects are also referenced starting on page 250 of the PSRC Regional Transportation Plan: https://www.psrc.org/media/5938

soundtransit.org/tdp