

Sound Transit

Federal Partnership Report



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Cover photo

A construction apprentice gets hands-on practice in tunnel rail installation through a Sound Transit-supported pre-apprenticeship training program. [Photo courtesy Northwest Laborers-Employers Training Trust Fund]

This periodic publication highlights the important federal role as Sound Transit builds the regional transit system for Central Puget Sound.

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In these tough economic times, I'm proud to say Sound Transit is managing through the recession, putting thousands of people to work, and supporting tomorrow's construction workforce. I invite you to learn more in the pages ahead.

Both Washingtons -- D.C. and the state -- know that we've all been persevering. More people are out of work. Less consumer spending means tax revenues have been down for more than two years. Public agencies are challenged, now more than ever, to continue to deliver with fewer resources.

Federal support is key to the vital transit projects and services that citizens of the region rely on every day to get to work and school. This issue of our Federal Partnership Report highlights how investments in the regional transit system create jobs now and transit options for the future. Sound Transit is putting people to work, training the next generation of skilled workers, and stimulating the economy. Also featured in this edition are two light rail projects -- one in downtown Tacoma, and another linking Seattle's Northgate area with Lynnwood in Snohomish County -- where federal investment is vitally important.

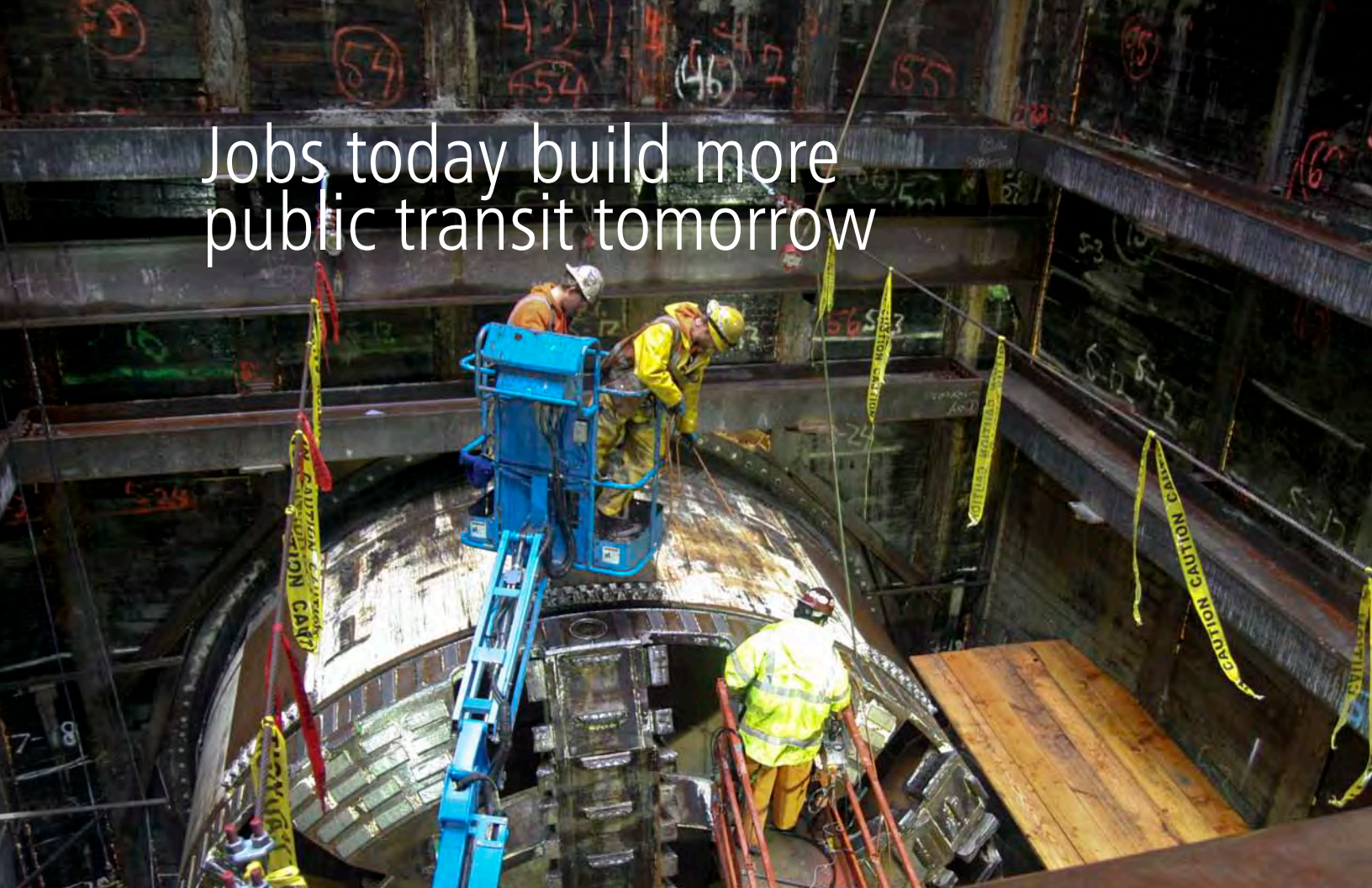
As always, I appreciate your interest and investment in Sound Transit.

Joni Earl
Joni Earl
Sound Transit CEO



Students learn to install railroad tracks at a training site near Elma. Because Sound Transit relies on a skilled construction workforce to build public transit projects throughout the region, the agency works with the labor community to support several pre-apprenticeship training programs. [Photo courtesy Northwest Laborers-Employers Training Trust Fund]

Jobs today build more public transit tomorrow



Workers prepare a tunnel boring machine (TBM) for its next run

Investing in regional transportation improvements means jobs for the Puget Sound region at a time they are so especially needed – thousands of jobs to build the transit improvements that many thousands more will use every day. Sound Transit’s successful public-private partnerships put thousands of skilled construction workers employed by private firms to work for years building the rail lines voters have demanded.

From apprentice laborers to journeymen ironworkers to the thousands of small firms who supply job sites with materials and services, investing in Sound Transit means jobs.

Washington state estimates that every \$1 million in construction project spending generates about 10 full-time, annual, direct and indirect jobs. [Washington State Office of Financial Management Input-Output Model]

On billion-dollar projects, that adds up to thousands of jobs.

JOBS BY THE NUMBERS

Using the Washington state model, here’s a snapshot of how Sound Transit projects have kept the regional economy moving and continue to fuel the regional construction, services and supply industries.

Link light rail (Seattle to Sea-Tac International Airport) – **31,033 jobs (direct and indirect)**

University Link light rail (Seattle to UW) – **20,780 jobs**

Capital investments in regional bus and HOV infrastructure – **10,839 jobs**

Sound Transit 2 fueling the economy

When voters approved the Sound Transit 2 plan in 2008, they not only demanded a regional rail network connecting our urban job and housing centers, they also ensured long-term jobs creation, providing benefits today and well into the future.

According to the state model, building the current ST2 plan will generate more than **100,000 direct and indirect jobs** through 2024.

Employing minorities, small business

In keeping with the Sound Transit Board's long-term commitment to build the regional transit system using a workforce that mirrors the region's diverse population, many small businesses are being put to work on Sound Transit construction projects. These include women-owned, minority and disadvantaged business enterprises (DBEs).

As an example, small and disadvantaged businesses have earned nearly \$57 million to date helping to build the University Link light rail project. Here's a closer look.

Small businesses at work on U-Link		
Women-owned	\$24 million	42.3%
Other small business	\$16.5 million	28.9%
Asian American	\$10.3 million	18.2%
African American	\$2.8 million	4.9%
Native American	\$3.1 million	5.5%
Hispanic American	\$104 thousand	.2%

Sound Transit invoices for work performed through December 2011



Representatives of Building and Construction Trades Councils support the extension of the PLA in testimony to the Sound Transit Board: from left, Mark Martinez (Pierce County), David Myers (Washington State) and Lee Newgent (King County).

Project Labor Agreement extended

In February, the Sound Transit Board added the Sound Transit 2 light rail extensions to the agency's Project Labor Agreement (PLA), a labor contract used in the construction industry to set and standardize wages, benefits and employment conditions.

Before taking this action, the Board commissioned a study of the PLA, in place since 1999, to understand whether the PLA's goals had been achieved. The study found that the PLA met the original objectives, including preventing project delays and cost overruns, providing an adequate supply of skilled workers, achieving costs savings through higher apprenticeship ratios, increasing opportunities for participation by people of color, women, economically disadvantaged workers and local small businesses, and promoting diversity in employment.

"Sound Transit projects have been a bright spot for thousands of local skilled tradespeople in a time when construction jobs have been scarce."

- Lee Newgent, Executive Secretary of Seattle Building Trades

BUILDING WORKFORCE ALONG WITH TRANSIT PROJECTS

Sound Transit supports training and recruiting programs that invest in developing the construction workforce needed to build transportation infrastructure projects throughout the region. One example is **Helmets to Hardhats**, which connects transitioning military personnel with employment opportunities in the construction industry and helps them determine the transferable skills they acquired during military service.

Bryan Bianchini is an Army veteran who served as a soldier in the Middle East and Afghanistan. Today he's employed by Frank Coluccio Construction Company as a journey-level laborer helping to build Link light rail.





A family prepares to meet the Sounder train at Puyallup Station.

Bottom image: At Sumner Station, riders look forward to taking the Sounder train.

Needed: Robust federal transportation program

Federal partnerships critical to future of regional transit system

Citizens of the central Puget Sound region understand that investing in public transportation works for everyone – businesses, families, senior citizens, workers and students. Even as the great recession began in 2008, they approved a significant expansion of the regional transit system called Sound Transit 2. That plan relies on a continued federal partnership with a healthy spectrum of federal transportation programs that can leverage local, regional and state dollars to build and maintain the infrastructure needed to keep the economy and people moving.

Sound Transit Reauthorization Priorities

Since Congress is considering reauthorizing federal transportation programs, Sound Transit has identified priorities for a continued federal partnership on the regional transit system.

Federal Transit Administration's New Starts/Small Starts Program

The FTA's very competitive New Starts program funds projects that transform communities, create economic opportunity and improve quality of life. Sound Transit is the only agency in the State of Washington to have secured Full Funding Grant Agreements (FFGA) through the New Starts program for planning and building the regional light rail framework. In Sound Transit 2, the agency assumed a continuation of the New Starts program. In addition to University Link -- which is scheduled to receive its last FFGA payment in FY 2015 -- Sound Transit has two regional projects that depend on a future federal partnership, the extension of Tacoma Link and light rail connecting Northgate with Lynnwood. These two projects are featured in the next section. Both are in the early stages of competing for New Starts funding.

Other federal transit programs

Sound Transit competes for federal grant programs and "earns" funding through a formula distribution of federal gas tax dollars. The agency supports a continuation of these important funding sources to complete the regional system. Examples include TIGER, the Congestion Mitigation and Air Quality, the Bus and Bus Facilities, and the Fixed Guideway Modernization programs.

CHALLENGES



Sound Transit is counting on a robust New Starts/Small Starts program to complete the University Link FFGA and provide a federal share for at least two projects: the light rail extension from Northgate to Lynnwood and the extension of Tacoma Link light rail. **Sound Transit urges Congress to reauthorize the federal transportation programs, including the Mass Transit Account, a robust New Starts program, a continuation of earned formula funding, and competitive programs like the Congestion Mitigation Air Quality program.**





Tacoma connections

Extending Tacoma Link

Tacoma Link light rail near Convention Plaza

Since 2001, the popular 1.6-mile Tacoma Link light rail line has been carrying about 2,000 riders per day to key locations in downtown Tacoma including the University of Washington Tacoma, the Washington State History Museum, the Greater Tacoma Convention and Trade Center, and the Theater District.

Responding to community interest, the City of Tacoma in 2011 provided the funding to add a new Tacoma Link stop at Commerce Street that opened in September. The new station is attracting new riders, as shown by a 23 percent increase in ridership since the Commerce Street stop opened.

The Sound Transit 2 plan provides for a capped capital contribution to a partnership for an expansion of the Tacoma Link system. Sound Transit, in coordination with the City of Tacoma and Pierce Transit, is beginning the expansion planning process. In February, Sound Transit initiated work with the FTA to advance the Tacoma Link extension through the Small Starts process.

Moving through the Small Starts process

The current Small Starts program is limited to projects with total capital costs of \$250 million, with no more than \$75 million in Small Starts funding.

FTA has a three-step approval process that culminates in a grant agreement. Sound Transit is starting the first step, Alternatives Analysis, to explore options for extending the system to neighborhoods adjacent to downtown Tacoma. That work will help Sound Transit, the City and Pierce Transit better understand options for partnering on the extension.



Congressman Norm Dicks at Tacoma Link opening in 2003

Expanding the regional transit system from Northgate to Lynnwood

Busiest corridor in Washington competitive for FTA New Starts funding

In the most heavily traveled corridor in the State of Washington, the area from Northgate to Lynnwood is an outstanding candidate for New Starts funding. Sound Transit is already putting the project through the rigorous New Starts process, culminating in a major federal grant, or Full Funding Grant Agreement (FFGA). Here are the steps to an FFGA, along with expected timeframes.

Alternatives Analysis

- Sound Transit analyzed mode and corridor options for extending the regional system north of Northgate
- Sound Transit Board confirmed light rail as preferred transit mode and identified Interstate 5 as corridor for further environmental study
- ☑ **Completed December 2011**

Environmental Review

- Draft Environmental Impact Statement (DEIS) process begins this spring to evaluate alignment options along the I-5 corridor
- Preferred alignment identified by Sound Transit Board with FTA concurrence
- Sound Transit requests permission of FTA to begin Preliminary Engineering (PE)
Timeframe: 2012-2013

Preliminary Engineering

- Sound Transit completes PE and Final EIS
- Sound Transit Board selects project to be built and operated with FTA concurrence
- Sound Transit seeks FTA Record of Decision and authority for Final Design
Timeframe: 2014

Final Design

- Sound Transit enters into Final Design
- At time of Final Design authority, Sound Transit and FTA agree on a federal share
Timeframe: 2015-2018

Full Funding Grant Agreement

- Sound Transit and FTA finalize terms of Full Funding Grant Agreement
- After 60-day Congressional review, FTA and Sound Transit sign agreement
Timeframe: 2018



CHALLENGE

While Sound Transit has significant local funding to plan, design, build and operate the segment from Northgate to Lynnwood, the agency has assumed a significant New Starts grant. **Sound Transit urges Congress to reauthorize and fund a robust New Starts program to ensure the program continues.**

Mountlake Terrace Freeway Station



Hearing from the public

During 2011, more than 1,500 citizens commented on corridor and mode options studied in Alternatives Analysis. In December the Sound Transit Board, with FTA concurrence, confirmed the light rail mode and the I-5 corridor for extending service between Northgate and Lynnwood.

Sound Transit is starting environmental review of I-5 alignment and station options with 10 public “listening sessions” at locations along the corridor. The agency also is gathering input from local jurisdictions including the cities of Seattle, Shoreline, Mountlake Terrace and Lynnwood, and King and Snohomish counties. In April, the Board is expected to identify the alignment and station options to examine through the Draft EIS process.



Lynnwood
Transit Center

Sound Transit will submit the Lynnwood light rail extension to FTA for an initial rating in 2013, and each subsequent year until the project receives a Full Funding Grant Agreement. The project's overall rating is the average rating for project justification and local financial commitment. FTA assigns ratings on a five-tier scale of High, Medium-High, Medium, Medium-Low, and Low. Sound Transit expects this extension to compete well in the national New Starts competition.

NEW STARTS PROJECT EVALUATION CRITERIA

Summary Rating

Project Justification Rating

- Cost effectiveness - 20%
- Economic benefits - 20%
- Mobility improvements - 20%
- Transit supportive land use - 20%
- Environmental benefits - 10%
- Operating efficiencies - 10%
- Other factors

Financial Rating

Projects are also evaluated against the strength of the local financial commitment:

- Proposed share of local funding
- Strength of the proposed capital financial plan
- Ability of project sponsor to fund operations and maintenance of the entire planned system



FTA Region 10 Administrator Rick Krochalis and Sound Transit CEO Joni Earl and their staffs meet every quarter with the FTA's oversight consultants to discuss issues and collaborate on solutions.



Tunnel boring machine 'Brenda' was retrieved at Pine Street in late November, completing the first of two tunnels between Capitol Hill and downtown Seattle. It's now back at work excavating the second tunnel.

Light rail construction to University of Washington, final design to Northgate

2012 is a big year as Sound Transit makes continued progress toward bringing Link light rail service to the University of Washington and Northgate.

Link light rail to the University of Washington

This 3.15-mile extension from Westlake Center to UW includes stations at Capitol Hill and on campus near Husky Stadium. Because it will serve the state's three largest urban centers (downtown Seattle, Capitol Hill and the University District), the University Link extension is projected to add 70,000 daily rides to the light rail system by the year 2030.

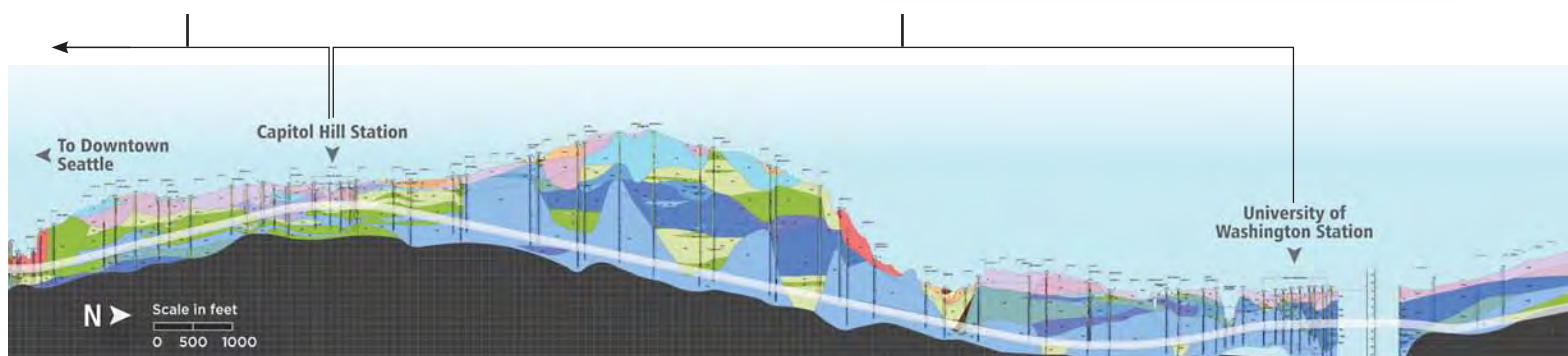
Three massive tunnel boring machines (TBMs) are now more than halfway through carving twin-bored tunnels for new rail lines that will travel beneath Capitol Hill and the Lake Washington Ship Canal (Montlake Cut). Station construction is underway at UW. University Link will open for service in 2016.

Brenda (TBM nickname)

On twin tunnels between Capitol Hill and Seattle, Brenda has completed the first tunnel and started the second, drilling 4,203 feet, 55% of goal. [February 2012]

Balto & Togo (TBM nicknames)

From UW, Togo passed under the Ship Canal (Montlake Cut) and has bored 9,780 feet (86%) toward Capitol Hill. Balto dug 8,170 feet (72%). [February 2012]





Northgate Transit Center

Link light rail to Northgate

This 4.3-mile extension from UW to Northgate includes stations on Brooklyn Avenue NE in the University District, across from Roosevelt High School, and adjacent to the Northgate Transit Center. This light rail extension is projected to add more than 60,000 daily riders to the system by 2030. Final design is now underway and construction is slated to start late this year, with service starting in 2021.

CHALLENGES

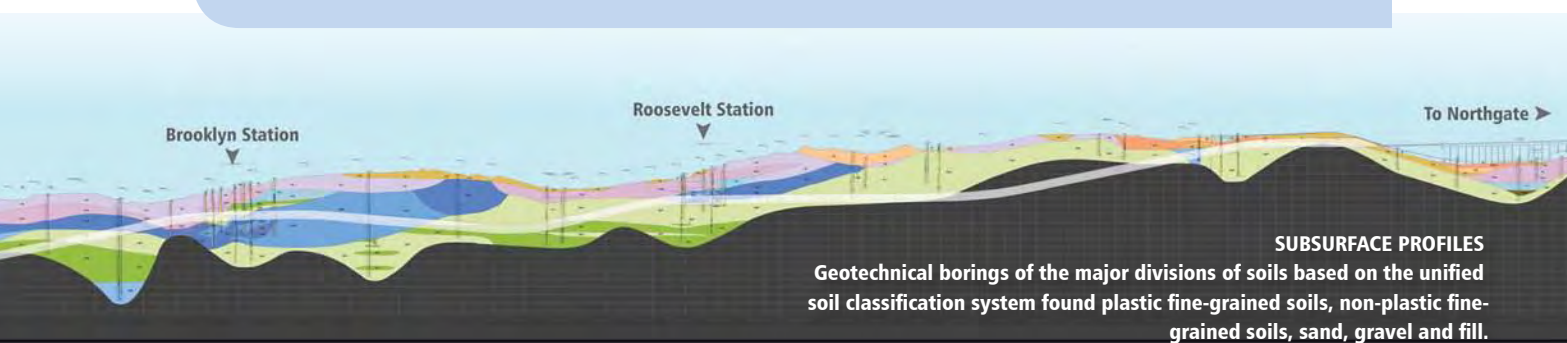


The proposed FY 2013 budget includes \$110 million as payment against the \$813 million Full Funding Grant Agreement awarded to Sound Transit in 2009. The final FFGA payment is scheduled for FY 2015. **We urge Congress to appropriate the full \$110 million in FY 2013 and keep the remaining federal funding commitments.**



University Link is currently projected to come in under budget. With considerable work ahead, there is no guarantee that trend will continue. Under current FTA rules, however, Sound Transit will not receive the full \$813 million federal commitment if the project does come in under budget.

To encourage project sponsors to achieve savings and finish projects under budget, the New Starts program should allow project sponsors to recover the full federal funding for use on associated transit investments. **As Congress and the Administration consider changes to the New Starts program, they should consider giving proven project sponsors the flexibility to recover the full FFGA commitment.**



Recession & realignment

Managing through the economic recession

Like every public entity, Sound Transit is working hard to manage resources in these tough economic times. Sound Transit receives most of its funding through sales tax revenues and a smaller percentage from car tab and rental car taxes.

Current forecasts show that the agency will collect 25 percent less revenue than expected when voters approved the Sound Transit 2 plan in 2008. In response to this revenue shortfall, the Sound Transit Board initiated a process to realign project and service expansion with expected revenues. The realignment effort is ongoing as the agency works to deliver projects and services in the Sound Transit 2 plan.

An example of the ongoing realignment work comes from south King County, the hardest hit portion of the Sound Transit District, where revenues are down 32 percent. Still, news in South King County is not all bad and the agency is making incremental progress in delivering light rail.

TIGER

"THANK YOU" to the entire Congressional delegation for supporting Sound Transit's TIGER application for light rail from Sea-Tac Airport to South 200th Street. That unanimous support and the community commitment and engagement helped secure the \$10 million TIGER award!



FEDERAL GRANTS MORE IMPORTANT THAN EVER

With reduced revenues, Sound Transit will continue to apply for federal grants, including the upcoming TIGER 2012 competition. **We urge your support for these two TIGER 2012 applications:**

Sound Transit is applying for \$20 million in credit assistance from the Transportation Investment Financing Infrastructure Assistance element of the **TIGER 2012** program for the extension of light rail to the Eastside and HOV improvements on I-90. This federal financing assistance will enable Sound Transit to borrow funds at a lower interest rate, saving significant funding and helping the agency meet federal funding assumptions in the Sound Transit 2 plan.

Sound Transit also is seeking \$20 million from the High Speed Rail set-aside in the **TIGER 2012** program to replace the single-track Tacoma Trestle, built at the turn of the last century, with a double track structure.

Students and staff at Highline Community College will be served by the light rail extension to Kent/Des Moines.



Light rail to South 200th in SeaTac

Faced with insufficient revenue to build light rail to South 272nd Street in Federal Way by 2023 as outlined in the Sound Transit 2 plan, the Board decided to advance construction of the segment from the Airport to South 200th Street. The supportive south King County community in 2011 worked with Sound Transit to apply for a \$24 million TIGER grant, representing the “last dollars in” needed to build the project. With a \$10 million TIGER grant now in hand, the agency is moving forward with construction so this light rail segment can open for service in 2016, at the same time as service to Capitol Hill and the University of Washington.

Light rail to Kent/Des Moines

To keep the momentum on delivering light rail south, Sound Transit is advancing the planning and preliminary engineering all the way to Kent/Des Moines in the Highline Community College vicinity. Revenues in the south King County subarea are projected to be sufficient to cover planning and construction of this segment by 2023.

Light rail to Federal Way

Earlier this year, the Sound Transit Board amended the agency’s 2012 budget to establish the light rail alignment all the way from South 200th Street to the Federal Way Transit Center. This gives south King County communities more certainty about where future light rail will operate. Because planning and environmental work for light rail segments takes many years, getting started now will create a shovel-ready project, open greater funding possibilities and forge partnerships. Sound Transit currently has sufficient revenues to build to Kent/Des Moines, voter approval for construction to South 272nd Street in Federal Way, and authority for planning all the way to Tacoma.



State Sen. Tracey Eide (at podium) announces plans to prepare for extending light rail to the Federal Way Transit Center. With her, from left, are Sound Transit CEO Joni Earl, King County Councilmembers & ST Boardmembers Joe McDermott and Pete von Reichbauer, Pierce County Executive & ST Board Chair Pat McCarthy, and King County Executive & ST Boardmember Dow Constantine.



Paving the way for Eastside light rail

With help from the Eastside community, in the last year Sound Transit selected the East Link alignment and furthered partnerships with agencies and local governments so the project can move forward into Final Design.

In 2011, several project milestones were reached. In July, Sound Transit, the FTA and the Washington State Department of Transportation (WSDOT) published the Final Environmental Impact Statement (EIS). This allowed the Sound Transit Board to select the project to be built, including alignment and station locations. Sound Transit and jurisdictional partners also reached agreement on project scope and funding. Finally, the FTA and Federal Highway Administration (FHWA) issued Records of Decision for the project, culminating years of environmental review.

East Link project benefits

- Provides a one-seat ride from Bellevue to Seattle in 20 minutes
- Carries up to 50,000 people daily in 2030
- Connects Mercer Island, Bellevue and Redmond to Seattle, Snohomish County and south King County
- 10 stations with pedestrian, bus, bike and vehicle access, including 700 bike and 2,400+ parking spaces
- Supports Bellevue and Redmond city redevelopment plans in the Bel-Red and Overlake areas

EAST LINK LIGHT RAIL



Project timeline

2012-2015	Final Design
2015	Begin Construction
2023	Open for Service

Stations

○ Station

Route Profile

— At-Grade
 ■■ Elevated
 ■■■ Tunnel

●●● Retained Cut / Fill

◆◆◆ Future Downtown Redmond Extension*

* The Board also identified a route for a further extension to Downtown Redmond in the future that was not funded in the Sound Transit 2 ballot measure.

Central Link Light Rail

— Central Link Alignment and Station
 ■■■ University Link Under Construction
 ■■■ Final Design

(December 2011)

Partnership on I-90 sets stage for light rail to Eastside

Sound Transit and its partners are investing nearly \$188 million to improve Interstate 90 between Bellevue and Seattle by adding both eastbound and westbound full-time HOV lanes now and preparing the center roadway for future East Link light rail service. With transit demand across Lake Washington expected to nearly double in the next 30 years, these investments are clearly needed.

The Two-Way Transit Operations Project, also known as R8A, is building HOV lanes in both directions that will be open all day (unlike the current reversible HOV lanes). When completed in 2015, this project will improve on-time reliability and access for transit and carpools, and improve traffic flow in the general purpose lanes. Because of the R8A project, no lane capacity will be lost when light rail begins operating in 2023.

This project is being implemented in stages due to timing and funding availability.

- ☑ **Stage 1:** Built HOV lane between Bellevue and Mercer Island, new direct access ramp on Mercer Island and modified ramps in Bellevue (completed 2008)
- ☑ **Stage 2:** Added HOV lane and modified direct access ramp between Mercer Island and Bellevue (open for service early this year)
- ☐ **Stage 3:** Will add HOV lanes between Mercer Island and Seattle and build a new HOV exit ramp on Mercer Island (enters design in late 2012, slated for construction 2013-2015)

LIGHT RAIL ANCHORS BEL-RED CORRIDOR LAND USE VISION

The Bel-Red corridor connects the major employment centers of downtown Bellevue and Redmond's Overlake area (home of Microsoft headquarters). The cities of Bellevue and Redmond both have adopted long-range plans to transform the corridor into mixed use, transit-oriented urban neighborhoods. Light rail is providing the catalyst for that vision. Here's a look at Bellevue's plan.

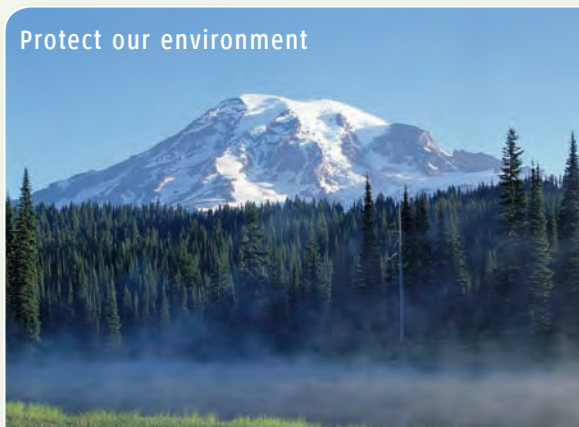


What we do

Passengers will board Sound Transit trains and buses more than 25 million times in 2012, giving residents and visitors to Central Puget Sound a reliable option to driving. With high gas prices and a 'rush hour' that gets longer all the time, that's important to the public we serve.

Voters created Sound Transit in 1996 to plan, build and operate safe and reliable regional train and bus services.

The 1,080-mile Sound Transit district includes 52 cities and serves a population of 2.7 million in the most urban areas of King, Pierce and Snohomish counties. When voters authorized Sound Transit, they also approved increasing taxes to pay



for projects and services. Voter-approved taxes include 0.9 percent sales tax within the Sound Transit district and 0.3 percent MVET (license tabs). Sound Transit also receives revenue from rental car tax, fares and federal grants.

In 2008, 57 percent of voters approved Sound Transit 2, a major system expansion that will build 36 new miles of Link light rail to form a regional system as well as add Sounder train and ST Express bus services.

*Easy connections
to more places
for more people.*

How we do it

As a unique regional provider, Sound Transit services complement and enhance those provided by our partner transit agencies. And more than any other transit agency, Sound Transit builds infrastructure including stations and facilities throughout the region.



Link light rail

- Opened 2009 between downtown Seattle & SeaTac
- Operates 20 hours/day
- 13 stations, 16-mile line
- 24,000 rides each weekday
- Tacoma Link opened in 2003, serves 6 stations & 4,000 daily riders



Sounder commuter rail

- Nine round-trip weekday trains between Seattle and Tacoma
- Four weekday round-trip trains between Seattle and Everett
- Event service to select weekend games & events
- 10,500 rides each weekday



ST Express bus

- Regional express service with limited stops
- 25 ST Express routes
- 50,000 rides daily



Infrastructure

- Transit stations & facilities
- Direct access ramps increase transit travel speed & reliability
- Regional track & signal improvements boost freight & passenger rail

Sound Transit Board JANUARY 2012

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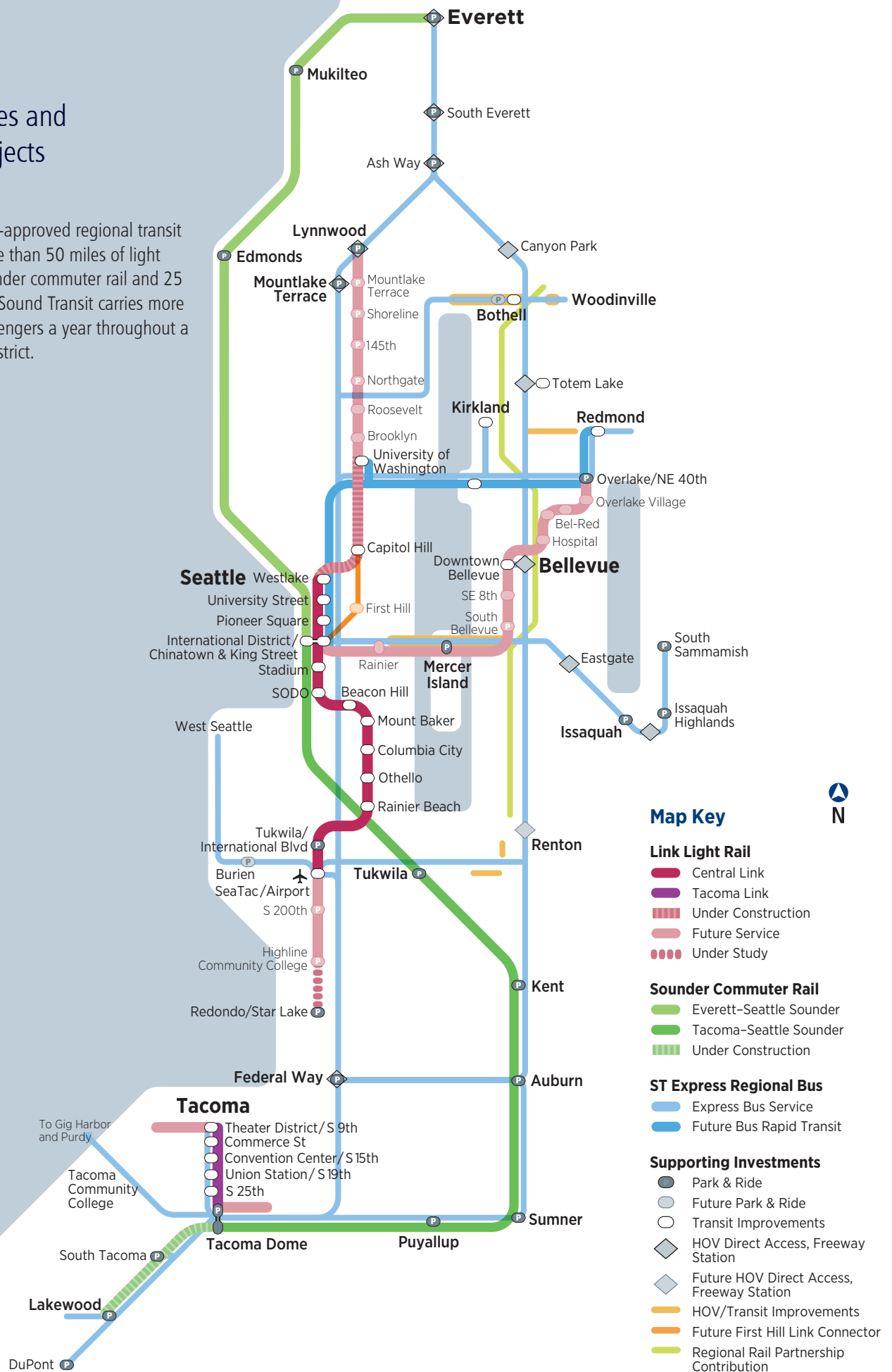
Paul Roberts
Everett Councilmember

Marilyn Strickland
Tacoma Mayor

Peter von Reichbauer
King County Councilmember

Sound Transit current services and approved projects

Sound Transit's voter-approved regional transit system includes more than 50 miles of light rail, 75 miles of Sounder commuter rail and 25 regional bus routes. Sound Transit carries more than 25 million passengers a year throughout a 1000-square-mile district.



Sound Transit plans, builds and operates regional transit systems
and services to improve mobility for Central Puget Sound.

www.soundtransit.org

