

2023 Financial Plan & Adopted Budget



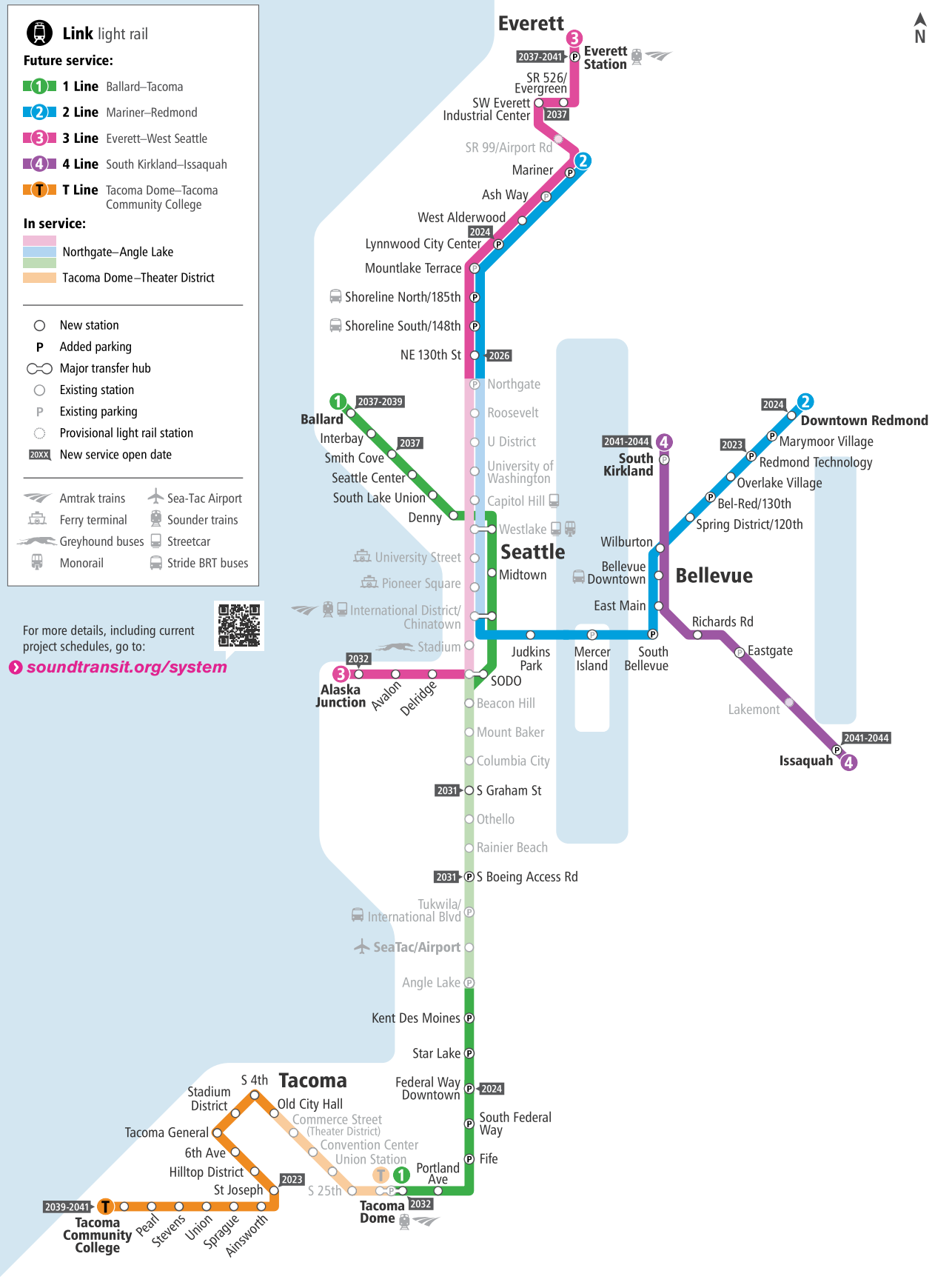
SOUNDTRANSIT

December 2022

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Sound Transit Link light rail

Current service and future extensions



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Long-Range Financial Plan

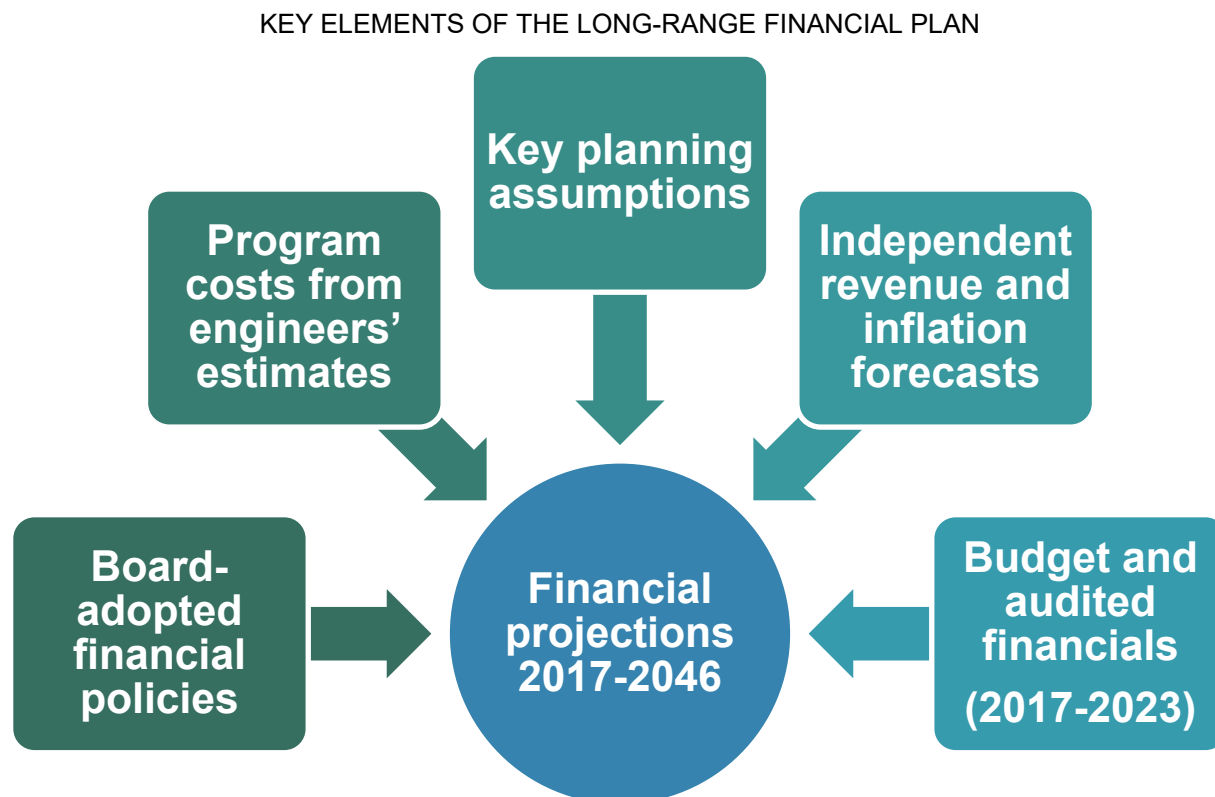
Sound Transit's Long-Range Financial Plan (LRFP) reflects the agency's long-term financial projections for the high-capacity transit system as approved by voters in 1996 for Sound Move (SM), 2008 for Sound Transit 2 (ST2), and 2016 for Sound Transit 3 (ST3).

Sound Transit produces the LRFP in accordance with the Federal Transit Administration's "Guidance for Transit Financial Plans" and maintains the plan on a modified cash basis. The LRFP states and projects all agency sources and uses of funds for the period 1997 to 2060 with special focus on 2017 to 2046. It incorporates the agency's most current proposed or Board-adopted Budget and long-term projections of revenues and other financing sources, transit operating expenses and project expenditures. Using this information, the LRFP produces the agency's Schedule of Sources and Uses of Funds by Subarea, debt proceeds and amortization schedules, and resulting coverage and capacity metrics for the period of 1997 - 2060.

Prior to 2020, the LRFP projected completion of all voter-approved capital projects by 2041 with sufficient projected funding to operate and maintain the system thereafter. In September 2020, the updated LRFP projected the then-current capital schedule to be unaffordable without program realignment. In August 2021, the Board adopted Resolution No. R2021-05, which includes a realigned capital program that eliminates the projected affordability gap and extends completion through 2046. The Resolution includes an affordable schedule and a target schedule (see appendices A and B of the Resolution.) The affordable schedule establishes a program schedule that is affordable based on current financial projections and cost estimates, while the target schedule assumes there will be offsets in the form of cost reduction and/or new financial resources. The LRFP reflects the affordable schedule and continues to be updated on an ongoing basis to reflect economic conditions and to maintain alignment with Board decisions.

At the heart of the LRFP is the financial projections model. This model incorporates all financial policies, assumptions, forecasts of sources, and program cost estimates needed to calculate cash flows, debt financing, and key performance indicators (e.g., cash balances and debt service coverage ratios) over the long-range planning horizon.

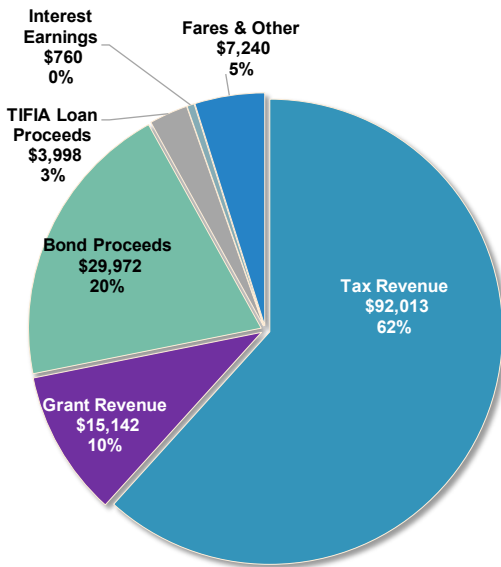
The diagram below illustrates the concept of this model.



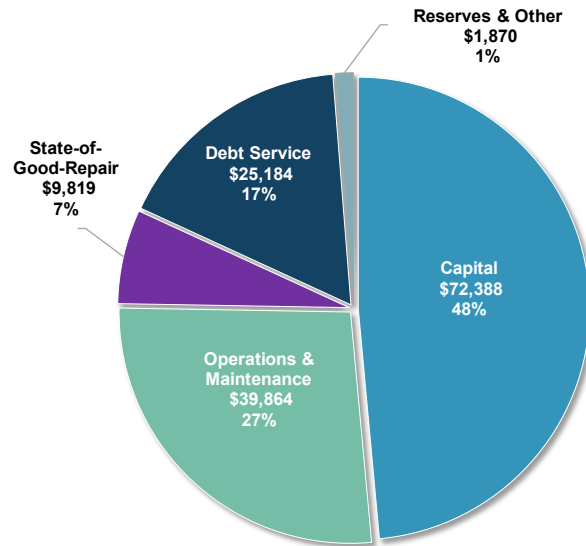
Sources and Uses of Funds - Affordable Schedule

Agency sources and uses (2017 — 2046) are shown below.

SOURCES OF FUNDS \$149.1B
(YOE\$ in millions)



USES OF FUNDS \$149.1B
(YOE\$ in millions)





Financial Plan - Sources & Uses Summary
Fall 2022 Financial Plan (Affordable Schedule)
 2017 through 2046; YOY Dollars in Millions

	Snohomish	North King	South King	East King	Pierce	System-wide	Total
Sources of Funds							
Tax Revenues							
Sales and Use	9,880	22,367	9,401	19,712	14,059	-	75,420
MVET	1,571	2,151	1,271	2,795	2,397	-	10,186
Property Tax	673	2,201	678	1,857	842	-	6,251
Rental Car Tax	10	17	105	12	13	-	157
Total Tax Revenues	12,135	26,736	11,456	24,377	17,310	-	92,013
Other Revenue							
Grant Revenue	2,642	4,337	2,608	2,335	1,967	1,254	15,142
Fare Revenue	459	3,721	877	885	607	-	6,549
Other Revenue	22	115	88	112	77	277	691
Interest Earnings	-	-	-	-	-	760	760
Total Other Revenue	3,123	8,173	3,574	3,332	2,650	2,291	23,142
Bond Proceeds (with DSRF)	5,892	17,450	5,492	120	55	-	29,009
TIFIA Proceeds	479	1,180	941	1,398	-	-	3,998
Changes in Cash (addtl funding to offset deficits)	754	1,438	1,034	(300)	(1,965)	(0)	962
Total Sources	22,384	54,977	22,497	28,926	18,051	2,291	149,124
Uses of Funds							
Capital Expenditures							
Light Rail Transit	11,604	19,588	5,865	12,866	3,509	7,022	60,455
Tacoma Link	-	-	-	-	1,810	-	1,810
Commuter Rail	143	3	1,597	0	2,994	24	4,761
Regional Express Bus	198	65	64	377	375	31	1,110
Bus Rapid Transit	65	439	352	1,609	32	-	2,496
System-wide	89	188	71	96	95	1,216	1,756
Total Capital Expenditures	12,098	20,283	7,949	14,948	8,816	8,293	72,388
O&M Expenditures							
Light Rail Transit	2,053	11,571	3,663	3,278	730	0	21,295
Tacoma Link	-	-	-	-	991	-	991
Commuter Rail	440	-	1,412	-	1,655	-	3,507
Regional Express Bus	710	0	492	2,188	1,437	-	4,827
Bus Rapid Transit	177	330	233	924	-	-	1,664
System-wide*	664	896	383	779	543	4,317	7,581
Total O&M Expenditures	4,043	12,797	6,183	7,168	5,356	4,317	39,864
SOGR	548	3,020	1,663	1,971	1,300	1,317	9,819
System-Wide Activities	1,517	3,393	1,439	3,110	2,178	(11,637)	-
Reserve Contributions (O&M, R&R, DSRF)	355	1,010	345	91	67	1	1,870
Debt Service (Excludes TIFIA)	3,420	12,873	3,977	577	279	-	21,127
TIFIA Debt Service	348	887	688	1,019	-	-	2,942
Debt Restructuring Activities	53	713	253	41	56	-	1,115
Changes in Cash (cumulative surplus)	-	-	-	-	-	-	-
Total Uses	22,384	54,977	22,497	28,926	18,051	2,291	149,124

*Includes Other O&M and Emergency Reserve

Sources of Funds - Affordable Schedule

Sources of funds for 2017–2046 of \$149.1 billion include tax revenue, grant revenue, fare revenue, interest earnings, and other revenue, such as advertising, real estate sales proceeds, rental income, and local contributions. Proceeds from debt issuances in the form of bonds and Transportation Infrastructure Financing and Innovation Act (TIFIA) loans are used to bridge projected gaps between available sources and uses.

Tax revenues

Forecasting tax revenues for the Sound Transit district presents unique challenges, as the agency's jurisdictional boundary does not correspond to any other economic reporting entity. The district includes incorporated and unincorporated areas in three counties: King, Pierce, and Snohomish.

Sound Transit receives tax base forecasts for Retail Sales and Use Tax (sales tax) and Motor Vehicle Excise Tax (MVET) from an independent third party. The sales tax and MVET forecasts are grounded on economic and population projections from the Puget Sound Economic Forecasting Model, a regional econometric model of King, Pierce, Snohomish, and Kitsap counties. The variables used to predict taxable retail sales include personal income, housing permits, and the unemployment rate, among other variables. The MVET tax base forecast is based on predictions of motor vehicles by type, driving age population, and the unemployment rate, as well as the expected average value of motor vehicles. Tax base forecasts are allocated to each of the five Sound Transit subareas based on historical data from the State Department of Revenue and the State Department of Licensing.

For the property tax forecast, an independent third-party projects the growth of assessed value (AV) for both existing property and new construction within the Sound Transit district.

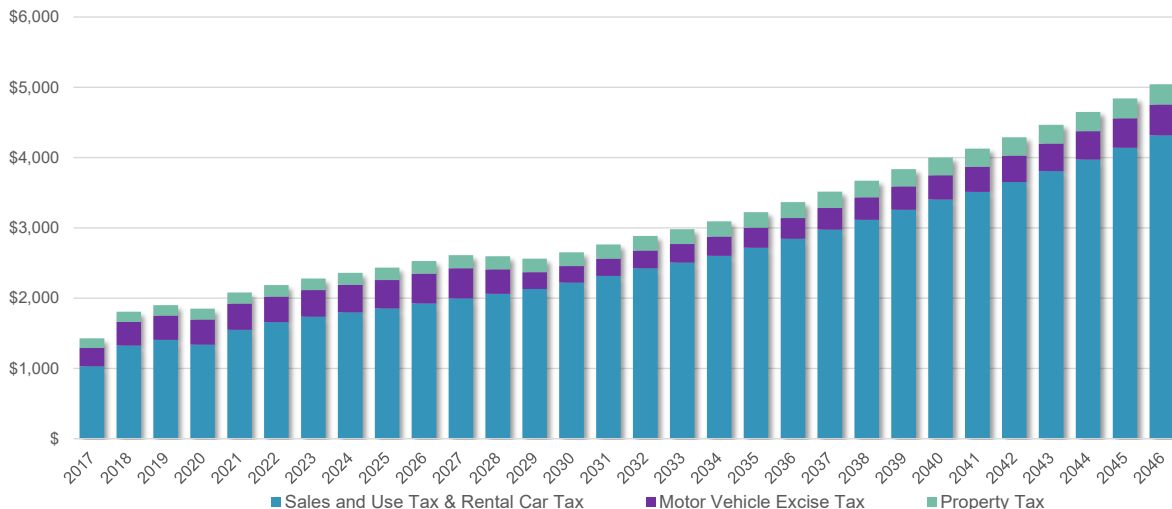
Assumptions:

- Sales Tax Rate: 0.4% 1997–2009; 0.9% 2009–2017; 1.4% 2017–2046 (subject to potential sales tax rollback after 2046). Average Annual Tax Base Growth: 4.5% 2017–2046.
- MVET Tax Rate: 0.3% 1997–2028 (tax ends in 2028), 0.8% 2017–2046 (updated depreciation schedule 2029–2046). Average Tax Base Growth: 3.5% 2017–2046.
- Rental Car Tax Rate: 0.8%. Average Tax Base Growth: 4.1% 2017–2046.
- Property Tax Rate: Up to \$0.25/\$1,000 AV. Average AV growth: 5.3% 2017–2046.

Projected tax revenues of \$92.0 billion comprise 62% of total sources over 2017 — 2046.

TAX REVENUES 2017 — 2046

(YOE\$ in millions)



Grant revenue

Sound Transit generally secures federal funding through Federal Transit Administration (FTA), Federal Highway Administration (FHWA), and Federal Railroad Administration (FRA) programs currently authorized under the Bipartisan Infrastructure Law and future authorizations. Grant funding is projected to be secured through FTA's Capital Investment Grant program, FTA formula funding and other regional/national grant competitions. Additionally, 2020, 2021, and 2022 includes COVID-19 relief funding through the Coronavirus Relief & Economic Security Act (CARES Act), American Rescue Plan (ARP), and Coronavirus Response & Relief Supplemental Appropriations Act (CRRSAA).

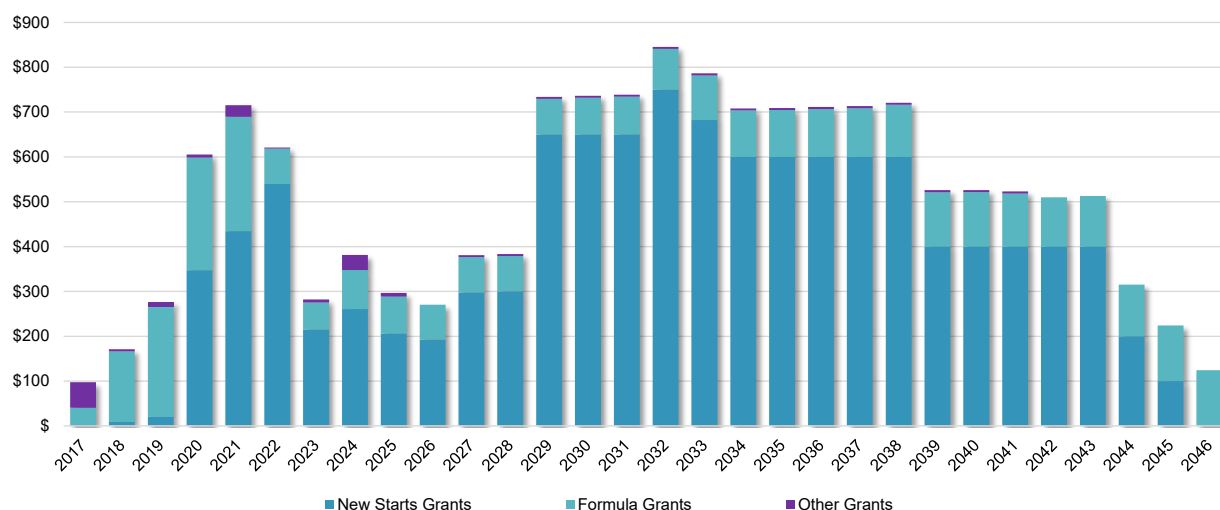
Of the \$15.1 billion in grant funding assumed in the LRFP through 2017 to 2046, approximately \$3.3 billion (22%) has already been secured in executed grant agreements, including Full Funding Grant Agreements (FFGAs).

Major sources of grant funding included in the financial plan are:

- Lynnwood Link Extension was awarded an FFGA of \$1.172 billion.
- Federal Way Link Extension was awarded an FFGA of \$790 million.
- Hilltop Tacoma Link Extension was awarded a \$75 million Small Starts Grant Agreement.
- Sound Transit was awarded \$346 million of CARES Act and CRRSAA funding.
- Sound Transit was awarded \$549 million of ARP funding, including \$273 million in CIG funds and \$275 million in formula funds.
- FTA Formula Funds (not including ARP funds) are projected to receive \$2.784 billion.
- Competitive grants are projected to receive \$219 million.
- Future ST3 FFGAs are projected to receive \$9.0 billion.
- South Sounder ST3 Expansion is projected to receive \$182 million.

Total projected grant revenue of \$15.1 billion by grant type is shown on the following graph.

GRANT REVENUE 2017 — 2046
(YOE\$ in millions)



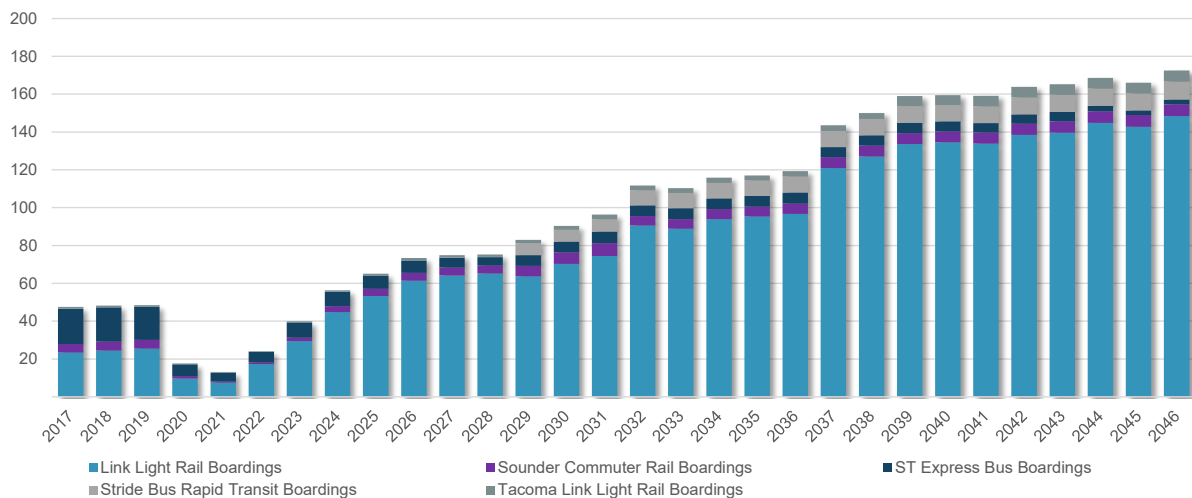
Ridership and fare revenue

Fare revenues are a product of transit ridership and fare prices. Ridership, in turn, is a result of transit service provided, as well as a number of other factors. In the near term, ridership can be estimated based on past trends and the amount of transit service to be provided (e.g., routes, service frequency, parking capacity at park-and-ride facilities, etc.).

Ridership

For long-range ridership forecasts, Sound Transit uses a travel demand forecasting model. In this model, transit ridership forecasts are based on observed origins and destinations of transit riders, observed transit line volumes, and a realistic simulation of observed transit service characteristics. Long term ridership impacts of COVID-19 that affect fare revenue are not currently known. This fare revenue forecast is subject to change as ST receives updated long-term ridership forecasts from consultants estimating the COVID-19 ridership impact.

RIDERSHIP BY MODE 2017 — 2046
(in millions)



Fare revenue

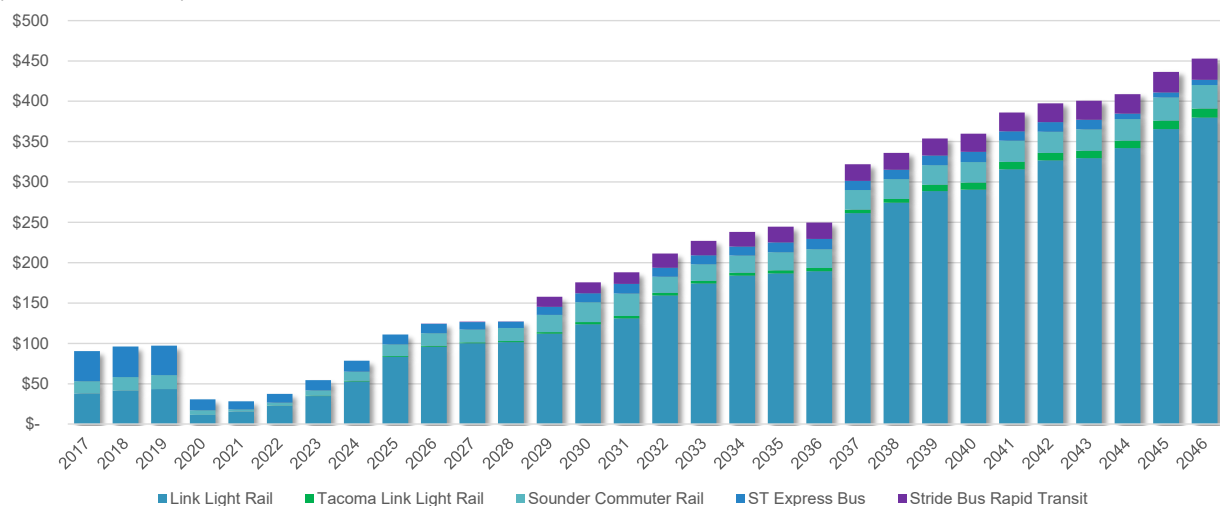
The LRFP assumes the agency continues to collect fare revenues from Sound Transit operations for ST Express bus, Link light rail, and Sounder commuter rail. Fare collection for Tacoma Link is assumed to begin when the Hilltop Tacoma Link Expansion opens in 2023. Stride bus rapid transit is projected to begin collecting fares to coincide with the first of two Stride project openings in 2026. Fare revenue forecasts are based on ridership forecasts and assumptions regarding fare levels and price elasticity.

Assumptions:

- Standard adult Sounder and Link fares are structured with a base fare plus a distance-based charge per mile traveled.
- ST Express fares are projected to be comparable to bus fares of other transit agencies serving the three counties. Fares paid with an ORCA card receive a two-hour transfer credit for the fare paid.
- Senior/disabled and ORCA LIFT (low income) fares are set lower than the standard adult fare.
- Effective September 1, 2022, riders age of 18 or under are no longer required to pay a fare.
- Fare changes will occur as directed by the Board to comply with fare policy.
- Allocation of regional fare revenue to Sound Transit from collections through the ORCA card system (One Regional Card for All) is a stored value smart card used for payment of public transit fares in the central Puget Sound. The amounts are based on an inter-local agreement reached between Sound Transit, Community Transit, Everett Transit, King County Metro, Pierce Transit, Kitsap Transit, Seattle Monorail, and Washington State Ferries.

FARE REVENUE 2017 — 2046

(YOES\$ in millions)



Interest earnings

In accordance with Sound Transit financial policies, interest earnings are credited, at the agency level, to offset expenditures for systemwide programs except where restricted by board actions or policies.

Assumption:

- Sound Transit will earn a 2.0% rate of return on cash and investment balances throughout the planning horizon of 2046.

Other revenue

Other revenue includes advertising, real estate sales proceeds, rental income, permit parking revenues, and local contributions. Local contributions include funds that are either granted directly to Sound Transit or are provided as a credit against taxes or fees that would otherwise be levied on construction activities by other jurisdictions or organizations. The agency has commitments from other jurisdictions and organizations for providing funds for ST Express bus, Link light rail, and Sounder commuter rail projects. Such revenues are included in the LRFP subsequent to executed agreements with the jurisdictions which are contributing the funding.

Uses of Funds - Affordable Schedule

Uses of funds in the LRFP include expenditures for operations and maintenance, capital, state of good repair (SOGR), contribution to reserves, and financing.

Inflation forecasting

Sound Transit uses three inflation indices in the LRFP to escalate projected costs over time.

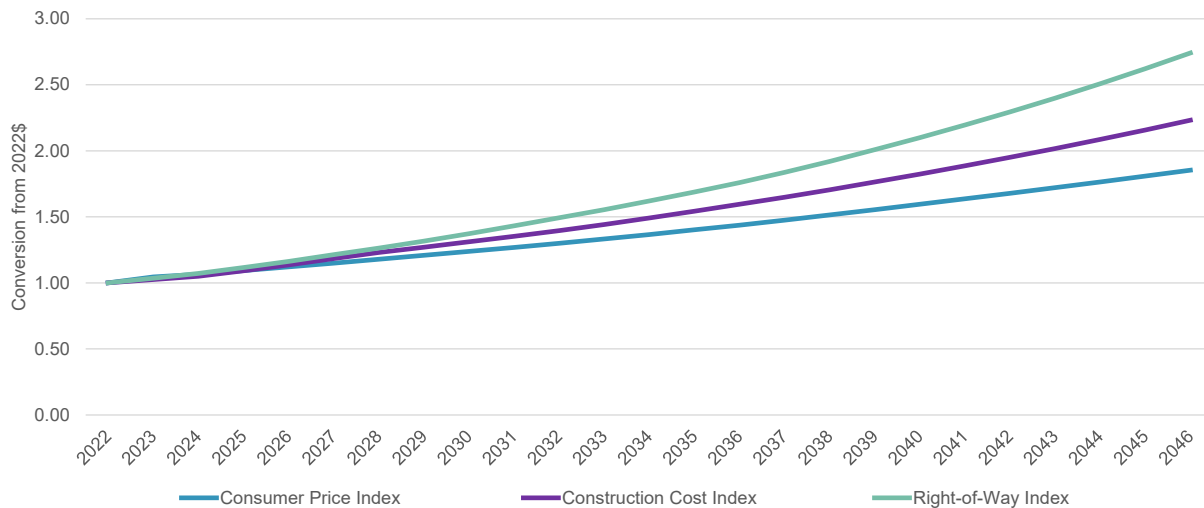
- Consumer Price Index (CPI) (for All Urban Consumers, Seattle-Tacoma-Bellevue) is applied to operations and maintenance expenses, and “soft” capital costs, excluding construction-related elements and property acquisitions, and is produced by an independent third party.
- Construction Cost Index (CCI) is applied to construction-related elements of the capital program (including state of good repair), and a Seattle-area forecast of the CCI index is produced by an independent third party.
- Right-Of-Way Index (ROWI) forecast is applied to property acquisition costs using an assessed valuation forecast for the Sound Transit District produced by an independent third party.

Assumptions:

- CPI Annual Cost Inflation* 2017 – 2046: 2.88%.
- CCI Annual Cost Inflation* 2017 – 2046: 3.80%.
- ROWI Annual Cost Inflation* 2017 – 2046: 4.96%.

*based on compound annual growth rate

SOUND TRANSIT INFLATION INDICES – CONVERSION FROM 2022\$ (2022 = 1.0)



Operations and maintenance expenditures

Sound Transit services currently consist of four transit modes: Link light rail, Sounder commuter rail, ST Express bus, and Tacoma Link light rail. The voter approved ST3 plan includes a fifth mode: Stride bus rapid transit. These modes are managed by the Sound Transit Operations Department. Each year, Sound Transit's Service Planning Division prepares service estimates to guide the delivery of these modes. Total operations and maintenance expenditures includes forecasts for each mode and systemwide operating expenditures.

Transit modes

Operations and maintenance (O&M) expenditures are projected by each transit mode as part of the annual budget process, taking into account all scheduled service expansions as laid out in the Transit Improvement Plan (TIP).

The O&M expenditure forecasts for each mode are based on a cost build-up model for each function (such as vehicle operations, vehicle maintenance, and facilities maintenance). The modal forecasts also include the cost of Sound Transit staff and other administrative expenditures allocated to transit modes. Each cost category is forecasted using different metrics (such as platform hours, number of vehicles, number of stations, etc.). The relevant metrics are based on historical data, current year budget data, and other available information.

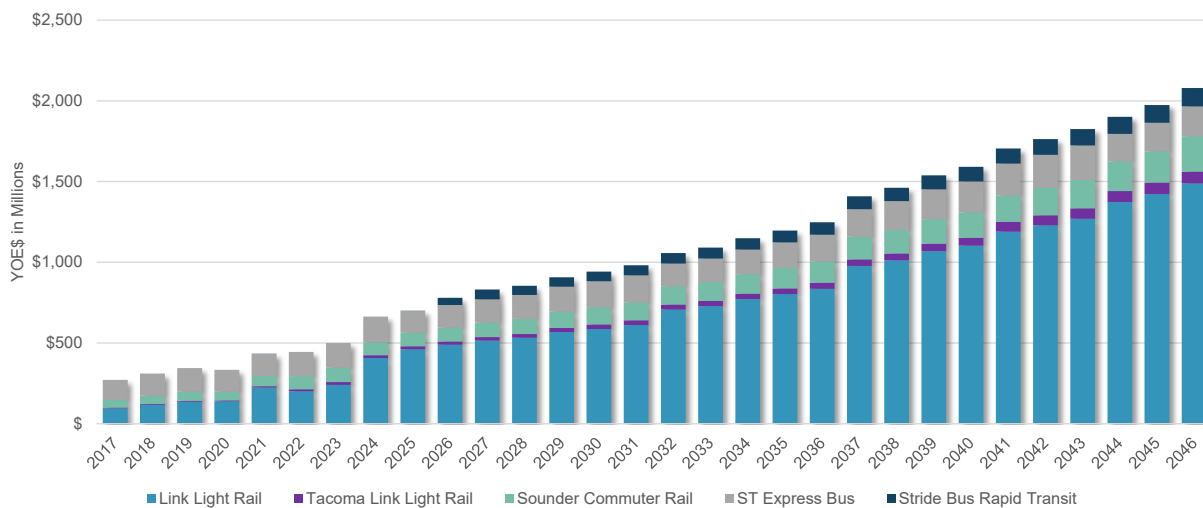
Non-labor operating costs are inflated using the Consumer Price Index (CPI-U Seattle). Labor costs are inflated according to Sound Transit's projected wage and benefit growth rates. Some purchased transportation costs are inflated at a higher rate based on historical experience or known contract increases.

Systemwide O&M expenditures

Other operating expenditures in the LRFP which are not specific to a transit mode include:

- Administrative costs related to Sound Transit's capital program. These are costs from capital project staff that are not directly charged to the capital project. They include items such as sick and vacation time that are not considered a direct project capital cost.
- Revenue collection fees: The state of Washington charges Sound Transit revenue collection fees on sales and use tax, rental car tax, and motor vehicle excise tax.
- Emergency Loss Fund: This fund includes reserves for uninsured capital and operating losses. The Board authorizes the use of the emergency/loss fund on a case-by-case basis.
- Sales and Use Tax Offset Fee: As required by RCW 81.112, Sound Transit must remit to the Washington Department of Revenue a fee of 3.25% on Rule 171 eligible construction contract expenditures for ST3 projects, until a total of \$518 million is paid.

TRANSIT MODES OPERATIONS AND MAINTENANCE EXPENDITURES 2017 — 2046
(YOE\$ in millions)



Capital expenditures

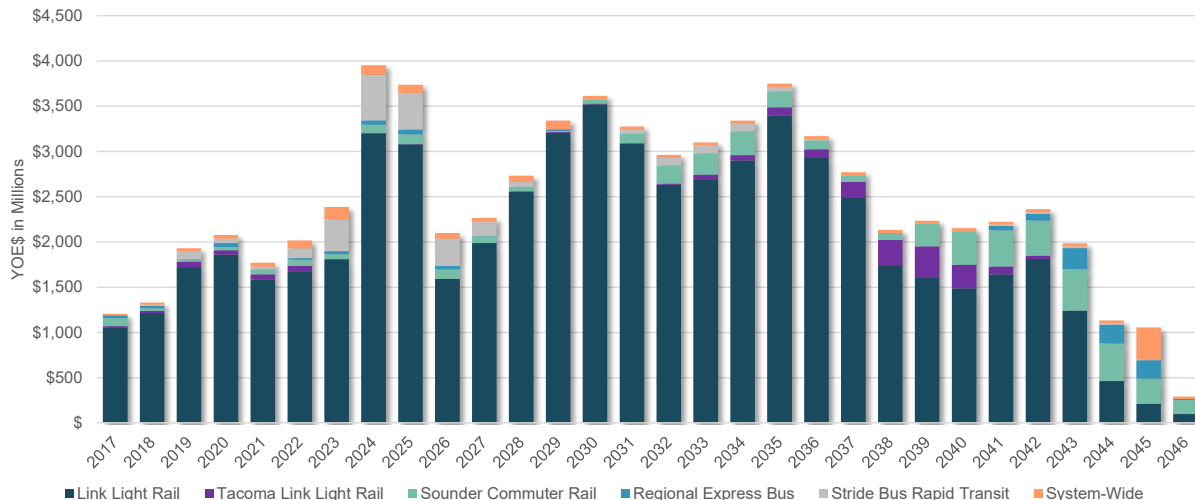
The LRFP capital spending plan consists of six categories. These include Sound Transit's five transit modes: Link light rail, Tacoma Link light rail, Sounder commuter rail, Regional Express, and Stride bus rapid transit. Additionally, there is another category of capital projects called "systemwide" which includes projects that benefit the agency (such as the Transit Oriented Development Planning Program).

The capital plan in the LRFP includes capital expenditures adopted in the Sound Move, ST2, and ST3 voter-approved programs and updated following the Board's Realignment process in Resolution 2021-05. Capital expenditures include funding for projects detailed in the Transit Improvement Plan (TIP), as well as projected future expenditures. The TIP contains dollars allocated to board-approved projects which have gone through the budget process. Beyond that, future capital expenditures comprise remaining projected spending on projects that do not have baseline budget established by the Board. Voter-approved costs for system expansion projects are published in constant dollars (2022\$ in Appendix A of this document.)

For system expansion projects that do not have a baseline budget, future expenditures are forecasted by inflating the voter-approved cost using Sound Transit inflation indices and an internal cash flow. This provides an estimate of the capital expenditures for each project until the Board establishes the baseline budget.

As shown in the graph below, light rail expenditures make up the vast majority of the capital spending plan from 2017 to 2046.

CAPITAL EXPENDITURES BY MODE 2017 — 2046
(YOES in millions)



Systemwide expenditures

Sound Transit's capital and operating programs include funding for projects that are regional in scope, including but not limited to: high-capacity transit studies; innovation and technology fund; Phase 4 planning; transit-oriented development studies; efficiency and sustainability fund; research and technology; fare integration and administration; and agency administration capital and operating projects.

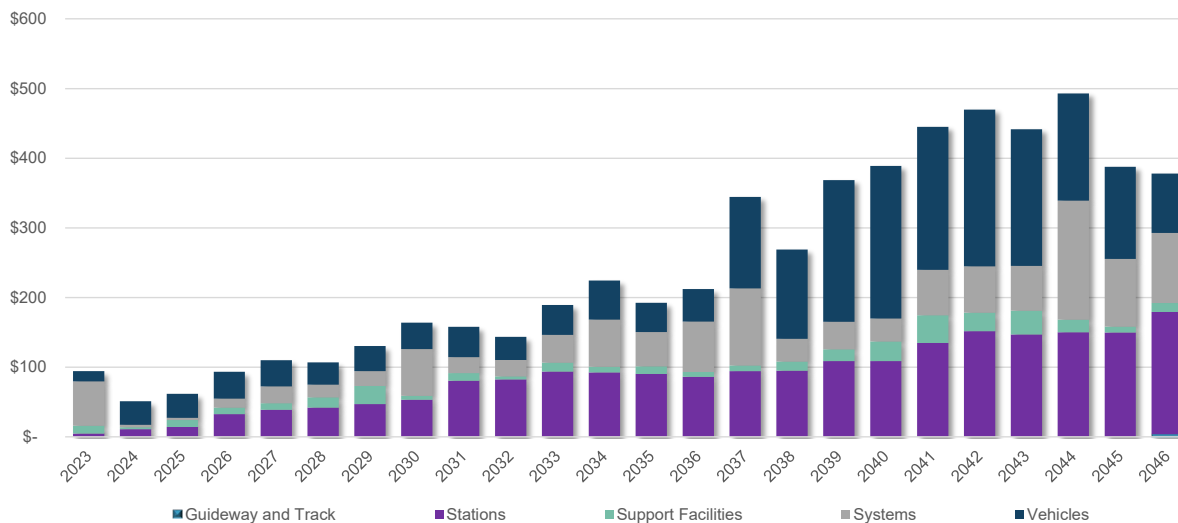
State of good repair expenditures

The LRFP projects expenditures for the repair and replacement of key operating assets through state of good repair (SOGR) funding. Annual costs of future asset replacement and midlife maintenance activity are calculated for each class of asset based on original cost, in-service date, estimated asset life, and other financial factors.

The annual payment calculation assumes that 100% of replacement expenditures will be funded by Sound Transit revenues. \$300 million in capital reserve funds have been set aside in the LRFP projections with an annual 2.0% interest rate assumption on any earnings.

The replacement date for assets follows generally accepted principles for the useful life of transit facilities and equipment. For buses the industry standard is a 12-year replacement cycle, for Sounder and light rail vehicles, the cycles are from “Methodology for Projecting Rail Transit Rehabilitation and Replacement Capital Financing Needs,” by Robert L. Peskin, published in the Transportation Research Record 1165. State of good repair prior to 2023 is included in the capital section of the LRFP model.

STATE OF GOOD REPAIR EXPENDITURES BY ASSET CATEGORY
(YOE\$ in millions)



Contribution to reserves

The agency maintains reserves to meet agencywide revenue shortfalls or cost increases, including an operations and maintenance reserve, bond reserve, emergency loss reserve, and a capital replacement reserve.

Assumptions:

- Operations and maintenance reserves equal to two months of O&M expenditures.
- Principal set-aside for bond reserves: 5.25%.
- Cash is managed so that a minimum \$5 million is available for operating expenditures at all times.

Financing

Financial policy

The agency uses debt to bridge the gap between the timing of expenditures and the receipt of revenues. The current LRFP forecasts \$29 billion in bonds will be issued from 2017-2046. Additionally, the plan includes \$4 billion in six executed federal loans under the Transportation Infrastructure Finance and Innovation Act (TIFIA), four of which were executed under the Master Credit Agreement (MCA). The financial plan includes the new Downtown Redmond Link Extension TIFIA loan and refinance of existing loans executed on September 20, 2021.

Assumptions:

- All-in Issuance Costs: 1.25% of par value.
- Bond Interest Rate: 4.0% 2020 - 2024, 5.3% 2025 – 2046.
- Bond Term: 30 years.
- Interest Only Payment Period on Bonds: First five years.
- Bonds may have a non-level principal amortization structure.

Performance and ratings

Sound Transit's financing performance to date, and in the future, is evaluated by the agency's credit rating and adherence to debt service coverage ratios and other financial policies. The agency's current bond ratings are as follows:

- Moody's, Aaa and Aa1 for Senior/Prior and Parity bonds, respectively.
- Standard & Poor's, AAA for all bonds.

The executed TIFIA loans and the MCA have been rated AA+ by both Fitch and Standard & Poor's.

The agency net coverage ratio reaches a minimum of 1.67 in 2046 and rises thereafter. Adherence to other minimum debt service coverage ratios are detailed in the table below.

Debt Service Coverage Ratio (DSCR)	Policy Minimum DSCR Requirement	Minimum DSCR Forecasted	Year of Minimum
Net DSCR - Minimum Year	1.50x	1.67x	2046
Senior/ Prior ABT	3.00x	43.11x	2022
1st Junior ABT	1.50x	2.09x	2042
2nd Junior ABT	1.10x	2.09x	2042

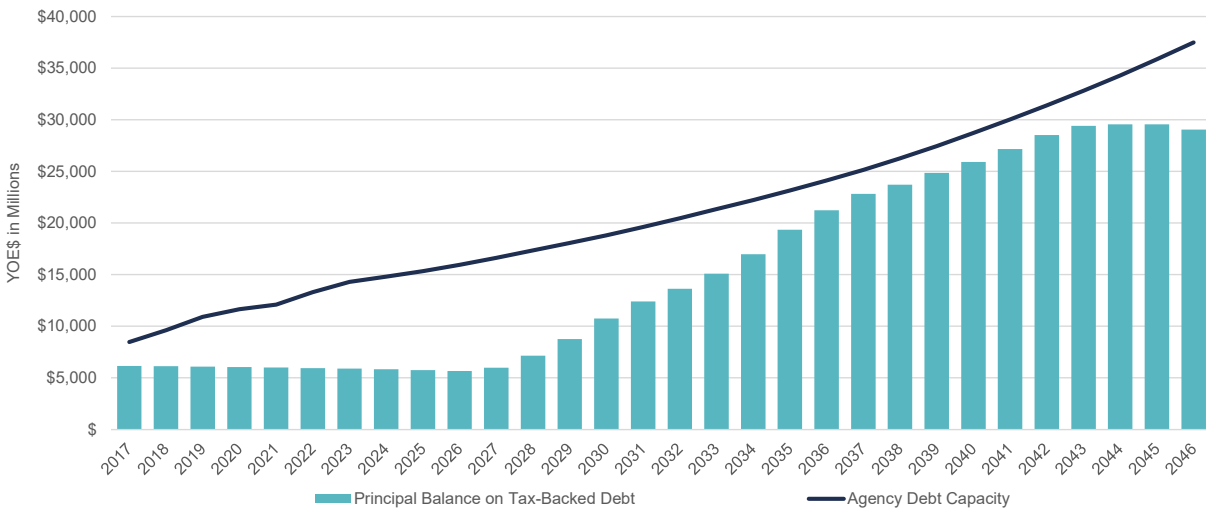
Capacity

As described earlier, according to Washington state law, the amount of debt issued by Sound Transit cannot exceed 1.5% of the assessed valuation of real property located within the regional transit authority district. An important metric of the agency's financial health is the remaining amount of debt that can be issued or remaining available debt capacity.

See below for the projections regarding maximum debt balance and remaining available debt capacity.

- The agency will come closest to its maximum debt capacity in 2042, reaching a minimum remaining available debt capacity of \$2.9 billion (9.1% of total available capacity in that year).
- The agency reaches a maximum principal debt balance of \$29.6 billion in 2045 and declines thereafter.

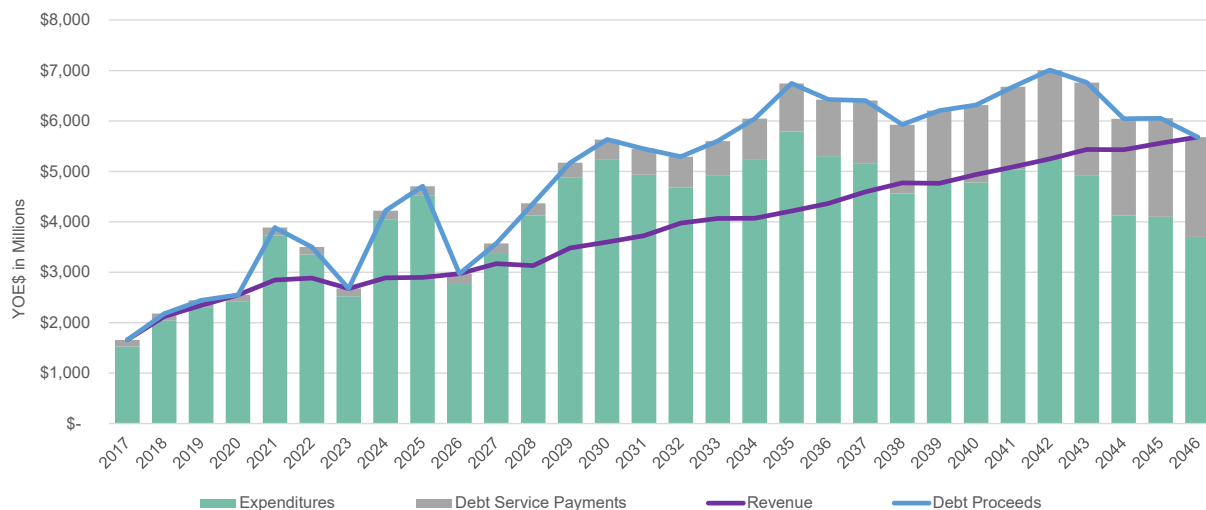
DEBT CAPACITY 2017 — 2046 (YOE\$ in millions)



The following chart summarizes the agency's financing needs, which are based on the gap between sources and uses of funds through 2046.

Debt proceeds represent 22% of total sources during the period of 2017 to 2046 and are the second largest contributor behind tax revenue, which comprises 62% of total sources throughout the same period.

SUMMARY OF REVENUES, EXPENDITURES, AND DEBT PROCEEDS 2017 — 2046 (YOE\$ in millions)



Long Range Financial Plan Analysis

The LRFP reflects all assumptions and contingencies as detailed throughout this section, and at present meets all criteria stated in the ST3 Financial Policies.

Financial risks

Sound Transit regularly conducts stress tests on the LRFP to assess the extent to which the agency's plans are susceptible to not being fully met due to external risk factors. The following are some key risk areas that could affect the ability to deliver the capital program within the affordable timeline:

Federal funding: The LRFP assumes New Starts Funding of \$9.0 billion for future FFGA projects. (This does not include existing FFGAs.)

Local tax revenue growth: Sound Transit primarily relies on an independent forecaster for its local tax bases. The forecast included in the LRFP does not predict economic cycles. However, long-term economic forecasts are inherently uncertain and actual economic growth in the region could be lower than the current forecast, especially if the region experiences a period of stagflation (high inflation with stagnant economic growth). If revenue growth were to fall below the current forecast, the agency's revenue collections as well as its long-term bonding capacity would be reduced. A significant reduction in local tax revenues would have a negative impact on the agency's financial condition.

Ridership growth and fare revenues: Public health guidelines and business response to the COVID-19 pandemic have caused an unprecedented drop in ridership and, consequently, fare revenue. The ridership forecast assumes that ridership changes instigated by COVID-19 continue beyond 2022, including regional trends in work from home policies, but the long-term frequency of commuter transit use is changing and may result in lower ridership and fare revenue than currently projected.

Scope increase: The LRFP is regularly updated to reflect Board direction regarding project scopes but otherwise assumes that future system expansion projects will retain the size and scope originally approved by voters under Sound Move, ST2, and ST3. However, as the system is built out the Board may determine that future projects' scope may need to be altered and potentially increased to meet voter approved goals, public concerns, or other reasons. Such future expansion decisions cannot be known or captured in the current LRFP and could potentially increase the agency's financial risk.

Interest rates: The LRFP assumes that the agency can borrow at 4.0% on its long-term bonds through 2025 and at 5.3% interest on its long-term bonds beyond that. If borrowing rates were to rise above this level for a prolonged period of time, the cost to borrow and service debt could increase to the point that the agency's capacity to borrow additional funds would be negatively impacted. Although current interest rates are relatively low, various factors may cause interest rates to rise in the mid-to-long term.

Inflation: The LRFP incorporates long-term consumer price, construction cost, and real estate cost inflation forecasts provided by independent consultants or developed internally using data from external sources. The current forecast projects long term inflation will reflect historically moderate levels. If inflation were to rise significantly beyond this forecast, or if Sound Transit's construction schedules were to be delayed, the agency's capital and operating expenditures would also rise beyond the current forecast. Historically, retail sales and use tax, the agency's primary revenue source, has risen with general price levels partially mitigating this risk.

Operations and maintenance expenditures: The LRFP utilizes O&M cost build-up models to project expenditures for Sounder, Link, Tacoma Link, Stride, and ST Express. These models calculate the annual cost associated with providing projected service levels based on the amount of inputs (e.g., staffing, equipment, and materials) needed to provide service at those projected levels. The parameters for these models are developed from the experience of both Sound Transit and other transit agencies operating similar services. Many factors affect O&M costs including partnership operating agreements and changes in operating efficiency. The cost of fuel, utilities, spare parts, and supplies are subject to change depending on regional and even international market conditions. Adverse changes in these consumables may lead to higher O&M expenditures than projected in the LRFP, thus reducing financial capacity and flexibility.

2023 Budget Overview

Business Planning and Performance Management

Sound Transit's executive leadership team establishes strategic priorities to implement the agency's mission: *Connecting more people to more places to make life better and create equitable opportunities for all*. The strategic priorities emphasize the agency's core values and focus on the agency's commitment to serving the public, managing finances, cultivating staff, and improving processes.

Departments and project teams set goals and performance measures that align with these priorities to plan, implement, monitor, and continually improve effectiveness and efficiency throughout the agency. This planning is a critical step to ensuring a more strategic and sustainable spending plan.

Budget Summary

The 2023 annual budget includes revenues and other financing sources of \$2.7 billion and expenses and outlays of \$3.1 billion.

Sound Transit estimates to receive \$2.7 billion in revenues and other financing sources in 2023. The decrease of \$793.4 million or 22.8% compared to 2022 actual is primarily due to lower federal grants and no planned bond & Transportation Infrastructure Finance and Innovation Act (TIFIA) loan proceeds in 2023, which is slightly offset by higher tax revenues. The passenger fare revenue budget is \$52.4M or 16.1% higher than 2022 actuals, assuming ridership continues to growth from the COVID-19 low points.

The total transit modes budget of \$495.3 million is up 29.8% compared to the 2022 actual as Sound Transit regains ridership from the pandemic and expands its footprint in the region. This includes the opening of Hilltop Tacoma Link and the transfer of ownership of the Downtown Seattle Transit Tunnel (DSTT) from King County Metro (KCM) to Sound Transit in Q1 2023.

The projects budget (excluding charges to transit modes) totals \$2.4 billion for 2023, an increase of \$624.7 million or 35.6% compared to the 2022 actual. The 2023 Transit Improvement Plan reflects the guidance from the Board on program realignment: current construction continues, and agency staff are working towards the target schedule established in Resolution No. R2021-05. State of Good Repair and other non-system expansion projects are prioritized and funded to support agency priorities. Based on Realignment guidance, \$2.1 billion or 89.8% of the total projects budget is to continue with planning, design, and build-out of the system expansion program. An additional \$104.2 million is budgeted to enhance or maintain current operational assets. Administrative projects, which include information technology hardware and applications, administrative costs allocated to projects, and general and administrative expenses, are budgeted at \$155.9 million.

Other expenses budget totals \$204.8 million for 2023, an increase of \$28.9 million or 16.5% over the 2022 actual. Of the 2023 other expenses budget, \$145.1 million is budgeted for debt service, which includes principal repayments, interest expense, loan amortization, and financing fees. Additionally, \$23.1 million is budgeted for fees paid to the Washington Departments of Revenue (DOR) and Licensing (DOL) for the collection and administration of taxes as well as the sales and use tax offset fee. Among other costs, there is a \$5.0 million cash contribution to the City of Seattle for the operation and maintenance of the First Hill Streetcar, \$16.8 million for leases, \$14.2 million for agency contingency, and \$598.4 thousand for other Non-Operating Expense budgeted for 2023. More information on these expenditures can be found in the Other Budgets section.

Lastly, the budget anticipates the use of approximately \$375.2 million of unrestricted cash in 2023 to close the gap between this year's revenue and other financing sources of \$2.7 billion versus expenses and outlays of \$3.1 billion. The agency's unrestricted cash balance is estimated to be \$2.5 billion by the end of 2023.

2023 BUDGET SUMMARY (in thousands)	2021 Actual¹	2022 Budget²	2022 Actual³	2023 Budget
Revenues & Other Financing Sources				
Sales Tax	\$ 1,584,850	\$ 1,685,429	\$ 1,711,443	\$ 1,742,980
Motor Vehicle Excise Tax	370,634	404,425	359,205	381,233
Rental Car Tax	3,492	3,049	4,386	3,980
Property Tax	157,707	163,091	163,648	167,308
Passenger Fare Revenues	28,148	36,456	45,133	52,379
Federal Grants	715,011	497,737	573,945	282,172
Local & State Contributions	12,764	1,103	3,417	860
Investment Income	(2,068)	12,963	(15,754)	40,409
Miscellaneous Revenues	14,185	17,251	14,885	10,882
Bond & TIFIA Loan Proceeds	1,037,664	615,000	615,267	-
Total Revenue & Other Financing Sources	\$ 3,922,386	\$ 3,436,504	\$ 3,475,575	\$ 2,682,203
Expenses & Outlays				
Transit Modes				
Link	\$ 154,539	\$ 199,431	\$ 180,800	\$ 236,340
Sounder	60,430	76,456	62,029	88,267
ST Express	136,789	146,151	131,047	153,461
Tacoma Link	6,318	11,008	7,605	17,184
Subtotal Transit Modes	\$ 358,076	\$ 433,046	\$ 381,481	\$ 495,252
Projects				
System Expansion	\$ 1,746,709	\$ 2,154,110	\$ 1,604,007	\$ 2,117,907
Enhancement	10,384	43,627	13,889	52,541
State of Good Repair	22,744	45,608	21,897	51,682
Administrative	102,781	133,027	113,450	155,884
Charges to Transit Modes ⁴	(13,004)	(17,944)	(6,414)	(20,616)
Subtotal Projects	\$ 1,869,615	\$ 2,358,428	\$ 1,746,830	\$ 2,357,399
Others				
Debt Service	\$ 1,275,336	\$ 156,680	\$ 132,786	\$ 145,108
Tax Collection & Fees	26,268	29,432	21,223	23,063
Contributions to Partner Agencies	5,000	5,000	5,000	5,000
Leases	16,242	17,291	16,149	16,782
Agency Contingency	-	21,047	-	14,200
Other Non Operating Expenses	882	570	660	598
Subtotal Others	\$ 1,323,728	\$ 230,020	\$ 175,817	\$ 204,750
Total Expenses & Outlays	\$ 3,551,419	\$ 3,021,494	\$ 2,304,128	\$ 3,057,402
Projected Unrestricted Cash Balance as of 1/1/2023				\$ 2,907,432
Total Revenue & Other Financing Sources				\$ 2,682,203
Total Expenses & Outlays				\$ (3,057,402)
Reserves				\$ (22,745)
Projected Unrestricted Cash Balance as of 12/31/2023				\$ 2,509,489

¹ Final and Audited.

² 2022 budget includes budget adjustments via Board actions and R2020-24 Budget Policy Section 3.4.2.

³ Preliminary and Unaudited.

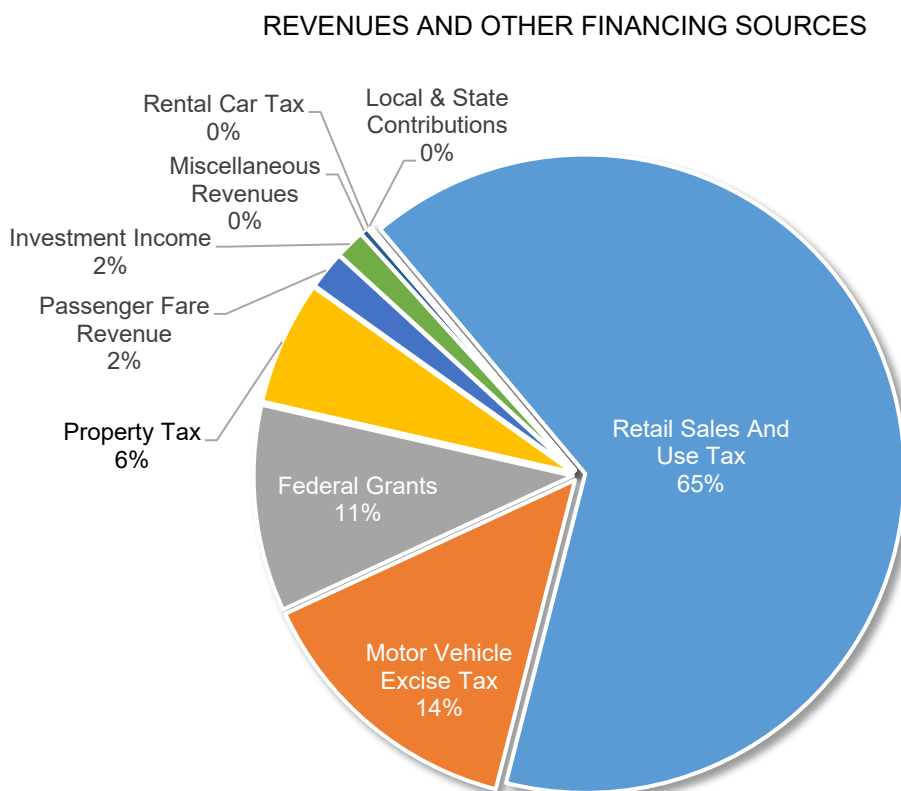
⁴ Operating Projects charged to Transit Modes through expense transfers.

Revenues & Other Financing Sources

Funding for Sound Transit's operations and capital programs comes from local retail sales and use tax (sales tax), motor vehicle excise tax (MVET), rental car tax, property tax, federal grants, local and state contributions, passenger fare revenues, investment income on cash balances and other investments, miscellaneous revenues, and bond and Transportation Infrastructure Finance and Innovation Act (TIFIA) loan proceeds. The sales and use tax and MVET revenue forecasts are based on data and assumptions provided by an independent forecaster.

Excluding bond and TIFIA loan proceeds, Sound Transit expects to recognize \$2.7 billion in revenues and other financing sources in 2023, a decrease of 6.2% or \$178.1 million from 2022 actual results. The decrease is mainly due to lower federal grants following the receipt of American Rescue Plan (ARP) funding in 2022 totaling \$230 million and \$74 million in funds accelerated into 2022 for the Lynnwood Link Extension project. Additionally, miscellaneous revenues are down \$4.0 million due to the uncertainty of federal government bond subsidy payments in 2023. The decreases are partially offset by higher tax revenues, fare revenues, and investment income. The 2023 budget does not include any TIFIA loan proceeds resulting in a decrease of \$615.3 million in funds from 2022.

The 2023 budget including the difference in TIFIA loan proceeds is \$2.7 billion, a decrease of 22.8% or \$793.4 million from 2022 actual results.



Retail Sales and Use Tax

Sound Transit receives 1.4% on transactions subject to sales and use taxes generated within the Sound Transit district. In November 2016, voters approved a 0.5% increase in the sales tax rate to fund ST3, a major system expansion plan. This increase took effect in April 2017. The 2023 budget of \$1.7 billion is 1.8% or \$31.5 million above 2022 actual results. Retail sales and use tax accounts for 65.0% of total budgeted revenues in 2023.

Motor Vehicle Excise Tax (MVET)

Sound Transit receives 1.1% of vehicle license renewals within the Sound Transit district. In November 2016, voters approved a 0.8% increase in MVET rate to fund ST3. This increase took effect in March 2017. The 2023 budget of \$381.2 million is 6.1% or \$22.0 million above 2022 actual results. MVET accounts for 14.2% of total budgeted revenues in 2023.

Rental Car Tax

Sound Transit receives 0.8% on rental car transactions within the Sound Transit district. The 2023 budget of \$4.0 million is 9.2% or \$406 thousand below 2022 actual results. Rental car tax accounts for 0.1% of total budgeted revenues in 2023.

Property Tax

Sound Transit began levying property taxes in 2017 at a rate of 25 cents per \$1,000 of assessed valuation within the Sound Transit district, following voter approval of ST3 in November 2016. The 2023 budget of \$167.3 million is 2.2% or \$3.7 million above 2022 actual results reflecting final 2023 property tax levy and assessed valuation data. Property tax accounts for 6.2% of total budgeted revenues in 2023.

Federal Grants

The 2023 federal grant revenue budget of \$282.2 million is 50.8% or \$291.8 million below 2022 actual results primarily due to a reduction of \$230 million in ARP Operations Funding from 2022. Also, \$74 million in FFGA grants for the Lynnwood Link Extension project were accelerated in 2022 from 2023. 2023 budgeted grant revenues include FTA grants for: Federal Way Link Extension of \$114.0 million, Lynnwood Link Extension of \$100.0 million, Downtown Redmond Link Extension of \$25.2 million, and light rail and bus preventative maintenance operating grants of \$27.1 million. Federal grants account for 10.5% of total budgeted revenues in 2023.

Local and State Contributions

This category includes state grants for projects and operations, as well as any contributions from local jurisdictions. The 2023 budget of \$860 thousand is 74.8% or \$2.6 million below 2022 actual results. Local and state contributions account for 0.0% of total budgeted revenues in 2023.

Passenger Fare Revenue

The 2023 budget of \$52.4 million is 16.1% or \$7.2 million above the 2022 actual results, as ridership continues to recover from the impacts of COVID-19.

Average fare per boarding assumptions for the 2023 budget are: Link, \$1.18; Sounder, \$3.24; ST Express, \$1.59. Tacoma Link will start charging fares in 2023 with an average fare per boarding assumption of \$0.75. Passenger fares account for 2.0% of total budgeted revenues in 2023.

Investment Income

Sound Transit receives investment income on surplus cash and restricted funds invested in accordance with Washington state law and overseen according to the Board-approved investment policy (Asset Liability Management Policies), as well as interest on lease revenues. The 2023 budget of \$40.4 million is 457% or \$56.2 million above 2022 actual results. Investment income accounts for 1.5% of total budgeted revenues in 2023.

Miscellaneous Revenue

Miscellaneous revenues include advertising revenues, rental income from Sound Transit properties, ORCA regional program billing reimbursements, operating and maintenance reimbursements for Sounder and ST Express, and use license fees. The 2023 budget of \$10.9 million is 26.9% or \$4.0 million below the 2022 actual results primarily due to the uncertainty of federal government bond subsidy payments in 2023. Miscellaneous revenue accounts for 0.4% of total budgeted revenues in 2023.

Bond and Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Proceeds

Bonds are issued and TIFIA loans are executed to finance capital projects. In 2022, \$615.3 million in TIFIA loan proceeds for the Northgate Link Extension project were drawn down. The 2023 annual budget does not include any TIFIA loan proceeds or forecasted bond issuance.

Transit Operating Budget

The 2023 budget for transit operations totals \$495.3 million, which is \$113.8 million or 29.8% higher than the 2022 actuals.

Transit operating costs include operations and vehicle maintenance provided primarily through agreements with transit agency partners. Sound Transit employees perform operations and maintenance for Tacoma Link only. Sound Transit's light rail, commuter rail, and express bus services are supported by 31 rail stations, 5 ST-owned transit centers, and 5 ST-owned park-and-ride lots. Sound Transit also operates at numerous facilities owned by other agencies.

The transit operating budgets shown in this section are presented by mode. Modal costs include costs managed primarily by the Operations Department, costs managed by supporting departments, and expense transfers.

2023 TRANSIT OPERATING BUDGET (in thousands)

	2021 Actual	2022 Budget*	2022 Actual	2023 Budget	Actual to Budget \$ Change	Actual to Budget % Change
Salaries & Benefits						
Salaries	\$ 12,824	\$ 18,102	\$ 15,964	\$ 25,874	\$ 9,910	62.1%
Benefits	8,342	11,832	10,756	17,687	6,931	64.4%
Subtotal	21,167	29,933	26,720	43,560	16,841	63.0%
Services						
Facilities Maintenance	5,616	8,357	4,893	9,378	4,486	91.7%
DSTT Fees to KCM	3,728	(1,320)	(1,320)	0	1,320	-100.0%
Security & Safety	31,654	37,205	35,082	41,958	6,875	19.6%
Vehicle Maintenance	13,575	16,846	15,108	19,039	3,930	26.0%
Fare Vending Machine/ORCA Service	2,853	6,550	8,104	4,631	(3,473)	-42.9%
Vertical Transportation	7,028	10,055	9,908	10,712	804	8.1%
Consulting Services	1,757	2,978	1,949	12,672	10,724	550.2%
Other Services	4,189	5,754	7,645	7,923	278	3.6%
Subtotal	70,401	86,426	81,369	106,313	24,944	30.7%
Materials & Supplies	10,541	12,566	17,759	22,476	4,717	26.6%
Utilities	6,090	8,195	8,045	8,751	706	8.8%
Insurance	14,917	20,553	13,955	22,576	8,621	61.8%
Taxes	1,649	3,211	2,245	2,354	110	4.9%
Purchase Transportation Services						
Purchased Transportation	185,441	208,241	185,752	231,914	46,162	24.9%
Paratransit	1,671	2,935	2,278	3,185	907	39.8%
Subtotal	187,112	211,176	188,030	235,099	47,069	25.0%
Miscellaneous	763	656	109	1,174	1,065	976.6%
Leases & Rentals	815	830	892	1,008	116	13.0%
Expense Transfers						
Operating Projects Transferred from CIP	14,536	19,480	9,712	20,616	10,903	112.3%
Operations Department	8,909	13,518	10,853	0	(10,853)	-100.0%
Administrative Department	22,706	28,039	25,089	31,325	6,235	24.9%
Transfer to CIP	(1,531)	(1,536)	(3,299)	0	3,299	-100.0%
Subtotal	44,620	59,501	42,357	51,941	9,584	22.6%
Transit Operations Budget Total	\$ 358,076	\$ 433,046	\$ 381,481	\$ 495,252	\$ 113,772	29.8%

*The 2022 budget has been adjusted to normalize for 2022 related adjustments.

Summary by Mode

Link Light Rail

Link light rail operates over 25 miles of alignment between the Northgate Station in the city of Seattle and Angle Lake Station in the city of SeaTac, serving 19 passenger stations, including four stations in the Downtown Seattle Transit Tunnel (DSTT). Sound Transit is expected to take ownership of the DSTT from King County Metro (KCM) in Q1 2023. Link is operated and maintained via an interlocal government agreement with KCM.

2023 LINK BUDGET (in thousands)

	2021 Actual	2022 Budget*	2022 Actual	2023 Budget	Actual to Budget \$ Change	Actual to Budget % Change
Salaries & Benefits						
Salaries	\$ 6,388	\$ 9,475	\$ 8,211	\$ 14,047	\$ 5,836	71.1%
Benefits	4,155	6,190	5,532	9,609	4,077	73.7%
Subtotal	10,544	15,665	13,743	23,656	9,914	72.1%
Services						
Facilities Maintenance	1,258	2,404	856	2,023	1,166	136.2%
DSTT Fees to KCM	3,728	(1,320)	(1,320)	0	1,320	-100.0%
Security & Safety	23,683	28,334	26,532	31,304	4,772	18.0%
Vehicle Maintenance	117	256	0	468	468	0.0%
Fare Vending Machine/ORCA Service	1,631	4,270	5,286	3,433	(1,853)	-35.0%
Vertical Transportation	6,637	9,771	9,301	10,416	1,115	12.0%
Consulting Services	1,600	2,606	1,635	10,009	8,374	512.1%
Other Services	1,372	3,430	6,130	5,382	(748)	-12.2%
Subtotal	40,027	49,751	48,421	63,035	14,614	30.2%
Materials & Supplies	4,945	5,059	10,219	9,967	(252)	-2.5%
Utilities	4,533	6,386	6,478	6,701	223	3.4%
Insurance	6,336	10,459	7,432	12,650	5,218	70.2%
Taxes	545	1,432	833	939	107	12.8%
Purchase Transportation Services						
Purchased Transportation	54,079	68,794	59,796	83,259	23,463	39.2%
Paratransit	1,671	2,935	2,278	2,935	657	28.8%
Subtotal	55,750	71,729	62,074	86,194	24,120	38.9%
Miscellaneous	340	247	27	634	607	2220.2%
Leases & Rentals	116	109	105	148	43	41.2%
Expense Transfers						
Operating Projects Transferred from CIP	11,871	11,668	8,093	12,514	4,421	54.6%
Operations Department	4,982	8,226	6,638	0	(6,638)	-100.0%
Administrative Department	14,550	18,702	16,738	19,902	3,164	18.9%
Subtotal	31,403	38,596	31,469	32,417	948	3.0%
Transit Operations Budget Total	\$ 154,539	\$ 199,431	\$ 180,800	\$ 236,340	\$ 55,540	30.7%

*The 2022 budget has been adjusted to normalize for 2022 related adjustments.

Link 2023 Budget Highlights

The 2023 budget for Link light rail is 30.7% higher than 2022, increasing from \$180.8 million to \$236.3 million. The 2023 budget plans for:

- Purchased Transportation Services to increase by \$24.1 million or 38.9% due to high staffing vacancies in 2022 and annual partner rate increases.
- Services category to increase \$14.6 million or 30.2% primarily due to increasing system related consulting costs and private security costs.
- Salaries & Benefits to increase \$9.9 million or 72.1% from increasing agency staff.
- Insurance to increase by \$5.2 million or 70.2%. This is driven by the planned ownership transfer of the DSTT.
- Expense Transfers-Operations Department to decrease by \$6.6 million or 100% from a change in reporting categories, largely shifting into the Services and Salaries & Benefits category.

2023 LINK STATISTICS

	2021 Actual	2022 Budget	2022 Actual ¹	2023 Budget	Actual to Budget % Change
SUMMARY DATA					
Service Provided					
Revenue Vehicle Hours Operated	291,736	401,000	424,518	442,500	4.2%
Revenue Vehicle Miles Operated	5,921,192	7,029,000	8,161,148	9,257,000	13.4%
Trips Operated	86,417	99,251	104,574	95,500	-8.7%
Service Consumed					
Total Boardings ²	11,512,650	13,362,000	23,576,000	28,317,035	20.1%
Average Weekday Boardings	33,496	43,000	133,177	90,650	-31.9%
SERVICE PERFORMANCE MEASURES					
Total Boardings/Revenue Vehicle Hour	39.5	33.3	55.5	64.0	15.2%
Total Boardings/Trip	133.2	134.6	225.4	296.5	31.5%
Percentage of Scheduled Trips Operated	93.4%	≥ 98.5%	94.6%	≥ 98.5%	N/A
Headway Performance	98.0%	≥ 90.0%	98.0%	≥ 90.0%	N/A
Customer Complaints/100,000 Boardings	6.0	< 15.0	7.0	< 15.0	N/A
FINANCIAL PERFORMANCE MEASURES					
Fare Revenues³	\$15,557,722	\$20,796,090	\$29,116,471	\$33,568,717	15.3%
Operating costs (less Lease & Rentals and Paratransit)	\$154,538,990	\$199,431,091	\$180,799,954	\$236,340,396	30.7%
Cost/Revenue Vehicle Hour	\$529.72	\$497.33	\$425.89	\$534.10	25.4%
Cost/Revenue Vehicle Mile	\$26.10	\$28.37	\$22.15	\$25.53	15.2%
Cost/Boarding	\$13.42	\$14.93	\$7.67	\$8.35	8.8%
Farebox Recovery	10.1%	10.4%	16.1%	14.2%	-11.8%

¹ 2022 Actuals are preliminary and unaudited

² Total Boardings exclude Paratransit

³ Fare Revenues exclude Park & Ride Parking Revenue

Link Performance Statistics

- Revenue vehicle hours operated are expected to increase to 442,500, an increase of 4.2% over the 2022 actuals. Cost per revenue vehicle hour is expected to increase from \$425.89 to \$534.10.
- Ridership is budgeted at 90,650 weekday boardings, a decrease of 31.9% over the 2022 actuals. Annual boardings are budgeted at 28.3 million, an increase of 20.1% over 2022 actuals. The cost per boarding is expected to increase from \$7.67 to \$8.35.
- Fare revenues are expected to increase by 15.3% (from increased ridership) and operating expenses are increasing by 30.7%. As a result, the farebox recovery decreases from 16.1% to 14.2%.

Sounder Commuter Rail

Sounder commuter rail spans 3 counties and serves commuters making their way between Lakewood in the south and Everett in the north. Sounder service operates via a contract with BNSF Railway Company, owner of the railway between Tacoma and Everett. Sound Transit owns the railway from Lakewood to Tacoma. Amtrak provides maintenance for the Sounder fleet of locomotives and passenger cars.

2023 SOUNDER BUDGET (in thousands)

	2021 Actual	2022 Budget*	2022 Actual	2023 Budget	Actual to Budget \$ Change	Actual to Budget % Change
Salaries & Benefits						
Salaries	\$ 2,214	\$ 2,367	\$ 2,189	\$ 4,654	\$ 2,465	112.6%
Benefits	1,440	1,539	1,475	3,178	1,703	115.5%
Subtotal	3,654	3,907	3,664	7,832	4,168	113.8%
Services						
Facilities Maintenance	2,203	2,483	1,634	2,813	1,179	72.1%
Security & Safety	4,407	4,695	4,378	5,181	803	18.3%
Vehicle Maintenance	13,313	16,416	15,057	18,316	3,259	21.6%
Fare Vending Machine/ORCA Service	285	388	443	221	(222)	-50.1%
Vertical Transportation	231	164	439	171	(268)	-61.1%
Consulting Services	134	264	261	1,597	1,336	511.6%
Other Services	2,502	1,869	1,343	1,688	345	25.7%
Subtotal	23,075	26,278	23,554	29,986	6,432	27.3%
Materials & Supplies	5,285	6,986	7,093	11,540	4,448	62.7%
Utilities	1,044	1,203	1,053	1,232	179	17.0%
Insurance	8,120	9,514	6,270	8,957	2,687	42.9%
Taxes	893	1,191	1,158	1,116	(43)	-3.7%
Purchase Transportation Services						
Purchased Transportation	10,884	14,277	11,599	14,191	2,592	22.3%
Subtotal	10,884	14,277	11,599	14,191	2,592	22.3%
Miscellaneous	93	147	10	207	197	2008.5%
Leases & Rentals	670	688	691	722	32	4.6%
Expense Transfers						
Operating Projects Transferred from CIP	1,970	5,839	1,413	6,439	5,026	355.7%
Operations Department	1,643	2,379	1,899	0	(1,899)	-100.0%
Administrative Department	3,099	4,047	3,626	6,045	2,419	66.7%
Subtotal	6,712	12,265	6,938	12,484	5,546	79.9%
Transit Operations Budget Total	\$ 60,430	\$ 76,456	\$ 62,029	\$ 88,267	\$ 26,238	42.3%

*The 2022 budget has been adjusted to normalize for 2022 related adjustments.

Sounder 2023 Budget Highlights

The 2023 budget for Sounder is 42.3% higher than 2022, increasing from \$62.0 million to \$88.3 million. The 2023 budget plans for:

- Services to increase by \$6.4 million or 27.3% primarily due to a higher vehicle maintenance rate as some vehicles age and due to an increase in the number of vehicles being maintained.
- Expense Transfers-Operating Projects Transferred from CIP (Construction In Progress) to increase by \$5.0 million or 355.7% primarily due to the Sounder Vehicle Overhaul non-capital project expenses.
- Materials & Supplies increased by \$4.4 million or 62.7% primarily from increasing fuel prices and increased service levels.

2023 SOUNDER STATISTICS

	2021 Actual	2022 Budget	2022 Actual ¹	2023 Budget	Actual to Budget % Change
SUMMARY DATA					
Service Provided					
Revenue Vehicle Hours Operated	51,781	53,000	58,404	74,300	27.2%
Revenue Vehicle Miles Operated	1,579,277	1,639,000	1,821,643	2,213,400	21.5%
Trips Operated	5,626	5,835	6,979	7,100	1.7%
Service Consumed					
Total Boardings	732,500	1,020,000	1,209,871	1,737,126	43.6%
Average Weekday Boardings	2,799	4,000	4,763	6,800	42.8%
SERVICE PERFORMANCE MEASURES					
Total Boardings/Revenue Vehicle Hour	14.1	19.2	20.7	23.4	12.9%
Total Boardings/Trip	130.2	174.8	173.4	244.7	41.1%
Percentage of Scheduled Trips Operated	98.5%	≥ 99.5%	96.7%	≥ 99.5%	N/A
On-time Performance	96.4%	≥ 95.0%	94.0%	≥ 95.0%	N/A
Customer Complaints/100,000 Boardings	25.3	< 15.0	25.6	< 15.0	N/A
FINANCIAL PERFORMANCE MEASURES					
Fare Revenues²	\$2,751,291	\$3,714,998	\$4,024,173	\$5,741,911	42.7%
Operating costs (less Leases & Rentals)	\$60,429,608	\$76,455,562	\$62,028,999	\$88,267,014	42.3%
Cost/Revenue Vehicle Hour	\$1,167.02	\$1,442.56	\$1,062.07	\$1,187.98	11.9%
Cost/Revenue Vehicle Mile	\$38.26	\$46.65	\$34.05	\$39.88	17.1%
Cost/Boarding	\$82.50	\$74.96	\$51.27	\$50.81	(0.9)%
Farebox Recovery	4.6%	4.9%	6.5%	6.5%	0.3%

¹ 2022 Actuals are preliminary and unaudited

² Fare Revenues exclude Park & Ride Parking Revenue

Sounder Performance Statistics

- There will be 13 daily round trips between Seattle and Tacoma, 8 of which will go to Lakewood. There will also be 2 daily round trips between Seattle and Everett. Sounder is expected to deliver 74,300 service hours, a 27.2% increase from 2022.
- Ridership is expected to grow to 1.7 million total boardings annually with 6,800 boardings per weekday. Farebox recovery is projected to stay flat from 6.5%. Cost per boarding will decrease from \$51.27 to \$50.81.
- Sounder cost per revenue vehicle hour is projected to increase by 11.9%, from \$1,062.07 in 2022 to \$1,187.98 in 2023. The cost per revenue vehicle mile is projected to increase from \$34.05 in 2022 to \$39.88 in 2023.

ST Express Bus

ST Express offers fast, frequent, two-way service on 24 routes, connecting Snohomish, King, and Pierce Counties. Sound Transit provides this bus service via non-competitively procured service agreements with transit partners, including King County Metro, Pierce Transit, and Community Transit in Snohomish County. ST Express provides services to over 50 transit centers and park-and-ride lots.

2023 ST EXPRESS BUDGET (in thousands)

	2021 Actual	2022 Budget*	2022 Actual	2023 Budget	Actual to Budget \$ Change	Actual to Budget % Change
Salaries & Benefits						
Salaries	\$ 1,409	\$ 2,081	\$ 1,681	\$ 2,209	\$ 528	31.4%
Benefits	916	1,347	1,133	1,513	380	33.5%
Subtotal	2,325	3,428	2,814	3,722	907	32.2%
Services						
Facilities Maintenance	1,738	2,310	1,925	3,184	1,259	65.4%
Security & Safety	3,052	3,185	2,921	3,463	542	18.6%
Fare Vending Machine/ORCA Service	937	1,806	2,282	913	(1,369)	-60.0%
Vertical Transportation	159	120	168	125	(43)	-25.5%
Consulting Services	11	6	9	452	442	4657.8%
Other Services	118	228	113	354	240	211.7%
Subtotal	6,014	7,656	7,419	8,491	1,072	14.4%
Materials & Supplies	56	128	67	174	107	160.7%
Utilities	393	420	382	471	88	23.1%
Insurance	237	261	8	347	339	4365.0%
Taxes	211	566	253	292	39	15.5%
Purchase Transportation Services						
Purchased Transportation	120,478	125,165	114,357	134,364	20,008	17.5%
Subtotal	120,478	125,165	114,357	134,364	20,008	17.5%
Miscellaneous	196	126	16	248	232	1493.3%
Leases & Rentals	4	0	0	0	0	0.0%
Expense Transfers						
Operating Projects Transferred from CIP	649	1,885	144	1,432	1,288	896.9%
Operations Department	1,904	2,318	1,835	0	(1,835)	-100.0%
Administrative Department	4,322	4,198	3,753	3,921	168	4.5%
Subtotal	6,875	8,401	5,732	5,352	(379)	-6.6%
Transit Operations Budget Total	\$ 136,789	\$ 146,151	\$ 131,047	\$ 153,461	\$ 22,414	17.1%

*The 2022 budget has been adjusted to normalize for 2022 related adjustments.

ST Express 2023 Budget Highlights

The 2023 budget for ST Express is 17.1% higher than 2022, increasing from \$131.0 million to \$153.5 million, mainly due to purchased transportation services increasing by \$20.0 million or 17.5% due to an increase in partner rates and a small increase in service levels.

2023 ST EXPRESS STATISTICS

	2021 Actual	2022 Budget	2022 Actual ¹	2023 Budget	Actual to Budget % Change
SUMMARY DATA					
Service Provided					
Revenue Vehicle Hours Operated	536,943	558,000	499,739	542,000	8.5%
Revenue Vehicle Miles Operated	10,430,183	10,782,000	9,915,626	10,455,400	5.4%
Trips Operated	427,643	429,231	427,875	444,000	3.8%
Platform Hours	685,285	717,000	634,201	675,500	6.5%
Service Consumed					
Total Boardings	5,149,216	5,890,000	6,846,567	7,497,294	9.5%
Average Weekday Boardings	14,995	20,300	22,043	25,800	17.0%
SERVICE PERFORMANCE MEASURES					
Total Boardings/Revenue Vehicle Hour	9.6	10.6	13.7	13.8	1.0%
Total Boardings/Trip	12.0	13.7	16.0	16.9	5.5%
Percentage of Scheduled Trips Operated	99.3%	≥ 99.8%	98.3%	≥ 99.8%	N/A
On-time Performance	88.0%	≥ 85.0%	87.0%	≥ 85.0%	N/A
Customer Complaints/100,000 Boardings	16.5	< 15.0	18.0	< 15.0	N/A
FINANCIAL PERFORMANCE MEASURES					
Fare Revenues²	\$9,804,970	\$11,439,876	\$11,982,131	\$12,076,193	0.8%
Operating costs (less Leases & Rentals)	\$136,789,233	\$146,151,444	\$131,047,108	\$153,461,099	17.1%
Cost/Revenue Vehicle Hour	\$254.76	\$261.92	\$262.23	\$283.14	8.0%
Cost/Revenue Vehicle Mile	\$13.11	\$13.56	\$13.22	\$14.68	11.1%
Cost/Platform Hour	\$199.61	\$203.84	\$206.63	\$227.18	9.9%
Cost/Boarding	\$26.57	\$24.81	\$19.14	\$20.47	6.9%
Farebox Recovery	7.2%	7.8%	9.1%	7.9%	-13.9%

¹2022 Actuals are preliminary and unaudited

²Fare Revenues exclude Park & Ride Parking Revenue

ST Express Performance Statistics

- Ridership is expected to increase to 7.5 million boardings in 2023, an increase of 9.5% from 2022 actuals. Fare revenues are projected to increase by 0.8% while expenses are expected to rise by 17.1%. Therefore, there is an increase of 6.9% in cost per boarding, from \$19.14 in 2022 to \$20.47 in 2023, and a decrease in farebox recovery from 9.1 to 7.9%.
- ST Express cost per revenue vehicle hour is projected to increase from \$262.23 in 2022 to \$283.14 in 2023, an increase of 8.0%.
- Platform hours are planned to increase by 6.5% from 2022. A cost per platform hour rate of \$227.18 is expected in 2023, up 9.9% from 2022 cost of \$206.63.

Tacoma Link Light Rail

Tacoma Link is a 2.6-mile light rail passenger line that connects the heart of downtown Tacoma with the regional transportation hub at Tacoma Dome Station. It is operated and maintained by Sound Transit. The new Hilltop Tacoma Link Extension (HTLE) service, including 6 new stations, is expected to open in Q1 2023, increasing the existing track alignment to 4.7 miles and beginning fare collection on all Tacoma Link trips. There will be 12 unique stations complete with artwork that reflects the history and community of Tacoma. Trains will run every 10 minutes during the day on weekdays and Saturdays and every 20 minutes at all other times.

2023 TACOMA LINK BUDGET (in thousands)

	2021 Actual	2022 Budget*	2022 Actual	2023 Budget	Actual to Budget \$ Change	Actual to Budget % Change
Salaries & Benefits						
Salaries	\$ 2,813	\$ 4,178	\$ 3,883	\$ 4,964	\$ 1,081	27.8%
Benefits	1,831	2,755	2,616	3,387	771	29.5%
Subtotal	4,644	6,934	6,499	8,350	1,851	28.5%
Services						
Facilities Maintenance	418	1,161	477	1,358	881	184.6%
Security & Safety	512	991	1,251	2,010	759	60.7%
Vehicle Maintenance	145	175	52	255	203	394.6%
Fare Vending Machine/ORCA Service	0	86	94	64	(30)	-31.7%
Vertical Transportation	1	0	0	0	(0)	-100.0%
Consulting Services	12	103	43	615	572	1328.3%
Other Services	197	227	58	499	441	760.2%
Subtotal	1,285	2,742	1,975	4,801	2,826	143.1%
Materials & Supplies	254	392	381	795	414	108.8%
Utilities	120	186	132	348	215	162.5%
Insurance	225	319	245	622	377	153.6%
Taxes	0	21	1	7	6	1131.9%
Purchase Transportation Services						
Purchased Transportation	0	5	0	100	100	0.0%
Paratransit	0	0	0	250	250	0.0%
Subtotal	0	5	0	350	350	0.0%
Miscellaneous	134	136	56	84	28	49.4%
Leases & Rentals	26	33	97	138	41	42.2%
Expense Transfers						
Operating Projects Transferred from CIP	46	87	63	231	168	267.4%
Operations Department	380	595	481	0	(481)	-100.0%
Administrative Department	736	1,092	973	1,458	485	49.8%
Transfer to CIP	(1,531)	(1,536)	(3,299)	0	3,299	-100.0%
Subtotal	(370)	239	(1,782)	1,688	3,470	-194.8%
Transit Operations Budget Total	\$ 6,318	\$ 11,008	\$ 7,605	\$ 17,184	\$ 9,579	126.0%

*The 2022 budget has been adjusted to normalize for 2022 related adjustments.

Tacoma Link 2023 Budget Highlights

The 2023 budget for Tacoma Link is 126.0% higher than 2022, increasing from \$7.6 million to \$17.2 million. The 2023 budget plans for:

- Expense Transfers-Transfer to CIP to increase by \$3.2M or 100.0% due to the planned opening will begin operations instead of recognizing cost as project cost.
- Services to increase by \$2.8 million or 143.1% in support of opening of HTLE, includes new station maintenance, security & safety and systems consulting.
- Salaries & Benefits to increase by \$1.9 million or 28.5% from the annualization of filling 16 vacant positions in 2022.

2023 TACOMA LINK STATISTICS

	2021 Actual	2022 Budget	2022 Actual ¹	2023 Budget	Actual to Budget % Change
SUMMARY DATA					
Service Provided					
Revenue Vehicle Hours Operated	9,778	20,000	9,798	25,600	161.3%
Revenue Vehicle Miles Operated	75,288	106,000	75,443	197,000	161.1%
Trips Operated	48,888	56,656	48,989	60,200	22.9%
Service Consumed					
Total Boardings	367,200	404,000	267,510	491,382	83.7%
Average Weekday Boardings	1,251	1,300	1,107	1,600	44.5%
SERVICE PERFORMANCE MEASURES					
Total Boardings/Revenue Vehicle Hour	37.6	20.2	27.3	19.2	-29.7%
Total Boardings/Trip	7.5	7.1	5.5	8.2	49.5%
Percentage of Scheduled Trips Operated	99.9%	≥ 98.5%	99.7%	≥ 98.5%	N/A
On-time Performance	98.0%	≥ 98.5%	99.7%	≥ 98.5%	N/A
Customer Complaints/100,000 Boardings	1.4	< 15.0	0.4	< 15.0	N/A
FINANCIAL PERFORMANCE MEASURES					
Fare Revenues ^{2/3}	\$0	\$336,716	\$0	\$256,686	N/A
Operating costs (less Leases & Rentals)	\$6,318,066	\$11,007,589	\$7,604,584	\$17,183,671	126.0%
Cost/Revenue Vehicle Hour	\$646.15	\$550.38	\$776.15	\$671.24	-13.5%
Cost/Revenue Vehicle Mile	\$83.92	\$103.85	\$100.80	\$87.23	-13.5%
Cost/Boarding	\$17.21	\$27.25	\$28.43	\$34.97	23.0%

¹ 2022 Actuals are preliminary and unaudited

² Fare Revenues exclude Park & Ride Parking Revenue

³ Fare Revenues budgeted to start in Q2 2023

Tacoma Link Performance Statistics

- Expected ridership is 491,382 boardings or an average of 1,600 per weekday. Ridership is projected to increase 83.7% compared to 2022 actuals. The cost per boarding is expected to increase by 23.0% from \$28.43 to \$34.97 in 2023.
- Operating costs are projected to increase by 126.0% to \$17.2 million in 2023. The cost per revenue hour is expected to decrease by 13.5%, from \$776.15 to \$671.24.
- Revenue vehicle miles are increasing by 161.1% for 2023. The cost per revenue vehicle mile will decrease from \$100.80 in 2022 to \$87.23 in 2023, a decrease of 13.5%.

Project Budgets

Total project spending (excluding charges to Transit Modes) is budgeted at \$2.4 billion for 2023. Approximately \$2.1 billion is budgeted to continue with planning, design, and build-out of Sound Transit's capital program. An additional \$104.2 million is budgeted to enhance, replace, or maintain current operational assets and capabilities. Administrative projects, which include information technology hardware and applications, administrative costs allocated to construction in progress, and general and administrative expenses, are budgeted at \$155.9 million.

The TIP that appears later in this document includes history and forecasts for all Board authorized project allocations for active projects. This section provides projects organized first by category: System Expansion, Enhancement, State of Good Repair, Administrative, and then by mode: Link, Sounder, Regional Express, Stride, Tacoma Link and Other (non-mode specific).

System Expansion

System Expansion projects expand the regional transit system, and include planning, design, and construction of light rail, commuter rail, express bus, and bus rapid transit infrastructure.

System Expansion - Link 2023 Budget Highlights

Link light rail projects account for \$1.7 billion and include plans to:

- \$431.1 million to continue civil and systems construction work for Lynnwood Link Extension.
- \$410.2 million to continue civil construction activities, commence traffic mitigation improvements, and conclude real estate acquisitions for the Federal Way Link Extension.
- \$236.3 million to continue major construction of guideway and track work, stations, and the S. Redmond Garage for Downtown Redmond Link Extension.
- \$138.1 million to commence property acquisition and complete final environmental impact statement (FEIS) and prepare construction bid documents for the OMF-South. Advance final design for draft environmental impact statement (DEIS) to reach acceptance, protection, and maintenance of several segments for South Federal Way alignment of the Tacoma Dome Link Extension.
- \$133.2 million to continue progress to meet substantial completion. Continuing start up, systems testing and rail activation activities on the East Link Extension.
- \$121.5 million for completion and final assembly, delivery, test, and conditional acceptance of remaining LRVs. Commence retrofitting existing LRVs with automatic train protection for LRV Fleet Expansion.
- \$67.1 million to identify the preferred alternative and continue preliminary engineering activities for the Ballard Link Extension.
- \$49.8 million to continue project development services and identification of alternatives for the Everett Link Extension.
- \$26.9 million for completion of the platform and canopy package for bid process. Continue third party coordination and permitting activities for the NE 130th Street Infill Station.
- \$23.9 million to continue preliminary engineering activities to include preparation of the FEIS, supporting documentation for the project to be built determination, and final design procurement for the West Seattle Link Extension.
- \$10.2 million to continue closeout activities for Northgate, University and South 200th Link Extensions, Link OMF East and First Hill Streetcar.
- \$8.8 million to continue preliminary engineering, commence the construction of temporary facility, and property acquisition activities for the North Corridor MOW project.
- \$7.2 million to commence project development activities for Series 3 LRV project, Graham Street Infill and Boeing Access Road Infill Stations.

System Expansion - Tacoma Link 2023 Budget Highlights

Tacoma Link projects are budgeted at \$28.0 million and include plans to:

- \$28.0 million to reach substantial completion, receive and achieve conditional acceptance on all vehicles and commence revenue service for the Hilltop Tacoma Link Extension.

System Expansion - Sounder 2023 Budget Highlights

Sounder commuter rail projects are budgeted at \$76.7 million and include plans to:

- \$51.5 million to commence design-build contract, and continue right-of-way activities for Sumner, Kent and Auburn Stations parking and access improvements design-build contracts.
- \$8.8 million for the final payment for 3 cab cars and 8 coaches as part of the Sounder Fleet Expansion.
- \$5.3 million for Sounder South Capacity Expansion to proceed with conceptual engineering, environmental assessment, and ROW planning for TR Junction to Portland Avenue and the South 66th to Pine Street project.
- \$3.5 million to continue project close out activities for Puyallup Station Improvements project.
- \$2.1 million to continue environmental assessment, conceptual engineering, and right-of-way planning activities for the South Tacoma Access Improvements project.
- \$2.0 million to continue environmental assessment, conceptual engineering and right-of-way planning for the Lakewood Station Improvements project.
- \$1.9 million to commence project development activities for the Dupont Extension.
- \$1.2 million to continue property management and property relocation services for the Sounder Maintenance Base project.
- \$388 thousand to continue project close out activities for D to M Street, Sounder South Expanded Service, Sounder Yard Expansion, and Tacoma Trestle Track and Signal projects.
- \$33.5 thousand to commence the development of environmental impact statement materials for the Tacoma Dome Station Parking and Access Improvements project in support of the Tacoma Dome Link Extension project.

System Expansion - ST Express 2023 Budget Highlights

Regional Express bus projects are budgeted at \$34.6 million and include plans to:

- \$26.0 million for interlocal agreements with City of Seattle and King County Metro (KCM) to fund the City's Madison Bus Rapid Transit for RapidRide C and D.
- \$6.0 million to contribute to Pierce Transit's bus capital enhancements on Pacific Ave SR7 Bus corridor improvements in the city of Tacoma.
- \$2.4 million to support closeout activities for the I-90 Two-way Transit and HOV Operations Stage 3 project.
- \$205 thousand for ST Express Bus Base to complete an electric bus study.

System Expansion - Stride 2023 Budget Highlights

Stride bus rapid transit (BRT) projects are budgeted at \$274.1 million and include:

- \$167.8 million to complete final design, continue construction by WSDOT on NE 44th, NE 85th Interchange and Brickyard to SR527, continue relocation process and right-of-way acquisition at construction sites for the I-405 Bus Rapid Transit project.
- \$82.3 million to complete final design, continue construction of Shoreline Roundabout, UW Bothell, Bothell NE 185th street rebuild and commence procurement of the vehicle fleet.
- \$23.9 million to complete final design, execute GEC contract, and start procurement process for the BRT Maintenance Base.

System Expansion - Other 2023 Budget Highlights

System Expansion - Other projects are budgeted at \$40.2 million and include plans to:

- \$12.7 million for the Transit System Access Program to reimburse approved funding agreements improving non-motorized access improvements around existing passenger facilities, access to transit.
- \$7.4 million for art installations at East Link, Lynnwood Link and Federal Way Link locations, begin bus rapid transit design and maintain existing art assets for the STart program.
- \$4.6 million for continued development of passenger facing technology, short term ridership forecasting, data analysis and user centered design for the Innovation and Technology program.
- \$3.5 million to complete the transition from legacy to the new fare collection system for ORCA Next Generation fare collection.
- \$3.3 million for the management of the fares program including implementation of fare changes, expanding outreach of the ORCA LIFT program, promotions for ORCA system enhancements to legacy ORCA system, equipment replacement and mobile ticketing for Fare Administration.
- \$2.9 million for support of station area guidelines and revolving loan business fund for Transit-Oriented Development planning program.
- \$2.8 million to continue to support agreements, forecasts, and the impact of system expansion decisions for ST3 Planning.
- \$2.0 million for the Efficiency and Sustainability program to assess and prioritize energy efficiency audits, renewable energy assessments, and resource efficiency improvements for Sound Transit.
- \$773 thousand to identify data gaps, path towards regulatory closure, environmental regulatory compliance of Sound Transit owned surplus properties for Environmental Remediation project.
- \$386 thousand for projects with planned annual activities below \$500 thousand:
 - Research and Technology program to support the application performance for the Portfolio Services Office and Discovery work for Enterprise Architecture team,
 - Perform maintenance activities including weeding, plant establishment and other minor maintenance work primarily focused on Tacoma Trestle, Central Link and Tukwila Station supported by the Environmental, Mitigation, Monitoring and Maintenance program.

Enhancement

Enhancement projects improve operating efficiency and effectiveness, improve rider experience, increase system functionality, or reduce operating costs.

Enhancement 2023 Budget Highlights

Enhancement projects are budgeted at \$52.5 million and include plans to:

- \$16.0 million to continue the development of digital passenger information system to install and integrate dynamic signage for Link Light Rail, Sounder, and Tacoma Link.
- \$9.0 million for the Portfolio Services Department to develop and implement unified standards, processes, and procedures in support of project delivery in partnership with agency and project teams.
- \$7.9 million for the Operations Enhancement Portfolio which includes a portfolio of 39 projects with \$3.6 million for 12 new projects and 27 existing projects totaling \$4.3 million. Highlighted activities include:
 - Continued construction of the second elevator at SeaTac Airport.
 - Installation of tie switches on the Central Link alignment.
 - Perform critical load analysis to inform design for the installation of a generator at the Link OMF-Central.
 - Award procurement and commence construction of the mechanical vertical access at the Capitol Hill Station.
- \$3.3 million for continued construction improvements to the Fare Paid Zone.
- \$2.9 million for the commencement of the Data Management program for implementation of the Data Infrastructure and Layer.
- \$1.8 million for several projects with planned annual activities below \$500 thousand:
 - Video Management System Upgrade, Link Line Renaming.
 - Pine Street Stub Security.
 - Signage Improvements.
 - CCTV ACS Addition
 - Sounder at Grade project activities.
- \$1.6 million for Link at Grade to review at grade crossings for research to design mitigation treatments to align with current standards.
- \$1.5 million for continued security improvements to the entrance of the OMF-Central and the fence surrounding the facility.
- \$1.4 million to continue the installation and upgrades of bike lockers at Capitol Hill, Mercer Island, Tukwila, University, South Bellevue, Roosevelt, and Northgate stations.
- \$1.4 million for the SODO MLK Hazardous Mitigation project to support the analysis and enhancement work of the At-Grade Crossing Core Team.
- \$1.3 million for Security Radio System to complete the installation and commissioning of equipment.
- \$1.2 million for Noise Abatement for the collection and correlation of noise and vibration data on existing light rail track to inform maintenance and future track construction.
- \$800 thousand to continue the upgrade of Central Link fiber update for existing infrastructure.
- \$781 thousand for Crossing Pre-project and Outreach to analyze and study activities related to safety at various modal at grade crossings.
- \$607 thousand for At Grade Dynamic Warning Signs to begin the procurement process and award contract and coordinate with the City of Seattle Department of Transportation on the design process.
- \$560 thousand for the Parking Management Program to collect and utilize parking data and assess expansion of the parking permit program.
- \$526 thousand for Engineering Standards Update to fund a portion of the development of Light Rail Station Standards.

State of Good Repair

State of Good Repair projects invest in transit system assets to insure the expected useful life is achieved, extend the useful life, and replace assets as needed.

State of Good Repair 2023 Budget Highlights

State of Good Repair projects are budgeted at \$51.7 million and include plans to:

- \$36.7 million for the Operations SOGR Portfolio which includes a portfolio of 50 projects with \$2.8 million for 12 new projects and 38 existing projects totaling \$33.9 million. Highlighted activities include:
 - Improvements to the Downtown Seattle Transit Tunnel.
 - Mid-life maintenance activities for Sounder vehicles.
 - Upgrades to existing Kinkisharyo Series 1 LRVs to allow for effective communications and systems compatibility between Series 1 & 2 vehicles.
 - Repairs and improvements to the agency owned vertical conveyance systems.
 - Sounder and Link Station repairs and upgrades to agency standards.
- \$6.8 million for the Information Technology Redesign project to replace network infrastructure and security design implementation. Planning for the network operations center and emergency fire network (EFN).
- \$6.2 million for Information Technology Infrastructure program to upgrade datacenter servers, network equipment within the Link Network, and laptops and workstations at end of their useful life.
- \$900 thousand for the ERP and EAMS Replacement project to research and develop the necessary specifications for the replacement of the Agency enterprise asset management and enterprise resource management systems.
- \$611 thousand for the Operating Technology (OT) Risk Mitigation project to complete the installation of operating technology solutions to reduce the risk to operating technology systems supporting revenue service.
- \$469 thousand for projects with planned annual activities below \$500 thousand:
 - Complete the replacement of the agency's internal website.
 - PXO and Safety OPEX SOGR Program to support fare paid zone signage needs and immediate safety related activities.
 - Bellevue Rider Service Center to perform alternatives analysis to identify restroom location.

Administrative

Administrative projects support the general administration of the agency. Much of the budget in this project type is for operating costs not directly charged to projects or transit operating that are administrative overhead funded by the Agency Administration Operating project. Most of the administrative overhead is capitalized with the assets generated by projects or expensed as transit operating costs. The remaining costs are treated as general and administrative and fare and regional planning expenses.

Administrative 2023 Budget Highlights

Administrative projects are budgeted at \$155.9 million and include plans to:

- \$143.3 million to fund department costs allocated to projects as administrative costs as well as department costs that are unallocated in the Agency Administrative Operating project.
- \$8.8 million for the Information Technology Program to complete various systems implementation and integration projects such as Operations Performance Reporting, EAMS E1 Sync, Safety Management and Risk tool, Livelink Migration/Decommissioning. Continue progress on other tools such as Wind and Wave and others. Initiate and plan multiple 2023 projects as resources and time permits in the Information Technology Program.
- \$1.7 million to decommission office space as the agency continues to respond to hybrid work from home and in office space planning for Administrative Services.
- \$1.3 million to complete construction, testing and commissioning for Fire Detection and Alarm system at Union Station. Complete the installation of the HVAC system and emergency lighting at Union Station within the Administrative Facilities project.
- \$635 thousand to acquire 6 new and 4 replacement non-revenue vehicles from the Replacement Administrative Pool Vehicle and Administrative Pool Vehicle projects.
- \$140 thousand to complete installation for Union Station's card access project. Begin Santa Fe conference room variable air exchangers replacement project funded through the Administrative Capital Program.

Other Budgets

Other budgets include debt service, tax collection and fees, contributions to partner agencies, leases, agency contingency, and other non-operating expenses.

Debt Service

As of December 31, 2022, Sound Transit has \$2.0 billion of outstanding long-term bonds and \$703.0 million in outstanding TIFIA loans (\$87.7 million OMFE, \$615.3 million Northgate). The agency has six Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreements: Operations and Maintenance Facility East (OMFE), Northgate Link, East Link, Federal Way Link, Lynnwood Link, and Downtown Redmond Link Extension. The agency fully drew down on Northgate Link in July 2022 for \$615.3 million, and no additional TIFIA drawdowns are planned for 2023.

2023 debt service is budgeted at \$145.1 million including:

- \$62.0 million of principal repayment.
- \$80.1 million of interest expense including loan amortization.
- \$3.0 million for financing expenses.

Tax Collection and Fees

Sound Transit pays the Washington State Department of Revenue (DOR) fees for the collection and administration of sales and use taxes and rental car taxes. Payments are also made to the Washington State Department of Licensing (DOL) for the collection and administration of motor vehicle excise taxes. The DOR and DOL fees are budgeted to be \$6.3 million in 2023.

In addition, Sound Transit began paying the sales and use tax offset fee in 2019, which was added to the ST3 enabling legislation and approved in the ST3 plan. The fee is paid to the DOR and is based on 3.25 percent of payments made for construction related costs (Rule 171 eligible costs) on new ST3 projects, up to a total cumulative amount of \$518.0 million. The 2023 budget anticipates \$16.8 million contributions primarily from three projects: Federal Way Link Extension \$10.1 million, Downtown Redmond Link Extension \$6.1 million, and NE 130th Street Infill \$586 thousand.

Contributions to Partner Agencies

Sound Transit will make a \$5.0 million contribution for operating and maintenance expenses of First Hill Streetcar based on an agreement with the City of Seattle through 2023.

In addition, the following contributions are budgeted under projects. In 2023, \$167.1 million is expected to be paid to partner agencies for planning and construction of transportation assets. The cost to Sound Transit is accounted for in the following projects:

- \$26.3 million – I-405 BRT: WSDOT for the NE 44th Street Interchange.
- \$76.0 million – I-405 BRT: WSDOT for the NE 85th Interchange.
- \$20.9 million – I-405 BRT: WSDOT for the Brickyard to SR527.
- \$6.0 million – Pacific Avenue SR7 Bus Corridor Improvements: Pierce Transit for design and construction.
- \$25.9 million – RapidRide C&D and Madison BRT: King County Metro for street improvements to enable rapid ride routes.
- \$12.0 million – Transit System Access Program: local jurisdictions to improve modal access across Sound Transit boundary.

Leases and Information Technology Subscription based Arrangements

Sound Transit adopted Governmental Accounting Standards Board (GASB) Statement 87 Leases in 2020 which requires lease rights and obligations to be recognized on the Statement of Net Position as assets, liabilities, and deferred inflows of resources, generally at the present value of future payments and receipts, depending on the agency's position as lessee or lessor. GASB 87 is applicable to all leases of tangible property such as office space, land (including air space leases), equipment, vehicles, and warehouses. Leases in which Sound Transit is a lessee, require asset usage to be recognized as amortization expense over the term of the lease, while recognizing interest expense on the outstanding lease obligation. Leases in which Sound Transit is the lessor require the reduction of deferred inflows of resources through the recognition of revenue over the term of the lease, while recognizing interest income on uncollected lease receivables.

Sound Transit recognizes lease expense, or income, as incurred on leases that do not meet the requirements of GASB 87, such as leases that are considered to be short-term (less than one year), leases used for temporary construction, or leases that are not deemed to be significant. GASB 87 exempt leases are included in transit modes and project budgets.

Effective Jan 1, 2023, GASB 96 requires governmental entities to record an intangible right-to-use subscription asset and corresponding subscription liability for eligible subscription-based information technology arrangements (SBITA). The standard establishes uniform financial reporting requirements amongst governmental entities entering into SBITAs and also provides guidance in accounting for cash outlays such as implementation fees.

Sound Transit will need to amortize the subscription asset and discount on the subscription liability systematically and rationally over the shorter of the subscription term or the useful life of the underlying IT asset. Amortization of the subscription asset and discount on subscription liability begin at the commencement of the subscription term and is reported as amortization expense and interest expense, respectively, by Sound Transit.

Agency Contingency

In developing the budget, expenses with a high potential impact but low certainty of occurring, were assigned a percent probability and an agency contingency was created. Use of the contingency requires the approval of the Chief Financial Officer and Chief Executive Officer. The agency contingency is budgeted at \$14.2 million for 2023.

Other Non-Operating Expenses

Other non-operating expenses are incurred on a segment of heavy rail track stretching from Lakewood to Dupont, which Sound Transit owns but does not operate on (i.e., provides no passenger service). These costs are projected to be \$598 thousand in 2023, primarily for contracted maintenance services.

Reserves

Sound Transit maintains reserves in anticipation of future financial obligations. Amounts budgeted as reserves are not included in our spending authorization request. If reserved funds are to be used, Board approval is required in advance.

- Emergency/Loss

While the agency maintains a comprehensive insurance program, the policies do contain retentions (deductibles), which the agency would have to cover in the event of an insurable loss. In such instances, Board authorization would be required to use this reserve to cover a deductible. Approval of the ST3 Plan increased the reserve from \$38 million to \$88 million.

The reserve balance was \$47.1 million at the end of 2022. A contribution of \$5.5 million is budgeted for 2023.

- Operations & Maintenance

Sound Transit's financial policies require the agency to maintain an operations and maintenance reserve equal to two months of department operating expenses, including costs allocated to transit modes and projects.

The reserve balance was \$106.2 million at the end of 2022. A contribution of \$13.3 million is budgeted for 2023.

- Capital Replacement

The agency maintains a minimum \$300 million reserve for unanticipated expenditures necessary to keep the system in good working condition.

The reserve balance was \$354.5 million at the end of 2022. No contribution is planned for 2023.

- Regional Affordable Housing Revolving Loan Fund

The ST3 Plan requires that Sound Transit establish a revolving loan fund to support development of affordable housing opportunities related to equitable transit-oriented development (TOD). Beginning in 2019, \$4.0 million annual deposits will be made for five years to establish a \$20 million fund.

The reserve balance was \$16.1 million at the end of 2022. A contribution of \$3.9 million is budgeted for 2023.

Transit Improvement Plan

For all active projects, the Transit Improvement Plan (TIP) provides cost information by phase, including life-to-date costs, annual spending forecasts for the upcoming six years, summarized costs for years beyond this six-year period, and the total Board-authorized project allocation. The scope, budget-year activities, and increase to the authorized project allocation over the prior year are also provided for each project in Appendix J – TIP Project Detail Pages.

The Sound Transit Board adopts the TIP and the annual budget to authorize project spending for the budget year as well as changes to authorized project allocations for established and new projects.

The 2023 TIP continues to reflect the Board decisions on program realignment, as approved in Resolution No. R2021-05. The Resolution includes an affordable schedule and a target schedule. The affordable schedule establishes a program schedule that is affordable based on current financial projections and cost estimates, while the target schedule assumes there will be offsets in the form of cost reduction and/or new financial resources. These offsets are quantified as funding gaps for certain projects in the target schedule (See Appendix A and B of Resolution No. R2021-05). Dates for both the target and affordable schedule are highlighted for the relevant active projects in Appendix E of this document. Staff are managing the projects toward the target schedule.

State of Good Repair and other non-system expansion projects are funded to support agency priorities.

Project Budgeting

Project Prioritization Process

During the development of the annual budget, the agency follows an objective process to evaluate all proposed projects. After budgeting for voter-approved system expansion projects, proposed new projects and increases to existing projects that are not part of the voter-approved program are considered. Projects are scored using objective criteria including safety, sustainability, regulatory, financial, security, asset life, resource capacity to deliver projects as well as impact on ridership. The goal is to identify high-value, high-priority projects, and pair them with available resources.

Authorized Project Allocations

The Sound Transit Board approves spending on the initial phases of a project. As projects reach key milestones, requests for increases in authorized project allocation to complete the next project phase are presented for Board approval.

Typical requests include funding for:

- Project development through preliminary engineering and environmental review.
- Final design and right-of-way acquisition.
- Total expected project budget, or baseline.

The initial project development budget includes alternatives analysis and selection of a preferred alternative, compliance with environmental requirements, development of operations and maintenance plans, and preliminary engineering for the preferred alternative.

A final design and right-of-way budget includes funding for all design work, including architectural, civil, structural, electrical, and HVAC systems through to construction procurement documentation, as well as purchase or lease of all property needed to build the project.

A baseline budget is established during final design when sufficient information is available to establish the cost of a project through construction. Project spending is benchmarked against the baseline through completion of the project. Projects are fully funded when the Board approves the baseline.

Cost Estimates

Sound Move, ST2, and ST3 are voter-approved system expansion plans. Each voter-approved project has a cost estimate that originated from one of the three voter-approved plans. Appendix B lists ST2 and ST3 cost estimates and Appendix C provides budget for remaining Sound Move projects. These appendices also display board-approved changes to the voter-approved cost estimates, including the updated cost estimates approved in Resolution No. R2021-05.

Cost estimates are maintained on a current-year, constant-dollar basis. In the 2023 TIP, full project cost estimates are presented in constant 2022 dollars. The constant dollar presentation allows for comparison of estimated costs across multiple projects. However, the Board approves budgets in year-of-expenditure dollars to consider the fact that project spending occurs over several years and so must be adjusted for inflation.

Projects

Most Sound Transit's projects support the planning, design, and construction of light rail, commuter rail, express bus, and bus rapid transit infrastructure as described in the voter-approved system expansion plans. The TIP uses project categories which align with common industry practice and provide transparency into the agency's investment in expanding service versus investment in existing assets. Projects are also reported by transit mode.

This section is displayed in authorized project allocation view as opposed to annual budget view.

Changes to Authorized Project Allocations from the Adopted 2022 TIP to the Adopted 2023 TIP

The table below is a reconciliation of changes in authorized project allocation between the Adopted 2022 TIP and the Adopted 2023 TIP. Each change to a project is explained in the section below.

PROJECT DELIVERY SUMMARY BY PROJECT TYPE

(in millions)

Project Type	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Adopted 2023 TIP
SYSTEM EXPANSION									
LINK	\$ 12,206	\$ 1,664	\$ 1,614	\$ 971	\$ 384	\$ 133	\$ 133	\$ 352	\$ 17,458
TACOMA LINK	255	28	-	-	-	-	-	-	283
SOUNDER	730	77	130	122	66	13	0	14	1,151
REGIONAL EXPRESS	252	35	48	28	12	10	-	9	394
STRIDE	246	274	394	291	195	-	-	-	1,400
OTHER PROJECTS	148	40	36	32	24	19	18	295	611
Subtotal	\$ 13,837	\$ 2,118	\$ 2,222	\$ 1,444	\$ 680	\$ 175	\$ 151	\$ 670	\$ 21,296
ENHANCEMENT	63	53	45	33	20	4	5	75	298
STATE OF GOOD REPAIR	282	52	83	74	63	48	42	43	688
ADMINISTRATIVE	574	156	188	198	203	209	234	64	1,826
Total	\$ 14,756	\$ 2,378	\$ 2,537	\$ 1,749	\$ 966	\$ 437	\$ 432	\$ 852	\$ 24,108

CHANGES TO AUTHORIZED PROJECT ALLOCATION FROM ADOPTED 2022 TIP TO ADOPTED 2023 TIP

(in millions)

Project Type	Adopted 2022 TIP	2022 Closed Projects	2023 New Projects	Transfers/ Increases/ (Decreases)	Board Actions	Adopted 2023 TIP
SYSTEM EXPANSION						
LINK	\$ 16,451	\$ -	\$ 12	\$ 758	\$ 237	\$ 17,458
TACOMA LINK	283	-	-	-	-	283
SOUNDER	855	(40)	9	25	302	1,151
REGIONAL EXPRESS	394	-	-	-	-	394
STRIDE	977	-	-	423	-	1,400
OTHER PROJECTS	609	-	-	2	-	611
Subtotal	\$ 19,569	\$ (40)	\$ 20	\$ 1,208	\$ 539	\$ 21,296
ENHANCEMENT	337	(77)	32	6	-	298
STATE OF GOOD REPAIR	642	(6)	38	13	-	688
ADMINISTRATIVE	1,718	(19)	-	127	-	1,826
TOTAL	\$ 22,265	\$ (141)	\$ 90	\$ 1,354	\$ 539	\$ 24,108

2023 Closed Projects

\$140.9 million for 12 projects proposed for closure in 2023

PROJECT (in thousands)	PROJECT ALLOCATION	ACTUAL COST	SAVINGS	NOTES
SYSTEM EXPANSION	\$ 39,720	\$ 39,173	\$ 547	
TUKWILA STATION	39,720	39,173	547	Design and construct a commuter rail station and access improvements, replacing the temporary Tukwila Sounder Station.
ENHANCEMENT	\$ 76,512	\$ 63,816	\$ 12,696	
POSITIVE TRAIN CONTROL	43,134	43,134		Integrate federally mandated command, control, communications, and information systems for controlling passenger train movements with safety, security, precision, and efficiency.
DESIGN CRITERIA MANUAL UPDATE	300	295	5	Coordinate, administer and update multiple standard documents to include the design criteria manual (DCM), engineering procedures (EPs), standard specifications and many other documents.
BUS MAINTENANCE FACILITY	22,033	11,294	10,739	Expand Sound Transit's fleet maintenance capacity through funding contributions to facilities managed by third party service providers.
OMF LCC UPGRADES	966	886	80	After buses leave the Downtown Seattle Transit Tunnel in 2019, the OMF-Central will become the new primary location for the LCC. This project will implement upgrades and enhancements for the OMF location to allow full functionality of the control center at the OMF.
OMF RENOVATIONS	9,031	7,779	1,252	Renovate the Link OMF-Central, including: resize enclosed offices for more efficient usage of space; create additional workstations; secure the area around the Link Control Center (LCC); and regroup divisions to be co-located for greater efficiency.
LRV WASH BAY MODIFICATIONS	709	429	280	Install upgrades to the electrical and mechanical equipment components of the link light rail vehicle (LRV) car wash system at the Link OM-Central, to provide automatic LRV forehead cleaning and eliminate manual washing.
FOREST ST YARD STORAGE	339	-	339	Determine alternatives, design and install coverage structure for the outdoor storage cube areas in Forest Street yard. Selected option must meet the environmental regulations for proper storage of materials outdoors
STATE OF GOOD REPAIR	\$ 5,781	\$ 4,776	\$ 1,004	
ISSAQUAH LAKEWOOD CCTV UPGRADE	423	207	216	Replace existing end of life security cameras with current standard cameras at two large transit centers.
LINK CCTV SYSTEM UPGRADE	3,094	2,796	298	Upgrade existing Link light rail ClosedCircuit Television (CCTV) NiceVision systemat 16 stations and Link Operations and Maintenance Facility with digitalcamerasto be compatible with the new equipment installed for University Link and South 200th Link extensions.
ACCESS CONTROL CARD UPGRADE	2,264	1,773	491	Upgrade the existing access control system that manages the secure access to Sound Transit Link facilities achieving a single access control platform for all of the agency's Link facilities.
ADMINISTRATIVE	\$ 18,850	\$ -	\$ 18,850	
CLOSED IT PROG PROJECTS	18,850	-	18,850	Represents completed sub-projects prior to 2021.
TOTAL	\$ 140,862	\$ 107,766	\$ 33,097	

2023 New Projects

\$90.0 million authorized project allocation for 32 new projects established in 2023.

System Expansion - 3 projects at \$20.2 million

- \$8.6 million for Boeing Access Infill Station to commence project development activities.
- \$8.6 million for Dupont Extension to commence project development activities.
- \$2.9 million for Graham Street Infill Station to commence project development activities.

Enhancement - 16 projects at \$31.6 million

- \$15.2 million created within the Operations Enhancement Portfolio:
 - \$6.0 million for subject matter experts for Link system expansion to review various submittals, plans, NSEP projects and provide oversight assistance on key commissioning activities.
 - \$2.4 million for linear asset datalink to engage consultants to gather, organize and verify linear assets on Link, Tacoma Link, and new extensions.
 - \$1.7 million for systemwide SCADA building management system (BMS) to conduct systemwide assessment on SCADA and BMS to identify gaps and system inefficiencies in cover to aid in the development of a new system.
 - \$1.0 million for OPS OPEX enhancement program to enhance existing assets.
 - \$1.0 million for Link waste receptacles to install waste and recycle receptacles throughout the facility maintenance portfolio on all modes.
 - \$880 thousand for systemwide SMART key upgrade to replace keys with SMART key and lock technology.
 - \$755 thousand for Northgate garage generator to install a generator at the Northgate parking garage.
 - \$600 thousand for LRV simulator to procure a simulator to enhance operator training capabilities.
 - \$344 thousand for King Street bird deterrent to minimize invasive bird activity at King Street Station.
 - \$310 thousand for Link Control Center (LCC) alert notification system to improve critical and time sensitive communications between Sound Transit LCC, emergency management and King County Metro.
 - \$96 thousand for Tacoma Link drain value augmentation to install drain values at the TLINK OMF Wash Facility.
 - \$70 thousand for intrusion detection system to upgrade and update existing intrusion detection systems.
- \$13.5 million for PSO Programmatic Work to develop and implement unified standards, processes, and procedures in support of project delivery.
- \$1.1 million for at-grade dynamic warning signs to install pedestrian warning signs along the Rainier Valley Corridor.
- \$936 thousand for crossings pre-project and outreach to analyze and study activities related to safety at various modal at grade crossings. Includes feasibility studies, public outreach, and research at various agencies.
- \$908 thousand to add CCTV cameras and access control systems (ACS) at stations, parking garages, OMFs, and MOW in the South and Central Corridors,

State of Good Repair - 13 projects at \$38.2 million

- \$35.8 million created within the Operations SOGR Portfolio:
 - \$20.0 million for ST1 (Sound Move) LRV propulsion upgrades to replace aging propulsion components to include testing and commissioning after installation.
 - \$9.3 million for ST1 (Sound Move) LRV APSE overhaul to upgrade and replace obsolete auxiliary power supply equipment and component subsystems with newer compatible products.
 - \$1.3 million for Sounder Tacoma Dome Station site improvements to replace Freight House Square ally pavers and station lumber.
 - \$1.2 million for Issaquah Transit Center site improvements to commence repairs and improvements to the Issaquah Transit Center.
 - \$1.0 million for Eastgate Freeway Station Improvements to install new bus shelters, waste receptacles, shelter benches and lighting.
 - \$750 thousand for Clink Public Address (PA) System Pre-Design to pre-design work for the replacement of a near end-of-life PA system.
 - \$750 thousand for Beacon Hill Station building management system pre-project to engage a consultant to evaluate the current state of the Beacon Hill Station building management system for gap analysis and eventual replacement.
 - \$616 thousand for Operations Pre-Project Program to engage consulting services for project evaluation prior to project establishment.
 - \$410 thousand for Auburn Station Comfort station improvements to upgrade fixtures, flooring, and walls within the comfort station.
 - \$298 thousand for Auburn Parking Garage Fire System replacement to replace station and garage fire panel.
 - \$104 thousand for Link Bench Replacement to replace deteriorating benches throughout the Link system.
 - \$100 thousand for Tacoma Link Station benches to replace aging benches to meet Sound Transit standards.
- \$2.3 million for pre-project design for Enterprise Asset Management system (EAMS) replacement for to procure a consultant to review and provide scope and solution proposals for replacement.

Administrative - No new projects

2023 Change to Authorized Project Allocations

\$1.9 billion of changes to authorized project allocation for existing projects.

System Expansion - \$1.2 billion change

Increases of \$1.2 billion:

- \$343.9 million for Ballard Link Extension to commence phase 3 preliminary engineering and commence right of way acquisitions.
- \$225.0 million for West Seattle Link Extension to establish a stand-alone project and commence phase 3 preliminary engineering and commence right of way acquisitions.
- \$219.0 million for BRT Maintenance Base to fund final design and initial construction.
- \$172.7 million for Tacoma Dome Link Extension to commence right of way acquisition in support of OMF-South and to commence phase 2 of preliminary engineering.
- \$162.5 million for I-405 Bus Rapid Transit (BRT) to fund final design, WSDOT Agreement for Tukwila International Blvd, fund the City of Renton Park & Ride and reestablish construction UAC.
- \$41.5 million for SR522/NE 145th Street BRT to fund final design and vehicle procurement.
- \$13.7 million for Sounder South Capacity Expansion to support various preliminary engineering activities regarding King Street station, TR junction to Portland Ave Improvements and the S 66th Street Bridge improvements.
- \$9.0 million for Everett Link Extension to execute model code work and independent cost review.
- \$7.4 million for North Corridor MOW to fund pre-construction activities and third party permitting.
- \$6.8 million for Auburn Station Improvements to fund proposal honoraria for qualified project bid submittals and right of way acquisition activities.
- \$2.1 million for Sumner Station Improvements to fund proposal honoraria for qualified project bid submittals.
- \$2.1 million for Kent Station Improvements to fund proposal honoraria for qualified project bid submittals.
- \$1.5 million for change of project category for the Environmental Mitigation, Monitoring and Maintenance project from Administrative to System Expansion - Other.
- \$473 thousand for Environmental Remediation to fund post construction remediation costs from the Puyallup Station Improvements project.
- \$385 thousand for Lakewood Station Improvements to support activities related to environmental assessment, conceptual engineering, and BNSF coordination.
- \$378 thousand for South Tacoma Access Improvements to support activities relating to environmental assessment, conceptual engineering, and BNSF coordination.

Decreases of \$(473) thousand:

- \$(473) thousand for Puyallup Station Improvements to transfer funds to the Environmental Remediation program to fund post construction remediation activities.

Enhancement - \$6.1 million change

Increases of \$7.2 million:

- \$3.3 million for Fare Paid Zone to fund additional design costs and fund an additional 12 stations outside of the Downtown Seattle Transit Tunnel.
- \$2.7 million for OMF central security enhancement to fund the installation of 500 additional linear feet of fencing.
- \$1.2 million for Security Radio System to fund installation costs.

Decreases of \$(1.1) million:

- \$(1.1) million for Operations Enhancement Portfolio to shift portfolio funding to fund new requests.

State of Good Repair - \$13.4 million change

Increases of \$18.4 million:

- \$17.9 million for Operations SOGR Portfolio include:
 - \$6.0 million for Engineering Service Program to add an additional two years of support to operations division projects requiring engineering assistance.
 - \$5.9 million for OPS Opex SOGR program to provide for the update of project costs and estimated activities.
 - \$5.0 million for Kinkisharyo LRV system upgrade to account for the increase in costs based on the final negotiated price.
 - \$430 thousand for Central Link Signal House Upgrade to account for the final negotiated price for the upgrade.
 - \$300 thousand for Link OMF FACP system replacement to account for the final negotiated price for the replacement.
 - \$200 thousand for Sounder Vehicle overhaul program to procure Head End Power units.
 - \$100 thousand for Vertical Conveyance Program for the procurement of a forklift.
- \$538 thousand for Hub Intranet Replacement to accommodate changes in the scope of the project.

Decreases of \$(5.0) million:

- \$(5.0) million for Operations SOGR portfolio to transfer portfolio funding to fund new requests.

Administrative - \$126.7 million change

Increases of \$131.5 million:

- \$128.2 million for Agency Administrative Operating increased by increase for anticipated agency administrative operating costs from 2023 to 2028 with updated projections and by adding an additional year to 2028.
- \$1.7 million for Administrative Services to fund office decommissioning.
- \$1.0 million for Administrative Pool Vehicles to fund vehicle procurements.
- \$600 thousand for Replacement Admin Pool Vehicles to fund vehicle replacements.

Decreases of \$(4.8) million:

- \$(3.3) million for Administrative Capital to transfer funds for vehicle procurements and office decommissioning costs.
- \$(1.5) million for change of project category for the Environmental Mitigation, Monitoring and Maintenance project from Administrative to System Expansion - Other.

2022 Board Actions - \$239.9 million change

Actions the Board took in 2022 to establish or change the authorized project allocation for an amount that is within the cost estimate for the project.

- On April 28, 2022, the Board approved Resolution R2022-10 amending the Puyallup Station Parking and Access Improvement project by increasing the project allocation by \$3,250,000 to complete additional project scope.
- On May 26, 2022, the Board approved Resolution R2022-12 establishing the Series 3 Light Rail Vehicle (LRV) project by establishing the initial the project allocation at \$33,000,000.
- On June 23, 2022, the Board approved Resolution R2022-17 amending the NE 130th Street Infill Station project by increasing the project allocation by \$203,738,000 to establish the baseline budget for the NE 130th Street Infill Station.

2023 Board Actions - \$299.1 million change

Actions the Board took in early 2023 to establish or change the authorized project allocation for an amount that is within the cost estimate for the project and incorporated into the 2023 adopted budget document.

- On January 24, 2023, the Board approved Resolution R2023-02 amending the 2023 adopted budget combining the Sumner, Kent, and Auburn Station Access Improvement projects into one combined baselined project increasing the project allocation by \$299,119,865 from \$60,530,135 to \$359,650,000 to provide funding required to complete the project and meet the scheduled revenue service date.

Appendix A – ST3 Financial Policies

Sound Transit 3

Financial

Policies

Adopted June 23, 2016
Sound Transit Financial Policies

The Sound Transit Board may amend these Financial Policies from time to time; the most current version of the Financial Policies is available at www.soundtransit.org

PURPOSE

The Sound Transit Board (the Board) adopted an initial framework for the financing of Sound Move and ST2, by setting local tax rates, focusing on minimizing the cost of capital, requiring conservative projections for federal and state funding, defining equity and adopting the subarea equity principle to guide how projects are funded in the five subareas. The Financial Policies reflect the Board's policy intent for implementing the financial framework for completing *Sound Move* and ST2 and subsequent system plans and for providing the tools to the Board to appropriately manage toward and respond to future conditions.

LEGAL RESPONSIBILITIES

In adopting these Financial Policies, the Board recognizes certain legal responsibilities. Existing state law grants all legislative and policy authority to the Board and does not allow the Board to abrogate, transfer or delegate such authority to other agencies or to the five subareas within the Sound Transit District. Consequently, all funds collected by or provided to Sound Transit, including local tax revenues, federal and other government grants, bond and loan proceeds, fare box revenues, interest earnings, and private development revenues, may be disbursed only with approval of the Board. Priorities for disbursements will be determined within Sound Transit's annual budgetary process, which by law requires two-thirds affirmative vote of the Board.

Similarly, the Board recognizes that bonds issued and loans incurred by Sound Transit will be secured by a pledge of repayment through revenues including local taxes. When bonds are issued or loans secured, Sound Transit will enter a binding contract with its bondholders and lenders that requires first lien claim against pledged revenues for repayment and for maintenance and operation of the transit facilities and services funded by the bonds. Stated differently, bondholders and lenders will have a legal priority to Sound Transit's local tax revenues to repay the bonds and operate and maintain the transit system, notwithstanding any commitment or policy that no subarea will pay another subarea's debt. These Financial Policies reflect Sound Transit's commitment to subarea equity while maintaining the flexibility necessary to manage the financing of the System Plan on a consolidated basis and within legal constraints.

EQUITY

Definition of Equity

Equity will be defined as utilizing local tax revenues for projects and services that provide transportation benefits to the residents and businesses in each of the subareas generally in proportion to the level of revenues each subarea generates. Subareas may fund projects or services located outside of the geographic subarea when the project substantially benefits the residents and businesses of the funding subarea. The Financial Plan for Sound Transit activities addresses this equity principle by providing a financial plan for each of the five Sound Transit subareas, comprised of the subarea's share of local taxes, debt capacity, farebox proceeds and an assumption for federal funding. The five subareas are defined as Snohomish County, North King County/Seattle, East King County, South King County, and Pierce County. While the Financing Plan will be managed by the Board on a consolidated basis, the Board will report annually on individual subarea performance.

The Board agrees, therefore, that the facilities, projects and services identified in all voter-approved system plans represent a reasonable definition of equity.

IMPLEMENTATION POLICY

Subarea Reporting

1. The Financial Plan will provide projections for each of the five subareas, comprised of the subarea's projected share of local taxes, use of debt, farebox proceeds, other revenue, and an assumption for federal funding and related expenditures.
2. Local taxes will be allocated for subarea reporting based on actual tax receipts collected by subarea and within the Sound Transit District. The annual Financial Plan will incorporate updated forecasts based on these actual receipts. A portion of local taxes from each subarea will be allocated to fund system-wide costs as identified by the Board.
3. For subarea reporting purposes, government funding that is received for a specific project or service will be allocated to subarea(s) on a basis consistent with the allocation of costs for the project or service, unless the Board takes action to allocate the funds to other subareas as it deems in the best interest of Sound Transit after consideration of the funding needs to complete, enhance or extend the system plan.
For subarea reporting purposes, government funding that is received that is agency-wide or general in scope will be allocated by the Board as it deems in the best interest of Sound Transit after consideration of the funding needs to complete, enhance or extend the system plan.
4. Miscellaneous revenues, such as those generated through private-public partnerships, advertising and terminal concessions will be allocated for subarea reporting based on subarea investment in the facility and/or service from which the revenue is generated.
5. Debt will be allocated for subarea reporting based on a subarea's share of total long-term bonding requirements or as otherwise directed by the Board as deemed in the best interest of Sound Transit.

6. Subarea expenditures will be allocated for subarea reporting based on facilities and services to be provided, their projected costs and project contingencies, associated operating costs, debt service, reserves for debt service, operations and maintenance and capital replacement. The allocation of expenditures for reporting purposes for facilities and services that cross subarea boundaries will be made by the Board to ensure safe and efficient maintenance and operation of the system-wide facilities and services after due consideration to subarea benefits and priorities.

Monitoring Function

1. Sound Transit will establish a system that on an annual basis reports subarea revenues and expenditures. This monitoring and reporting function will be incorporated into Sound Transit's financial cycle. The Board may at its discretion conduct an independent assessment of the consistency of subarea reporting with Board policy guidance.
2. Sound Transit will appoint an advisory citizen oversight panel to monitor Sound Transit performance under these policies (see Public Accountability below).

Adjustments to Subarea Projects and Services

1. Subarea capital projects and transit services will be evaluated and adjusted annually as a part of the Board's consideration and adoption of an annual budget, which requires a two-thirds affirmative vote of the Board. Adjustments to subarea capital projects and services can include additional priority projects and/or services within that subarea should funding be available. This adjustment process recognizes that some fluctuation in revenues and expenditures against forecasts will occur.
2. For those cases in which a subarea's actual and projected expenditures exceed its actual and projected revenues and funding sources by five percent or greater, and/or where unforeseen circumstances occur that would result in an inability to substantially complete projects within such subarea's plan, the Board must take one or more of the following actions:
 - Correct the shortfall through use of such subarea's uncommitted funds and/or bond capacity available to the subarea; and/or
 - Scale back the subarea plan or projects within the plan to match a revised budget; and/or
 - Extend the time period of completion of the subarea plan; and/or
 - Seek legislative authorization and voter approval for additional resources.
3. For those cases in which a subarea's actual and projected revenue to be collected until the system plan is completed will exceed its actual and projected expenditures by five percent or greater, and/or where unforeseen circumstances occur that would result in the subarea's ability to fund additional projects and services not identified in the system plan, then Sound Transit may use such surplus funds to complete, extend or enhance the system plan to provide transportation benefits for the subarea's residents or businesses as determined by the Board. Contributions from other parties, including the State, local governments and private sector can be programmed by the Board to complete, extend or enhance the System Plan, consistent with agreements with the other party.

SYSTEM-WIDE EXPENDITURES

The Board will fund such system-wide expenditures as necessary to maintain and plan for an integrated regional transit system consistent with voter-approved system plans. Such system-wide expenditures will include fare administration, technology and innovation programs, system access, transit oriented development, future phase planning and agency administration, system-wide transit assets and other such expenditures as determined by the Board to be appropriate. Properties authorized for purchase by the Board to preserve required right-of-way will be funded as a system-wide cost until such time as the right-of-way is utilized by a subarea(s), at which time the cost will be allocated to the subarea(s) consistent with Board approved allocation. System-wide expenditures, not funded by dedicated system-wide agency interest earnings, revenues or other specific funding sources, will be funded by subareas proportional to the subarea's share of total local tax revenues, population, benefits received, or on another basis as deemed appropriate by the Board.

DEBT MANAGEMENT

Legal Definition of Sound Transit Debt Financing Capacity

Sound Transit's enabling legislation defines Sound Transit's capacity for issuing general obligation debt at one and one-half percent of the value of the taxable property within the boundaries of the Sound Transit District (and with approval of three-fifths of voters voting within the Sound Transit District, up to five percent of the value of the taxable property within the district's boundaries). There is no dollar limit for revenue indebtedness.

Debt Service Coverage Requirements

The Board recognizes that its bondholders and lenders will hold first claim against revenues pledged as repayment for outstanding bonds and loans based on the flow of funds. However, Sound Transit's debt financing capacity will be calculated on a more conservative basis, by evaluating all revenues and deducting total operating expenses for net revenues available for debt service.

For long-term planning purposes, Sound Transit agency debt service coverage ratio policy will be set at an average coverage ratio of 2.0x for net revenues over annual debt service costs, not to fall below 1.5x in any single year. However, as voter-approved plans are implemented, prudent changes to coverage ratios may be made by the Board as appropriate. Before issuing bonds, Sound Transit will establish the appropriate debt service coverage ratio to incorporate into the bond covenants for the specific bond issuance.

Uses of Debt Financing

1. The ST3 Plan will be financed through a variety of mechanisms, including without limitation: direct expenditure of tax revenues, operating revenues, and other receipts; state, federal and local government grants; private donations; tax backed and non-tax backed debt issuance by Sound Transit, associated or subsidiary entities, by cooperating public or private entities; leases; public private partnerships or other contractual arrangement.
2. Debt financing for capital projects covers two distinct types of borrowing, the first related to long-term debt financing, and the second related to short-term debt financing.

3. Short-term debt financing (with terms of ten years or less) is expected to be used primarily to bridge the gap between the necessary timing of expenditures and the anticipated receipt of revenues.
4. The use of long-term financing (with terms of more than ten years) is expected to be limited to capital and related costs for portions of the program that have a useful life in excess of the term of the debt. Long-term financing should be preserved for those aspects of the program for which other sources of funds are not likely to be available.

Allocation of Sound Transit Debt

1. For reporting purposes, the amount of long-term debt financing used to benefit each of the subareas will be based on each subarea's ability to repay debt after covering operating costs. For internal reporting purposes, the Board may determine appropriate internal debt service limits by subarea.
2. While the above policy prescribes the use of debt financing for subarea reporting, the Board will manage the agency's debt capacity on a consolidated basis to maximize resources between subareas.

PRIORITIES FOR EXPENDITURES

The Board will adopt expense budgets for transit operations and agency administration and maintain a multi-year capital improvement plan. A two-thirds affirmative vote of the Board is required for budget adoption. Sound Transit will establish guidelines for its budgeting process and criteria to establish priorities for expenditures.

FINANCIAL MANAGEMENT & PROCUREMENT

Sound Transit will maintain policies for debt and investment management, asset management, fares and operating expenses and grants management to effectively manage voter-approved revenues and efficiently operate the regional public transit system.

Sound Transit will evaluate alternative procurement methods for capital projects. Such methods will be implemented when they are calculated to result in schedule or cost savings, favorable risk transfer, or more effective project management, and are consistent with best practices in procurement and strong control systems.

ASSET MANAGEMENT

Sound Transit will invest in, maintain, and manage its physical assets and infrastructure to ensure safe, cost effective and sustainable ongoing provision of regional high capacity transit services to the citizens of the Puget Sound. The agency will operate and maintain its assets in a state of good repair that meets or exceeds all federal and other regulatory requirements. The Board will maintain capital replacement and maintenance reserves and annual budgetary amounts sufficient to fully fund the system in a state of good repair. Sufficient funds will be set aside funds with the agency's long-term financial plan to meet these obligations, and their funding will have precedence over other agency expenditures.

PUBLIC ACCOUNTABILITY

To ensure that the voter approved program development and implementation occurs within the framework and intent of these policies, Sound Transit will:

1. Conduct an annual independent audit of its financial statements in compliance with state and federal requirements;
2. Implement a performance audit program; and
3. Appoint and maintain an advisory citizen oversight panel to conduct annual reviews of Sound Transit's performance and financial plan, and submit a report and recommendations to the Board.

FUTURE PHASES

Voter Approval Requirement

The Board recognizes that the voter-approved taxes are intended to be used to implement the System Plan and to provide permanent funding for future operations, maintenance, capital replacement and debt service ("permanent operations") for voter-approved programs and services. The Board has the authority to fund these future costs through a continuation of the local taxes authorized by the voters. However, as a part of its commitment to public accountability, the Board pledges that the local taxes will be rolled back to the level required for permanent operations and debt service after the voter-approved ST3, Sound Transit 2 and Sound Move plans are completed and implemented. The rollback procedure is contained in the Tax Rate Rollback section. The Board further pledges that, after the voter-approved ST3, Sound Transit 2, and *Sound Move* plans are completed and implemented, any additional capital programs that would continue local taxes at tax rates higher than necessary for permanent operations will require approval by a vote of those citizens within the Sound Transit district.

Tax Rate Rollback

When the voter-approved capital projects in ST3, ST2 and *Sound Move* are completed and implemented, the Board will initiate two steps to roll back the rate of one or more of the taxes collected by Sound Transit.

1. First, Sound Transit will initiate an accelerated pay off schedule for any outstanding bonds whose retirement will not otherwise impair the ability to collect tax revenue and complete ST3, ST2 or Sound Move, or impair contractual obligations and bond covenants. Sound Transit will implement a sales tax rollback to a level necessary to pay the accelerated schedule for debt service on outstanding bonds, system operations and maintenance, fare administration, capital replacement and ongoing system-wide costs and reserves.
2. After all debt is retired, Sound Transit will implement a tax rollback to a level necessary to pay for permanent operations, including, system operations and maintenance, fare administration, capital replacement and ongoing system-wide costs and reserves.

Financial Policies Review

These Financial Policies may be amended from time to time as the Board deems necessary to implement and complete the System Plan. These policies, as they may be amended, will apply to future capital programs. The Financial Policies will be reviewed before submittal of a future capital program to the Sound Transit district voters.

Financial Policy Content

The policies in this document together with Appendix A (Sources and Uses of Funds) to the ST 3 Regional Transit System Plan constitute the financial plan for the ST 3 Regional Transit System Plan, Sound Move and ST 2. The documents are available at Sound Transit's offices at 401 S. Jackson St., Seattle, Washington 98104 or by mail on request.

Appendix B – Sound Transit 2 and Sound Transit 3 Cost Estimates

The agency maintains cost estimates for all of its capital projects that are funded in the agency's financial plan. These estimates are updated as new engineering, right-of-way, public outreach, and other project information are developed. Project cost estimates are updated prior to seeking Board authorization of budgets for preliminary engineering, final design and right-of-way acquisition, and baseline budget, which includes total project costs and construction.

ST2 cost estimates were initially developed and reported in 2007 constant-year dollars. ST3 cost estimates were initially developed and reported in 2014 constant-year dollars. To enable comparisons between cost estimates, the figures in this appendix have been updated to 2022 constant-year dollars based on the agency's Fall 2022 inflation forecasts.

The tables on the next page includes the following information:

- Original cost estimates are from the initial plans approved by voters in November 2008 (ST2) and November 2016 (ST3).
- 2023 cost estimates match the Adopted 2022 TIP with the exception of those projects adjusted for the creation of the Sustainability Cost Allocation, as per resolution R2022-21.
 - Sustainability funds included in the original ST3 cost estimates of certain ST3 projects are removed from these projects and included in a new project, titled "Sustainability."

In August 2021, the Board adopted Resolution R2021-05, which includes a realigned capital program that eliminates the projected affordability gap. The Resolution includes an affordable schedule and a target schedule. The affordable schedule establishes a program schedule that is affordable based on current financial projections and cost estimates, while the target schedule assumes there will be offsets in the form of cost reduction and/or new financial resources. Staff are managing the projects toward the target schedule.

The target schedule program includes projects designated as Tier 1 and Tier 2 without funding delays, which means that some projects have earlier delivery dates than the affordable schedule. The affordable schedule for the Ballard Link and Everett Link Extensions each include an additional segment in the delivery of the project. Because of this, a premium is included in the estimate for the increased cost of delivering the project in phases. Below, the cost estimates for both the target schedule and affordable schedule are presented.

CAPITAL COST ESTIMATES - TARGET SCHEDULE (2022\$ in thousands)

Project Name	Voter-Approved Cost Estimate	Increase/(Decrease) from Voter-	2022 Estimate	Increase/(Decrease) from 2022 Est.	2023 Estimate
SOUNDER					
(T300004) SOUNDER MAINTENANCE BASE	\$ 258,841	\$ (40,826)	\$ 218,015	\$ -	\$ 218,015
(T300017) PUYALLUP STATION IMPROVEMENTS	100,623	(15,580)	85,043	-	85,043
(T300019) LAKEWOOD STATION IMPROVEMENTS	60,911	(9,032)	51,879	-	51,879
(T300021) TACOMA TRESTLE TRACK & SIGNAL	109,028	96,984	206,012	-	206,012
(T300026) SOUNDER YARD EXPANSION	-	28,827	28,827	-	28,827
(T300044) SUMNER, KENT, & AUBURN SPAI	173,964	169,767	343,732	273	344,004
(T300056) SOUNDER SOUTH CAPACITY EXPN	1,341,736	(51,408)	1,290,328	-	1,290,328
(T300057) SOUTH TACOMA ACCESS IMPROV	63,511	(9,892)	53,619	-	53,619
(T300087) EDMONDS & MUKILTEO STN P&A IMP	56,875	(240)	56,635	-	56,635
(T300136) TDS PARKING AND ACCESS IMPROV	22,608	(4,680)	17,927	-	17,927
(T300140) DUPONT EXTENSION	458,158	(2,475)	455,682	(9,259)	446,423
(T3X206) MUKILTEO STATION-S PLATFORM	18,388	(3,415)	14,973	-	14,973
(T3X510) SOUNDER SOUTH EXPANDED SERVICE	365,874	99,858	465,732	-	465,732
(T7X755) SOUNDER FLEET EXPANSION	47,864	12,037	59,901	-	59,901
LINK					
(T400007) FIRST HILL STREETCAR	179,411	(1,596)	177,815	-	177,815
(T400009) LINK O&M FACILITY EAST	435,224	115,178	550,402	-	550,402
(T400032) LRV FLEET EXPANSION	757,922	85,358	843,279	-	843,279
(T400037) SERIES 3 LRV	1,782,956	150,303	1,933,259	-	1,933,259
(T400047) WEST SEATTLE LINK EXTENSION	2,219,438	1,638,549	3,857,987	(21,253)	3,836,734
(T400052) EVERETT LINK EXTENSION	4,368,898	1,543,652	5,912,550	(30,086)	5,882,464
(T400053) TACOMA DOME LINK EXTENSION	2,870,514	1,103,364	3,973,878	(19,194)	3,954,685
(T400066) BALLARD LINK EXTENSION	7,400,979	3,399,828	10,800,807	(13,741)	10,787,067
(T400113) NORTH CORRIDOR MOW	-	55,846	55,846	-	55,846
(T400115) NE 130TH STREET INFILL STATION	93,371	141,545	234,915	-	234,915
(T400136) GRAHAM ST INFILL STATION	105,738	10,563	116,301	(2,719)	113,582
(T400137) BOEING ACCESS RD INFILL STATION	187,974	66,398	254,372	(4,094)	250,278
(T4X100) NORTHGATE LINK EXTENSION	2,476,953	182,982	2,659,934	-	2,659,934
(T4X115) LYNNWOOD LINK EXTENSION	2,315,142	(342,019)	1,973,123	-	1,973,123
(T4X420) S 200th LINK EXTENSION	572,518	14,083	586,601	-	586,601
(T4X445) FEDERAL WAY LINK EXTENSION	1,476,498	619,331	2,095,829	-	2,095,829
(T4X600) EAST LINK	4,758,912	(403,413)	4,355,498	-	4,355,498
(T4X630) DOWNTOWN REDMOND LINK EXTENSION	1,463,283	28,417	1,491,700	-	1,491,700
(T400052A) LINK O&M FACILITY NORTH	1,091,550	387,576	1,479,126	-	1,479,126
(T400053A) LINK O&M FACILITY SOUTH	766,644	642,748	1,409,392	(116)	1,409,276
(T462300) S KIRKLAND-ISSAQUAH LINK EXTENSION	2,742,838	966,619	3,709,457	(22,337)	3,687,120
TACOMA LINK					
(T400008) HILLTOP TACOMA LINK EXTENSION	142,265	44,398	186,663	-	186,663
(T700890) TACOMA COMMUNITY COLLEGE LINK EXTENSION	683,884	242,092	925,977	(5,586)	920,390
REGIONAL EXPRESS					
(T500005) ST EXPRESS BUS BASE	288,226	(76,765)	211,460	-	211,460
(T500086) BUS ON SHOULDER PROJECT	145,031	(51,305)	93,727	-	93,727
(T500110) RAPIDRIDE C and D	69,680	-	69,680	-	69,680
(T500111) PACIFIC AVE SR 7 BUS CORRIDOR	83,965	(2,133)	81,832	-	81,832
(T500117) NORTH SAMMAMISH PARK & RIDE	28,518	(75)	28,443	-	28,443
(T700720) ST EXPRESS FLEET EXPANSION	106,604	100,261	206,865	-	206,865
(X) INVESTMENTS SR 162	47,650	(211)	47,439	-	47,439
STRIDE					
(T500050) I-405 BRT	1,224,556	20,973	1,245,529	-	1,245,529
(T500051) SR 522-NE 145th ST BRT	570,609	80,157	650,766	335	651,101
(T500070) BRT MAINTENANCE BASE	231,478	118,822	350,300	(557)	349,743
SYSTEMWIDE					
(T600073) TRANSIT SYSTEM ACCESS PROGRAM	131,093	-	131,093	-	131,093
(T600076) INNOVATION & TECHNOLOGY PROG	98,320	-	98,320	-	98,320
(T6X668) ST ART	71,096	113,619	184,716	-	184,716
(T804302) TOD PLANNING PROGRAM CAPITAL	28,743	-	28,743	-	28,743
(T809100) ST3 PLANNING	69,153	(29,059)	40,094	-	40,094
(X) FUTURE SYSTEM PLANNING (ST4)	87,213	-	87,213	-	87,213
(X) HCT PLANNING STUDIES	59,395	-	59,395	-	59,395
(X) HCT ENVIRONMENTAL STUDY	28,841	-	28,841	-	28,841
(X) SUSTAINABILITY	-	-	-	128,385	128,385
Total	\$ 45,341,463	\$ 11,236,010	\$ 56,577,473	\$ 51	\$ 56,577,524

Note:

The cost estimates included in the table above reflect the amount funded in the Agency's long-term Financial Plan. Projects proposed to proceed with only limited engineering activity are funded only to the extent that activity requires. Projects proposed to be suspended or deleted have no funding in the current Long-term Financial Plan. Project number "(X)" serves as a placeholder for projects not yet assigned a project number.

CAPITAL COST ESTIMATES - AFFORDABLE SCHEDULE (2022\$ in thousands)

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(T300026) SOUNDER YARD EXPANSION	-	28,827	28,827	-	28,827
(T300044) SUMNER, KENT, & AUBURN SPAI	173,964	169,767	343,732	273	344,004
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(T500111) PACIFIC AVE SR 7 BUS CORRIDOR	83,965	(2,133)	81,832	-	81,832
(T500117) NORTH SAMMAMISH PARK & RIDE	28,518	(75)	28,443	-	28,443
(T700720) ST EXPRESS FLEET EXPANSION	106,604	100,261	206,865	-	206,865
(X) INVESTMENTS SR 162	47,650	(211)	47,439	-	47,439
STRIDE					
(T500050) I-405 BRT	1,224,556	20,973	1,245,529	-	1,245,529
(T500051) SR 522-NE 145th ST BRT	570,609	80,157	650,766	335	651,101
(T500070) BRT MAINTENANCE BASE	231,478	118,822	350,300	(557)	349,743
SYSTEMWIDE					
(T600073) TRANSIT SYSTEM ACCESS PROGRAM	131,093	-	131,093	-	131,093
(T600076) INNOVATION & TECHNOLOGY PROG	98,320	-	98,320	-	98,320
(T6X668) ST ART	71,096	113,619	184,716	-	184,716
(T804302) TOD PLANNING PROGRAM CAPITAL	28,743	-	28,743	-	28,743
(T809100) ST3 PLANNING	69,153	(29,059)	40,094	-	40,094
(X) FUTURE SYSTEM PLANNING (ST4)	87,213	-	87,213	-	87,213
(X) HCT PLANNING STUDIES	59,395	-	59,395	-	59,395
(X) HCT ENVIRONMENTAL STUDY	28,841	-	28,841	-	28,841
(X) SUSTAINABILITY	-	-	-	128,385	128,385
Total	\$ 41,640,974	\$ 15,530,884	\$ 57,171,858	\$ 51	\$ 57,171,909

Note:

The cost estimates included in the table above reflect the amount funded in the Agency's long-term Financial Plan. Projects proposed to proceed with only limited engineering activity are funded only to the extent that activity requires. Projects proposed to be suspended or deleted have no funding in the current Long-term Financial Plan. Project number "(X)" serves as a placeholder for projects not yet assigned a project number.

Appendix C – Sound Move Project Budgets

The agency has three voter-approved system expansion programs: Sound Move approved in 1996; Sound Transit 2 (ST2) approved in 2008; and Sound Transit 3 (ST3) approved in 2016. Appendix B reflects the cost estimates in constant-year dollars for all capital projects. This appendix displays adopted project budgets in year-of-expenditure dollars for active Sound Move system expansion projects.

Project budgets for Sound Move projects were adopted as total project budgets/baseline budgets, since these projects pre-date the agency's Phase Gate process. As with the ST2 and ST3 projects in Appendix B, Sound Move project budgets are shown for 2008, 2022, and 2023.

There were no changes to Sound Move projects between 2022 and 2023.

I-90 TWO-WAY AND HOV OPERATIONS, STAGE 3 TOTAL FUNDING

(2007\$ in thousands)

Sound Move	\$	64,222
I-90 Contribution (ST2)		45,000
REX Program Reserve		27,126
Agency Financial Capacity		491
Total Project Cost	\$	136,839

ADOPTED ALLOCATIONS TO DATE FOR ACTIVE SOUND MOVE PROJECTS

(YOE\$ in thousands)

	2008 Estimate	Inc/(Dec)	2022 Estimate	Inc/(Dec)	2023 Estimate
<u>Link Light Rail</u>					
University Link	\$ 1,614,007	\$ 142,000	\$ 1,756,007	\$ -	\$ 1,756,007
Total Link Light Rail	1,614,007	142,000	1,756,007	-	1,756,007
<u>Souder Commuter Rail</u>					
D Street to M Street Track and Signal	76,025	82,237	158,262	-	158,262
Mukilteo Station, South Platform	9,371	8,942	18,313	-	18,313
Tukwila Station (see Notes)	-	-	-	-	-
Total Souder Commuter Rail	85,396	91,179	176,575	-	176,575
<u>Regional Express</u>					
I-90 2-Way Transit & HOV Op, Stage 3 (see note)	1,722	208,298	210,020	-	210,020
Total Regional Express	1,722	208,298	210,020	-	210,020
Total Active Sound Move Projects	\$ 1,701,125	\$ 441,477	\$ 2,142,602	\$ -	\$ 2,142,602

Notes:

Numbers may not add due to rounding.

Tukwila Station is a project recognized in ST2, but Sound Move did fund the project through Final Design.

I-90 2-Way Transit and HOV Op, Stage 3 is recognized in Sound Move, but ST2 contributed \$45 million of planned funding.

The agency used \$89.3 million of financial capacity to fully fund the project and the balance of the REX program reserve of \$27.2 million.

Appendix D – Departments and Staffing

Department Budgets

The 2023 budget for Sound Transit departments totals \$717.2 million. Compared to the 2022 budget, this is an increase of \$79.3 million or 12%.

All department expenses are allocated; mostly to transit operating and project budgets, with the remainder being allocated to general and administrative as well as fare and regional planning expenses.

2023 BUDGETS BY DEPARTMENT (in thousands)

Department	2022 ¹ Budget	2023 Budget	Budget \$ Change	Budget % Change
Communications	\$ 13,715	\$ 14,661	\$ 945	7%
Design, Engineering & Construction Management	34,188	38,240	4,053	12%
Executive	56,697	63,376	6,678	12%
Finance	44,945	43,889	(1,056)	-2%
Information Technology	34,988	43,404	8,416	24%
Legal	6,324	7,589	1,264	20%
Operations	323,418	373,356	49,937	15%
Planning, Environment & Project Development	16,993	19,620	2,627	15%
Portfolio Services Office	37,387	40,410	3,023	8%
Safety	48,222	58,451	10,229	21%
Contingency	21,047	14,200	(6,847)	-33%
Total Department Budgets	\$ 637,924	\$ 717,195	\$ 79,271	12%

¹The 2022 budget has been adjusted since its adoption due to the following reasons:

- Reorganization in Finance resulted in a \$983 thousand transfer to the Executive department per budget policy 3.4.2.c. Additionally, an increase of \$1.5 million in the Executive department for the Fare Ambassador Program as approved by the Board (R2022-08 and R2022-09).
- Operations decreased by \$9.1 million to normalize for partner Cost Allocation Model (CAM) reconciliation credit received for 2021 activities. Another \$570 thousand decrease to re-categorize Lakewood to Dupont expenses as non-operating costs. These budget adjustments were offset by increasing the Contingency budget by \$8.5 million per Budget Policy 3.4.2.c.
- Communications increased by \$240 thousand for ORCA related marketing costs per Board approval (R2022-09).

Agency Staffing

Sound Transit tracks and forecasts long-term staffing needs, balancing the addition of permanent positions with the use of consultants, to ensure capital and operating programs are adequately supported and affordable. Changes in departmental staffing levels from 2019 to the 2023 budget are summarized below.

Department	2019	2020	2021	2022	2023	
					New	Adopted
Communications	72	68	68	71	0	71
Design, Engineering & Construction Management	327	321	152	160	0	160
Executive	163	224	241	252	38	290
Finance	99	73	74	77	-4	73
Information Technology	109	108	109	120	13	133
Legal	23	24	26	28	1	29
Operations	237	197	242	293	30	323
Planning, Environment & Project Development	102	98	100	95	0	95
Portfolio Services Office	-	-	182	206	0	206
Safety	66	58	59	76	13	89
Total Positions	1,198	1,171	1,253	1,378	91	1,469

Appendix E – Compliance with Asset Management Policy

Resolution No. R2015-32 establishes Sound Transit's Asset Management Policy. This appendix details the status of the agency's compliance with the elements of that policy.

Section 3.1.1: The agency operates and maintains its assets in a state of good repair that meets or exceeds the FTA's state of good repair and other regulatory requirements.

Compliance: Met. The agency currently meets or exceeds all FTA requirements as of December 31, 2022. However, the FTA compliance framework is fairly limited at this time and compliance does not constitute assurance that agency's asset management practices are mature.

- 100% of facilities assets are at a condition assessment of three or better under FTA guidelines
- 87% of ST Express fleet is within useful life benchmarks
- 100% of Light Rail fleet is within useful life benchmarks
- 100% of Sounder fleet is within useful life benchmarks
- 100% of Light Rail fleet is within useful life benchmarks
- 92% of non-revenue vehicles are within useful life benchmarks
- Less than 2% of track assets are subject to performance restrictions.

Section 3.1.2: The agency maintains a comprehensive asset management program and plan to ensure that these goals are achieved.

Compliance: Met. The agency has a comprehensive asset management program that is inclusive of all business units – light rail, commuter rail, and express bus – throughout the entire asset lifecycle. The agency maintains a Strategic Transit Asset Management Plan that was most recently updated in February 2021. While the asset management program and plan are in place, many agency practices are not yet mature and several years of additional work are required before the agency will achieve a mature asset management program.

Section 3.2: The CEO will include in the annual Transit Improvement Plan a State of Good Repair Forecast (SGRF) of the total amount, by year for a rolling 40-year period, required for lifecycle maintenance and capital replacement to maintain all agency replaceable assets in a state of good repair.

Compliance: Met

Year	Fall 2021 SOGR Forecast (YOE\$ in 000s)	Fall 2022 SOGR Forecast (YOE\$ in 000s)	Difference
2023	136,829	136,848	19
2024	100,933	85,182	(15,751)
2025	104,997	93,548	(11,449)
2026	143,051	133,460	(9,591)
2027	158,924	151,228	(7,696)
2028-2063	35,378,815	37,486,808	2,107,993
Total	\$ 36,023,549	\$ 38,087,075	\$ 2,063,526

Years	SOGR Forecast	Set Aside in Agency Long-Term Financial Plan	% of SOGR Forecast That is Funded
2023-2063	\$38.1 billion	\$38.1 billion	100%

The Fall 2021 40-year forecast was for \$36.0 billion. The updated Fall 2022 forecast was \$38.1 billion, a difference of \$2.1 billion. The major variance was due to updated inflation indices and asset updates.

Section 3.2.1: The agency's Board-adopted Transit Improvement Plan will include the first six years of funding for the SGRF within the capital replacement and maintenance program.

Compliance: Under Evaluation. The agency's current SGRF exceeds the amount included within the Transit Improvement Plan. The SOGR forecast for 2023-2028 is \$773 million, while the current TIP is \$362 million, a difference of \$411 million. This gap is either due to (1) over-forecasting of requirements, or (2) an insufficient number of projects being identified as needing SOGR funding. Additionally, some future state of good repair projects are either shown in a different category of the TIP, such as Enhancements. This gap should close as the agency refines its processes for capital budgeting SOGR requirements.

Year	TIP SOGR Funding (YOE\$ in 000s)	SOGR Forecast (YOE\$ in 000s)	Difference
2023	51,682	136,848	85,166
2024	82,930	85,182	2,252
2025	74,426	93,548	19,122
2026	63,023	133,460	70,437
2027	48,256	151,228	102,972
2028	41,844	173,205	131,361
Total	\$ 362,161	\$ 773,471	\$ 411,310

Section 3.2.2: Beginning in 2023, the forecasted and funded amounts in the Transit Improvement Plan (TIP) will not on average fall below the greater of \$50 million annually or two percent of the agency's estimated replaceable asset value for that year.

Compliance: Under Evaluation. The following table indicates that the SOGR forecast within the financial plan meets this requirement in 2023, but not every subsequent year.

However, the two percent goal was established based on high level planning estimates from a wide range of industries and may not be entirely accurate for transit. Agency staff believe the current SOGR estimate will be adequate to meet requirements and will further monitor and study the validity of the two percent benchmark.

Note: replaceable asset value is defined as assets that have a useful life under 50 years.

Year	SOG (YOES in 000s)	Greater than \$50M?	ST Replaceable Asset Value (YOES in 000s)	2% of Amount	Variance btwn Forecast and 2%	Policy Met?
2023	136,848	Yes	4,199,925	83,999	52,849	Yes
2024	85,182	Yes	6,201,527	124,031	(38,848)	No
2025	93,548	Yes	7,885,041	157,701	(64,152)	No
2026	133,460	Yes	9,273,186	185,464	(52,004)	No
2027	151,228	Yes	10,046,909	200,938	(49,710)	No
2028	173,205	Yes	10,355,709	207,114	(33,909)	No
2029	213,062	Yes	10,657,331	213,147	(85)	No
2030	237,919	Yes	11,439,160	228,783	9,136	Yes
2031	263,634	Yes	11,788,158	235,763	27,871	Yes

Section 3.2.3: *The agency's long-term financial plan will include the full 40-year SGRF.*

Compliance: Met. The Fall 2022 Financial Plan includes the full SGRF through 2063.

Section 3.3: *The agency shall maintain a minimum of \$300 million capital replacement reserve (CRR) to fund unexpected capital replacement requirements.*

Compliance: Met. The balance of the CRR as of December 31, 2022 was \$354.5 million.

Section 3.4: *The CEO conducts an independent assessment of the adequacy of the SGRF at least once every five years.*

Compliance: Met. The first independent assessment was completed in June 2019. Currently, there is an assessment being conducted by independent consultants to be completed in 2023.

Appendix F – Subarea Allocations

The Central Puget Sound Regional Transit Authority (Sound Transit) has implemented an accounting and reporting system consistent with the financial policies approved in the ST2 and ST3 voter-approved programs. Annually, Sound Transit (the agency) prepares a Schedule of Sources and Uses of Funds by Subarea (the schedule) that is based on the agency's audited financial statements and the agency's long-term Financial Plan. The schedule reports actual tax revenues received by subarea and an allocation to each subarea of other sources and uses earned.

This system is integrated into the agency's system of internal control over financial reporting, ensuring the integrity of the information reported and providing management, the Board, and the Citizen Oversight Panel required information to monitor progress against Sound Transit's subarea commitments to its voters. Annually, the agency's financial statement auditors perform agreed upon procedures which look at the allocation of sources and uses of funds presented. These procedures were developed by management, reviewed by the Citizen Oversight Panel, and approved by the Audit and Reporting Committee of the Board. All results from independent examinations are presented to the Board.

This appendix provides the drivers that will be used to allocate sources and uses to subareas in 2023 as well as new projects for 2023. Any additional projects are added at the end of the year when subarea allocations are calculated.

Revenues and Financing Sources

Sources

Description	Driver
Bond Proceeds	Financial Plan
Capital Grants	Project Costs or Board Designation
Interest Earnings	Financial Plan
Property Tax	Zip Code Location
Motor Vehicle Excise Tax	Zip Code Location
Operating Grants	Operating Uses by Mode
Other Revenue	Location/Modal Operating Use Drivers (see Operating Uses section below)
Passenger Fares	(see next section)
Rental Car Tax	Department of Revenue Location Code/County Level
Sales & Use Tax	Department of Revenue Location Code

Passenger FARES

Description	Driver
Central Link Light Rail Fares	Station Boardings
Sounder Fares	Cash Equivalent Full Fare Value (CEFFV)
ST Express Fares	Route Boardings/Platform Hours
Tacoma Link Light Rail Fares	Station Boardings

Operating Uses

Link Light Rail Services Operating Uses

Description	Driver
Central Link Operations	Track Miles/Boardings
Tacoma Link Operations	Location

Sounder Commuter Rail Services Operating Uses

Description	Driver
BNSF North Line	Track Miles
BNSF South Line	Track Miles
All Other Sounder Operations	Vehicle Miles

ST Express Services Operating Uses

Description	Driver
Bus Operations	Platform Hours

Other OPERATING Uses

Description	Driver
Agency Administration Operating	Financial Plan
Efficiency and Sustainability Program	Financial Plan
Innovation and Technology Program	Financial Plan
STart Operations & Maintenance	Location
Transit Oriented Development Planning Program	Financial Plan
Transit System Access Program	Financial Plan
Other Expenses	Location or Board Designation

Capital Project Uses (Outlays)

System Expansion – Link Light Rail Projects	Driver
Ballard Link Extension	Track Miles
Boeing Access Rd Infill Station	Location
Downtown Redmond Link Extension	Location
East Link Extension	Financial Plan
Everett Link Extension	Location
Federal Way Link Extension	Location
First Hill Streetcar	Location
Graham St Infill Station	Location
Link Operations & Maintenance Facility East	Financial Plan
Light Rail Vehicle Fleet Expansion	Financial Plan

System Expansion – Link Light Rail Projects	Driver
Lynnwood Link Extension	Financial Plan
NE 130th Street Infill Station	Location
North Corridor Maintenance of Way	Financial Plan
Northgate Link Extension	Location
Northgate Link Extension Project Reserve	Location
Operations and Maintenance Facility East	Financial Plan
South 200th Link Extension	Location
Series 3 Light Rail Vehicle	Financial Plan
Tacoma Dome Link Extension	Track Miles
University Link Extension	Location
West Seattle Link Extension	Financial Plan

System Expansion – Sounder Commuter Rail Projects	Driver
D St - M St Track & Signal	Location
Dupont Extension	Location
Edmonds/ Mukilteo Parking & Access Improvements	Location
Lakewood Station Improvements	Location
Mukilteo Station, S Platform	Location
Puyallup Station Parking and Access Improvements	Location
Sounder Fleet Expansion	Financial Plan
Sounder Maintenance Base	Financial Plan
Sounder South Capacity Expansion	Station Count/Track Miles
Sounder South Expanded Service	Location
Sounder Yard Expansion	Track Miles
South Tacoma Access Improvements	Location
Sumner Station Improvements	Location
Sumner, Kent, & Auburn Parking & Access Improvements	Location
Tacoma Trestle Track & Signal	Location
Tacoma Dome Station Parking and Access Improvements	Location
Tukwila Station	Location

System Expansion – ST Regional Express Projects	Driver
Bus on Shoulder	Financial Plan
I-90 Two-Way Transit & HOV Operations, Stage 3	Location
North Sammamish Park-and-Ride	Location
Pacific Ave SR 7 Bus Rapid Transit	Location
RapidRide C and D	Location
ST Express Bus Base	Financial Plan
ST Express Bus Base	Financial Plan
ST Express Fleet Expansion	Platform Hours

System Expansion – STRIDE	Driver
Bus Rapid Transit Maintenance Base	Service Miles
I-405 Bus Rapid Transit	Service Miles
SR 522/NE 145th St BRT	Service Miles

System Expansion – TACOMA LINK	Driver
Hilltop Tacoma Link Extension	Location

System Expansion - Other	Driver
Efficiency & Sustainability	System Wide Benefit
Environmental Mitigation Monitor	Modal Operating Expense Rules
Environmental Remediation	Location
Fare Administration	Financial Plan
Innovation and Technology Program	Financial Plan
Next Generation ORCA	Financial Plan
Research & Technology	Financial Plan
South Tacoma Art	Location
Transit Oriented Development Planning Program	Financial Plan
Transit Oriented Development Property Disposition	Location
Transit System Access Program	Financial Plan

Enhancement Projects - Link	Driver
At Grade Dynamic Warning Signs	Location
Beacon Hill Station Emergency Fan Redundancy	Location
Central Link Fiber Upgrade	Track Miles
Downtown Seattle Transit Tunnel Access Impact Mitigation	Financial Plan
Escalator Modernization Program	Location
HVAC Corrections	Track Miles
Intrusion Detection System	Location
Link Control Center Alert Notification System	Track Miles
Link At Grade	Financial Plan
Link Line Renaming	Track Miles
Link Operations Maintenance Facility Generator	Track Miles
Link Operations Maintenance Facility Pit Fall Protection	Track Miles
Light Rail Vehicle Simulator	Financial Plan
Light Rail Vehicle Wash Bay Modifications	Track Miles
Light Rail Vehicle Wireless Comm Upgrade	Track Miles
Noise Abatement	Location
Non-Revenue Support Vehicles	Track Miles
Northgate Garage Generator	Location
Operations Maintenance Facility Electrical Capacity	Track Miles
Operations Maintenance Facility Expanded Parking	Track Miles

Enhancement Projects - Link	Driver
Operations Maintenance Facility Link Control Center Upgrades	Track Miles
Operations Maintenance Facility Light Rail Vehicle Lift	LRV Fleet
Operations Maintenance Facility Renovations	Track Miles
Operations Maintenance Facility Security Enhancement	Track Miles
Operations Maintenance Facility Shop Crane Modification	Track Miles
SeaTac Airport Second Elevator	Location
SeaTac Airport Wrong Door	Location
Signage Improvements	Location
Station Codes	Track Miles
SW SCADA Building Maintenance System Integration	Track Miles

Enhancement Projects – Regional Express	Driver
Bus Maintenance Facility	Platform Hours
Community Transit Onboard Communication Upgrade	Platform Hours

Enhancement Projects – Sounder	Driver
Locomotive Inboard Cameras	Vehicle Miles
Positive Train Control	Location/Track Miles
SCR Passengr Emergency Intrcom	Vehicle Miles

Enhancement Projects – Tacoma Link	Driver
Tacoma Link Fare Collection	Location
Tacoma Link Radio Upgrade	Location
Tacoma Link Drain Valve Augmentation	Location
Tacoma Link Onboard Passenber Inforamtin Management System Upgrade	Location

Enhancement Projects - Other	Driver
Beacon Hill Station Electrical Maintenance Bypass for UPS System	Location
Bike Parking Program	Location
Capitol Hill Fall Protect	Location
CCTV ACS Addition	Location
Central Link Tie Switch Install	Track Miles
Data Management Program	Financial Plan
Digital Passenger Information System	System Wide Benefit
Downtown Seattle & Regional Mobility Improvements	Location
Fare Paid Zone	System Wide Benefit
Forest Street Yard Storage	Track Miles
King Street Station Bird Deterrent	Location
LED Lighting Program	Location
Link Radio DAS SCADA Update	Track Miles

Enhancement Projects - Other	Driver
Operations Enhancement Portfolio	Based on Subprojects
Parking Management Program	System Wide Benefit
Pine Street Stub Security	Location
Security Radio System	System Wide Benefit
SODO/ MLK Hazard Mitigation	Location
System Wide Smart Key Upgrade	System Wide Benefit
Video Management System Upgrade	Location

State of Good Repair - Link	Driver
Access Control Card Upgrade	Location
Clink Signal HSE COM Upgrade	Track Miles
Convention Place System Retrofit	Location
DSTT Capital Improvements	Financial Plan
Eastgate Freeway Station Improvements	Location
Kinkisharyo LRV Systems Upgrade	System Wide Benefit
Link Bench Replacement	Location
Link CCTV System Upgrade	Boardings & Track Miles
Link Fireworks Upgrade	Track Miles
Link Light Rail Vehicle Overhaul	Boardings & Track Miles
Link Operations Maintenance Facility Vehicle Gate Replace	Track Miles
Link Radio Upgrade	Track Miles
Link Station Tile Replacement	Location
Link Traction Power Sub Station Upgrades	Track Miles
Link Light Rail Vehicle Overhaul	Boardings & Track Miles
OT Virtual System Hardware Upgrade	System Wide Benefit
Replacement Link Spec Vehicles	Track Miles
ST1 Light Rail Vehicle APSE Overhaul	System Wide Benefit
ST1 Light Rail Vehicle Propulsion Upgrade	System Wide Benefit
Upgrade CCTV Genetec Software	Track Miles
Wheel Truing Machine	Track Miles

State of Good Repair – Regional Express	Driver
Issaquah Transit Center Site Improvement	Location
ST Express Fleet Replacement	Platform Hours
Station Midlife Maintenance	Location

State of Good Repair – Sounder	Driver
Auburn Comfort Station Improvement	Location
Auburn Fire System Replacement	Location
SCR Tacoma Dome Station Site Improvements	Location
Sounder Vehicle Overhaul Program	Vehicle Miles

State of Good Repair – Tacoma Link	Driver
Tacoma Link HVAC Building Upgrade	Location
Tacoma Link Light Rail Vehicle Overhaul	Location
Tacoma Link Station Benches	Location

State of Good Repair - Other	Driver
Bellevue Rider Service Center	Location
Enterprise Asset Management System Replacement	Financial Plan
Engineering Services Program	Modal Operating Expense Rules
Fare Collection	Location
Hub Intranet Replace	Financial Plan
Issaquah Lakewood Closed Circuit Television Upgrade	Location
IT Network Redesign Phase 2	Financial Plan
IT Tech Infrastructure	Financial Plan
Link OMV FACP System Replacement	Track Miles
Operations Maintenance Facility Plumbed Eyewashes	Track Miles
Operations State of Good Repair Portfolio	Based On Subprojects
Operations Warehouse Improvement Lynnwood	Location
Pierce Transit CAD AVL Replacement	Location
Puget Sound Emergency Radio Network	System Wide Benefit
SCR Witronix Hardware Upgrade	Vehicle Miles
SeaTac Airport Station Restroom Renovation	Location
Small Works Program	Location
Tacoma Dome Station	Location
Vertical Conveyance Program	Location

Administrative Projects	Driver
Administrative Capital	Financial Plan
Administrative Facilities	System Wide Benefit
Administrative Pool Vehicles	System Wide Benefit
Administrative Services	Financial Plan
Agency Administration Operating	System Wide Benefit
Information Technology Program	Financial Plan
Replacement Administrative Pool Vehicles	Financial Plan

Appendix G – Resolution No. R2022-35



Resolution No. R2022-35

Proposed 2023 Budget

Meeting:	Date:	Type of action:	Staff contact:
Finance and Audit Committee	12/15/2022	Recommend to Board	Mary Cummings, Chief Financial Officer
Board	12/15/2022	Final action	Ryan Fisher, Deputy Executive Director, Financial Planning & Analysis

Proposed action

Adopts an annual budget for the period from January 1 through December 31, 2023 and adopts the 2023 Transit Improvement Plan (TIP).

Key features summary

- The Proposed 2023 Budget requests funding authorization of \$3.1 billion. This request is comprised of:
 - \$500.1 million for Transit Operations;
 - \$2.4 billion for Projects; and
 - \$205.3 million for Other (including debt service).
- The Proposed 2023 TIP totals \$23.8 billion in authorized project allocations.
- The Proposed 2023 Budget would be funded by an estimated \$2.7 billion in revenues and other financing sources and an estimated \$390.0 million in unrestricted cash.
- The Proposed 2023 Budget and Proposed 2023 TIP, with the revision, are fully affordable within the agency's current financial projections.

Background

The Sound Transit Board adopts the Sound Transit annual budget, which contains the agency's budget for revenue and financing, administrative expenses, transit operating expenses, projects, and debt service. The Sound Transit Board adopts the TIP, a cumulative total of authorized project allocations for all active projects. Sound Transit's annual budget and TIP are organized by three primary program areas: Transit Operating Budget, Project Budgets, and Other Budgets.

The resolution approves the following revenues and expenditures for 2023:

Revenues – \$2.7 billion of estimated revenues and other financing sources includes:

- \$1,743.0 million from Retail Sales and Use Tax
- \$385.2 million from Motor Vehicle Excise and Rental Car Taxes
- \$170.0 million from Property Tax
- \$52.4 million from passenger fare revenues
- \$282.2 million from federal grants

- \$52.2 million in Investment, miscellaneous revenues, and local & state contributions

Transit Operating Budget – \$500.1 million includes:

- \$239.9 million for Link Light Rail
- \$90.0 million for Sounder Commuter Rail
- \$153.1 million for ST Express
- \$17.1 million for Tacoma Link

Project Budgets – \$2.4 billion for the delivery of projects:

- System Expansion Projects – \$2.1 billion which includes:
 - \$1,686.4 million for Link
 - \$42.1 million for Sounder
 - \$34.7 million for Regional Express
 - \$288.2 million for Stride
 - \$10.3 million for Tacoma Link
 - \$37.3 million for Other
- Non-System Expansion Projects – \$297.7 million which includes:
 - \$61.6 million for Enhancement Projects
 - \$76.7 million for State of Good Repair Projects
 - \$159.5 million for Administrative Projects
- \$(27.2) million in non-system expansion projects charged to Transit Operating

Other Budget – \$205.3 million includes:

- \$144.1 million for Debt Service
- \$24.3 million for Tax Collection & Fees
- \$5.0 million for Leases
- \$17.2 million for Contributions to Other Governments
- \$14.2 million for Agency Operating Contingency
- \$0.6 million for Other Non-Operating Expenses

Reserves – The resolution also provides for the agency to reserve funds for the following purposes:

- Operations & Maintenance Reserve: balance is projected to be \$107.0 million at the end of 2022. A contribution of \$12.9 million is budgeted for 2023.
- Emergency/Loss Reserve: balance is projected to be \$47.4 million at the end of 2022. A contribution of \$5.5 million is budgeted for 2023.
- Regional Affordable Housing Revolving Loan Fund: balance is projected to be \$16.2 million at the end of 2022. A contribution of \$3.8 million is budgeted for 2023.
- Capital Replacement Reserve: balance is projected to be \$341.9 million at the end of 2022. No contribution is budgeted for 2023.

The resolution also authorizes:

- Changes to the authorized project allocation for existing projects as well as establishment of new projects, and closure of completed projects with an authorized project allocation net increase of \$1.3 billion (Attachment B).
- Affirms the Board Administrator authority to file any administrative forms necessary for the collection of Sound Transit's property tax, as authorized by Resolution No. R2019-30. Any property tax estimates required for property tax collection may not exceed the previous year's collections plus additional revenue arising from new assessments for new construction, property improvements, value increases due to the construction of new renewable electric facilities, and new state property assessments, unless the Board expressly authorizes a greater levy amount.

Fiscal information

The Proposed 2023 Budget and Proposed 2023 TIP are fully affordable within the agency's current financial projections. This continues to meet the intent of the realignment schedule set out in Resolution No. R2021-05.

Disadvantaged and small business participation

Participation by small businesses and disadvantaged business enterprises (DBEs)

Not applicable to this action.

Public involvement

The Sound Transit Board reviewed the Proposed 2023 Budget and Proposed 2023 Transit Improvement Plan at public meetings that took place in October and November 2022 and reviewed revisions to both in December. On November 3, 2022, a public hearing was held in order to provide an opportunity for testimony from interested members of the public.

Time constraints

A one-month delay would postpone adoption of the Proposed 2023 Budget and Proposed 2023 Transit Improvement Plan into the 2023 fiscal year and the agency would have no spending authority beginning January 1, 2023. Budget adoption is required prior to the commencement of the fiscal year to provide authorization to expend funds.

Prior Board/Committee actions

Resolution No. R2020-24: Adopted a budget policy and superseded Resolution No. R2018-23.

Resolution No. R2018-44: Adopted an annual budget for the period from January 1 through December 31, 2019, adopting the 2019 Transit Improvement Plan, and permitting systemwide allocation of financial benefits of certain grants.

Resolution No. R2016-16: Adopted the Sound Transit 3 Regional Transit System Plan.

Resolution No. R72-1: Superseded Resolution 72, and amended the financial policies to include a strategic property acquisition program as an enumerated purpose of the Regional Fund.

Environmental review – KH 12/7/22

Legal review – MT 12/9/2022

Resolution No. R2022-35

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting an annual budget for the period from January 1 through December 31, 2023, and adopting the 2023 Transit Improvement Plan.

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit District on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the central Puget Sound region; and

WHEREAS, Sound Transit is successfully building and operating the first, second and third phases of the regional transit system plan that were approved by voters in 1996, 2008 and 2016; and

WHEREAS, Sound Transit is meeting a high standard of public accountability through effective monthly progress reports and quarterly financial reporting; and

WHEREAS, the Sound Transit Board adopted financial policies to govern the financing and implementation of the regional transit system and to specify budgetary guidelines for providing subarea equity in accomplishing the same; and

WHEREAS, permitting the designation of reimbursements from Federal Transit Administration's (FTA) Capital Investment Grant program and FTA Formula funding grants not necessary to complete a subarea's projects as system-wide grant funds available to complete the voter-approved system plans is consistent with the financial policies adopted as part of the voter-approved plans and could (1) allow the Board to roll back taxes at the earliest possible date, and (2) permit all projects, including rail segments connecting the subareas, to be completed on schedule based on current financial projections. To the extent the funds legally available to a subarea are sufficient to complete the subarea projects as scheduled, reimbursements from those FTA grants not necessary to meet the subarea's project's baseline cost budget as set by the Board, can be designated a system-wide grant fund so long as the designation does not violate the grant requirements; and

WHEREAS, the chief executive officer submitted a Proposed 2023 Budget and Proposed 2023 Transit Improvement Plan (TIP) for Board consideration; and

WHEREAS, the Proposed 2023 Budget and Proposed 2023 TIP are consistent with and affordable under Sound Transit Financial Policies as adopted by Resolution No. R2016-16 and comply with the Budget Policies as adopted by Resolution No. R2020-24; and

WHEREAS, in 2018 the Sound Transit Board designated the Rider Experience and Operations Committee, Executive Committee, System Expansion Committee, and the Finance and Audit Committee as permanent committees with specific responsibilities, including reviewing proposed annual budgets, and authorized project allocations to date included in the TIP and providing recommendations to the Board; and

WHEREAS a public hearing was held on November 3, 2022, to take public testimony on the Proposed 2023 Budget, TIP, and Property Tax Levy; and

WHEREAS, at its December 1, 2022, meeting, the Rider Experience and Operations Committee approved Motion No. M2022-87 recommending the Proposed 2023 Budget and TIP for Enhancement projects, State of Good Repair projects, and Administrative projects (annual and authorized project allocations) and the Proposed 2023 Transit Operating Budget to the Finance and Audit Committee; and

WHEREAS, at its December 8, 2022, meeting, the Executive Committee approved Motion No. M2022-92 recommending the Proposed 2023 Budget and TIP for System Expansion – Other projects (annual and authorized project allocations) to the Finance and Audit Committee; and

WHEREAS, at its December 8, 2022, meeting, the System Expansion Committee approved Motion No. M2022-95 recommending the Proposed 2023 Budget and TIP for System Expansion projects, excluding System Expansion – Other projects (annual and authorized project allocations) including a revision to the Finance and Audit Committee; and

WHEREAS, a two-thirds affirmative vote of the entire membership of the Sound Transit Board is required to adopt the Proposed 2023 Budget and Proposed 2023 TIP.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that:

Section 1a – Revenues and Other Financing Sources. The Proposed 2023 Budget projects the collection of \$2,684,894,585 in total revenues and financing sources including, \$1,742,979,889 for Sales and Use Tax, \$381,223,103 for Motor Vehicle Excise Tax, \$3,980,108 for Rental Car Tax, \$170,000,000 for Property Tax, \$282,171,547 for federal grants, \$860,000 for local and state contributions, \$52,379,327 for passenger fare revenues, \$40,409,096 for investment income, \$10,881,515 for miscellaneous revenues.

Section 1b – Transit Operating Budget. Sound Transit is authorized to incur \$500,104,031 in transit operating expenses.

- \$239,888,589 for Link light rail expenses;
- \$89,965,512 for Sounder commuter rail expenses;
- \$153,116,035 for ST Express bus expenses;
- \$7,133,895 for Tacoma Link light rail expenses;

Section 1c – Project Budget. Sound Transit is authorized to incur a total of \$2,369,452,677 for project outlays, comprised of budgets for the following project types: System Expansion projects \$2,098,986,915; Enhancement projects \$61,556,600; State of Good Repair projects \$76,658,789; Administrative projects \$159,451,920; and/or such amounts as are contained in revisions to the Proposed 2023 Budget as adopted by the Board. \$(27,201,546) in non-system expansion project costs will be charged to transit operating.

Section 1d – Debt Service. Sound Transit is authorized to incur \$144,059,735 for debt service which includes principal repayments, fixed and variable rate interest and fees on outstanding bonds and loans.

Section 1e – Contributions to Other Governments. Sound Transit is authorized to incur \$5,000,000 in contributions to other governments for the operating and maintenance expenses of First Hill Street car based on an agreement with the City of Seattle.

Section 1f – Tax Collection and Fees. Sound Transit is authorized to incur \$24,327,457 in tax collection and fees.

Section 1g – Leases. Sound Transit is authorized to incur \$17,152,593 in operating leases.

Section 1h – Operating Contingency. Sound Transit is authorized to incur \$14,200,000 in operating contingency.

Section 1i – Other Non-Operating Expenses. Sound Transit is authorized to incur \$598,384 in other non-operating expenses.

Section 1j – Reserves. Sound Transit is authorized to place in reserve the following amounts: \$5,500,000 for Emergency/Loss and \$12,884,230 for Operations and Maintenance, and \$3,800,000 for Regional Affordable Housing Revolving Loan Fund.

Section 2. The Proposed 2023 TIP includes changes in authorized project allocations in the amount of \$1,543,235,724: \$(140,862,240) decrease for closed projects and \$1,594,119,219 increase for existing projects (including approved board actions) and \$89,978,925 increase for new projects. The specific projects impacted are referenced in Attachment B – Changes to Authorized Project Allocations in the Proposed 2023 TIP. These changes, together with the revision to the Proposed 2023 TIP equal a new authorized project allocations of \$23,808,540,144.

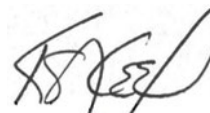
Section 3. The budget for the period January 1, 2023 to December 31, 2023 as set forth in Attachment A (2023 Financial Plan and Proposed Budget), and the changes authorized by the Board's Budget Policy including technical and conforming changes and shifts to annual project budgets between the prior year and upcoming fiscal years, together constitute the Adopted 2023 Budget and Adopted 2023 TIP as adopted by this Resolution.

Section 4. The Adopted 2023 Budget and Adopted 2023 TIP are not an exclusive authorization of expenses or capital outlays, except as specified in Section 1d – Debt Service. Authorization of expenditures must comply with Sound Transit's Procurement, Agreements and Delegated Authority Policy, Resolution No. R2018-40.

Section 5. The Board affirms the continuing delegation to the Board Administrator made in Resolution No. R2019-30 execute and file any collection estimate legally required to collect Sound Transit's property tax.

Section 6. The Board further authorizes the chief executive officer to take any actions necessary to implement the policies and determinations of the Board pursuant to this Resolution.

ADOPTED by a two-thirds affirmative vote of the entire membership of the Sound Transit Board at a regular meeting thereof held on December 15, 2022.



Kent Keel
Board Chair

ATTEST:



Kathryn Flores
Board Administrator



Resolution No. R2022-35

Attachment A – Proposed 2023 Budget and Transit Improvement Plan

Link to Proposed 2023 Budget on Soundtransit.org:

[Proposed 2023 Budget and Transit Improvement Plan](#)

Resolution No. R2022-35

Attachment B – Changes to Authorized Project Allocations in Transit Improvement Plan

Adoption of the Proposed 2023 Transit Improvement Plan will approve the changes to the authorized project allocation for the following projects:

Proposed 2023 TIP - Closed Projects

Project (\$ in thousands)	Existing Authorized Project Allocation	Proposed Allocation Change	Proposed Authorized Project Allocation
System Expansion			
(P3X236) TUKWILA STATION	\$ 39,720	\$ (39,720)	\$ -
Enhancement			
(P300011) POSITIVE TRAIN CONTROL	\$ 43,134	\$ (43,134)	\$ -
(P600145) DESIGN CRITERIA MANUAL UPDATE	\$ 300	\$ (300)	\$ -
* (P5X261) BUS MAINTENANCE FACILITY	\$ 22,033	\$ (22,033)	\$ -
* (P700691) OMF LCC UPGRADES	\$ 966	\$ (966)	\$ -
* (P700693) OMF RENOVATIONS	\$ 9,031	\$ (9,031)	\$ -
* (P700713) LRV WASH BAY MODIFICATIONS	\$ 709	\$ (709)	\$ -
* (P700848) FOREST ST YARD STORAGE	\$ 339	\$ (339)	\$ -
Subtotal Enhancement	\$ 76,512	\$ (76,512)	\$ -
State of Good Repair			
(P700645) ISSAQUAH LAKEWOOD CCTV UPGRADE	\$ 423	\$ (423)	\$ -
^ (P600033) LINK CCTV SYSTEM UPGRADE	\$ 3,094	\$ (3,094)	\$ -
^ (P700695) ACCESS CONTROL CARD UPGRADE	\$ 2,264	\$ (2,264)	\$ -
Subtotal State of Good Repair	\$ 5,781	\$ (5,781)	\$ -
Administrative			
CLOSED IT PROG PROJECTS	\$ 18,850	\$ (18,850)	\$ -
Total Closed Projects	\$ 140,862	\$ (140,862)	\$ -

Proposed 2023 TIP - Existing Projects with Changes

Project (\$ in thousands)	Existing Authorized Project Allocation	Proposed Allocation Change	Proposed Authorized Project Allocation
System Expansion			
(P300017) PUYALLUP STATION IMPROVEMENTS	\$ 82,350	\$ (473)	\$ 81,877
(P300018) SUMNER STATION IMPROVEMENTS	\$ 17,782	\$ 2,065	\$ 19,847
(P300019) LAKEWOOD STATION IMPROVEMENTS	\$ 5,857	\$ 385	\$ 6,242
(P300035) KENT STATION ACCESS IMPRVMTS	\$ 16,847	\$ 2,115	\$ 18,962
(P300040) AUBURN STATION ACCESS IMPRVMT	\$ 14,914	\$ 6,807	\$ 21,721
(P300056) SOUNDER SOUTH CAPACITY EXPN	\$ 21,091	\$ 13,673	\$ 34,764
(P300057) SOUTH TACOMA ACCESS IMPROV	\$ 5,441	\$ 378	\$ 5,819
(P400052) EVERETT LINK EXTENSION	\$ 187,942	\$ 9,000	\$ 196,942
(P400053) TACOMA DOME LINK EXTENSION	\$ 126,373	\$ 172,744	\$ 299,117
(P400066) BALLARD LINK EXTENSION	\$ 286,746	\$ 343,890	\$ 630,636
(P400047) WEST SEATTLE LINK EXTENSION	\$ -	\$ 225,044	\$ 225,044
(P400113) NORTH CORRIDOR MOW	\$ 24,622	\$ 7,387	\$ 32,009
(P500050) I-405 BRT	\$ 703,930	\$ 162,452	\$ 866,382
(P500051) SR 522-NE 145th ST BRT	\$ 209,128	\$ 41,520	\$ 250,648
(P500070) BRT MAINTENANCE BASE	\$ 64,011	\$ 219,026	\$ 283,036
(P600143) ENVIRONMENTAL REMEDIATION	\$ 3,500	\$ 473	\$ 3,973
Subtotal System Expansion	\$ 1,770,535	\$ 1,206,485	\$ 2,977,020
Enhancement			
(P700686) SECURITY RADIO SYSTEM	\$ 1,253	\$ 1,192	\$ 2,444
* (P700766) OPS ENHANCEMENT PORTFOLIO	\$ 1,114	\$ (1,114)	\$ -
(P700818) OMF SECURITY ENHANCEMENT	\$ 2,170	\$ 2,664	\$ 4,834
(P800111) FARE PAID ZONE	\$ 3,340	\$ 3,315	\$ 6,655
Subtotal Enhancement	\$ 7,877	\$ 6,056	\$ 13,933
State of Good Repair			
^ (P700003) OPS OPEX SOGR PROGRAM	\$ 4,218	\$ 5,856	\$ 10,074
^ (P700655) KINKISHARYO LRV SYSTS UPGRADE	\$ 26,688	\$ 5,000	\$ 31,688
^ (P700770) SOUNDER VEHICLE OVERHAUL PROG	\$ 73,709	\$ 200	\$ 73,909
^ (P700814) CLINK SIGNAL HSE COM UPGRADE	\$ 500	\$ 430	\$ 930
^ (P700825) VERTICAL CONVEYANCE PROGRAM	\$ 22,790	\$ 100	\$ 22,890
^ (P700831) OPERATIONS SOGR PORTFOLIO	\$ 5,032	\$ (5,032)	\$ -
^ (P700841) LINK OMF FACP SYS REPLACE	\$ 500	\$ 300	\$ 800
^ (P805009) ENGINEERING SERVICES PROGRAM	\$ 8,645	\$ 6,005	\$ 14,650
(P870115) HUB INTRANET REPLACE	\$ 410	\$ 538	\$ 948
Subtotal State of Good Repair	\$ 142,491	\$ 13,397	\$ 155,889
Administrative			
(POX002) AGENCY ADMIN OPERATING	\$ 1,540,556	\$ 128,193	\$ 1,668,748
(P700767) ADMINISTRATIVE POOL VEHICLES	\$ 1,561	\$ 1,000	\$ 2,561
(P802003) REPLACEMENT ADMIN POOL VEHIC	\$ 1,663	\$ 600	\$ 2,263
(P802000) ADMINISTRATIVE CAPITAL	\$ 46,683	\$ (3,297)	\$ 43,386
(P864140) ADMIN SERVICES	\$ 5,904	\$ 1,696	\$ 7,600
Subtotal Administrative	\$ 1,596,366	\$ 128,193	\$ 1,724,559
Total Projects with Changes	\$ 3,517,269	\$ 1,354,131	\$ 4,871,400

Proposed 2023 TIP - New Projects

Project (\$ in thousands)	Existing Authorized Project Allocation	Proposed Allocation Change	Proposed Authorized Project Allocation
System Expansion			
(P300140) DUPONT EXTENSION	\$ -	\$ 8,600	\$ 8,600
(P400136) GRAHAM ST INFILL STATION	\$ -	\$ 2,935	\$ 2,935
(P400137) BOEING ACCESS RD INFILL STATIO	\$ -	\$ 8,640	\$ 8,640
Subtotal System Expansion	\$ -	\$ 20,175	\$ 20,175
Enhancement			
(P600147) PSO PROGRAMMATIC WORK	\$ -	\$ 13,500	\$ 13,500
* (P700858) SME FOR LINK SYX RELATED	\$ -	\$ 6,000	\$ 6,000
* (P700860) LINEAR ASSET DATA-LINK	\$ -	\$ 2,400	\$ 2,400
* (P700864) INTRUSION DETECTION SYSTEM	\$ -	\$ 70	\$ 70
* (P700872) LRV SIMULATOR	\$ -	\$ 600	\$ 600
* (P700873) SW SCADA BMS INTEGRATION	\$ -	\$ 1,659	\$ 1,659
* (P700880) TLINK DRAIN VALVE AUGMENTATION	\$ -	\$ 96	\$ 96
* (P700881) KING ST STN BIRD DETERRENT	\$ -	\$ 344	\$ 344
* (P700884) LINK WASTE RECEPTACLES-EXP	\$ -	\$ 1,026	\$ 1,026
* (P700865) LCC ALERT NOTIFICATION SYSTEM	\$ -	\$ 310	\$ 310
* (P700876) SYSTEM WIDE SMART KEY UPGRADE	\$ -	\$ 880	\$ 880
* (P700878) NORTHGATE GARAGE GENERATOR	\$ -	\$ 755	\$ 755
* (P700004) OPS OPEX ENH PROG	\$ -	\$ 1,016	\$ 1,016
(P700879) AT GRADE DYNAMIC WARNING SIGNS	\$ -	\$ 1,127	\$ 1,127
(P700888) CROSSINGS PREPROJECT & OUTREACH	\$ -	\$ 936	\$ 936
(P700889) CCTV ACS ADDITION	\$ -	\$ 908	\$ 908
Subtotal Enhancement	\$ -	\$ 31,626	\$ 31,626
State of Good Repair			
^ (P700005) OPS PRE-PROJECT PROGRAM	\$ -	\$ 616	\$ 616
^ (P700859) ST1 LRV APSE OVERHAUL	\$ -	\$ 9,330	\$ 9,330
^ (P700862) CLINK PA TASK ORDER PRE-DESIGN	\$ -	\$ 750	\$ 750
^ (P700863) BHS BLDG MGMT SYS PRE-PROJECT	\$ -	\$ 750	\$ 750
^ (P700867) LINK BENCH REPLACEMENT	\$ -	\$ 104	\$ 104
^ (P700868) SCR TDS SITE IMPROVEMENTS	\$ -	\$ 1,276	\$ 1,276
^ (P700875) ST1 LRV PROPULSION UPGRADE	\$ -	\$ 19,991	\$ 19,991
^ (P700882) AUBURN COMFORT STN IMPROVEMENT	\$ -	\$ 410	\$ 410
^ (P700883) TLINK STATION BENCHES	\$ -	\$ 100	\$ 100
^ (P700870) ISSAQ TC SITE IMPROVEMENT	\$ -	\$ 1,202	\$ 1,202
^ (P700877) AUBURN FIRE SYS REPLACEMENT	\$ -	\$ 298	\$ 298
^ (P700857) EASTGATE FREEWAY STATION IMPRO	\$ -	\$ 1,017	\$ 1,017
(P803925) EAMS REPLACEMENT	\$ -	\$ 2,334	\$ 2,334
Subtotal State of Good Repair	\$ -	\$ 38,178	\$ 38,178
Total New Projects	\$ -	\$ 89,979	\$ 89,979

Notes:

- The Operations Enhancement Portfolio* and the Operations State of Good Repair Portfolio^ were created in the 2021 to consolidate Operations-managed non-system expansion projects to increase flexibility in prioritizing and allocating resources.
- Within the two portfolio projects, sub-projects will be managed and tracked individually, with the ability to transfer budget between sub-projects, still subject to the budget policy.

Appendix H – Reconciliation of Proposed to Adopted 2023 Budget

The Proposed 2023 Budget and the Transit Improvement Plan (TIP) were submitted for Board review in December 2022. On December 15, 2022, the Board adopted the proposed annual budget of \$3.1 billion, proposed changes to authorized project allocation, and revisions proposed by agency staff. Subject to the agency's budget policy, the CEO is authorized to make technical and conforming changes, which are specified in the following reconciliation of the proposed to the adopted annual budget and authorized project allocations.

After the close of the fiscal year on December 31, 2022, project budgets were rebalanced so that 2022 project budgets equal actual expenditures. This shifts annual project budgets between 2022 and upcoming fiscal years but does not change the project's authorized project allocation.

As part of the budget review process, Board committees reviewed the proposed 2023 budget and budget revisions before the final approval of the budget by the Board. These changes made by the Board as part of the review process are included in the following reconciliation.

Adjustments to the Authorized Project Allocation and Fiscal Year 2023 Operating and Project Budgets

There are four primary sources for changes from the proposed to the adopted budget and TIP:

1. Revisions to the proposed budget and authorized project allocations approved by the annual budget resolution.
2. Updates to 2023 annual project budgets as a result of the rebalancing of budget and actuals at the end of the fiscal year.
3. Changes in authorized project allocations and annual budget adopted by the Board since the proposed budget was established up until the rebalancing of projects is completed.
4. Changes that are technical and conforming, as allowed by Resolution No. R2020-24, Budget Policy.

Consistent with the annual budget resolution and budget policies adopted by the Board, the following changes were made to the proposed 2023 budget and TIP.

Summary of Reconciliation

(in thousands)

Proposed Expenses & Outlays for Year of 2023	\$3,074,895
1. Budget revisions (None for 2023 Budget)	-
2. Updates as a result of 2022 year-end rebalancing	(53,628)
3. Budget amendments by the Board after budget adoption	34,989
4. Technical and conforming changes allowed by the Budget Policy	1,146
Revised Expenses & Outlays for Year of 2023	\$3,057,402

Revisions to authorized project allocations adopted by Resolution No. R2022-35

There were no budget amendments to authorized project allocation adopted by the Board via R2022-35.

Revisions to annual budget adopted by Resolution No. R2022-35

There were no budget amendments to annual budget adopted by the Board via R2022-35.

Updates to 2023 project budgets after year end rebalancing of budget and actuals

Project cash flows in the Proposed 2023 Budget included a forecast for 2022 expenditures. As part of developing the 2023 Financial Plan and Adopted Budget, the 2023 annual project cash flows are updated to reflect actual capital outlays for the preceding year (2022). The effect of this change is a decrease of \$53.6 million for cash flow adjustments since the budget adoption on December 15, 2022.

Project Name or Description	2023 Proposed Annual Budget (\$000)	2023 Revised Annual Budget (\$000)	Difference (\$000)	Comments
SYSTEM EXPANSION				
300017 - PUYALLUP STATION IMPROVEMENTS	\$1,935	\$3,466	\$1,531	Adjustment in cashflow to address deferred activities from 2022.
400008 - HILLTOP TACOMA LINK EXTENSION	10,277	28,034	17,758	Adjustment in cashflow to address deferred construction activities and vehicles delivery from 2022.
400037 - SERIES 3 LRV	3,564	1,345	(2,219)	Adjustment in cashflow to address request for proposal issuance activities deferred to later year.
400047 - WEST SEATTLE LINK EXTENSION	23,943	23,943	()	Adjustment for dollar rounding difference.
400053 - TACOMA DOME LINK EXTENSION	129,676	138,068	8,392	Adjustment in cashflow to accommodate change in design-build planning and construction activities.
400066 - BALLARD LINK EXTENSION	67,096	67,096	-	Adjustment for dollar rounding difference.
4X115 - LYNNWOOD LINK EXTENSION	431,063	431,063	-	Adjustment for dollar rounding difference.
4X445 - FEDERAL WAY LINK EXTENSION	442,752	410,147	(32,604)	Adjustment in cashflow to address deferred construction activities from 2023 to 2024.
4X600 - EAST LINK	128,833	133,198	4,365	Adjustment in cashflow to address deferred activities from 2022.
500005 - ST EXPRESS BUS BASE	345	205	(140)	Adjustment in cashflow to address activities deferred to later years.
500050 - I-405 BRT	177,226	167,828	(9,399)	Adjustment in cashflow to address shift in final design and deferral of construction activities.
500051 - SR 522-NE 145th ST BRT	87,003	82,341	(4,662)	Adjustment in cashflow to address construction activities and parcel acquisitions deferred to later years.
500070 - BRT MAINTENANCE BASE	24,016	23,921	(95)	Adjustment in cashflow to accommodate marginal change in planned activities.
600016 - FARE ADMINISTRATION	2,715	3,293	579	Adjustment in cashflow to address deferred activities from 2022.

Project Name or Description	2023 Proposed Annual Budget (\$000)	2023 Revised Annual Budget (\$000)	Difference (\$000)	Comments
SYSTEM EXPANSION (CONTINUED)				
600025 - ENVIRONMENTAL MITIGAT'N MONITR	48	61	14	Adjustment in cashflow to accommodate marginal change in planned activities.
600038 - ORCA NEXT GENERATION	1,778	3,515	1,736	Adjustment in cashflow to address deferred activities from 2022.
600132 - EFFICIENCY & SUSTAINABILITY	1,358	1,958	600	Adjustment in cashflow to accommodate change in planned project activities.
7X755 - SOUNDER FLEET EXPANSION	10,774	8,802	(1,972)	Adjustment in cashflow based on latest update in milestones for the car shipment.
ENHANCEMENT				
700766 - OPS ENHANCEMENT PORTFOLIO	13,599	6,268	(7,331)	Various projects with adjustments to accommodate changes in planned spending. Largest variance from adjustment in annual cashflow to: <ul style="list-style-type: none"> • accomodate long lead time in procurement and permitting activities for SeaTac Airport Second Elevator • account for uncertainty in personnel availability for site investigations thereby shifting construction schedule later for Clink Tie Switch Install • shift construction activities from 2023 to 2024 for OMF Generator project.
300038 - SOUNDER AT GRADE	150	1	(149)	Project is on hold in 2023 and will resume in 2024.
400033 - LINK AT GRADE	321	1,579	1,258	Adjustment in cashflow to address deferred activities from 2022.
4X340 - NOISE ABATEMENT	840	1,174	334	Adjustment in cashflow to accommodate change in planned project activities.
600078 - PINE STREET STUB SECURITY	30	267	237	Adjustment in cashflow to address deferred activities from 2022.
600084 - DIGITAL PASSENGER INFO SYSTEM	15,983	16,000	17	Adjustment in cashflow to accommodate marginal change in planned activities.
600085 - SODO MLK HAZARD MITIGATION	290	1,364	1,074	Adjustment in cashflow to accommodate change in planned project activities.
600146 - ENGINEERING STANDARDS UPDATE	-	526	526	Adjustment in cashflow to address deferred activities from 2022.
600147 - PSO PROGRAMMATIC WORK	12,000	8,989	(3,011)	Adjustment in cashflow to accommodate deferred activities in Light Rail Station standards work from 2023 to 2024.
700665 - VIDEO MNGMNT SYSTEM UPGRADE	320	500	180	Adjustment in cashflow to address deferred activities from 2022.
700686 - SECURITY RADIO SYSTEM	1,192	1,330	138	Adjustment in cashflow to address deferred activities from 2022.
700818 - OMF SECURITY ENHANCEMENT	1,532	1,478	(54)	Adjustment in cashflow to accommodate change in planned project activities.
700844 - CENTRAL LINK FIBER UPGRADE	2,785	800	(1,985)	Adjustment in cashflow to address deferred activities related to delays in getting the survey work started.
700888 - CROSSINGS PREPROJCT & OUTREACH	780	781	1	Adjustment for dollar rounding difference.
700889 - CCTV ACS ADDITION	708	458	(250)	Adjustment in cashflow to accommodate change in planned project activities.

Project Name or Description	2023 Proposed Annual Budget (\$000)	2023 Revised Annual Budget (\$000)	Difference (\$000)	Comments
STATE OF GOOD REPAIR				
700831 - OPERATIONS SOGR PORTFOLIO	57,441	36,696	(20,745)	Various projects with adjustments to accommodate changes in planned spending. Largest variance from adjustment in annual cashflow to: <ul style="list-style-type: none"> • accomodate long lead time for new equipment procurement and final design that will shift construction schedule later for three DSTT stations VC components in the DSTT CIP • account for uncertainty in personnel availability to complete the project for the Sounder Vehicle Overhaul Program • anticipate longer time for design activities, pushing construction into 2024 for ST1 LRV APSE Overhaul • change timing of purchase of equipment (forklift) into 2024 for the Vertical Conveyance Program.
400089 - BELLEVUE RIDER SERVICE CENTER	89	89	()	Adjustment for dollar rounding difference.
600002 - PXO OPEX SOGR PROGRAM	-	100	100	Adjustment in cashflow to address deferred activities from 2022.
600004 - SAFETY OPEX SOGR PROGRAM	-	58	58	Adjustment in cashflow to address deferred activities from 2022.
803903 - IT NETWORK REDESIGN-PHASE 2	7,436	6,767	(669)	Cashflow updated to accommodate slow down in planned project activities.
803905 - INFOSEC RISK MITIGATION PRGRM	298	611	313	Adjustment in cashflow to address SCADA test lab requirement and deferred activities from 2022.
803925 - ERP/EAMS REDESIGN	2,657	900	(1,757)	Adjustment in cashflow to accommodate marginal change in planned activities. Projects ERP research and EAMS replacement were merged.
870100 - IT TECH INFRASTRUCTURE	8,200	6,240	(1,960)	Cashflow updated to accommodate slow down in planned project activities.
870115 - HUB INTRANET REPLACE	538	222	(316)	Cashflow updated to accommodate better defined planned project activities.
ADMINISTRATIVE				
0X002 - AGENCY ADMIN OPERATING	145,836	143,265	(2,572)	Updated to reflect the most current salaries and benefits projections.
700767 - ADMINISTRATIVE POOL VEHICLES	520	500	(20)	Adjustment in cashflow to accommodate marginal change in planned activities.
700824 - ADMIN FACILITIES	1,713	1,319	(394)	Adjustment in cashflow to accommodate change in planned activities.
802000 - ADMINISTRATIVE CAPITAL	728	140	(588)	Cashflow updated to accommodate change in project scope resulting from consolidation of Agency facilities.
802003 - REPLACEMENT ADMIN POOL VEHIC	250	135	(115)	Adjustment in cashflow to accommodate marginal change in planned activities.
803800 - INFORMATION TECH PROGRAM	8,660	8,829	169	Adjustment in cashflow to accommodate marginal change in planned activities.
TOTAL	\$1,829,297	\$1,775,669	\$(53,628)	

Authorized project allocation adopted by the Board since the proposed budget and actuals at year-end

Listed below are budget amendments to authorized project allocations, adopted by the Board since the budget adoption on December 15, 2022.

Project Name or Description	Proposed Authorized Project Allocation (\$000)	Revised Authorized Project Allocation (\$000)	Change to Allocation (\$000)	Comments
SYSTEM EXPANSION				
300018 - SUMNER STATION IMPROVEMENTS	19,847	(19,847)	-	Budget amendment in Jan 2023 via R2023-02 to provide funding required to establish the baseline budget while combining three projects: Sumner, Kent & Auburn Station Improvement projects into one project.
300035 - KENT STATION ACCESS IMPRVMNTS	18,962	(18,962)	-	
300040 - AUBURN STATION ACCESS IMPRVMNT	21,721	(21,721)	-	
300044 - SUMNER, KENT & AUBURN SPAI	-	359,650	359,650	
TOTAL	\$60,530	\$299,120	\$359,650	

Annual budget adopted by the Board since the proposed budget and actuals at year-end

Listed below are amendments to the 2023 annual project budgets, adopted by the Board since the budget adoption on December 15, 2022.

Project Name or Description	2023 Proposed Annual Budget (\$000)	2023 Revised Annual Budget (\$000)	Difference (\$000)	Comments
SYSTEM EXPANSION				
300018 - SUMNER STATION IMPROVEMENTS	3,521	-	(3,521)	Budget amendment in Jan 2023 via R2023-02 to provide funding required to establish the baseline budget while combining three projects: Sumner, Kent & Auburn Station Improvement projects into one project.
300035 - KENT STATION ACCESS IMPRVMNTS	4,362	-	(4,362)	
300040 - AUBURN STATION ACCESS IMPRVMNT	8,633	-	(8,633)	
300044 - SUMNER, KENT & AUBURN SPAI	-	51,505	51,505	
TOTAL	\$16,516	\$51,505	\$34,989	

Technical and conforming changes allowed by Resolution No. R2020-24, Budget Policy

Resolution number R2020-24 section 3.3.4 authorizes the CEO to revise the adopted 2023 budget to correct for non-material errors and these are shown below.

Revised Authorized Project Allocation:

Project Name or Description	Proposed Authorized Project Allocation (\$000)	Revised Authorized Project Allocation (\$000)	Change to Allocation (\$000)	Comments
PROJECT BUDGETS				
600025 - ENVIRONMENTAL MITIGAT'N MONITR	1,476	1,476	-	Project type changed from Administration to System Expansion as projects contributing to mitigation work are from substantially completed system expansion projects.
400047 - WEST SEATTLE LINK EXTENSION	225,044	225,044	-	Adjustment for dollar rounding difference.
400066 - BALLARD LINK EXTENSION	630,636	630,636	-	Adjustment for dollar rounding difference.
400115 - NE 130TH STREET INFILL STATION	240,155	240,155	-	Adjustment for dollar rounding difference.
4X600 - EAST LINK	3,677,150	3,677,150	()	Adjustment for dollar rounding difference.
700766 - OPS ENHANCEMENT PORTFOLIO	71,857	71,857	()	Adjustment for dollar rounding difference.
803800 - INFORMATION TECH PROGRAM	94,685	94,685	-	Adjustment for dollar rounding difference.
803925 - EAMS REPLACEMENT	2,334	4,334	2,000	Projects are too closely related to be separately managed. Project is merged and renamed as ERP/EAMS redesign.
803912 - ERP RESEARCH	2,000	-	(2,000)	
TOTAL	\$4,945,337	\$4,945,337	\$	

Revised Annual Budgets:

Project Name or Description	2023 Proposed Annual Budget (\$000)	2023 Revised Annual Budget (\$000)	Difference (\$000)	Comments
TRANSIT MODES				
SALARIES AND BENEFITS	43,807	43,560	(246)	Adjustments due to market comp reviews, job reclasses, and promotions.
INSURANCE	22,321	22,576	256	Additional accounts identified for modal allocations.
OTHER OPERATING COSTS	129,913	129,962	50	Additional accounts identified for modal allocations in the Services, Materials and Supplies and Miscellaneous cost category.
EXPENSE TRANSFERS - OPERATING AND ADMINISTRATIVE DEPARTMENTS	29,650	31,325	1,675	Refined agency overhead calculation with identified accounts that needed to be excluded.
EXPENSE TRANSFERS - OPERATING PROJECTS TRANSFERRED FROM CIP	27,202	20,616	(6,586)	Decrease in charges to transit modes for non-capital projects in line with year-end rebalancing. Offset in the projects section (net impact \$0).
PROJECT BUDGETS				
PROJECT TRANSFER TO MODES	(27,202)	(20,616)	6,586	Increase in charges to transit modes for non-capital projects largely from the reduction is projected spending in 2023 for operating projects. Offset in the transit modes section (net impact \$0).
OTHERS				
DEBT SERVICE	144,060	145,108	1,048	Increase in debt service due to 2012P-1 deferred postings.
TAX COLLECTION & FEES	24,327	23,063	(1,265)	Decrease to the sales and use tax offset fee in line with year-end project rebalancing for 2023. Note: this fee is based on 3.25% of payments made for construction related costs (Rule 171 eligible costs) on new ST3 projects.
LEASES	17,153	16,782	(371)	Application of GASB87 rule shifted budget for copier leases under Leases category into other operating costs in the General Service Center department.
TOTAL	\$411,230	\$412,376	\$1,146	

Changes to annual revenue budget per Resolution No. R2021-21

Resolution No. R2021-21, section 5, authorizes the Board Administrator to execute and file any collection estimate legally required to collect Sound Transit's property tax.

Project Name or Description	2023 Proposed Annual Budget (\$000)	2023 Revised Annual Budget (\$000)	Difference (\$000)	Comments
REVENUE - PROPERTY TAX	\$170,000	\$167,308	\$(2,692)	Updated to reflect final property tax levy.

Appendix – I Glossary

ADA (Americans with Disabilities Act) – Federal law passed in 1990 that prohibits discrimination in services, facilities, and employment against individuals with disabilities.

Adopted Annual Budget – The proposed annual budget and associated revisions adopted by the Board before the beginning of the fiscal year, plus any one-time actions that the agency’s Budget Policy authorizes the CEO to take after the Board adopts the annual budget and transit improvement plan (TIP) and before publication of the adopted annual budget document.

Adopted Transit Improvement Plan (TIP) – The TIP is the cumulative total of authorized project allocations for all active projects. The adopted TIP is the proposed TIP and associated revisions adopted by the Board, plus any one-time actions that the Budget Policy authorizes the CEO to take after the Board adopts the annual budget and TIP resolution.

Affordable Schedule – The Schedule approved in Appendix A of Resolution No. R2021-05 which establishes tiers of projects to prioritize, fund, and manage. The schedule is based on current financial projections and cost estimates and does not require offsets in cost savings or financial resources to achieve.

Annual Budget – A plan for the agency’s revenue and expenses for a fiscal year.

Annual Budget and TIP Resolution – Board-adopted resolution that establishes annual spending authority and divides spending totals into categories such as operating including transit modes, projects by type, and debt service, plus an annual revenue forecast. It also establishes the authorized project allocation for projects included in the TIP and not approved by separate Board resolution.

Annual Operating Budget – The board-authorized agency operating expenses. The agency maintains operating budgets at five levels:

- **Agency** – Total agency operating expenses.
- **Department** – All operating expenses managed by a department (e.g., Operations, Executive). Included in agency budget document.
- **Division** – All operating expenses managed by a division (e.g., Construction Management, Environmental & Sustainability, Human Resources, Service Planning). Not included in agency budget document but maintained and monitored within agency financial systems.
- **Business Unit** – All operating expenses for smallest organization component. Not included in agency budget documents but maintained and monitored within agency financial systems.
- **Modal** – All operating expenses for a transit mode: Sounder commuter rail, ST Express bus, Tacoma Link, and Link light rail. Included in agency budget document.

Authorized Project Allocation – The current Board-authorized spending ceiling for a project.

Annual Project Budget – The amount of project costs planned for the budget year.

Baseline Budget – The project scope, schedule, and budget for a project until revenue service or completion. Actual performance is measured against this budget and used for management control and reporting purposes.

BNSF – Burlington Northern Santa Fe Railway, the railroad company that contractually operates Sounder, Sound Transit’s commuter rail service.

Board – The Sound Transit Board of Directors, made up of 18 members: 17 elected officials from local jurisdictions within the Sound Transit district and the Secretary of the Washington State Department of Transportation.

Boarding – The number of one-way passenger trips between two points on a single vehicle. Also synonymous with unlinked passenger trip, rider, or passenger.

Budget Amendment – A change to the authorized project allocation typically due to a cost overrun or underrun.

Budget Authority – The authority granted by the board to spend a given amount of money for a certain purpose.

Capital Asset – Individual assets costing \$5,000 or more and having useful lives greater than one year. Also, significant alterations, renovations, or structural changes that increase the usefulness of a Sound Transit owned asset, enhance its efficiency, or prolong its useful life by more than one year.

Capital Outlay – A cost that results in the acquisition of or addition to capital assets.

Capital Projects – Projects that purchase or construct capital assets.

Catenary – Suspended overhead wire that carries high voltage for electrically powered transit vehicles (such as light rail) from a central power source.

CCI – Construction Cost Index.

CCTV (Closed Circuit Television) – Cameras installed aboard transit vehicles and at passenger stations for security purposes.

CEFFV – Cash Equivalent Full Fare Value.

CEO – Chief Executive Officer of Sound Transit who reports directly to the Board of Directors.

COLA (Cost-of-Living Adjustment) – Refers to the annual percentage increase applied to an employee's salary for inflationary factors.

Commuter Rail – Railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs.

Complaints per 100,000 Boardings – The performance metric (calculated for each mode) that measures the number of service complaints per 100,000 passenger boardings.

- *Calculation = [(Service Complaints Received/ Modal Passenger Boardings) * 100,000]*

Constant Dollar – Refers to representation of a project's cost in a single base year (such as 2019). It does not assume any inflation.

Contingency – A budgetary reserve put aside for emergencies or unforeseen expenses.

CIP – Construction In Progress. This records capitalizable costs for projects in progress prior to recognizing them as assets. This includes projects that constructs stations, guideways, garages, trains etc., that are managed in the TIP.

COP (Community Oversight Panel) – An independent panel of 15 volunteers appointed by the Board of Directors representing each of Sound Transit's five subareas. Its mission is to monitor the agency's commitment to the public, reviewing projects, budgets, and performance, and reporting its findings and recommendations for improvement to the Board.

Cost Estimate – The current estimated project cost from inception to completion, as maintained and updated at engineering milestones for all voter-approved projects. Maintained in constant dollars.

Cost per Boarding – Calculated for each mode, this metric represents the fully allocated cost of providing service to a passenger.

- *Calculation = (Modal Operating Expenses–Lease Expenses–Paratransit Expenses/Modal Passenger Boardings)*

Cost per Platform Hour – Calculated for each mode, this metric measures the fully allocated cost of providing one hour of service, inclusive of revenue and non-revenue time.

- *Calculation = (Modal Operating Expenses/Modal Platform Hours)*

Cost per Revenue Vehicle Hour – Calculated for each mode, this metric represents the fully allocated cost of providing one revenue vehicle hour of service.

- *Calculation = (Modal Operating Expense/Modal Revenue Vehicle Hours)*

CPI (Consumer Price Index) – A measure of change in prices for consumer goods and services in the Seattle area. Used to update operations and maintenance expenses and “soft” capital costs.

DB (Design-Build) – A procurement method used to minimize design and construction risks while reducing the project delivery schedule by overlapping the design phase and construction phase of a project. Using DB, the owner contracts with a single entity for all engineering, design, and construction services for a transit facility/system.

Deadhead – The amount of non-revenue service time or miles when a bus or train is not carrying revenue passengers, usually a trip from, to, or between lines, yards, or garages.

Debt Service – The payment of interest and the repayment of principal on long-term borrowed funds according to a predetermined schedule.

DEIS (Draft Environmental Impact Statement) – See EIS (Environmental Impact Statement).

Department – Highest organizational unit of Sound Transit, consisting of:

- **CME** – Communications, Marketing and Engagement
- **DEC/DECM** – Design, Engineering & Construction Management
- **EXE/EXEC** – Executive
- **FIN** – Finance
- **IT/ITS** – Information Technology
- **LEG** – Legal
- **OPS** – Operations
- **PED/PEPD** – Planning, Environment & Project Development
- **PSO** – Portfolio Services Office
- **SFT** – Safety

Depreciation – A method by which the costs of property and equipment are systematically and rationally allocated over their useful life.

DSRF – Debt Service Reserve Fund.

DSTT – Downtown Seattle Transit Tunnel.

EIS (Environmental Impact Statement) – A study of the impacts of a major project on the environment and surrounding areas, required for any capital construction project for which federal funds are used.

Expense – Expenses include salaries and benefits, administrative expenses, debt service, and operating costs.

Farebox Recovery – Calculated for each mode collecting fares, this metric represents the percentage of operating cost of each mode that is paid by transit riders.

- *Calculation = (Modal Passenger Fare Revenue/Modal Operating Expenses—Lease Expenses—Paratransit Expenses)*

FCC – Federal Communications Commission.

FD – Final Design. (See Project Cost Phases: 30 Final Design & Specification)

FEIS (Final Environmental Impact Statement) – See EIS (Environmental Impact Statement).

FFGA (Full Funding Grant Agreement) – A contractual obligation that FTA employs when investing a significant amount of New Starts funding (competitive federal grant program) in locally-developed transit projects.

FTA (Federal Transit Administration) – The federal agency responsible for the administration of federal transit programs, including the allocation of grant funds. FTA is a part of the U.S. Department of Transportation.

FTE (Full Time Equivalent) – The fractional equivalent of one full-time employee working a 40-hour workweek for one calendar year.

Funding Gap – The currently estimated offsets in cost savings and/or new financial resources needed to achieve the target schedule approved in Resolution No R.2021-05.

FY (Fiscal Year) – A 12-month period for calculating annual financial statements. Sound Transit's fiscal year is January 1 to December 31.

GCCM (General Contractor/Construction Manager) – A procurement method used to reduce construction risk. Using GCCM, the owner has access to construction expertise and experience prior to completion of design. Services offered by a GCCM contractor include assistance with decision-making, constructability reviews, value engineering, budget control, cost estimating, and schedule control.

GFOA (Government Finance Officers Association) – An organization whose purpose is to enhance and promote the professional management of governments for the public's benefit by identifying and developing financial policies and practices and promoting them through education, training, and leadership.

GIS – Geographic Information Services.

HCT (High-Capacity Transit) – Public transportation within an urbanized region operating principally on exclusive rights of way, including interim express services and high occupancy vehicle lanes, which taken as a whole, provides a substantially higher level of passenger capacity, speed, and service frequency than traditional public transportation systems operating principally in general purpose roadways.

HOV (High-Occupancy Vehicle) – A vehicle containing two or more passengers. Occupancy designations are used on designated auto traffic lanes to encourage car-pooling, ride sharing, or the use of public transportation.

KCM (King County Metro) – The public transit division of King County Department of Transportation, responsible for providing bus, trolley bus, light rail, water taxi, paratransit, and vanpool services in a service area of about 2,000 square miles. Sound Transit contracts a portion of its express bus service as well as all its light rail service with KCM.

Light Rail – Service using trains powered with overhead catenary power, operating on tracks embedded in city streets or along a separate right-of-way. Passengers are picked up and discharged at fixed locations (stations) located along the tracks.

LRFP (Long-Range Financial Plan) – The agency's long-term financial projections for the high-capacity transit system approved by voters in the Sound Move, ST2, and ST3 ballot measures.

LRV (Light Rail Vehicle) – A vehicle with overhead catenary power operating on tracks. It may be connected to other vehicles and operated as a train.

MMIS (Maintenance Management Information System) – The Maintenance Management Information System is an online system that helps gather and analyze data about an organization's maintenance operations with the intention of helping management make informed decisions and staff do their jobs more effectively.

Mode – A system for carrying transit passengers described by specific right-of-way, technology, and operational features. Sound Transit modes are light rail, commuter rail, and regional express bus.

MVET (Motor Vehicle Excise Tax) – Also called the "car tab"; this is a tax on vehicles based on the depreciated value of the vehicle using the Manufacturer's Suggested Retail Price (MSRP) as the initial vehicle value. The tax on commercial trucks and trailers is based on the depreciated value using the latest purchase price and year as the initial vehicle value. Sound Transit currently assesses a 1.1 percent MVET within its taxing district.

NRV (Non-Revenue Vehicles) – Agency fleet consisting of cars, trucks, vans, SUVs, specialty vehicles, and equipment used for administrative purposes.

O&M – Operations and Maintenance

OMF – Operations and Maintenance Facility

On-Time Performance – A performance ratio that measures how often a transit service is on time (i.e., at a designated pick-up spot within a predetermined timeframe). The timeframe differs based on mode and frequency of service.

- *Calculation = ((# Scheduled Trips – # Trips Early or Late)/Total # of Scheduled Trips)*

Operating Expenses – Ongoing costs to deliver public transportation services and provide administrative support to the agency.

ORCA (One Regional Card for All) – A stored-value smart card used for payment of public transit fares in the Central Puget Sound region.

Paratransit – The comparable transportation service required by the ADA for individuals with disabilities who are unable to use fixed-route (bus and rail) service. The vehicles used do not operate over a fixed route or on a fixed schedule.

Percentage of Scheduled Trips Operated – A performance ratio that measures the number of times a Sound Transit vehicle or mode of service completes its scheduled route/trip

Phase Gate Process – Project management oversight and project budget approval process to ensure projects are ready to advance to a subsequent phase. Intended to enhance Board visibility into projects and control over key project decisions. The Phase Gate process triggers requests to the Board for Phase Gate project budget and other actions.

PLA (Project Labor Agreement) – PLAs are collective bargaining agreements between building trade unions and contractors. They govern terms and conditions of employment for

all craft workers – union and nonunion – on a construction project.

Platform Hours (also called Service Hours)

– For any mode, the total time the operator operates the vehicle, including revenue service (scheduled route, special event, and layover time) and non-revenue service (pullout and pull-in times from first/last stop to garage).

Platform Miles (also called Service Miles) –

For any mode, the total miles traveled by a vehicle from pullout of garage/yard to return to garage/yard at end of revenue service, including any layover time and time when not carrying passengers.

Preventable Accidents per 100,000

Revenue Miles – For any mode, the number of preventable accidents reported per 100,000 miles of actual revenue vehicle mileage. A preventable accident is one in which the driver failed to do everything that reasonably could have been done to avoid the crash.

- *Calculation = (Preventable Accidents / Actual Revenue Mileage) * 100,000*

Project – A discrete body of work that has a scope, schedule, and budget approved by the board.

Project Cost Phases – Distinct groupings of project activities, typically project development, design, and construction.

Project teams track and report on project costs relative to the activities and deliverables in each. Project phases include:

- **01 Operations + Maintenance** – Costs to operate and maintain capital assets where the budget to do so is part of an established authorized project allocation. Currently used to record project costs incurred prior to the establishment of project scope.
- **02 Operations + Maintenance, Agency** – Costs that cannot be capitalized. Currently used to maintain Sound Transit's public art assets.

- **09 Administrative Capital** – Design, development and implementation or procurement of Agency assets such as non-revenue vehicle fleet, IT systems, furniture, and equipment.
- **10 Agency Administration** – Administrative expenses occur throughout the life of the project and include costs for direct labor by Sound Transit staff (staff dedicated to specific projects) and other direct charges to the project necessary for project execution.
- **20 Preliminary Engineering & Environmental Review** – Professional services to complete the preliminary engineering and environmental assessments and evaluations. Preliminary engineering identifies project requirements and defines the project work scope. This includes preliminary design studies, permitting requirements, data collection, public involvement, legal and technical documentation, cost estimates, and assessment of alternatives. The environmental review includes achievement of all necessary environmental permits.
- **26 Research & Technology** – Implementation of new transit technologies focused on systemwide safety, security, and communications with passengers.
- **30 Final Design & Specification** – Final design includes professional consultant activities to complete design and full construction plans and specifications, legal and technical documentation, environmental clearance, constructability review, value engineering, data collection, advertising, assessment of alternatives related to project design, and bid reviews.
- **35 Third Parties** – Third party expenses occur through the life of the project and include agreements with other governmental units to reimburse their costs for review of alternatives, design review, and construction monitoring and inspection. In certain cases, when Sound Transit is a funding partner rather than the lead agency, it includes Sound Transit's funding obligation to the lead agency.
- **40 Right-of-Way (ROW) Acquisition & Permits** – ROW includes the cost to purchase or lease real property required for construction and construction staging, easements, rights-of-way, and any residential or commercial relocations. This phase includes budget for negotiating the purchase price, relocation costs, surveys, appraisals, environmental audits, permits, legal costs, maps, charts, and all permits not included under the general construction contracts.
- **50 Construction** – Construction covers project construction contracts, professional and technical assistance, advertising, legal and technical documentation, inspection, testing, and permitting. In addition, the construction budget includes service startup, commissioning of all systems, and training.
- **55 Construction Services** – Construction Services includes construction management and other professional services in support of the Agency's management of construction activities.
- **61 Art** – Procurement and installation of public art at stations and along guideways.
- **70 Vehicles** – Procurement, manufacture, delivery, testing, and commissioning of revenue vehicles, spare parts, and warranty support. Also includes procurement of non-revenue vehicles.
- **80 Startup and Testing** – Includes tests of new systems, new schedules, and various specific equipment. This phase includes the training of personnel before the completion of the project to identify issues and correct them to enable a smooth transition to operations and the close out of the project.
- **90 Contingency** – A funding source to address general project risks, such as market fluctuations and changes in regulatory requirements. It also covers unforeseen expenses and cost estimate variances.

Project Type – A category name used to identify projects of a similar nature. Sound Transit has four project types:

- **Administrative** – Projects that support administration of the agency. The majority of these costs are capitalized with the assets produced by projects or expensed as transit operating costs. Remaining costs are treated as general and administrative expenses. Examples: Information Technology Program, Environmental Mitigation Monitoring & Maintenance, Surplus Property Disposition
- **Enhancement** – Projects that improve operating efficiency and effectiveness, improve rider experience, increase system functionality, or reduce operating costs. Examples: Noise Abatement, Signage Improvements, OMF Energy Efficiency
- **State of Good Repair** – Projects that extend the life of existing system assets and replace those at the end of their useful life; investment in maintaining assets in a state of good repair. Examples: Small Works Program, Link CCTV System Upgrade, Sounder Vehicle Overhaul Program.
- **System Expansion** – Projects that expand the current regional transit system including planning, design, and construction of light rail, commuter rail, and express bus transit infrastructure. Examples: East Link Extension, Tukwila Station, Fare Collection.

Proposed Annual Budget – The initial annual operating and project budget as submitted by the CEO to the Board for its consideration and adoption.

Proposed Transit Improvement Plan (TIP) – The TIP is the cumulative total of authorized project allocations for all active projects. The proposed TIP is the initial submission to the Board for their review and adoption.

Purchased Transportation – Transportation service provided to a public transit agency from a public or private transportation provider, based on a written contract.

Realignment – Process to modify the agency's capital program in order to assist with affordability issues. The Board established a flexible realigned capital program in Resolution No. R2021-05 on August 5, 2021, with an affordable schedule and target schedule.

Rebaselined Budget – Board adopted change to a previously adopted baseline budget. Occurs when new scope elements have been included in a project that were not previously part of the project baseline. In order to maintain clear cost management accountability, projects are not rebaselined when project cost elements are higher than previously estimated.

Reserve – Cash set aside to support unplanned expenses, such as the deductible for an insured loss or a period of operating expenses in the case of lost revenues.

Revenues or Inflows of Resources – Acquisitions of net position by the entity that is applicable to the reporting period. Operating Revenues include primarily passenger fares. Non-Operating Revenues include items such as taxes and investment income.

Revenue Vehicle Hours – The number of hours that a vehicle is in revenue service and there is a reasonable expectation of carrying passengers (includes layover time, but not deadhead).

Revenue Vehicle Miles – The number of miles that a vehicle is in revenue service and there is a reasonable expectation of carrying passengers (includes layover time, but not deadhead).

ROW (Right-of-Way) – A right-of-way is a right to make a way over a piece of land, usually to and from another piece of land. A right of way is a type of easement granted or reserved over the land for transportation purposes. Also used to describe the land on which a railroad line, road, or utility is built.

ROWI – Right-of-Way Index.

RRIF – Railroad Rehabilitation & Improvement Financing.

Sales & Use Tax – A 1.4 percent tax levied on the sales of eligible items within the boundaries of the Sound Transit District.

SCADA (Supervisory Control and Data Acquisition) – A centralized system to control signals, systems, and substations on Sound Transit's light rail system. The system also provides real-time location data to a control center.

Service Hours (also called Platform Hours) – For any mode, the total time the operator operates the vehicle, including revenue service (scheduled route, special event, and layover time) and non-revenue service (pullout and pull-in times from first/last stop to garage).

Service Implementation Plan (SIP) – Board-adopted document that details six-year transit mode service levels and operating expenses. SIP is a planning document and does not constitute authorization for expenditure of funds.

Service Miles (also called Platform Miles) – For any mode, the total miles traveled by a vehicle from pullout of garage/yard to return to garage/yard at end of revenue service, including any layover time and time when not carrying passengers.

Smart Card – A small card, usually plastic, with an imbedded computer chip good for one or more trips that is usually altered by a fare collection machine removing some or all of the stored value as each trip is taken.

SODO – The general area south of downtown Seattle; also, the name of one of Sound Transit's light rail stations located in that neighborhood.

SOGR – State of Good Repair

Sound Move – Voter-approved plan (1996) to build a high-capacity public transit system in the Central Puget Sound.

Sound Transit – The Central Puget Sound Regional Transit Authority.

SPI (Schedule Performance Index) – A measure of schedule efficiency on a project. It

is the ratio of earned value (EV) to planned value (PV).

SR – State Route

ST2 (Sound Transit 2) – The second phase (voter-approved in 2008) of Sound Transit's plan for mass transit expansion.

ST3 (Sound Transit 3) – The third phase (voter-approved in 2016) of Sound Transit's plan for mass transit expansion.

STart (Sound Transit Art Program) – Program to incorporate public art into Sound Transit systems and facilities that will reflect the communities served and enhance the customer experience.

Stride – Sound Transit's future Bus Rapid Transit service providing limited-stop regional service connecting riders with major urban and employment centers in King County. Bus Rapid Transit service will utilize new park-and-ride lots, transit centers, and high occupancy vehicle (HOV) access ramps.

STU (Sound Transit University) – Program providing a range of training courses, both on-site and off-site, for Sound Transit employees to improve professional and technical skills.

Subarea – Five subareas of the Sound Transit District defined for planning and budgeting purposes consisting of Snohomish County, North King County, East King County, South King County, and Pierce County.

System Plan – (see Sound Move).

Target Schedule – The schedule established in Appendix B of Resolution No. R2021-05 in which Tier 1 and Tier 2 projects do not have a funding delay.

TIFIA (Transportation Infrastructure Financing and Innovation Act) – A direct loan, loan guarantee, and standby line of credit program allowing the USDOT to provide credit assistance of up to 33 percent of the construction costs of a regionally or nationally significant surface transportation project. Loans are made at U.S. Treasury rates and may be repaid over as long as 35 years after substantial completion of the project.

TIP (Transit Improvement Plan) – The cumulative total of authorized project allocations for all active projects/programs. The TIP contains information on scope and budget as well as changes in budget and schedule.

TOD (Transit-Oriented Development) – The development of residential, commercial, and retail uses within walking distance of a transit station or stop.

TPSS (Traction Power Sub Station) – A wayside unit that converts electric power from the form provided by the public utility to an appropriate voltage, current type, and frequency to supply traction power to the motor of the light rail vehicle through the overhead catenary.

Transit mode – A system for carrying transit passengers described by specific right-of-way, technology, and operational features, such as light rail, commuter rail, bus, or streetcar.

TVM (Ticket Vending Machine) – Automated equipment located at customer facilities that enable the purchase of fare media for access to the Sound Transit transportation system.

UAC – Unallocated Contingency.

UPS – Uninterrupted Power Supply.

UW – University of Washington.

Variance – The difference between planned costs and actual costs.

WSDOT – Washington State Department of Transportation

YOE (Year of Expenditure) – Refers to the representation of a projects' cost inclusive of an annual inflationary factor calculation.

Appendix J – Project Detail Pages

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SYSTEM EXPANSION

LINK

(in thousands)

Cashflow by Project (YOE \$000s)

Project Number and Name	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(T400007) FIRST HILL STREETCAR	132,730	50	0	0	0	0	0	0	132,780
(T400009) LINK O&M FACILITY EAST	380,860	3,553	1,962	1,476	10,309	51,059	0	0	449,220
(T400032) LRV FLEET EXPANSION	491,172	121,547	98,418	29,580	0	0	0	0	740,718
(T400037) SERIES 3 LRV	131	1,345	3,806	4,184	4,291	1,506	17,738	0	33,000
(T400047) WEST SEATTLE LINK EXTENSION	30,462	23,943	104,495	66,144	0	0	0	0	225,044
(T400052) EVERETT LINK EXTENSION	21,249	49,825	56,050	26,113	15,879	7,500	20,326	0	196,942
(T400053) TACOMA DOME LINK EXTENSION	67,259	138,068	87,944	5,846	0	0	0	0	299,117
(T400066) BALLARD LINK EXTENSION	110,011	67,096	286,599	166,931	0	0	0	0	630,636
(T400113) NORTH CORRIDOR MOW	1,323	8,837	18,533	1,808	1,507	0	0	0	32,009
(T400115) NE 130TH STREET INFILL STATION	27,184	26,943	89,549	91,546	4,934	0	0	0	240,155
(T400136) GRAHAM ST INFILL STATION	0	1,710	900	325	0	0	0	0	2,935
(T400137) BOEING ACCESS RD INFILL STN	0	4,110	2,933	1,597	0	0	0	0	8,640
(T4X100) NORTHGATE LINK EXTENSION	1,757,564	6,070	4,062	1,231	36,150	35,946	58,666	66	1,899,756
(T4X115) LYNNWOOD LINK EXTENSION	2,097,098	431,063	172,627	24,395	46,439	0	0	0	2,771,622
(T4X199) NORTHGATE LINK EXT PROJ RESERV	0	0	0	0	0	0	0	50,000	50,000
(T4X200) UNIVERSITY LINK EXTENSION	1,513,553	500	2,541	0	0	0	0	239,413	1,756,007
(T4X420) S 200th LINK EXTENSION	329,676	6	0	0	0	0	0	893	330,575
(T4X445) FEDERAL WAY LINK EXTENSION	1,304,781	410,147	213,714	362,774	160,118	0	0	0	2,451,535
(T4X600) EAST LINK	3,231,728	133,198	210,509	83,170	17,044	750	750	0	3,677,150
(T4X630) DOWNTOWN REDMOND LINK EXT	709,047	236,313	259,195	104,010	87,576	36,669	35,629	61,560	1,530,000
SYSTEM EXPANSION	\$ 12,205,828	\$ 1,664,326	\$ 1,613,837	\$ 971,131	\$ 384,248	\$ 133,430	\$ 133,109	\$ 351,933	\$ 17,457,840

Cashflow by Subarea (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
Snohomish	1,307,306	296,802	173,845	51,069	40,859	17,023	17,074	0	1,903,977
North King	4,725,317	341,885	519,544	301,304	63,992	44,477	58,671	289,479	6,344,670
South King	1,807,343	492,064	286,576	383,017	162,098	9,803	0	893	3,141,795
East King	4,315,636	430,295	536,028	213,679	108,960	59,421	36,374	61,560	5,761,954
Pierce	44,768	84,756	64,960	10,973	0	0	0	0	205,456
Systemwide	5,459	18,523	32,883	11,089	8,338	2,706	20,990	0	99,988
SUBAREA ALLOCATION TOTAL	\$ 12,205,828	\$ 1,664,326	\$ 1,613,837	\$ 971,131	\$ 384,248	\$ 133,430	\$ 133,109	\$ 351,933	\$ 17,457,840

Cashflow by Phase (YOE \$000s)

Phase Number and Description	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(01) OPERATION+MAINTENANCE	1,632	0	0	0	53	0	0	0	1,684
(10) AGENCY ADMINISTRATION	543,691	68,725	80,134	57,858	50,686	19,265	28,693	37,236	886,289
(20) PRELIM ENGINEERING/ENV REVIEW	378,019	149,278	208,797	22,362	8,799	1,226	8,087	988	777,557
(30) FINAL DESIGN+SPECIFICATIONS	625,509	18,987	10,317	13,864	15,215	5,321	7,539	4,278	701,031
(35) THIRD PARTY	234,078	16,782	25,183	21,269	9,660	3,634	4,495	9,538	324,640
(40) ROW ACQUISITION+PERMITS	1,156,273	124,268	351,174	244,353	142,679	47,982	12,268	46,090	2,125,086
(50) CONSTRUCTION	7,984,001	1,028,488	723,787	514,702	139,917	41,358	37,168	189,084	10,658,506
(55) CONSTRUCTION SERVICES	664,620	100,547	91,020	68,060	9,597	7,245	22,739	9,334	973,163
(70) VEHICLES	562,517	115,300	92,798	27,726	0	0	0	4,424	802,765
(80) SYSTEM TESTING+STARTUP	55,488	41,949	30,626	935	242	0	4,719	960	134,919
(90) CONTINGENCY	0	0	0	0	7,400	7,400	7,400	50,000	72,200
TOTAL PHASES	\$ 12,205,828	\$ 1,664,326	\$ 1,613,837	\$ 971,131	\$ 384,248	\$ 133,430	\$ 133,109	\$ 351,933	\$ 17,457,840

SYSTEM EXPANSION
T400007

FIRST HILL STREETCAR

LINK
Managed by: PED

Scope: Provide a fixed amount of funding for the planning, design, and construction of an at-grade street car connecting Capitol Hill with the International District.

Changes to authorized allocation: None.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	132,780
Prior Year TIP	\$	132,780
Current Year TIP	\$	132,780

In Service Year	
Baseline	2015
Prior Year	2015
Current Year	2015

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	179,411
Prior Year Cost Estimate	\$	177,815
Current Year Cost Estimate	\$	177,815

Cashflow (YOE \$000s)											
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total		
North King	132,730	50	0	0	0	0	0	0	132,780		
SUBAREA ALLOCATION TOTAL	\$ 132,730	\$ 50	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	132,780		
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total		
(10) AGENCY ADMINISTRATION	239	50	0	0	0	0	0	0	289		
(35) THIRD PARTY	132,491	0	0	0	0	0	0	0	132,491		
TOTAL PHASES	\$ 132,730	\$ 50	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	132,780		

SYSTEM EXPANSION
T400009

LINK O&M FACILITY EAST

LINK
Managed by: DEC

Scope: Plan, design, and construct a light rail vehicle maintenance facility located in the City of Bellevue that will provide storage and maintenance capacity to support the light rail expansion within the east corridor.

Changes to authorized allocation: None.

Budget year activities: Post acceptance monitoring, on-going non-revenue vehicle and equipment procurement, long term environmental monitoring, and miscellaneous project close out activities.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	449,220
Prior Year TIP	\$	449,220
Current Year TIP	\$	449,220

In Service Year	
Baseline	2020
Prior Year	2020
Current Year	2020

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	435,224
Prior Year Cost Estimate	\$	550,402
Current Year Cost Estimate	\$	550,402

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	79,981	746	412	310	2,165	10,722	0	0	94,336
North King	63,604	593	328	247	1,722	8,527	0	0	75,020
South King	73,125	682	377	283	1,979	9,803	0	0	86,250
East King	164,151	1,531	845	636	4,443	22,006	0	0	193,614
SUBAREA ALLOCATION TOTAL	\$ 380,860	\$ 3,553	\$ 1,962	\$ 1,476	\$ 10,309	\$ 51,059	\$ 0	\$ 0	449,220

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	11,102	445	560	172	0	5,293	0	0	17,573
(20) PRELIM ENGINEERING/ENV REVIEW	8,712	0	0	824	0	0	0	0	9,536
(30) FINAL DESIGN+SPECIFICATIONS	28	0	0	0	0	358	0	0	386
(35) THIRD PARTY	78	300	0	0	2,729	0	0	0	3,107
(40) ROW ACQUISITION+PERMITS	102,651	0	0	0	0	31,878	0	0	134,529
(50) CONSTRUCTION	239,785	2,143	950	80	7,101	12,758	0	0	262,818
(55) CONSTRUCTION SERVICES	18,011	100	2	0	452	772	0	0	19,337
(80) SYSTEM TESTING+STARTUP	492	565	450	400	28	0	0	0	1,935
TOTAL PHASES	\$ 380,860	\$ 3,553	\$ 1,962	\$ 1,476	\$ 10,309	\$ 51,059	\$ 0	\$ 0	449,220

SYSTEM EXPANSION
T400032

LRV FLEET EXPANSION

LINK
Managed by: DEC

Scope: Plan, design, procure, inspect, and test 152 light rail vehicles (LRVs). The vehicles will support revenue service for Northgate Link, East Link, Lynnwood Link, Federal Way Link and Downtown Redmond Link extensions.

Changes to authorized allocation: None.

Budget year activities: Complete final assembly, deliveries, and conditional acceptance of LRVs in Sacramento. Commence retrofitting of automatic train protection on the existing LRVs.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	740,718
Prior Year TIP	\$	740,718
Current Year TIP	\$	740,718

In Service Year	
Baseline	2024
Prior Year	2024
Current Year	2024

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	757,922
Prior Year Cost Estimate	\$	843,279
Current Year Cost Estimate	\$	843,279

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	56,485	13,978	11,318	3,402	0	0	0	0	85,183
North King	148,825	36,829	29,821	8,963	0	0	0	0	224,438
South King	64,344	15,923	12,893	3,875	0	0	0	0	97,034
East King	221,519	54,818	44,387	13,341	0	0	0	0	334,064
SUBAREA ALLOCATION TOTAL	\$ 491,172	\$ 121,547	\$ 98,418	\$ 29,580	\$ 0	\$ 0	\$ 0	\$ 0	740,718
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	7,232	1,030	1,813	754	0	0	0	0	10,829
(55) CONSTRUCTION SERVICES	12,964	2,600	1,173	1,100	0	0	0	0	17,838
(70) VEHICLES	463,324	115,100	92,705	27,726	0	0	0	0	698,856
(80) SYSTEM TESTING+STARTUP	7,652	2,817	2,726	0	0	0	0	0	13,195
TOTAL PHASES	\$ 491,172	\$ 121,547	\$ 98,418	\$ 29,580	\$ 0	\$ 0	\$ 0	\$ 0	740,718

SYSTEM EXPANSION
T400037

SERIES 3 LRV

LINK
Managed by: OPS

Scope: Plan, design, procure, inspect and test approximately 100 light rail vehicles (LRVs) with options for additional LRVs. Vehicles will support revenue service for future operations of the existing system, extensions under construction to Lynnwood, Bellevue/Redmond and Federal Way, and future extensions to Tacoma Dome, West Seattle, Ballard, Everett, and South Kirkland to Issaquah.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: None.

Budget year activities: Procure engineering consultant services.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 33,000
Current Year TIP	\$ 33,000

In Service Year	
Baseline	TBD
Prior Year	2041
Current Year	2041

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 1,782,956
Prior Year Cost Estimate	\$ 1,933,259
Current Year Cost Estimate	\$ 1,933,259

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	131	1,345	3,806	4,184	4,291	1,506	17,738	0	33,000
SUBAREA ALLOCATION TOTAL	\$ 131	\$ 1,345	\$ 3,806	\$ 4,184	\$ 4,291	\$ 1,506	\$ 17,738	\$ 0	\$ 33,000
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	131	970	2,305	2,617	1,841	0	0	0	7,863
(55) CONSTRUCTION SERVICES	0	375	1,501	1,567	2,450	1,506	17,738	0	25,137
TOTAL PHASES	\$ 131	\$ 1,345	\$ 3,806	\$ 4,184	\$ 4,291	\$ 1,506	\$ 17,738	\$ 0	\$ 33,000

**SYSTEM EXPANSION
T400047****WEST SEATTLE LINK EXTENSION****LINK
Managed by: PED**

Scope: Plan, design and construct a 4.7 mile extension of light rail from Downtown Seattle to the Alaska Junction West Seattle neighborhood via elevated, at grade and tunnel alignments. Includes stations in SODO, Delridge, Avalon and Alaska Junction.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: Increased by \$225 million for procurement of design-build project management and property acquisition.

Budget year activities: Continue the preliminary engineering phase, prepare FEIS; support project to be built determination; and final design procurement.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 0
Current Year TIP	\$ 225,044

In Service Year	
Baseline	TBD
Prior Year	2032
Current Year	2032

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 2,219,438
Prior Year Cost Estimate	\$ 3,857,987
Current Year Cost Estimate	\$ 3,836,734

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	30,462	23,943	104,495	66,144	0	0	0	0	225,044
SUBAREA ALLOCATION TOTAL	\$ 30,462	\$ 23,943	\$ 104,495	\$ 66,144	\$ 0	\$ 0	\$ 0	\$ 0	225,044

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	1,758	2,451	3,690	6,574	0	0	0	0	14,473
(20) PRELIM ENGINEERING/ENV REVIEW	27,082	19,975	37,103	0	0	0	0	0	84,160
(35) THIRD PARTY	714	465	1,556	0	0	0	0	0	2,735
(40) ROW ACQUISITION+PERMITS	908	658	60,962	59,570	0	0	0	0	122,098
(55) CONSTRUCTION SERVICES	0	395	1,184	0	0	0	0	0	1,578
TOTAL PHASES	\$ 30,462	\$ 23,943	\$ 104,495	\$ 66,144	\$ 0	\$ 0	\$ 0	\$ 0	225,044

SYSTEM EXPANSION
T400052

EVERETT LINK EXTENSION

LINK
Managed by: PED

Scope: Plan, design, and construct a 16.3 mile extension of light rail from Lynnwood Transit Center to Everett Station via at-grade and elevated alignment. The project includes six new stations at West Alderwood Mall, Ash Way, 128th/Mariner, Southwest Everett Industrial Center, SR 526/Evergreen and Everett Station. The project also includes one provisional station, at SR 99/Airport Road and the extension of North Corridor Operations and Maintenance facility.

Realignment Update: This project has both a target in-service date and affordable in-service date as approved in Resolution No. R2021-05. It also has a funding gap, which is the currently estimated offset in cost savings and/or new financial resources needed to achieve the target schedule. The target date of 2037 corresponds to the financial plan estimate below. The affordable date delivers Lynnwood to Southwest Everett in 2037 and Southwest Everett to Mariner in 2041. Because this project has two segments, a segmentation premium is applied which requires the affordable schedule cost (as shown in the Capital Cost Estimates - Affordable Schedule table). The following parking components are part of the Everett Link Extension project, but delivery is deferred, per Board Resolution R2021-05: Mariner (2046) and Everett (2046).

The agency's long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: Increased by \$9.0 million for model code work and independent cost review.

Budget year activities: Continue project development with alternatives analysis and partner with outreach team.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 187,942
Current Year TIP	\$ 196,942

In Service Year	
Baseline	TBD
Prior Year	2037
Current Year	2037

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 4,368,898
Prior Year Cost Estimate	\$ 5,912,550
Current Year Cost Estimate	\$ 5,882,464

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	17,849	41,853	47,082	21,935	13,338	6,300	17,074	0	165,431
Systemwide	3,400	7,972	8,968	4,178	2,541	1,200	3,252	0	31,511
SUBAREA ALLOCATION TOTAL	\$ 21,249	\$ 49,825	\$ 56,050	\$ 26,113	\$ 15,879	\$ 7,500	\$ 20,326	\$ 0	\$ 196,942

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	300	0	0	0	0	0	0	0	300
(10) AGENCY ADMINISTRATION	5,746	3,045	3,434	3,818	4,204	4,700	8,923	0	33,870
(20) PRELIM ENGINEERING/ENV REVIEW	14,069	32,980	47,796	17,670	7,995	500	7,461	0	128,472
(35) THIRD PARTY	226	2,300	2,620	2,424	1,980	1,800	1,849	0	13,200
(40) ROW ACQUISITION+PERMITS	268	11,500	2,200	2,200	1,700	500	1,732	0	20,100
(50) CONSTRUCTION	640	0	0	0	0	0	360	0	1,000
TOTAL PHASES	\$ 21,249	\$ 49,825	\$ 56,050	\$ 26,113	\$ 15,879	\$ 7,500	\$ 20,326	\$ 0	\$ 196,942

SYSTEM EXPANSION
T400053

TACOMA DOME LINK EXTENSION

LINK
Managed by: PED

Scope: Plan, design, and construct a 9.7 mile extension of light rail from Federal Way to Tacoma via at-grade or elevated alignment. Stations will be located at Federal Way Transit Center, South Federal Way, Fife, East Tacoma, and the Tacoma Dome.

The project includes the planning of a light rail maintenance facility (OMF: South) to add storage and maintenance capacity in support the expansion of light rail on the Federal Way to Tacoma corridor. Upon the completion of the environmental impact statement (EIS), the OMF: South will transition to a stand-alone project.

Realignment Update: The following parking components are part of the Tacoma Dome Link Extension (TDLE) project, but delivery is deferred, per Board Resolution R2021-05: South Federal Way (2038) and Fife (2038).

Changes to authorized allocation: Increased by \$172.7 million to predominantly fund commencement of property acquisition on OMF: South, and support the extension of TDLE Phase 2 (authorized via Board action in Fall 2022).

Budget year activities: Prepare FEIS, support project-to- be built determination, begin preparation of construction and construction management procurements, and commence property acquisition (OMF: South). Advance design and DEIS for additional South Federal Way alignment and additional Fife station options (TDLE).

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 126,373
Current Year TIP	\$ 299,117

In Service Year	
Baseline	TBD
Prior Year	2032
Current Year	2032

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 2,870,514
Prior Year Cost Estimate	\$ 3,973,878
Current Year Cost Estimate	\$ 3,954,685

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
South King	27,442	56,332	35,881	2,385	0	0	0	0	122,040
Pierce	39,817	81,736	52,063	3,461	0	0	0	0	177,077
SUBAREA ALLOCATION TOTAL	\$ 67,259	\$ 138,068	\$ 87,944	\$ 5,846	\$ 0	\$ 0	\$ 0	\$ 0	299,117

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	484	0	0	0	0	0	0	0	484
(10) AGENCY ADMINISTRATION	18,219	6,529	5,448	668	0	0	0	0	30,864
(20) PRELIM ENGINEERING/ENV REVIEW	46,011	34,981	14,587	2,198	0	0	0	0	97,778
(35) THIRD PARTY	1,766	2,086	2,498	0	0	0	0	0	6,350
(40) ROW ACQUISITION+PERMITS	779	86,472	53,411	2,980	0	0	0	0	143,641
(55) CONSTRUCTION SERVICES	0	8,000	12,000	0	0	0	0	0	20,000
TOTAL PHASES	\$ 67,259	\$ 138,068	\$ 87,944	\$ 5,846	\$ 0	\$ 0	\$ 0	\$ 0	299,117

SYSTEM EXPANSION
T400066

BALLARD LINK EXTENSION

LINK
Managed by: PED

Scope: Extension of light rail approximately 7.1 miles from Downtown Seattle to Ballard via tunnel and elevated guideway. Includes a new rail-only tunnel through downtown and stations in Chinatown-International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay and Ballard.

Realignment Update: This project has both a target in-service date and affordable in-service date as approved in Resolution No. R2021-05. It also has a funding gap, which is the currently estimated offset in cost savings and/or new financial resources needed to achieve the target schedule. The target date is 2037, which corresponds to the target in-service cost. The affordable date delivers SODO to Smith Cove in 2037, and Smith Cove to Ballard in 2039. Because this project has an additional segment, a segmentation premium is applied which requires the affordable schedule cost.

The agency's long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: Increased by \$343.9 million for procurement of design-build project management and property acquisition.

Budget year activities: Identify preferred alternative and begin preliminary engineering phase.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 286,742
Current Year TIP	\$ 630,636

In Service Year	
Baseline	TBD
Prior Year	2037
Current Year	2037

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 7,400,979
Prior Year Cost Estimate	\$ 10,800,807
Current Year Cost Estimate	\$ 10,787,067

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	7,976	4,864	20,778	12,102	0	0	0	0	45,721
North King	79,923	48,745	208,214	121,275	0	0	0	0	458,157
South King	7,976	4,864	20,778	12,102	0	0	0	0	45,721
East King	8,581	5,233	22,355	13,021	0	0	0	0	49,190
Pierce	4,950	3,019	12,897	7,512	0	0	0	0	28,379
Systemwide	605	369	1,576	918	0	0	0	0	3,468
SUBAREA ALLOCATION TOTAL	\$ 110,011	\$ 67,096	\$ 286,599	\$ 166,931	\$ 0	\$ 0	\$ 0	\$ 0	630,636

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	532	0	0	0	0	0	0	0	532
(10) AGENCY ADMINISTRATION	29,895	7,059	3,446	0	0	0	0	0	40,399
(20) PRELIM ENGINEERING/ENV REVIEW	75,733	55,975	104,132	0	0	0	0	0	235,840
(35) THIRD PARTY	1,381	1,304	4,980	0	0	0	0	0	7,665
(40) ROW ACQUISITION+PERMITS	2,470	1,653	170,725	166,931	0	0	0	0	341,778
(55) CONSTRUCTION SERVICES	0	1,106	3,317	0	0	0	0	0	4,422
TOTAL PHASES	\$ 110,011	\$ 67,096	\$ 286,599	\$ 166,931	\$ 0	\$ 0	\$ 0	\$ 0	630,636

SYSTEM EXPANSION
T400113**NORTH CORRIDOR MOW****LINK**
Managed by: PED

Scope: Design and construct a Maintenance of Way (MOW) facility in Lynnwood. This building will facilitate as a report facility and support maintenance needs to Sound Transit assets to include facilities, vehicle maintenance, track, signals, communications, traction power, and parts inventory north of the ship canal in Seattle. The proposed building could be temporary or permanent.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: Increased by \$7.4 million to support final design and construction of the temporary facility.

Budget year activities: Preliminary engineering and final design of the temporary facility. Property acquisition activities for the permanent facility.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	24,622
Current Year TIP	\$	32,009

In Service Year		
Baseline		TBD
Prior Year		2022
Current Year		2027

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	0
Prior Year Cost Estimate	\$	55,846
Current Year Cost Estimate	\$	55,846

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Systemwide	1,323	8,837	18,533	1,808	1,507	0	0	0	32,009	
SUBAREA ALLOCATION TOTAL	\$ 1,323	\$ 8,837	\$ 18,533	\$ 1,808	\$ 1,507	\$ 0	\$ 0	\$ 0	\$ 32,009	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(01) OPERATION+MAINTENANCE	254	0	0	0	53	0	0	0	307	
(10) AGENCY ADMINISTRATION	306	439	486	230	319	0	0	0	1,780	
(20) PRELIM ENGINEERING/ENV REVIEW	112	1,000	752	0	0	0	0	0	1,864	
(30) FINAL DESIGN+SPECIFICATIONS	0	2,070	734	323	0	0	0	0	3,127	
(35) THIRD PARTY	0	129	100	0	230	0	0	0	459	
(40) ROW ACQUISITION+PERMITS	651	1,200	15,995	1,256	906	0	0	0	20,007	
(50) CONSTRUCTION	0	3,140	175	0	0	0	0	0	3,315	
(55) CONSTRUCTION SERVICES	0	858	292	0	0	0	0	0	1,150	
TOTAL PHASES	\$ 1,323	\$ 8,837	\$ 18,533	\$ 1,808	\$ 1,507	\$ 0	\$ 0	\$ 0	\$ 32,009	

SYSTEM EXPANSION
T400115

NE 130TH STREET INFILL STATION

LINK
Managed by: DEC

Scope: Plan, design, and construct an elevated light rail station at 130th Street and I-5 in Seattle.

Changes to authorized allocation: Increased by \$203.7 million for project baseline.

Budget year activities: Complete station platform and canopy package. Award station finishes construction package. Continue third party coordination and permitting activities.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	240,155
Prior Year TIP	\$	36,417
Current Year TIP	\$	240,155

In Service Year	
Baseline	2026
Prior Year	2031
Current Year	2026

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	93,371
Prior Year Cost Estimate	\$	234,915
Current Year Cost Estimate	\$	234,915

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	27,184	26,943	89,549	91,546	4,934	0	0	0	240,155
SUBAREA ALLOCATION TOTAL	\$ 27,184	\$ 26,943	\$ 89,549	\$ 91,546	\$ 4,934	\$ 0	\$ 0	\$ 0	240,155

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	62	0	0	0	0	0	0	0	62
(10) AGENCY ADMINISTRATION	2,682	1,370	1,711	1,574	687	0	0	0	8,025
(20) PRELIM ENGINEERING/ENV REVIEW	2,701	0	0	0	10	0	0	0	2,711
(30) FINAL DESIGN+SPECIFICATIONS	10,837	2,012	2,475	2,220	44	0	0	0	17,588
(35) THIRD PARTY	565	97	407	629	0	0	0	0	1,698
(40) ROW ACQUISITION+PERMITS	0	96	0	0	0	0	0	0	96
(50) CONSTRUCTION	8,470	20,022	77,500	82,659	3,433	0	0	0	192,084
(55) CONSTRUCTION SERVICES	1,866	3,346	7,346	4,128	646	0	0	0	17,332
(80) SYSTEM TESTING+STARTUP	0	0	109	335	115	0	0	0	559
TOTAL PHASES	\$ 27,184	\$ 26,943	\$ 89,549	\$ 91,546	\$ 4,934	\$ 0	\$ 0	\$ 0	240,155

SYSTEM EXPANSION
T400136

GRAHAM ST INFILL STATION

LINK
Managed by: PED

Scope: Plan, design, and construct a new Link light rail infill station in the vicinity of South Graham Street.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: New project for \$2.9 million for project initiation.

Budget year activities: Initiate alternatives analysis, conceptual engineering, and environmental evaluation for the infill station.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	0
Current Year TIP	\$	2,935

In Service Year		
Baseline		TBD
Prior Year		N/A
Current Year		2031

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	105,738
Prior Year Cost Estimate	\$	116,301
Current Year Cost Estimate	\$	113,582

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
North King	0	1,710	900	325	0	0	0	0	2,935	
SUBAREA ALLOCATION TOTAL	\$ 0	\$ 1,710	\$ 900	\$ 325	\$ 0	\$ 0	\$ 0	\$ 0	2,935	

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	0	485	0	0	0	0	0	0	485	
(20) PRELIM ENGINEERING/ENV REVIEW	0	1,200	875	275	0	0	0	0	2,350	
(35) THIRD PARTY	0	25	25	25	0	0	0	0	75	
(40) ROW ACQUISITION+PERMITS	0	0	0	25	0	0	0	0	25	
TOTAL PHASES	\$ 0	\$ 1,710	\$ 900	\$ 325	\$ 0	\$ 0	\$ 0	\$ 0	2,935	

SYSTEM EXPANSION
T400137

BOEING ACCESS RD INFILL STN

LINK
Managed by: PED

Scope: Plan, design, and construct a new Link light rail infill station in the vicinity of South Boeing Access Road and I-5.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: New project for \$8.6 million for project initiation.

Budget year activities: Initiate alternatives analysis, conceptual engineering, and environmental evaluation for the infill station.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	0
Current Year TIP	\$	8,640

In Service Year		
Baseline		TBD
Prior Year		N/A
Current Year		2031

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	187,974
Prior Year Cost Estimate	\$	254,372
Current Year Cost Estimate	\$	250,278

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
South King	0	4,110	2,933	1,597	0	0	0	0	8,640	
SUBAREA ALLOCATION TOTAL	\$ 0	\$ 4,110	\$ 2,933	\$ 1,597	\$ 0	\$ 0	\$ 0	\$ 0	\$ 8,640	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	0	910	133	137	0	0	0	0	1,180	
(20) PRELIM ENGINEERING/ENV REVIEW	0	2,925	2,650	1,275	0	0	0	0	6,850	
(35) THIRD PARTY	0	275	150	185	0	0	0	0	610	
TOTAL PHASES	\$ 0	\$ 4,110	\$ 2,933	\$ 1,597	\$ 0	\$ 0	\$ 0	\$ 0	\$ 8,640	

SYSTEM EXPANSION
T4X100

NORTHGATE LINK EXTENSION

LINK
Managed by: DEC

Scope: Plan, design, and construct a 4.3 mile extension of light rail from the University of Washington to Northgate via tunnel and elevated alignment. Stations will be located at University District, Roosevelt, and Northgate.

Changes to authorized allocation: None.

Budget year activities: Project closeout activities.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	1,899,756
Prior Year TIP	\$	1,899,756
Current Year TIP	\$	1,899,756

In Service Year	
Baseline	2021
Prior Year	2021
Current Year	2021

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 2,476,953
Prior Year Cost Estimate	\$ 2,659,934
Current Year Cost Estimate	\$ 2,659,934

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
North King	1,757,564	6,070	4,062	1,231	36,150	35,946	58,666	66	1,899,756	
SUBAREA ALLOCATION TOTAL	\$ 1,757,564	\$ 6,070	\$ 4,062	\$ 1,231	\$ 36,150	\$ 35,946	\$ 58,666	\$ 66	\$ 1,899,756	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	107,646	525	210	50	6,667	6,667	8,614	0	130,379	
(20) PRELIM ENGINEERING/ENV REVIEW	15,077	0	0	0	0	0	0	0	15,077	
(30) FINAL DESIGN+SPECIFICATIONS	120,176	300	0	0	4,680	4,680	7,332	0	137,167	
(35) THIRD PARTY	8,197	0	0	0	773	734	2,096	0	11,800	
(40) ROW ACQUISITION+PERMITS	102,358	0	0	0	3,303	3,303	3,336	0	112,300	
(50) CONSTRUCTION	1,282,354	5,245	3,852	1,181	9,160	8,995	20,739	66	1,331,593	
(55) CONSTRUCTION SERVICES	105,544	0	0	0	4,167	4,167	4,432	0	118,310	
(80) SYSTEM TESTING+STARTUP	16,211	0	0	0	0	0	4,719	0	20,930	
(90) CONTINGENCY	0	0	0	0	7,400	7,400	7,400	0	22,200	
TOTAL PHASES	\$ 1,757,564	\$ 6,070	\$ 4,062	\$ 1,231	\$ 36,150	\$ 35,946	\$ 58,666	\$ 66	\$ 1,899,756	

SYSTEM EXPANSION
T4X115

LYNNWOOD LINK EXTENSION

LINK
Managed by: DEC

Scope: Plan, design, and construct a 8.5 mile extension of light rail from Northgate to Lynnwood Transit Center via at-grade and elevated alignment. Stations will be located at Mountlake Terrace, Shoreline South/145th Street, Shoreline North/185th Street, and Lynnwood City Center.

Changes to authorized allocation: None.

Budget year activities: Continue civil and systems construction activities.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 2,771,622
Prior Year TIP	\$ 2,771,622
Current Year TIP	\$ 2,771,622

In Service Year	
Baseline	2024
Prior Year	2024
Current Year	2024

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 2,315,142
Prior Year Cost Estimate	\$ 1,973,123
Current Year Cost Estimate	\$ 1,973,123

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Snohomish	1,145,015	235,360	94,254	13,320	25,356	0	0	0	1,513,306	
North King	952,082	195,703	78,373	11,075	21,083	0	0	0	1,258,316	
SUBAREA ALLOCATION TOTAL	\$ 2,097,098	\$ 431,063	\$ 172,627	\$ 24,395	\$ 46,439	\$ 0	\$ 0	\$ 0	\$ 2,771,622	

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	60,594	10,000	12,509	7,096	7,965	0	0	0	98,164	
(20) PRELIM ENGINEERING/ENV REVIEW	39,053	0	0	0	1	0	0	0	39,054	
(30) FINAL DESIGN+SPECIFICATIONS	147,872	7,600	4,436	195	4,059	0	0	0	164,162	
(35) THIRD PARTY	12,326	1,643	1,934	1,171	526	0	0	0	17,600	
(40) ROW ACQUISITION+PERMITS	179,430	4,678	4,300	0	30,645	0	0	0	219,053	
(50) CONSTRUCTION	1,562,587	373,512	128,135	9,945	3,174	0	0	0	2,077,353	
(55) CONSTRUCTION SERVICES	95,210	24,408	13,361	5,988	69	0	0	0	139,036	
(80) SYSTEM TESTING+STARTUP	25	9,222	7,953	0	0	0	0	0	17,200	
TOTAL PHASES	\$ 2,097,098	\$ 431,063	\$ 172,627	\$ 24,395	\$ 46,439	\$ 0	\$ 0	\$ 0	\$ 2,771,622	

SYSTEM EXPANSION
T4X199

NORTHGATE LINK EXT PROJ RESERV

LINK
Managed by: DEC

Scope: Project reserve created for the Northgate Link Extension that, if required, can be directed to mitigate budget risks associated with project construction. Funding for the reserve originated from unused funds in the project reserve that was set up for the Initial Segment. The project reserve cannot be used for additional scope and its use requires super-majority approval by the Board.

Changes to authorized allocation: None.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	50,000
Prior Year TIP	\$	50,000
Current Year TIP	\$	50,000

In Service Year	
Baseline	2021
Prior Year	2021
Current Year	2021

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	0
Prior Year Cost Estimate	\$	0
Current Year Cost Estimate	\$	0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	0	0	0	0	0	0	0	50,000	50,000
SUBAREA ALLOCATION TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	50,000 \$	50,000
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(90) CONTINGENCY	0	0	0	0	0	0	0	50,000	50,000
TOTAL PHASES	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	50,000 \$	50,000

SYSTEM EXPANSION
T4X200

UNIVERSITY LINK EXTENSION

LINK
Managed by: DEC

Scope: Plan, design, and construct a 3.15 mile extension of light rail from Westlake Center to the University of Washington via tunnel. Stations will be located at Capitol Hill and the University of Washington.

Changes to authorized allocation: None.

Budget year activities: Project closeout activities.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 1,756,007
Prior Year TIP	\$ 1,756,007
Current Year TIP	\$ 1,756,007

In Service Year	
Baseline	2016
Prior Year	2016
Current Year	2016

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	1,513,553	500	2,541	0	0	0	0	239,413	1,756,007
SUBAREA ALLOCATION TOTAL	\$ 1,513,553	\$ 500	\$ 2,541	\$ 0	\$ 0	\$ 0	\$ 0	\$ 239,413	\$ 1,756,007

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	82,448	300	748	0	0	0	0	30,057	113,554
(20) PRELIM ENGINEERING/ENV REVIEW	24,261	0	0	0	0	0	0	0	24,261
(30) FINAL DESIGN+SPECIFICATIONS	86,773	0	0	0	0	0	0	3,535	90,308
(35) THIRD PARTY	11,314	0	0	0	0	0	0	7,332	18,646
(40) ROW ACQUISITION+PERMITS	126,428	0	0	0	0	0	0	25,904	152,332
(50) CONSTRUCTION	988,127	0	1,700	0	0	0	0	158,956	1,148,783
(55) CONSTRUCTION SERVICES	86,569	0	0	0	0	0	0	8,245	94,814
(70) VEHICLES	99,193	200	93	0	0	0	0	4,424	103,909
(80) SYSTEM TESTING+STARTUP	8,440	0	0	0	0	0	0	960	9,400
TOTAL PHASES	\$ 1,513,553	\$ 500	\$ 2,541	\$ 0	\$ 0	\$ 0	\$ 0	\$ 239,413	\$ 1,756,007

SYSTEM EXPANSION
T4X420

S 200th LINK EXTENSION

LINK
Managed by: DEC

Scope: Plan, design, and construct a 1.6 mile extension of light rail from the Sea-Tac Airport to South 200th Street in SeaTac via an elevated alignment. There will be one station at South 200th Street.

Changes to authorized allocation: None.

Budget year activities: Project closeout activities.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	383,241
Prior Year TIP	\$	330,575
Current Year TIP	\$	330,575

In Service Year		
Baseline		2016
Prior Year		2016
Current Year		2016

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	572,518
Prior Year Cost Estimate	\$	586,601
Current Year Cost Estimate	\$	586,601

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
South King	329,676	6	0	0	0	0	0	893	330,575	
SUBAREA ALLOCATION TOTAL	\$ 329,676	\$ 6	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 893	\$ 330,575	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	16,466	6	0	0	0	0	0	298	16,770	
(20) PRELIM ENGINEERING/ENV REVIEW	5,698	0	0	0	0	0	0	0	5,698	
(30) FINAL DESIGN+SPECIFICATIONS	8,767	0	0	0	0	0	0	0	8,767	
(35) THIRD PARTY	3,812	0	0	0	0	0	0	0	3,812	
(40) ROW ACQUISITION+PERMITS	38,052	0	0	0	0	0	0	310	38,361	
(50) CONSTRUCTION	238,261	0	0	0	0	0	0	286	238,547	
(55) CONSTRUCTION SERVICES	17,257	0	0	0	0	0	0	0	17,257	
(80) SYSTEM TESTING+STARTUP	1,363	0	0	0	0	0	0	0	1,363	
TOTAL PHASES	\$ 329,676	\$ 6	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 893	\$ 330,575	

SYSTEM EXPANSION
T4X445

FEDERAL WAY LINK EXTENSION

LINK
Managed by: DEC

Scope: Plan, design, and construct a 7.8 mile extension of light rail from South 200th Street in SeaTac to Federal Way Transit Center. Stations will be located at Kent-Des Moines Road in Kent, South 272nd Street in Federal Way, and the Federal Way Transit Center.

Changes to authorized allocation: None.

Budget year activities: Continue major construction work and finish up minor design activities by design-build construction contract (F200). Anticipate commencing traffic mitigation intersection improvement construction contract (F210) in mid to late 2023. Continue design-build project management and third party coordination activities with Authorities Having Jurisdiction (AHJ) and conclude property acquisitions and relocations.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	2,451,535
Prior Year TIP	\$	2,451,535
Current Year TIP	\$	2,451,535

In Service Year		
Baseline		2024
Prior Year		2024
Current Year		2024

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	1,476,498
Prior Year Cost Estimate	\$	2,095,829
Current Year Cost Estimate	\$	2,095,829

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
South King	1,304,781	410,147	213,714	362,774	160,118	0	0	0	2,451,535	
SUBAREA ALLOCATION TOTAL	\$ 1,304,781	\$ 410,147	\$ 213,714	\$ 362,774	\$ 160,118	\$ 0	\$ 0	\$ 0	\$ 2,451,535	

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	44,261	8,505	12,693	11,846	19,216	0	0	0	96,520	
(20) PRELIM ENGINEERING/ENV REVIEW	45,330	208	592	0	1	0	0	0	46,131	
(30) FINAL DESIGN+SPECIFICATIONS	3,167	802	502	620	1,045	0	0	0	6,137	
(35) THIRD PARTY	18,026	4,195	2,158	11,190	2,173	0	0	0	37,741	
(40) ROW ACQUISITION+PERMITS	220,412	12,839	17,316	3,010	85,206	0	0	0	338,783	
(50) CONSTRUCTION	899,107	344,506	158,016	294,842	52,315	0	0	0	1,748,786	
(55) CONSTRUCTION SERVICES	74,305	27,360	13,438	41,066	64	0	0	0	156,232	
(80) SYSTEM TESTING+STARTUP	174	11,732	9,000	200	99	0	0	0	21,205	
TOTAL PHASES	\$ 1,304,781	\$ 410,147	\$ 213,714	\$ 362,774	\$ 160,118	\$ 0	\$ 0	\$ 0	\$ 2,451,535	

SYSTEM EXPANSION
T4X600

EAST LINK

LINK
Managed by: DEC

Scope: Plan, design, and construct a 14 mile extension of light rail from the International District in downtown Seattle to the Overlake area of Redmond via at-grade, tunnel, and elevated alignments. Stations will be located at Judkins Park, Mercer Island, South Bellevue, East Main in Bellevue, downtown Bellevue, Wilburton, the Spring District/120th St, Bel-Red/130th Street, Overlake Village, and Redmond Technology Center.

Changes to authorized allocation: None.

Budget year activities: Continue progress to achieve substantial completion. Activities for start up, systems testing and rail activation work (includes East Link Starter Line effort). Follow up scopes such as post acceptance maintenance services and late breaking scopes.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 3,677,150
Prior Year TIP	\$ 3,677,150
Current Year TIP	\$ 3,677,150

In Service Year	
Baseline	2023
Prior Year	2023
Current Year	2023

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 4,758,912
Prior Year Cost Estimate	\$ 4,355,498
Current Year Cost Estimate	\$ 4,355,498

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	19,390	799	1,263	499	102	5	5	0	22,063
East King	3,212,338	132,399	209,246	82,671	16,941	746	746	0	3,655,087
SUBAREA ALLOCATION TOTAL	\$ 3,231,728	\$ 133,198	\$ 210,509	\$ 83,170	\$ 17,044	\$ 750	\$ 750	\$ 0	\$ 3,677,150

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	131,345	17,830	21,523	13,086	2,416	0	0	0	186,200
(20) PRELIM ENGINEERING/ENV REVIEW	54,776	0	0	0	0	0	0	0	54,776
(30) FINAL DESIGN+SPECIFICATIONS	246,642	5,447	1,582	10,203	5,014	0	0	0	268,888
(35) THIRD PARTY	35,834	2,862	6,833	4,120	0	0	0	0	49,650
(40) ROW ACQUISITION+PERMITS	279,818	768	2,139	1,172	4,619	0	0	0	288,516
(50) CONSTRUCTION	2,239,789	72,135	151,677	48,127	4,995	750	750	0	2,518,224
(55) CONSTRUCTION SERVICES	222,462	21,500	26,754	6,462	0	0	0	0	277,177
(80) SYSTEM TESTING+STARTUP	21,063	12,655	0	0	0	0	0	0	33,718
TOTAL PHASES	\$ 3,231,728	\$ 133,198	\$ 210,509	\$ 83,170	\$ 17,044	\$ 750	\$ 750	\$ 0	\$ 3,677,150

SYSTEM EXPANSION
T4X630

DOWNTOWN REDMOND LINK EXT

LINK
Managed by: DEC

Scope: Plan, design, and construct a 3.7 mile light rail extension from Overlake Transit Center to downtown Redmond. Stations will be located at southeast Redmond and downtown Redmond.

Changes to authorized allocation: None.

Budget year activities: Continue major construction of guideway/track work, stations and South Redmond Garage. Various ancillary support from Design Build Project Management and third parties such as City of Redmond, and WSDOT.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	1,530,000
Prior Year TIP	\$	1,530,000
Current Year TIP	\$	1,530,000

In Service Year	
Baseline	2024
Prior Year	2024
Current Year	2024

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	1,463,283
Prior Year Cost Estimate	\$	1,491,700
Current Year Cost Estimate	\$	1,491,700

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
East King	709,047	236,313	259,195	104,010	87,576	36,669	35,629	61,560	1,530,000	
SUBAREA ALLOCATION TOTAL	\$ 709,047	\$ 236,313	\$ 259,195	\$ 104,010	\$ 87,576	\$ 36,669	\$ 35,629	\$ 61,560	\$	1,530,000

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	23,622	6,777	9,425	9,235	7,370	2,605	11,156	6,881	77,071	
(20) PRELIM ENGINEERING/ENV REVIEW	19,404	34	309	120	793	726	626	988	23,000	
(30) FINAL DESIGN+SPECIFICATIONS	1,246	755	589	303	373	283	208	744	4,500	
(35) THIRD PARTY	7,347	1,100	1,922	1,525	1,250	1,100	550	2,206	17,000	
(40) ROW ACQUISITION+PERMITS	102,049	4,405	24,126	7,210	16,300	12,300	7,200	19,877	193,466	
(50) CONSTRUCTION	524,881	207,785	201,782	77,868	59,740	18,855	15,319	29,776	1,136,005	
(55) CONSTRUCTION SERVICES	30,432	10,500	10,654	7,750	1,750	800	570	1,089	63,545	
(80) SYSTEM TESTING+STARTUP	68	4,958	10,388	0	0	0	0	0	15,413	
TOTAL PHASES	\$ 709,047	\$ 236,313	\$ 259,195	\$ 104,010	\$ 87,576	\$ 36,669	\$ 35,629	\$ 61,560	\$	1,530,000

SYSTEM EXPANSION
TACOMA LINK
(In thousands)

Cashflow by Project (YOE \$000s)									
Project Number and Name	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(T400008) HILL TOP TACOMA LINK EXTENSION	254,712	28,034	0	0	0	0	0	0	282,746
SYSTEM EXPANSION	\$ 254,712	\$ 28,034	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	282,746

Cashflow by Subarea (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
Pierce	254,712	28,034	0	0	0	0	0	0	282,746
SUBAREA ALLOCATION TOTAL	\$ 254,712	\$ 28,034	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	282,746

Cashflow by Phase (YOE \$000s)									
Phase Number and Description	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(10) AGENCY ADMINISTRATION	23,857	5,081	0	0	0	0	0	0	28,938
(20) PRELIM ENGINEERING/ENV REVIEW	5,559	0	0	0	0	0	0	0	5,559
(30) FINAL DESIGN+SPECIFICATIONS	15,275	950	0	0	0	0	0	0	16,224
(35) THIRD PARTY	974	422	0	0	0	0	0	0	1,396
(40) ROW ACQUISITION+PERMITS	1,914	0	0	0	0	0	0	0	1,914
(50) CONSTRUCTION	151,611	10,820	0	0	0	0	0	0	162,432
(55) CONSTRUCTION SERVICES	14,467	2,192	0	0	0	0	0	0	16,659
(70) VEHICLES	34,023	6,050	0	0	0	0	0	0	40,073
(80) SYSTEM TESTING+STARTUP	7,032	2,520	0	0	0	0	0	0	9,551
TOTAL PHASES	\$ 254,712	\$ 28,034	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	282,746

SYSTEM EXPANSION
T400008

HILLTOP TACOMA LINK EXTENSION

TACOMA LINK
Managed by: DEC

Scope: Plan, design, and construct a 2.4 mile extension of light rail from the Theatre District in downtown Tacoma to the Hilltop neighborhood. This extension will add 6 new stations, 5 new vehicles and the expansion of the Tacoma Link Operations and Maintenance facility. The new stations will be located at Old City Hall, South 4th Street, Stadium District, Tacoma General Hospital, 6th Avenue Hilltop District, and St Joseph Medical Center.

Changes to authorized allocation: None.

Budget year activities: Reach substantial completion on mainline. Receive and achieve conditional acceptance of all vehicles. Commence revenue service, and begin project closeout.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	252,746
Prior Year TIP	\$	282,746
Current Year TIP	\$	282,746

In Service Year		
Baseline		2022
Prior Year		2023
Current Year		2023

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	142,265
Prior Year Cost Estimate	\$	186,663
Current Year Cost Estimate	\$	186,663

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Pierce	254,712	28,034	0	0	0	0	0	0	282,746
SUBAREA ALLOCATION TOTAL	\$ 254,712	\$ 28,034	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	282,746

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	23,857	5,081	0	0	0	0	0	0	28,938
(20) PRELIM ENGINEERING/ENV REVIEW	5,559	0	0	0	0	0	0	0	5,559
(30) FINAL DESIGN+SPECIFICATIONS	15,275	950	0	0	0	0	0	0	16,224
(35) THIRD PARTY	974	422	0	0	0	0	0	0	1,396
(40) ROW ACQUISITION+PERMITS	1,914	0	0	0	0	0	0	0	1,914
(50) CONSTRUCTION	151,611	10,820	0	0	0	0	0	0	162,432
(55) CONSTRUCTION SERVICES	14,467	2,192	0	0	0	0	0	0	16,659
(70) VEHICLES	34,023	6,050	0	0	0	0	0	0	40,073
(80) SYSTEM TESTING+STARTUP	7,032	2,520	0	0	0	0	0	0	9,551
TOTAL PHASES	\$ 254,712	\$ 28,034	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	282,746

SYSTEM EXPANSION
SOUNDER
(in thousands)

Cashflow by Project (YOE \$000s)									
Project Number and Name	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(T300004) SOUNDER MAINTENANCE BASE	10,142	1,233	15	15	15	15	15	1,518	12,968
(T300017) PUYALLUP STATION IMPROVEMENTS	75,930	3,466	1,239	0	0	0	0	1,242	81,877
(T300019) LAKEWOOD STATION IMPROVEMENTS	1,905	2,001	1,643	693	0	0	0	0	6,242
(T300021) TACOMA TRESTLE TRACK & SIGNAL	129,336	240	154	0	0	0	0	462	130,192
(T300026) SOUNDER YARD EXPANSION	16,294	5	0	0	0	0	0	1,751	18,050
(T300044) SUMNER, KENT, & AUBURN SPAI	33,418	51,505	109,808	107,530	44,756	12,634	0	0	359,650
(T300056) SOUNDER SOUTH CAPACITY EXPN	5,737	5,273	7,009	5,913	10,832	0	0	0	34,764
(T300057) SOUTH TACOMA ACCESS IMPROV	1,990	2,071	1,135	623	0	0	0	0	5,819
(T300087) EDMONDS & MUKILTEO STN P&A IMP	937	0	0	0	0	0	0	2,914	3,851
(T300136) TDS PARKING AND ACCESS IMPROV	87	34	428	0	0	0	0	0	548
(T300140) DUPONT EXTENSION	0	1,882	3,013	3,300	404	0	0	0	8,600
(T3X135) D ST - M ST TRACK & SIGNAL	152,992	100	118	0	0	0	0	5,052	158,262
(T3X206) MUKILTEO STATION-S PLATFORM	17,864	0	0	0	0	0	0	449	18,313
(T3X510) SOUNDER SOUTH EXPANDED SERVICE	200,649	43	293	43	0	0	0	539	201,567
(T7X755) SOUNDER FLEET EXPANSION	83,194	8,802	5,076	3,650	9,562	0	0	0	110,284
SYSTEM EXPANSION	\$ 730,474	\$ 76,654	\$ 129,931	\$ 121,767	\$ 65,569	\$ 12,649	\$ 15	\$ 13,927	\$ 1,150,986

Cashflow by Subarea (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
Snohomish	20,322	185	2	2	2	2	2	3,591	24,109
South King	34,430	38,261	79,672	77,594	36,042	8,806	0	921	275,727
Pierce	675,722	38,208	50,257	44,170	29,524	3,841	13	9,415	851,150
SUBAREA ALLOCATION TOTAL	\$ 730,474	\$ 76,654	\$ 129,931	\$ 121,767	\$ 65,569	\$ 12,649	\$ 15	\$ 13,927	\$ 1,150,986

Cashflow by Phase (YOE \$000s)									
Phase Number and Description	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(01) OPERATION+MAINTENANCE	256	0	0	0	0	0	0	0	256
(10) AGENCY ADMINISTRATION	39,904	9,167	9,126	7,305	6,622	2,031	15	1,940	76,110
(20) PRELIM ENGINEERING/ENV REVIEW	26,577	6,491	8,157	6,873	7,288	0	0	2,305	57,690
(30) FINAL DESIGN+SPECIFICATIONS	32,755	1,141	119	255	2,625	0	0	180	37,075
(35) THIRD PARTY	7,332	1,289	1,978	402	303	0	0	293	11,597
(40) ROW ACQUISITION+PERMITS	255,024	12,721	3,551	1,473	2,420	736	0	1,339	277,264
(50) CONSTRUCTION	253,852	31,422	94,953	94,845	34,832	6,504	0	7,341	523,748
(55) CONSTRUCTION SERVICES	22,714	5,925	6,972	7,115	4,469	3,377	0	529	51,101
(70) VEHICLES	91,015	8,499	5,076	3,500	7,009	0	0	0	115,100
(80) SYSTEM TESTING+STARTUP	1,046	0	0	0	0	0	0	0	1,046
TOTAL PHASES	\$ 730,474	\$ 76,654	\$ 129,931	\$ 121,767	\$ 65,569	\$ 12,649	\$ 15	\$ 13,927	\$ 1,150,986

SYSTEM EXPANSION
T300004

SOUNDER MAINTENANCE BASE

SOUNDER
Managed by: DEC

Scope: Plan, design, and construct a heavy rail storage and maintenance facility in support of agency rail operations.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: None.

Budget year activities: Continue property management and right of way relocation activities.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	12,968
Current Year TIP	\$	12,968

In Service Year		
Baseline		TBD
Prior Year		2034
Current Year		2034

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	258,841
Prior Year Cost Estimate	\$	218,015
Current Year Cost Estimate	\$	218,015

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Snohomish	1,521	185	2	2	2	2	2	228	1,945	
Pierce	8,621	1,048	13	13	13	13	13	1,290	11,023	
SUBAREA ALLOCATION TOTAL	\$ 10,142	\$ 1,233	\$ 15	\$ 15	\$ 15	\$ 15	\$ 15	\$ 1,518	\$ 12,968	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	2,649	115	15	15	15	15	15	726	3,565	
(20) PRELIM ENGINEERING/ENV REVIEW	3,074	200	0	0	0	0	0	191	3,465	
(40) ROW ACQUISITION+PERMITS	2,543	418	0	0	0	0	0	267	3,228	
(50) CONSTRUCTION	151	500	0	0	0	0	0	59	710	
(55) CONSTRUCTION SERVICES	1,726	0	0	0	0	0	0	274	2,000	
TOTAL PHASES	\$ 10,142	\$ 1,233	\$ 15	\$ 15	\$ 15	\$ 15	\$ 15	\$ 1,518	\$ 12,968	

SYSTEM EXPANSION
T300017

PUYALLUP STATION IMPROVEMENTS

SOUNDER
Managed by: DEC

Scope: Plan, design, and construct a parking garage and access improvements to the existing Puyallup Sounder Station for bicyclists, bus riders, and drivers.

Changes to authorized allocation: Decreased by \$473 thousand to transfer to the Environmental Remediation program to fund post-construction environmental remediation activities.

Budget year activities: Project closeout activities.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	79,100
Prior Year TIP	\$	82,350
Current Year TIP	\$	81,877

In Service Year	
Baseline	2022
Prior Year	2022
Current Year	2022

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	100,623
Prior Year Cost Estimate	\$	85,043
Current Year Cost Estimate	\$	85,043

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Pierce	75,930	3,466	1,239	0	0	0	0	1,242	81,877	
SUBAREA ALLOCATION TOTAL	\$ 75,930	\$ 3,466	\$ 1,239	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,242	\$ 81,877	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	4,962	261	132	0	0	0	0	102	5,458	
(20) PRELIM ENGINEERING/ENV REVIEW	2,618	0	0	0	0	0	0	3	2,621	
(35) THIRD PARTY	36	0	0	0	0	0	0	0	37	
(40) ROW ACQUISITION+PERMITS	6,598	0	82	0	0	0	0	0	6,681	
(50) CONSTRUCTION	56,540	2,735	1,023	0	0	0	0	1,105	61,404	
(55) CONSTRUCTION SERVICES	5,175	470	2	0	0	0	0	31	5,678	
TOTAL PHASES	\$ 75,930	\$ 3,466	\$ 1,239	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,242	\$ 81,877	

SYSTEM EXPANSION
T300019

LAKEWOOD STATION IMPROVEMENTS

SOUNDER
Managed by: PED

Scope: Plan, design, and construct a parking facility and access improvements to the existing Lakewood Sounder Station for bicyclists, bus riders, and drivers.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: Increased by \$385 thousand to support activities relating to environmental assessment, conceptual engineering, BNSF coordination, utilities coordination and ROW planning.

Budget year activities: Continue environmental assessment, conceptual engineering, and ROW planning.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 5,857
Current Year TIP	\$ 6,242

In Service Year	
Baseline	TBD
Prior Year	2032
Current Year	2032

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 60,911
Prior Year Cost Estimate	\$ 51,879
Current Year Cost Estimate	\$ 51,879

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Pierce	1,905	2,001	1,643	693	0	0	0	0	6,242
SUBAREA ALLOCATION TOTAL	\$ 1,905	\$ 2,001	\$ 1,643	\$ 693	\$ 0	\$ 0	\$ 0	\$ 0	6,242

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	719	561	613	273	0	0	0	0	2,166
(20) PRELIM ENGINEERING/ENV REVIEW	935	1,243	769	400	0	0	0	0	3,347
(35) THIRD PARTY	252	0	162	4	0	0	0	0	417
(40) ROW ACQUISITION+PERMITS	0	197	99	16	0	0	0	0	312
TOTAL PHASES	\$ 1,905	\$ 2,001	\$ 1,643	\$ 693	\$ 0	\$ 0	\$ 0	\$ 0	6,242

SYSTEM EXPANSION
T300021

TACOMA TRESTLE TRACK & SIGNAL

SOUNDER
Managed by: DEC

Scope: Plan, design, and construct a double-track replacement of the Tacoma Trestle between the Tacoma Dome and M Street in Tacoma.

Changes to authorized allocation: None.

Budget year activities: Project closeout activities.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	161,017
Prior Year TIP	\$	130,192
Current Year TIP	\$	130,192

In Service Year	
Baseline	2018
Prior Year	2019
Current Year	2019

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	109,028
Prior Year Cost Estimate	\$	206,012
Current Year Cost Estimate	\$	206,012

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Pierce	129,336	240	154	0	0	0	0	462	130,192	
SUBAREA ALLOCATION TOTAL	\$ 129,336	\$ 240	\$ 154	\$ 0	\$ 0	\$ 0	\$ 0	\$ 462	\$ 130,192	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	5,857	10	0	0	0	0	0	374	6,241	
(20) PRELIM ENGINEERING/ENV REVIEW	4,062	0	0	0	0	0	0	0	4,062	
(30) FINAL DESIGN+SPECIFICATIONS	11,249	0	0	0	0	0	0	0	11,249	
(35) THIRD PARTY	340	0	0	0	0	0	0	0	340	
(40) ROW ACQUISITION+PERMITS	6,697	230	154	0	0	0	0	64	7,145	
(50) CONSTRUCTION	95,196	0	0	0	0	0	0	25	95,221	
(55) CONSTRUCTION SERVICES	5,935	0	0	0	0	0	0	0	5,935	
TOTAL PHASES	\$ 129,336	\$ 240	\$ 154	\$ 0	\$ 0	\$ 0	\$ 0	\$ 462	\$ 130,192	

SYSTEM EXPANSION
T300026

SOUNDER YARD EXPANSION

SOUNDER
Managed by: DEC

Scope: Plan, design, and construct a heavy rail layover yard to increase storage capacity in Lakewood in support of increased passenger service.

Changes to authorized allocation: None.

Budget year activities: Project closeout activities.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	20,550
Prior Year TIP	\$	18,050
Current Year TIP	\$	18,050

In Service Year	
Baseline	2014
Prior Year	2019
Current Year	2019

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	0
Prior Year Cost Estimate	\$	28,827
Current Year Cost Estimate	\$	28,827

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
South King	8,570	3	0	0	0	0	0	921	9,494	
Pierce	7,723	2	0	0	0	0	0	830	8,556	
SUBAREA ALLOCATION TOTAL	\$ 16,294	\$ 5	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,751	\$ 18,050	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	1,361	5	0	0	0	0	0	158	1,524	
(20) PRELIM ENGINEERING/ENV REVIEW	1,208	0	0	0	0	0	0	0	1,208	
(40) ROW ACQUISITION+PERMITS	182	0	0	0	0	0	0	0	182	
(50) CONSTRUCTION	12,333	0	0	0	0	0	0	1,593	13,926	
(55) CONSTRUCTION SERVICES	1,210	0	0	0	0	0	0	0	1,210	
TOTAL PHASES	\$ 16,294	\$ 5	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,751	\$ 18,050	

SYSTEM EXPANSION
T300044

SUMNER, KENT, & AUBURN STATION PARKING & ACCESS IMPROVEMENTS (SPAI)

SOUNDER
Managed by: DEC

Scope: Plan, design, and construct station parking and access improvements (SPAI) to the existing Sumner, Kent, & Auburn Sounder Stations for bicyclists, bus riders, and drivers.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: Increased by \$299.1 million to fund all project costs including construction through project closeout as baselined.

Budget year activities: Commencement of three design-build contracts, continued right of way activities, and continued third-party costs for non-motorized improvements.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	359,650
Prior Year TIP	\$	60,530
Current Year TIP	\$	359,650

In Service Year	
Baseline	2027
Prior Year	2025
Current Year	2027

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	173,964
Prior Year Cost Estimate	\$	343,732
Current Year Cost Estimate	\$	344,004

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
South King	23,292	35,899	76,536	74,948	31,195	8,806	0	0	250,676	
Pierce	10,126	15,606	33,272	32,581	13,561	3,828	0	0	108,974	
SUBAREA ALLOCATION TOTAL	\$ 33,418	\$ 51,505	\$ 109,808	\$ 107,530	\$ 44,756	\$ 12,634	\$ 0	\$ 0	\$ 359,650	

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(01) OPERATION+MAINTENANCE	49	0	0	0	0	0	0	0	49	
(10) AGENCY ADMINISTRATION	7,948	4,889	4,829	4,756	4,611	2,016	0	0	29,050	
(20) PRELIM ENGINEERING/ENV REVIEW	8,144	0	305	0	0	0	0	0	8,449	
(30) FINAL DESIGN+SPECIFICATIONS	0	805	70	72	72	0	0	0	1,019	
(35) THIRD PARTY	5,522	1,120	1,460	30	29	0	0	0	8,161	
(40) ROW ACQUISITION+PERMITS	9,922	11,049	2,495	712	742	736	0	0	25,656	
(50) CONSTRUCTION	114	28,187	93,680	94,845	34,832	6,504	0	0	258,161	
(55) CONSTRUCTION SERVICES	1,719	5,455	6,970	7,115	4,469	3,377	0	0	29,105	
TOTAL PHASES	\$ 33,418	\$ 51,505	\$ 109,808	\$ 107,530	\$ 44,756	\$ 12,634	\$ 0	\$ 0	\$ 359,650	

SYSTEM EXPANSION
T300056

SOUNDER SOUTH CAPACITY EXPN

SOUNDER
Managed by: PED

Scope: Plan, design, and establish a capital program to improve South Sounder access, capacity, and services in response to increase in demand.

Program elements could include platform extensions, track and signal upgrades and other related infrastructure to facilitate additional capacity, and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: Increased by \$13.67 million to the project allocation. \$2.4 million for King Street Station Platform Area Improvements for conceptual engineering, environmental assessment, BNSF coordination, and ROW activities. \$5.4 million for the TR Junction to Portland Ave. track improvements for grant-funded acceleration of conceptual engineering, environmental assessment, and preliminary engineering. \$6.0 million for S. 66th St. Bridge to Pine Street track improvements for grant-funded acceleration of conceptual engineering, environment assessment, and preliminary engineering.

Budget year activities: Grant-funded acceleration of conceptual engineering, environmental assessment, and ROW planning for King Street Station, TR Junction to Portland Ave. track project and S. 66th St. Bridge to Pine Street project.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	21,091
Current Year TIP	\$	34,764

In Service Year		
Baseline		TBD
Prior Year		2046
Current Year		2046

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	1,341,736
Prior Year Cost Estimate	\$	1,290,328
Current Year Cost Estimate	\$	1,290,328

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
South King	2,567	2,360	3,137	2,646	4,847	0	0	0	15,557	
Pierce	3,170	2,913	3,872	3,267	5,985	0	0	0	19,207	
SUBAREA ALLOCATION TOTAL	\$ 5,737	\$ 5,273	\$ 7,009	\$ 5,913	\$ 10,832	\$ 0	\$ 0	\$ 0	\$ 34,764	

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(01) OPERATION+MAINTENANCE	169	0	0	0	0	0	0	0	169	
(10) AGENCY ADMINISTRATION	2,659	1,996	1,834	1,318	1,876	0	0	0	9,683	
(20) PRELIM ENGINEERING/ENV REVIEW	2,444	2,653	4,539	3,770	7,038	0	0	0	20,445	
(35) THIRD PARTY	439	144	202	270	263	0	0	0	1,318	
(40) ROW ACQUISITION+PERMITS	27	480	433	554	1,655	0	0	0	3,149	
TOTAL PHASES	\$ 5,737	\$ 5,273	\$ 7,009	\$ 5,913	\$ 10,832	\$ 0	\$ 0	\$ 0	\$ 34,764	

SYSTEM EXPANSION
T300057

SOUTH TACOMA ACCESS IMPROV

SOUNDER
Managed by: PED

Scope: Plan, design, and construct a parking facility and access improvements to the existing South Tacoma Station for bicyclists, bus riders, and drivers.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: Increased by \$378 thousand to support activities relating to environment assessment, conceptual engineering, BNSF coordination, and ROW planning.

Budget year activities: Continue environmental assessment, conceptual engineering, and ROW planning.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 5,441
Current Year TIP	\$ 5,819

In Service Year	
Baseline	TBD
Prior Year	2032
Current Year	2032

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 63,511
Prior Year Cost Estimate	\$ 53,619
Current Year Cost Estimate	\$ 53,619

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Pierce	1,990	2,071	1,135	623	0	0	0	0	5,819
SUBAREA ALLOCATION TOTAL	\$ 1,990	\$ 2,071	\$ 1,135	\$ 623	\$ 0	\$ 0	\$ 0	\$ 0	5,819

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	18	0	0	0	0	0	0	0	18
(10) AGENCY ADMINISTRATION	660	541	550	48	0	0	0	0	1,799
(20) PRELIM ENGINEERING/ENV REVIEW	1,311	1,333	436	557	0	0	0	0	3,637
(35) THIRD PARTY	0	0	50	3	0	0	0	0	53
(40) ROW ACQUISITION+PERMITS	0	197	99	16	0	0	0	0	312
TOTAL PHASES	\$ 1,990	\$ 2,071	\$ 1,135	\$ 623	\$ 0	\$ 0	\$ 0	\$ 0	5,819

SYSTEM EXPANSION
T300087

EDMONDS & MUKILTEO STN P&A IMP

SOUNDER
Managed by: PED

Scope: Plan, design, and construct system access improvements at the Mukilteo and Edmonds Sounder stations.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: None.

Budget year activities: Project on hold, no anticipated activities.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	3,851
Current Year TIP	\$	3,851

In Service Year		
Baseline		TBD
Prior Year		2034
Current Year		2034

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	56,875
Prior Year Cost Estimate	\$	56,635
Current Year Cost Estimate	\$	56,635

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Snohomish	937	0	0	0	0	0	0	2,914	3,851	
SUBAREA ALLOCATION TOTAL	\$ 937	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,914	\$ 3,851	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(01) OPERATION+MAINTENANCE	19	0	0	0	0	0	0	0	19	
(10) AGENCY ADMINISTRATION	415	0	0	0	0	0	0	547	963	
(20) PRELIM ENGINEERING/ENV REVIEW	492	0	0	0	0	0	0	2,110	2,602	
(35) THIRD PARTY	10	0	0	0	0	0	0	175	185	
(40) ROW ACQUISITION+PERMITS	0	0	0	0	0	0	0	82	82	
TOTAL PHASES	\$ 937	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,914	\$ 3,851	

SYSTEM EXPANSION
T300136

TDS PARKING AND ACCESS IMPROV

SOUNDER
Managed by: PED

Scope: Plan, design, and construct a new surface parking lot at Tacoma Dome Station to increase net parking capacity by up to 300 stalls.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: None.

Budget year activities: Commence the development of materials for the Tacoma Dome Link Extension draft EIS appendix; developing scope of work for conceptual engineering and environmental activities to begin in 2024.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	548
Current Year TIP	\$	548

In Service Year		
Baseline		TBD
Prior Year		2032
Current Year		2032

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	22,608
Prior Year Cost Estimate	\$	17,927
Current Year Cost Estimate	\$	17,927

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Pierce	87	34	428	0	0	0	0	0	548	
SUBAREA ALLOCATION TOTAL	\$ 87	\$ 34	\$ 428	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 548	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	9	25	139	0	0	0	0	0	173	
(20) PRELIM ENGINEERING/ENV REVIEW	77	9	276	0	0	0	0	0	362	
(40) ROW ACQUISITION+PERMITS	0	0	13	0	0	0	0	0	13	
TOTAL PHASES	\$ 87	\$ 34	\$ 428	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 548	

SYSTEM EXPANSION
T300140

DUPONT EXTENSION

SOUNDER
Managed by: PED

Scope: Plan, design, and construct a Sounder service extension from Lakewood to DuPont to include two new stations at Tillicum and DuPont, second mainline track & signal improvements, layover track improvements, and ancillary improvements.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: New project of \$8.6 million for project initiation. Project initiation accelerated due to grant award.

Budget year activities: Initiate grant-funded acceleration of conceptual engineering and environmental for track & signal improvements (e.g. second main track). Develop and execute third-party agreements for planning phase only with railroad organizations that operate on Sound Transit's rail corridor.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 0
Current Year TIP	\$ 8,600

In Service Year	
Baseline	TBD
Prior Year	N/A
Current Year	2045

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 458,158
Prior Year Cost Estimate	\$ 455,682
Current Year Cost Estimate	\$ 446,423

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Pierce	0	1,882	3,013	3,300	404	0	0	0	8,600	
SUBAREA ALLOCATION TOTAL	\$ 0	\$ 1,882	\$ 3,013	\$ 3,300	\$ 404	\$ 0	\$ 0	\$ 0	\$ 8,600	

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	0	654	901	885	120	0	0	0	2,561	
(20) PRELIM ENGINEERING/ENV REVIEW	0	1,053	1,832	2,145	250	0	0	0	5,280	
(35) THIRD PARTY	0	25	105	95	11	0	0	0	236	
(40) ROW ACQUISITION+PERMITS	0	150	175	175	23	0	0	0	523	
TOTAL PHASES	\$ 0	\$ 1,882	\$ 3,013	\$ 3,300	\$ 404	\$ 0	\$ 0	\$ 0	\$ 8,600	

SYSTEM EXPANSION
T3X135

D ST - M ST TRACK & SIGNAL

SOUNDER
Managed by: DEC

Scope: Plan, design, and construct a 1.4 mile rail connection between Tacoma Dome Station and Lakewood.

Changes to authorized allocation: None.

Budget year activities: Project closeout activities.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	161,581
Prior Year TIP	\$	158,262
Current Year TIP	\$	158,262

In Service Year	
Baseline	2012
Prior Year	2019
Current Year	2019

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	0
Prior Year Cost Estimate	\$	0
Current Year Cost Estimate	\$	0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Pierce	152,992	100	118	0	0	0	0	5,052	158,262	
SUBAREA ALLOCATION TOTAL	\$ 152,992	\$ 100	\$ 118	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,052	\$ 158,262	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	8,988	100	102	0	0	0	0	0	9,190	
(20) PRELIM ENGINEERING/ENV REVIEW	1,733	0	0	0	0	0	0	0	1,733	
(30) FINAL DESIGN+SPECIFICATIONS	17,370	0	16	0	0	0	0	100	17,486	
(35) THIRD PARTY	605	0	0	0	0	0	0	0	605	
(40) ROW ACQUISITION+PERMITS	42,144	0	0	0	0	0	0	800	42,944	
(50) CONSTRUCTION	66,980	0	0	0	0	0	0	4,152	71,132	
(55) CONSTRUCTION SERVICES	5,173	0	0	0	0	0	0	0	5,173	
(70) VEHICLES	8,953	0	0	0	0	0	0	0	8,953	
(80) SYSTEM TESTING+STARTUP	1,046	0	0	0	0	0	0	0	1,046	
TOTAL PHASES	\$ 152,992	\$ 100	\$ 118	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,052	\$ 158,262	

SYSTEM EXPANSION
T3X206

MUKILTEO STATION-S PLATFORM

SOUNDER
Managed by: DEC

Scope: Construct the south platform and install stairs, elevators, and a pedestrian bridge in support of Sounder operations at Mukilteo Station.

Changes to authorized allocation: None.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	18,313
Prior Year TIP	\$	18,313
Current Year TIP	\$	18,313

In Service Year	
Baseline	2009
Prior Year	2020
Current Year	2020

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	18,388
Prior Year Cost Estimate	\$	14,973
Current Year Cost Estimate	\$	14,973

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Snohomish	17,864	0	0	0	0	0	0	449	18,313	
SUBAREA ALLOCATION TOTAL	\$ 17,864	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 449	\$ 18,313	

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	1,936	0	0	0	0	0	0	28	1,964	
(30) FINAL DESIGN+SPECIFICATIONS	2,274	0	0	0	0	0	0	60	2,334	
(35) THIRD PARTY	34	0	0	0	0	0	0	1	35	
(40) ROW ACQUISITION+PERMITS	1,720	0	0	0	0	0	0	58	1,778	
(50) CONSTRUCTION	10,123	0	0	0	0	0	0	228	10,351	
(55) CONSTRUCTION SERVICES	1,776	0	0	0	0	0	0	74	1,850	
TOTAL PHASES	\$ 17,864	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 449	\$ 18,313	

SYSTEM EXPANSION
T3X510

SOUNDER SOUTH EXPANDED SERVICE

SOUNDER
Managed by: DEC

Scope: Purchase four additional commuter rail easements between Seattle and Lakewood from Burlington Northern Santa Fe (BNSF) Railroad and ensure compliance with federal and state environmental and mitigation requirements.

Changes to authorized allocation: None.

Budget year activities: Continuation of King County required maintenance and observation of the fish passage culvert.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	201,567
Current Year TIP	\$	201,567

In Service Year		
Baseline		N/A
Prior Year		2020
Current Year		2020

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	365,874
Prior Year Cost Estimate	\$	465,732
Current Year Cost Estimate	\$	465,732

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Pierce	200,649	43	293	43	0	0	0	539	201,567	
SUBAREA ALLOCATION TOTAL	\$ 200,649	\$ 43	\$ 293	\$ 43	\$ 0	\$ 0	\$ 0	\$ 539	\$ 201,567	

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	1,690	10	10	10	0	0	0	5	1,725	
(20) PRELIM ENGINEERING/ENV REVIEW	479	0	0	0	0	0	0	0	479	
(30) FINAL DESIGN+SPECIFICATIONS	780	33	33	33	0	0	0	21	900	
(35) THIRD PARTY	93	0	0	0	0	0	0	117	210	
(40) ROW ACQUISITION+PERMITS	185,192	0	0	0	0	0	0	68	185,260	
(50) CONSTRUCTION	12,414	0	250	0	0	0	0	179	12,843	
(55) CONSTRUCTION SERVICES	0	0	0	0	0	0	0	150	150	
TOTAL PHASES	\$ 200,649	\$ 43	\$ 293	\$ 43	\$ 0	\$ 0	\$ 0	\$ 539	\$ 201,567	

SYSTEM EXPANSION
T7X755

SOUNDER FLEET EXPANSION

SOUNDER
Managed by: OPS

Scope: Procure, accept, and test locomotives, coaches, and cab cars to support additional trips between Seattle and Lakewood stations.

Changes to authorized allocation: None.

Budget year activities: Milestone 4 payment and acceptance of 3 cab cars and 8 coaches delivered in 2023.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	110,284
Current Year TIP	\$	110,284

In Service Year		
Baseline		N/A
Prior Year		2046
Current Year		2046

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	47,864
Prior Year Cost Estimate	\$	59,901
Current Year Cost Estimate	\$	59,901

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Pierce	83,194	8,802	5,076	3,650	9,562	0	0	0	110,284	
SUBAREA ALLOCATION TOTAL	\$ 83,194	\$ 8,802	\$ 5,076	\$ 3,650	\$ 9,562	\$ 0	\$ 0	\$ 0	\$ 110,284	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	50	0	0	0	0	0	0	0	50	
(30) FINAL DESIGN+SPECIFICATIONS	1,081	303	0	150	2,553	0	0	0	4,087	
(70) VEHICLES	82,062	8,499	5,076	3,500	7,009	0	0	0	106,147	
TOTAL PHASES	\$ 83,194	\$ 8,802	\$ 5,076	\$ 3,650	\$ 9,562	\$ 0	\$ 0	\$ 0	\$ 110,284	

SYSTEM EXPANSION
REGIONAL EXPRESS
(In thousands)

Cashflow by Project (YOE \$000s)									
Project Number and Name	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(T500005) ST EXPRESS BUS BASE	1,326	205	0	0	0	0	0	4,277	5,808
(T500086) BUS ON SHOULDER PROJECT	790	0	0	0	0	0	0	3,088	3,878
(T500110) RAPIDRIDE C and D	6,810	25,973	21,271	10,947	0	0	0	0	65,000
(T500111) PACIFIC AVE SR 7 BUS CORRIDOR	11,519	6,020	23,020	15,030	2,530	2,381	0	0	60,500
(T500117) NORTH SAMMAMISH PARK & RIDE	308	0	0	0	0	0	0	1,757	2,065
(T5X387) REX I-90 2 WAY TRANS& HOV III	200,561	2,375	3,435	2,365	1,284	0	0	0	210,020
(T700720) ST EXPRESS FLEET EXPANSION	30,791	0	0	0	7,967	7,999	0	0	46,757
SYSTEM EXPANSION	\$ 252,105	\$ 34,573	\$ 47,726	\$ 28,342	\$ 11,781	\$ 10,379	\$ 0	\$ 9,122	\$ 394,027

Cashflow by Subarea (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
Snohomish	4,357	37	0	0	996	1,000	0	1,825	8,214
North King	6,810	25,973	21,271	10,947	0	0	0	0	65,000
South King	3,781	24	0	0	868	872	0	1,555	7,100
East King	223,778	2,470	3,435	2,365	7,052	5,791	0	3,746	248,637
Pierce	13,379	6,069	23,020	15,030	2,865	2,716	0	1,996	65,075
SUBAREA ALLOCATION TOTAL	\$ 252,105	\$ 34,573	\$ 47,726	\$ 28,342	\$ 11,781	\$ 10,379	\$ 0	\$ 9,122	\$ 394,027

Cashflow by Phase (YOE \$000s)									
Phase Number and Description	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(01) OPERATION+MAINTENANCE	68	0	0	0	0	0	0	0	68
(10) AGENCY ADMINISTRATION	3,627	173	306	593	146	361	0	1,120	6,326
(20) PRELIM ENGINEERING/ENV REVIEW	2,895	200	500	769	0	0	0	7,248	11,612
(30) FINAL DESIGN+SPECIFICATIONS	18,411	0	0	0	0	0	0	100	18,511
(35) THIRD PARTY	18,016	31,950	43,637	24,740	2,500	2,019	0	170	123,032
(40) ROW ACQUISITION+PERMITS	3	0	0	0	0	0	0	273	276
(50) CONSTRUCTION	178,294	2,250	3,282	2,240	1,167	0	0	212	187,446
(70) VEHICLES	30,791	0	0	0	7,967	7,999	0	0	46,757
TOTAL PHASES	\$ 252,105	\$ 34,573	\$ 47,726	\$ 28,342	\$ 11,781	\$ 10,379	\$ 0	\$ 9,122	\$ 394,027

SYSTEM EXPANSION
T500005

ST EXPRESS BUS BASE

REGIONAL EXPRESS
Managed by: PED

Scope: Plan, design, and construct a bus base for operating and maintaining the ST Express bus fleet.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: None.

Budget year activities: Perform electric bus study.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 5,808
Current Year TIP	\$ 5,808

In Service Year	
Baseline	TBD
Prior Year	2045
Current Year	2045

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 288,226
Prior Year Cost Estimate	\$ 211,460
Current Year Cost Estimate	\$ 211,460

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	237	37	0	0	0	0	0	766	1,040
South King	154	24	0	0	0	0	0	496	674
East King	616	95	0	0	0	0	0	1,989	2,701
Pierce	318	49	0	0	0	0	0	1,027	1,394
SUBAREA ALLOCATION TOTAL	\$ 1,326	\$ 205	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,277	\$ 5,808
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	465	5	0	0	0	0	0	374	844
(20) PRELIM ENGINEERING/ENV REVIEW	858	200	0	0	0	0	0	3,706	4,763
(40) ROW ACQUISITION+PERMITS	3	0	0	0	0	0	0	198	201
TOTAL PHASES	\$ 1,326	\$ 205	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,277	\$ 5,808

SYSTEM EXPANSION
T500086

BUS ON SHOULDER PROJECT

REGIONAL EXPRESS
Managed by: PED

Scope: Design and implement freeway shoulder improvements to enable buses to use shoulders on freeways and state route facilities during periods of congestion along I-5.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: None.

Budget year activities: Project activity deferred until 2035 following realignment decision.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	3,878
Current Year TIP	\$	3,878

In Service Year		
Baseline		N/A
Prior Year		2045
Current Year		2045

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	145,031
Prior Year Cost Estimate	\$	93,727
Current Year Cost Estimate	\$	93,727

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	271	0	0	0	0	0	0	1,059	1,330
South King	271	0	0	0	0	0	0	1,059	1,330
Pierce	248	0	0	0	0	0	0	970	1,218
SUBAREA ALLOCATION TOTAL	\$ 790	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,088	\$ 3,878

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	25	0	0	0	0	0	0	0	25
(10) AGENCY ADMINISTRATION	135	0	0	0	0	0	0	296	431
(20) PRELIM ENGINEERING/ENV REVIEW	0	0	0	0	0	0	0	2,445	2,445
(30) FINAL DESIGN+SPECIFICATIONS	0	0	0	0	0	0	0	100	100
(35) THIRD PARTY	362	0	0	0	0	0	0	10	372
(40) ROW ACQUISITION+PERMITS	0	0	0	0	0	0	0	25	25
(50) CONSTRUCTION	268	0	0	0	0	0	0	212	480
TOTAL PHASES	\$ 790	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,088	\$ 3,878

SYSTEM EXPANSION
T500110

RAPIDRIDE C and D

REGIONAL EXPRESS
Managed by: PED

Scope: Design and construct transit priority improvements along King County Metro's RapidRide C and D lines that provide service to Ballard and West Seattle to improve speed and reliability in advance of light rail operations.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: None.

Budget year activities: Enter into inter-local agreements with City of Seattle and King County Metro (KCM) to partially fund the City's Madison Street Bus Rapid Transit (BRT) project, and reimburse the City and KCM for selected and completed RapidRide C and D improvements.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	65,000
Current Year TIP	\$	65,000

In Service Year	
Baseline	N/A
Prior Year	2045
Current Year	2045

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	69,680
Prior Year Cost Estimate	\$	69,680
Current Year Cost Estimate	\$	69,680

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
North King	6,810	25,973	21,271	10,947	0	0	0	0	65,000	
SUBAREA ALLOCATION TOTAL	\$ 6,810	\$ 25,973	\$ 21,271	\$ 10,947	\$ 0	\$ 0	\$ 0	\$ 0	\$ 65,000	

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	156	23	134	438	0	0	0	0	750	
(20) PRELIM ENGINEERING/ENV REVIEW	481	0	500	769	0	0	0	0	1,750	
(35) THIRD PARTY	6,173	25,950	20,637	9,740	0	0	0	0	62,500	
TOTAL PHASES	\$ 6,810	\$ 25,973	\$ 21,271	\$ 10,947	\$ 0	\$ 0	\$ 0	\$ 0	\$ 65,000	

**SYSTEM EXPANSION
T500111****PACIFIC AVE SR 7 BUS CORRIDOR****REGIONAL EXPRESS
Managed by: PED**

Scope: Capped capital contribution to Pierce Transit for bus capital enhancements for speed, reliability and convenience along Pacific Avenue / State Route 7 (SR7) in Tacoma and Pierce County.

Changes to authorized allocation: None.

Budget year activities: Continue third party financial participation of project.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 60,500
Current Year TIP	\$ 60,500

In Service Year	
Baseline	N/A
Prior Year	2024
Current Year	2024

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 83,965
Prior Year Cost Estimate	\$ 81,832
Current Year Cost Estimate	\$ 81,832

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Pierce	11,519	6,020	23,020	15,030	2,530	2,381	0	0	60,500
SUBAREA ALLOCATION TOTAL	\$ 11,519	\$ 6,020	\$ 23,020	\$ 15,030	\$ 2,530	\$ 2,381	\$ 0	\$ 0	60,500

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	39	20	20	30	30	361	0	0	500
(35) THIRD PARTY	11,481	6,000	23,000	15,000	2,500	2,019	0	0	60,000
TOTAL PHASES	\$ 11,519	\$ 6,020	\$ 23,020	\$ 15,030	\$ 2,530	\$ 2,381	\$ 0	\$ 0	60,500

SYSTEM EXPANSION
T500117**NORTH SAMMAMISH PARK & RIDE****REGIONAL EXPRESS**
Managed by: PED

Scope: Plan, design, and construct a park and ride facility in the city of Sammamish.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: None.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 2,065
Current Year TIP	\$ 2,065

In Service Year	
Baseline	TBD
Prior Year	2045
Current Year	2045

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 28,518
Prior Year Cost Estimate	\$ 28,443
Current Year Cost Estimate	\$ 28,443

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
East King	308	0	0	0	0	0	0	1,757	2,065
SUBAREA ALLOCATION TOTAL	\$ 308	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,757	\$ 2,065
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	43	0	0	0	0	0	0	0	43
(10) AGENCY ADMINISTRATION	257	0	0	0	0	0	0	450	707
(20) PRELIM ENGINEERING/ENV REVIEW	7	0	0	0	0	0	0	1,098	1,105
(35) THIRD PARTY	0	0	0	0	0	0	0	160	160
(40) ROW ACQUISITION+PERMITS	0	0	0	0	0	0	0	50	50
TOTAL PHASES	\$ 308	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,757	\$ 2,065

SYSTEM EXPANSION
T5X387

REX I-90 2 WAY TRANS& HOV III

REGIONAL EXPRESS
Managed by: DEC

Scope: Plan, design, and construct freeway improvements to achieve reliable two-way transit and HOV operations eastbound and westbound on I-90 between 80th Avenue SE on Mercer Island and Rainier Avenue/I-5 in Seattle.

Changes to authorized allocation: None.

Budget year activities: Continue the administrative closeout process and anticipated staff cost and work progress by Mercer Island under the Settlement Agreement with Mercer Island

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 225,648
Prior Year TIP	\$ 210,020
Current Year TIP	\$ 210,020

In Service Year	
Baseline	2020
Prior Year	2019
Current Year	2019

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
East King	200,561	2,375	3,435	2,365	1,284	0	0	0	210,020
SUBAREA ALLOCATION TOTAL	\$ 200,561	\$ 2,375	\$ 3,435	\$ 2,365	\$ 1,284	\$ 0	\$ 0	\$ 0	210,020

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	2,575	125	152	125	116	0	0	0	3,094
(20) PRELIM ENGINEERING/ENV REVIEW	1,549	0	0	0	0	0	0	0	1,549
(30) FINAL DESIGN+SPECIFICATIONS	18,411	0	0	0	0	0	0	0	18,411
(50) CONSTRUCTION	178,026	2,250	3,282	2,240	1,167	0	0	0	186,966
TOTAL PHASES	\$ 200,561	\$ 2,375	\$ 3,435	\$ 2,365	\$ 1,284	\$ 0	\$ 0	\$ 0	210,020

SYSTEM EXPANSION
T700720

ST EXPRESS FLEET EXPANSION

REGIONAL EXPRESS
Managed by: OPS

Scope: Procure, accept, and commission 44 buses to support peak hour bus service demands.

Changes to authorized allocation: None.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	46,757
Current Year TIP	\$	46,757

In Service Year		
Baseline		N/A
Prior Year		2041
Current Year		2046

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	106,604
Prior Year Cost Estimate	\$	206,865
Current Year Cost Estimate	\$	206,865

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Snohomish	3,849	0	0	0	996	1,000	0	0	5,845	
South King	3,356	0	0	0	868	872	0	0	5,096	
East King	22,292	0	0	0	5,768	5,791	0	0	33,852	
Pierce	1,293	0	0	0	335	336	0	0	1,964	
SUBAREA ALLOCATION TOTAL	\$ 30,791	\$ 0	\$ 0	\$ 0	\$ 7,967	\$ 7,999	\$ 0	\$ 0	\$ 46,757	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(70) VEHICLES	30,791	0	0	0	7,967	7,999	0	0	46,757	
TOTAL PHASES	\$ 30,791	\$ 0	\$ 0	\$ 0	\$ 7,967	\$ 7,999	\$ 0	\$ 0	\$ 46,757	

SYSTEM EXPANSION

STRIDE

(in thousands)

Cashflow by Project (YOE \$000s)									
Project Number and Name	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(T500050) I-405 BRT	133,510	167,828	211,201	185,868	167,976	0	0	0	866,382
(T500051) SR 522-NE 145th ST BRT	66,064	82,341	65,649	30,094	6,500	0	0	0	250,648
(T500070) BRT MAINTENANCE BASE	46,241	23,921	117,574	75,000	20,300	0	0	0	283,036
SYSTEM EXPANSION	\$ 245,815	\$ 274,090	\$ 394,424	\$ 290,961	\$ 194,776	\$ 0	\$ 0	\$ 0	\$ 1,400,067

Cashflow by Subarea (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
Snohomish	5,932	6,328	10,850	8,609	6,213	0	0	0	37,931
North King	37,525	46,770	37,289	17,093	3,692	0	0	0	142,368
South King	37,029	39,500	67,728	53,739	38,785	0	0	0	236,780
East King	165,330	181,492	278,558	211,521	146,086	0	0	0	982,987
SUBAREA ALLOCATION TOTAL	\$ 245,815	\$ 274,090	\$ 394,424	\$ 290,961	\$ 194,776	\$ 0	\$ 0	\$ 0	\$ 1,400,067

Cashflow by Phase (YOE \$000s)									
Phase Number and Description	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(10) AGENCY ADMINISTRATION	30,790	18,405	4,006	0	0	0	0	0	53,201
(20) PRELIM ENGINEERING/ENV REVIEW	53,866	4,064	2,895	0	0	0	0	0	60,825
(30) FINAL DESIGN+SPECIFICATIONS	20,166	43,577	20,597	0	0	0	0	0	84,340
(35) THIRD PARTY	1,744	3,238	8,257	0	0	0	0	0	13,239
(40) ROW ACQUISITION+PERMITS	66,585	63,983	45,607	3,014	0	0	0	0	179,189
(50) CONSTRUCTION	72,391	138,479	309,852	217,548	177,176	0	0	0	915,445
(55) CONSTRUCTION SERVICES	274	2,344	3,210	0	0	0	0	0	5,828
(70) VEHICLES	0	0	0	70,400	17,600	0	0	0	88,000
TOTAL PHASES	\$ 245,815	\$ 274,090	\$ 394,424	\$ 290,961	\$ 194,776	\$ 0	\$ 0	\$ 0	\$ 1,400,067

SYSTEM EXPANSION
T500050

I-405 BRT

STRIDE
Managed by: DEC

Scope: Plan, design, and launch a Bus Rapid Transit (BRT) system from the Lynnwood Transit Center to the Burien Transit Center via I-5, I-405, and SR 518, to include new and upgraded transit centers, flyer stops, new park-and-ride capacity, and access improvements to the stations.

Realignment Update: The following parking components are part of the I-405 BRT project, but delivery is deferred, per Board Resolution R2021-05: NE 44th (2034), Renton Transit Center (2034), and Kingsgate (2035).

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: Increased by \$162 million to fund an additional year of staff time, final design, WSDOT Agreement for Tukwila International Blvd. Station, ST contribution to City of Renton Park & Ride, re-establish construction unallocated contingency, and vehicle procurement.

Budget year activities: Completion of FD, continue construction by WSDOT (NE 44th, NE 85th Interchange and Brickyard to SR 527), execute agreements with WSDOT (TIBS) and City of Renton (P&R), begin procurement for station fit up and buses and acquisition of easements along the corridor.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	703,930
Current Year TIP	\$	866,382

In Service Year		
Baseline		TBD
Prior Year		2026
Current Year		2027

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	1,224,556
Prior Year Cost Estimate	\$	1,245,529
Current Year Cost Estimate	\$	1,245,529

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	4,406	5,538	6,970	6,134	5,543	0	0	0	28,591
South King	27,503	34,573	43,507	38,289	34,603	0	0	0	178,475
East King	101,601	127,717	160,724	141,445	127,830	0	0	0	659,317
SUBAREA ALLOCATION TOTAL	\$ 133,510	\$ 167,828	\$ 211,201	\$ 185,868	\$ 167,976	\$ 0	\$ 0	\$ 0	866,382

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	14,833	7,770	1,611	0	0	0	0	0	24,214
(20) PRELIM ENGINEERING/ENV REVIEW	37,069	4,044	2,345	0	0	0	0	0	43,458
(30) FINAL DESIGN+SPECIFICATIONS	3,984	14,087	3,294	0	0	0	0	0	21,365
(35) THIRD PARTY	839	835	2,974	0	0	0	0	0	4,647
(40) ROW ACQUISITION+PERMITS	28,601	9,179	8,903	420	0	0	0	0	47,103
(50) CONSTRUCTION	47,909	129,819	191,627	139,048	156,376	0	0	0	664,779
(55) CONSTRUCTION SERVICES	274	2,094	448	0	0	0	0	0	2,816
(70) VEHICLES	0	0	0	46,400	11,600	0	0	0	58,000
TOTAL PHASES	\$ 133,510	\$ 167,828	\$ 211,201	\$ 185,868	\$ 167,976	\$ 0	\$ 0	\$ 0	866,382

SYSTEM EXPANSION
T500051**SR 522-NE 145th ST BRT****STRIDE**
Managed by: DEC

Scope: Plan, design, and launch a Bus Rapid Transit (BRT) system from the South Shoreline light rail station to UW Bothell campus with connecting service to Woodinville, including park and ride, access improvements, and transit centers.

Realignment Update: The following parking components are part of the SR 522/NE 145th BRT project, but delivery is deferred, per Board Resolution R2021-05: Lake Forest Park Town Center (2044), Kenmore (2034), and Downtown Bothell (2034).

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: Increased by \$41 million primarily to fund an additional year of staff time, final design, and vehicle fleet procurement.

Budget year activities: Completion of FD, continue construction of Shoreline roundabout, UW Bothell, Bothell NE 185th street rebuild, continue procurement process of Bus Operating Technology, start procurement of vehicle fleet, and continue ROW acquisition.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 209,128
Current Year TIP	\$ 250,648

In Service Year	
Baseline	TBD
Prior Year	2027
Current Year	2027

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 570,609
Prior Year Cost Estimate	\$ 650,766
Current Year Cost Estimate	\$ 651,101

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	37,525	46,770	37,289	17,093	3,692	0	0	0	142,368
East King	28,540	35,571	28,361	13,000	2,808	0	0	0	108,280
SUBAREA ALLOCATION TOTAL	\$ 66,064	\$ 82,341	\$ 65,649	\$ 30,094	\$ 6,500	\$ 0	\$ 0	\$ 0	250,648
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	11,231	6,257	1,331	0	0	0	0	0	18,819
(20) PRELIM ENGINEERING/ENV REVIEW	15,275	0	207	0	0	0	0	0	15,482
(30) FINAL DESIGN+SPECIFICATIONS	11,589	16,984	12,976	0	0	0	0	0	41,549
(35) THIRD PARTY	799	1,887	5,210	0	0	0	0	0	7,896
(40) ROW ACQUISITION+PERMITS	2,688	48,854	30,263	2,594	0	0	0	0	84,399
(50) CONSTRUCTION	24,482	8,359	14,150	3,500	500	0	0	0	50,991
(55) CONSTRUCTION SERVICES	0	0	1,512	0	0	0	0	0	1,512
(70) VEHICLES	0	0	0	24,000	6,000	0	0	0	30,000
TOTAL PHASES	\$ 66,064	\$ 82,341	\$ 65,649	\$ 30,094	\$ 6,500	\$ 0	\$ 0	\$ 0	250,648

SYSTEM EXPANSION
T500070

BRT MAINTENANCE BASE

STRIDE
Managed by: DEC

Scope: Design, build, and construct a storage and maintenance bus base in support of the bus rapid transit program and regional express buses accommodating up to 120 buses.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: Increased by \$219 million primarily to fund an additional year of staff time, FD, procurement of Bus Base North construction and some Construction UAC.

Budget year activities: Completion of final design and preliminary engineering activities, begin procurement process for Bus Base North construction services.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 64,011
Current Year TIP	\$ 283,036

In Service Year	
Baseline	TBD
Prior Year	2025
Current Year	2026

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 231,478
Prior Year Cost Estimate	\$ 350,300
Current Year Cost Estimate	\$ 349,743

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	1,526	789	3,880	2,475	670	0	0	0	9,340
South King	9,526	4,928	24,220	15,450	4,182	0	0	0	58,306
East King	35,190	18,204	89,474	57,075	15,448	0	0	0	215,391
SUBAREA ALLOCATION TOTAL	\$ 46,241	\$ 23,921	\$ 117,574	\$ 75,000	\$ 20,300	\$ 0	\$ 0	\$ 0	283,036

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	4,726	4,378	1,064	0	0	0	0	0	10,168
(20) PRELIM ENGINEERING/ENV REVIEW	1,522	20	343	0	0	0	0	0	1,885
(30) FINAL DESIGN+SPECIFICATIONS	4,592	12,507	4,328	0	0	0	0	0	21,426
(35) THIRD PARTY	106	516	73	0	0	0	0	0	696
(40) ROW ACQUISITION+PERMITS	35,296	5,950	6,441	0	0	0	0	0	47,687
(50) CONSTRUCTION	0	300	104,075	75,000	20,300	0	0	0	199,675
(55) CONSTRUCTION SERVICES	0	250	1,250	0	0	0	0	0	1,500
TOTAL PHASES	\$ 46,241	\$ 23,921	\$ 117,574	\$ 75,000	\$ 20,300	\$ 0	\$ 0	\$ 0	283,036

**SYSTEM EXPANSION
OTHER PROJECTS**
(in thousands)

Cashflow by Project (YOE \$000s)									
Project Number and Name	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(T5X410) RESEARCH & TECHNOLOGY	15,539	325	3,956	0	0	0	0	0	19,820
(T600016) FARE ADMINISTRATION	4,525	3,293	2,315	2,104	1,833	888	0	0	14,959
(T600025) ENVIRONMENTAL MITIGAT'N MONITR	826	61	31	31	29	30	32	436	1,476
(T600038) ORCA NEXT GENERATION	21,448	3,515	894	5,666	0	0	0	0	31,523
(T600073) TRANSIT SYSTEM ACCESS PROGRAM	15,573	12,700	10,700	8,700	4,550	3,050	2,950	83,916	142,139
(T600076) INNOVATION & TECHNOLOGY PROG	7,369	4,585	5,786	3,133	2,763	2,263	2,263	79,586	107,747
(T600132) EFFICIENCY & SUSTAINABILITY	230	1,958	1,460	1,410	1,410	1,410	1,310	15,812	25,000
(T600143) ENVIRONMENTAL REMEDIATION	806	773	700	500	500	69	625	0	3,973
(T600668) Start OPERATIONS & MAINTENANCE	2,239	299	260	187	201	218	237	15,704	19,344
(T6X668) ST ART	35,334	7,096	3,857	5,433	8,319	7,220	8,535	85,727	161,521
(T804100) TOD PROPERTY DISPOSITION	10,394	0	0	0	0	0	0	1,221	11,615
(T804302) TOD PLANNING PROGRAM CAPITAL	2,727	2,875	3,300	3,500	3,500	2,958	1,869	9,442	30,171
(T809100) ST3 PLANNING	31,058	2,751	2,330	1,015	1,015	552	0	2,803	41,525
SYSTEM EXPANSION	\$ 148,068	\$ 40,230	\$ 35,588	\$ 31,679	\$ 24,119	\$ 18,657	\$ 17,822	\$ 294,649	\$ 610,812

Cashflow by Subarea (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
Snohomish	11,743	4,220	3,075	3,014	2,839	2,295	2,577	39,763	69,525
North King	25,669	5,548	4,084	3,938	3,985	2,926	3,866	48,657	98,673
South King	6,512	3,146	2,475	2,191	1,582	1,200	1,284	24,843	43,233
East King	11,361	4,157	3,040	2,968	2,771	2,235	2,506	38,941	67,979
Pierce	9,886	3,858	2,873	2,739	2,422	1,931	2,147	34,801	60,658
Systemwide	82,896	19,301	20,040	16,828	10,521	8,071	5,442	107,644	270,744
SUBAREA ALLOCATION TOTAL	\$ 148,068	\$ 40,230	\$ 35,588	\$ 31,679	\$ 24,119	\$ 18,657	\$ 17,822	\$ 294,649	\$ 610,812

Cashflow by Phase (YOE \$000s)									
Phase Number and Description	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(01) OPERATION+MAINTENANCE	24,979	8,646	7,988	7,453	7,180	5,262	3,543	36,859	101,910
(02) OPERATION+MAINTENANCE-AGENCY	2,239	299	260	187	201	218	237	15,704	19,344
(09) ADMIN CAPITAL	1,527	0	0	0	0	0	0	0	1,527
(10) AGENCY ADMINISTRATION	14,854	5,297	3,034	1,967	1,785	1,789	1,514	15,013	45,254
(20) PRELIM ENGINEERING/ENV REVIEW	26,082	4,653	7,827	3,014	2,664	1,701	1,465	63,379	110,785
(26) RESEARCH+TECHNOLOGY	28,250	3,129	1,566	5,666	0	0	0	0	38,611
(30) FINAL DESIGN+SPECIFICATIONS	0	200	150	150	150	150	50	2,918	3,768
(35) THIRD PARTY	14,302	12,815	10,815	8,000	4,000	2,500	2,500	68,700	123,632
(40) ROW ACQUISITION+PERMITS	4,047	0	0	0	0	0	0	0	4,047
(50) CONSTRUCTION	1,090	1,450	950	900	900	900	900	14,587	21,677
(61) ART	30,698	3,742	2,999	4,341	7,240	6,137	7,613	77,489	140,259
TOTAL PHASES	\$ 148,068	\$ 40,230	\$ 35,588	\$ 31,679	\$ 24,119	\$ 18,657	\$ 17,822	\$ 294,649	\$ 610,812

SYSTEM EXPANSION
T5X410

RESEARCH & TECHNOLOGY

OTHER PROJECTS
Managed by: ITS

Scope: Assess current implementation of the technology network, including capacity constraints, assess the new desired state as dictated by ST3, and develop a roadmap that provides remediation of design concerns, state of good repair for aging components, system expansion needs, and support for a new, ongoing operational model for network support.

Changes to authorized allocation: None.

Budget year activities: Emergent technology needs to support PSO applications. Discovery work for Enterprise Architecture team.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 19,820
Current Year TIP	\$ 19,820

In Service Year	
Baseline	N/A
Prior Year	2023
Current Year	2023

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Systemwide	15,539	325	3,956	0	0	0	0	0	19,820	
SUBAREA ALLOCATION TOTAL	\$ 15,539	\$ 325	\$ 3,956	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 19,820	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(01) OPERATION+MAINTENANCE	5,405	325	324	0	0	0	0	0	6,054	
(09) ADMIN CAPITAL	1,527	0	0	0	0	0	0	0	1,527	
(10) AGENCY ADMINISTRATION	202	0	521	0	0	0	0	0	723	
(20) PRELIM ENGINEERING/ENV REVIEW	120	0	2,103	0	0	0	0	0	2,223	
(26) RESEARCH+TECHNOLOGY	8,285	0	1,008	0	0	0	0	0	9,293	
TOTAL PHASES	\$ 15,539	\$ 325	\$ 3,956	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 19,820	

SYSTEM EXPANSION
T600016

FARE ADMINISTRATION

OTHER PROJECTS
Managed by: FIN

Scope: Manage the fares, pricing, and fare collection program for Sound Transit. Provide funding for the maintenance, upgrade, and installation of the existing regional smart card system (ORCA).

Additional elements of the program include monitoring fare revenues, tracking performance, and establishing pricing for cash fares, retail passes, and business accounts - includes managing the fare change process, administering the Sound Transit Fare Policy, and maintaining fare elasticity and revenue projection models.

Changes to authorized allocation: None.

Budget year activities: Management of fares program including implementation of fare changes, expanding outreach of the ORCA LIFT & Subsidized Annual Pass pilot, administration of Subsidized Annual Pass pilot, and Sound Transit-specific promotions of ORCA next generation system enhancements.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	14,959
Current Year TIP	\$	14,959

In Service Year		
Baseline		N/A
Prior Year		2026
Current Year		2041

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	0
Prior Year Cost Estimate	\$	0
Current Year Cost Estimate	\$	0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Systemwide	4,525	3,293	2,315	2,104	1,833	888	0	0	14,959	
SUBAREA ALLOCATION TOTAL	\$ 4,525	\$ 3,293	\$ 2,315	\$ 2,104	\$ 1,833	\$ 888	\$ 0	\$ 0	\$ 14,959	

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(01) OPERATION+MAINTENANCE	3,817	3,293	2,315	2,104	1,833	888	0	0	14,251	
(26) RESEARCH+TECHNOLOGY	708	0	0	0	0	0	0	0	708	
TOTAL PHASES	\$ 4,525	\$ 3,293	\$ 2,315	\$ 2,104	\$ 1,833	\$ 888	\$ 0	\$ 0	\$ 14,959	

SYSTEM EXPANSION
T600025

ENVIRONMENTAL MITIGAT'N MONITR

OTHER PROJECTS
Managed by: PED

Scope: Monitor and maintain post-construction environmental mitigation including wetland hydrology, plant establishment, bird management and other site features. Duration depends upon permit conditions and may be 10 years or may last for the life of the property.

Changes to authorized allocation: None.

Budget year activities: Perform maintenance activities including weeding, plant replacement, and other minor maintenance work. Primarily focused on Tacoma Trestle & Central Link Tukwila segments.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 1,476
Current Year TIP	\$ 1,476

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	145	11	5	5	5	5	6	76	258
South King	512	38	19	19	18	18	20	270	915
East King	48	4	2	2	2	2	2	25	86
Pierce	121	9	5	5	4	4	5	64	217
SUBAREA ALLOCATION TOTAL	\$ 826	\$ 61	\$ 31	\$ 31	\$ 29	\$ 30	\$ 32	\$ 436	1,476
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	826	61	31	31	29	30	32	436	1,476
TOTAL PHASES	\$ 826	\$ 61	\$ 31	\$ 31	\$ 29	\$ 30	\$ 32	\$ 436	1,476

SYSTEM EXPANSION
T600038

ORCA NEXT GENERATION

OTHER PROJECTS
Managed by: FIN

Scope: Funding for Sound Transit's share of costs related to the planning, development, and implementation of a next generation ORCA fare collection system.

Changes to authorized allocation: None.

Budget year activities: Complete transition activities from Legacy to next generation ORCA including installation of new fare collection equipment, training, and back-end systems. Final testing of the DARE (Data Access and Reporting) data warehouse and complete transition of data.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 31,523
Current Year TIP	\$ 31,523

In Service Year	
Baseline	N/A
Prior Year	2023
Current Year	2024

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Systemwide	21,448	3,515	894	5,666	0	0	0	0	31,523	
SUBAREA ALLOCATION TOTAL	\$ 21,448	\$ 3,515	\$ 894	\$ 5,666	\$ 0	\$ 0	\$ 0	\$ 0	\$ 31,523	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	1,579	336	336	0	0	0	0	0	2,251	
(26) RESEARCH+TECHNOLOGY	19,257	3,129	558	5,666	0	0	0	0	28,609	
(50) CONSTRUCTION	612	50	0	0	0	0	0	0	662	
TOTAL PHASES	\$ 21,448	\$ 3,515	\$ 894	\$ 5,666	\$ 0	\$ 0	\$ 0	\$ 0	\$ 31,523	

SYSTEM EXPANSION
T600073

TRANSIT SYSTEM ACCESS PROGRAM

OTHER PROJECTS
Managed by: PED

Scope: Invest in additional non-motorized, transit, and pick-up/drop-off access improvements at and around Sound Transit passenger facilities, in partnership with host jurisdictions and operating partners.

Changes to authorized allocation: None.

Budget year activities: Negotiate funding agreements, process reimbursement invoices, monitor project progress, and close out completed projects related to the System Access Fund. Conduct various planning and design activities using consultant resources.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	142,139
Current Year TIP	\$	142,139

In Service Year		
Baseline		N/A
Prior Year		2046
Current Year		2046

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	131,093
Prior Year Cost Estimate	\$	131,093
Current Year Cost Estimate	\$	131,093

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Snohomish	3,115	2,540	2,140	1,740	910	610	590	16,783	28,428	
North King	3,115	2,540	2,140	1,740	910	610	590	16,783	28,428	
South King	3,115	2,540	2,140	1,740	910	610	590	16,783	28,428	
East King	3,115	2,540	2,140	1,740	910	610	590	16,783	28,428	
Pierce	3,115	2,540	2,140	1,740	910	610	590	16,783	28,428	
SUBAREA ALLOCATION TOTAL	\$ 15,573	\$ 12,700	\$ 10,700	\$ 8,700	\$ 4,550	\$ 3,050	\$ 2,950	\$ 83,916	\$ 142,139	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(01) OPERATION+MAINTENANCE	1,628	0	0	0	0	0	0	1,068	2,696	
(10) AGENCY ADMINISTRATION	857	300	300	300	300	300	300	4,747	7,404	
(20) PRELIM ENGINEERING/ENV REVIEW	172	400	400	400	250	250	150	4,278	6,300	
(35) THIRD PARTY	12,915	12,000	10,000	8,000	4,000	2,500	2,500	68,070	119,985	
(50) CONSTRUCTION	0	0	0	0	0	0	0	5,754	5,754	
TOTAL PHASES	\$ 15,573	\$ 12,700	\$ 10,700	\$ 8,700	\$ 4,550	\$ 3,050	\$ 2,950	\$ 83,916	\$ 142,139	

SYSTEM EXPANSION
T600076**INNOVATION & TECHNOLOGY PROG****OTHER PROJECTS**
Managed by: EXE

Scope: Research, analysis, and implementation of innovative best practices, partnership and technologies to increase ridership, improve service, and enhance efficiency of regional mobility outside of new investments in large capital projects.

Changes to authorized allocation: None.

Budget year activities: Continue research and analysis of passenger facing technology, program development, data and analytics projects, mobility partnership projects, grant projects, and user-centered design.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	107,747
Current Year TIP	\$	107,747

In Service Year		
Baseline		N/A
Prior Year		2046
Current Year		2046

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	98,320
Prior Year Cost Estimate	\$	98,320
Current Year Cost Estimate	\$	98,320

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	7,369	4,585	5,786	3,133	2,763	2,263	2,263	79,586	107,747
SUBAREA ALLOCATION TOTAL	\$ 7,369	\$ 4,585	\$ 5,786	\$ 3,133	\$ 2,763	\$ 2,263	\$ 2,263	\$ 79,586	\$ 107,747

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	6,959	1,060	1,058	1,058	1,058	1,058	1,058	21,862	35,170
(10) AGENCY ADMINISTRATION	307	1,192	904	461	291	291	291	1,693	5,431
(20) PRELIM ENGINEERING/ENV REVIEW	103	2,332	3,824	1,614	1,414	914	914	56,031	67,146
TOTAL PHASES	\$ 7,369	\$ 4,585	\$ 5,786	\$ 3,133	\$ 2,763	\$ 2,263	\$ 2,263	\$ 79,586	\$ 107,747

SYSTEM EXPANSION
T600132

EFFICIENCY & SUSTAINABILITY

OTHER PROJECTS
Managed by: PED

Scope: System-wide resource conservation and pollution mitigation projects, with a focus on projects that reduce long-term operations & maintenance, utility and fuel costs. These projects will be focused on existing facilities and system wide improvements that provide resource conservation opportunities across new and existing facilities. The resource efficiency projects developed in this program will be managed by agency staff and planned, designed and constructed by consultants.

Changes to authorized allocation: None.

Budget year activities: Assess and prioritize energy efficiency audits, renewable energy assessments, and resource efficiency improvements in the PEPD Department and the Operations Department. Lighting upgrades (switching to LED bulbs).

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 25,000
Current Year TIP	\$ 25,000

In Service Year	
Baseline	N/A
Prior Year	2046
Current Year	2046

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	230	1,958	1,460	1,410	1,410	1,410	1,310	15,812	25,000
SUBAREA ALLOCATION TOTAL	\$ 230	\$ 1,958	\$ 1,460	\$ 1,410	\$ 1,410	\$ 1,410	\$ 1,310	\$ 15,812	\$ 25,000

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	61	258	260	260	260	260	260	2,830	4,449
(20) PRELIM ENGINEERING/ENV REVIEW	168	100	100	100	100	100	100	1,232	2,000
(30) FINAL DESIGN+SPECIFICATIONS	0	200	150	150	150	150	50	2,918	3,768
(50) CONSTRUCTION	0	1,400	950	900	900	900	900	8,833	14,783
TOTAL PHASES	\$ 230	\$ 1,958	\$ 1,460	\$ 1,410	\$ 1,410	\$ 1,410	\$ 1,310	\$ 15,812	\$ 25,000

SYSTEM EXPANSION
T600143

ENVIRONMENTAL REMEDIATION

OTHER PROJECTS
Managed by: PED

Scope: In compliance with the Model Toxics Control Act, prepare and prioritize further evaluation for site remediation clean-up strategy and/or administrative closure of ten sites which require identification of data gaps, conducting additional investigation and/or remediation design where appropriate.

Changes to authorized allocation: Increased by \$473 thousand to address identified remediation requirements of various Sound Transit owned properties.

Budget year activities: Identification of data gaps, identification of path toward regulatory closure, conducting additional investigation and/or remediation design where appropriate on various Sound Transit owned parcels.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 3,500
Current Year TIP	\$ 3,973

In Service Year	
Baseline	N/A
Prior Year	2021
Current Year	2026

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
North King	806	773	700	500	500	69	625	0	3,973	
SUBAREA ALLOCATION TOTAL	\$ 806	\$ 773	\$ 700	\$ 500	\$ 500	\$ 69	\$ 625	\$ 0	\$ 3,973	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(01) OPERATION+MAINTENANCE	454	773	700	500	500	69	324	0	3,320	
(10) AGENCY ADMINISTRATION	1	0	0	0	0	0	0	0	1	
(20) PRELIM ENGINEERING/ENV REVIEW	351	0	0	0	0	0	301	0	652	
TOTAL PHASES	\$ 806	\$ 773	\$ 700	\$ 500	\$ 500	\$ 69	\$ 625	\$ 0	\$ 3,973	

SYSTEM EXPANSION
T600668

Start OPERATIONS & MAINTENANCE

OTHER PROJECTS
Managed by: DEC

Scope: Maintain Sound Transit installed art, including documentation, monitoring, cleaning, repair, and possible replacement.

Changes to authorized allocation: None.

Budget year activities: Redesign, repaint, and restoration works planned system-wide. Deep cleaning of DSTT artwork and regular annual cleaning. LED light upgrades.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	19,344
Current Year TIP	\$	19,344

In Service Year		
Baseline		N/A
Prior Year		2046
Current Year		2046

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	0
Prior Year Cost Estimate	\$	0
Current Year Cost Estimate	\$	0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Snohomish	506	67	59	42	45	49	54	3,546	4,368	
North King	677	90	78	57	61	66	72	4,746	5,846	
South King	172	23	20	14	15	17	18	1,206	1,486	
East King	489	65	57	41	44	47	52	3,427	4,221	
Pierce	396	53	46	33	35	38	42	2,780	3,424	
SUBAREA ALLOCATION TOTAL	\$ 2,239	\$ 299	\$ 260	\$ 187	\$ 201	\$ 218	\$ 237	\$ 15,704	\$ 19,344	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(02) OPERATION+MAINTENANCE-AGENCY	2,239	299	260	187	201	218	237	15,704	19,344	
TOTAL PHASES	\$ 2,239	\$ 299	\$ 260	\$ 187	\$ 201	\$ 218	\$ 237	\$ 15,704	\$ 19,344	

SYSTEM EXPANSION
T6X668

ST ART

OTHER PROJECTS
Managed by: DEC

Scope: Incorporate art into Sound Transit facilities reflecting the communities served and contribute to a positive experience for customers.

The Board supports a public art budget of one percent of construction costs excluding tunneling for all Sound Move, ST2, and ST3 projects.

Changes to authorized allocation: None.

Budget year activities: Fabrication and installation of art projects for East Link, Lynnwood Link, and Federal Way Link locations. Begin Sounder station design work and Bus Rapid Transit artist selections.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	161,521
Current Year TIP	\$	161,521

In Service Year		
Baseline		N/A
Prior Year		2046
Current Year		2046

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	71,096
Prior Year Cost Estimate	\$	184,716
Current Year Cost Estimate	\$	184,716

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	7,978	1,602	871	1,227	1,878	1,630	1,927	19,357	36,471
North King	10,678	2,144	1,166	1,642	2,514	2,182	2,579	25,907	48,812
South King	2,714	545	296	417	639	555	656	6,584	12,405
East King	7,710	1,548	842	1,185	1,815	1,575	1,862	18,706	35,244
Pierce	6,254	1,256	683	962	1,472	1,278	1,511	15,174	28,589
SUBAREA ALLOCATION TOTAL	\$ 35,334	\$ 7,096	\$ 3,857	\$ 5,433	\$ 8,319	\$ 7,220	\$ 8,535	\$ 85,727	\$ 161,521

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	4,636	3,354	858	1,091	1,079	1,083	923	8,238	21,262
(61) ART	30,698	3,742	2,999	4,341	7,240	6,137	7,613	77,489	140,259
TOTAL PHASES	\$ 35,334	\$ 7,096	\$ 3,857	\$ 5,433	\$ 8,319	\$ 7,220	\$ 8,535	\$ 85,727	\$ 161,521

SYSTEM EXPANSION
T804100

TOD PROPERTY DISPOSITION

OTHER PROJECTS
Managed by: PED

Scope: Provide planning and technical assistance to local jurisdictions and Sound Transit (ST) project teams to help identify and shape Transit Oriented Development (TOD) and joint development opportunities. Dispose of properties that have been declared surplus and are suitable for TOD based on size and proximity to ST transit services.

Changes to authorized allocation: None.

Budget year activities: Continue on with planned work for Federal Way Transit Center, Operations Maintenance Facility East, Surrey Downs, and balance of strategic plan/property portfolio efforts.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 11,615
Current Year TIP	\$ 11,615

In Service Year	
Baseline	N/A
Prior Year	2024
Current Year	2024

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
North King	10,394	0	0	0	0	0	0	1,221	11,615	
SUBAREA ALLOCATION TOTAL	\$ 10,394	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,221	\$ 11,615	

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(01) OPERATION+MAINTENANCE	3,101	0	0	0	0	0	0	1,221	4,322	
(10) AGENCY ADMINISTRATION	2,775	0	0	0	0	0	0	0	2,775	
(40) ROW ACQUISITION+PERMITS	4,040	0	0	0	0	0	0	0	4,040	
(50) CONSTRUCTION	477	0	0	0	0	0	0	0	477	
TOTAL PHASES	\$ 10,394	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,221	\$ 11,615	

SYSTEM EXPANSION
T804302

TOD PLANNING PROGRAM CAPITAL

OTHER PROJECTS
Managed by: PED

Scope: Support Transit Oriented Development (TOD) planning and pre-development activities needed to identify, refine, and shape the offering of TOD properties targeted by ST3 plan.

Changes to authorized allocation: None.

Budget year activities: Support Transit Oriented Development (TOD) planning and pre-development activities by developing station area guidelines document and revolving loan fund business plan.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 30,171
Current Year TIP	\$ 30,171

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2046

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 28,743
Prior Year Cost Estimate	\$ 28,743
Current Year Cost Estimate	\$ 28,743

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	2,727	2,875	3,300	3,500	3,500	2,958	1,869	9,442	30,171
SUBAREA ALLOCATION TOTAL	\$ 2,727	\$ 2,875	\$ 3,300	\$ 3,500	\$ 3,500	\$ 2,958	\$ 1,869	\$ 9,442	\$ 30,171

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	2,727	2,875	3,300	3,500	3,500	2,958	1,869	9,442	30,171
TOTAL PHASES	\$ 2,727	\$ 2,875	\$ 3,300	\$ 3,500	\$ 3,500	\$ 2,958	\$ 1,869	\$ 9,442	\$ 30,171

SYSTEM EXPANSION
T809100

ST3 PLANNING

OTHER PROJECTS
Managed by: PED

Scope: Support system expansion activities that are not corridor specific, including but not limited to ridership forecasting, operation analysis, environmental analysis, and pre-project development for future projects.

Changes to authorized allocation: None.

Budget year activities: Continue transit integration agreements with King County Metro and Community Transit. Update various agreements, forecasts, and analyses with impact of expansion program decisions. Continue legal support for storm-water mitigation issues.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	41,525
Current Year TIP	\$	41,525

In Service Year		
Baseline		N/A
Prior Year		2024
Current Year		2028

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	69,153
Prior Year Cost Estimate	\$	40,094
Current Year Cost Estimate	\$	40,094

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	31,058	2,751	2,330	1,015	1,015	552	0	2,803	41,525
SUBAREA ALLOCATION TOTAL	\$ 31,058	\$ 2,751	\$ 2,330	\$ 1,015	\$ 1,015	\$ 552	\$ 0	\$ 2,803	\$ 41,525

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	4,497	115	115	115	115	115	0	335	5,407
(20) PRELIM ENGINEERING/ENV REVIEW	25,168	1,821	1,400	900	900	437	0	1,838	32,464
(35) THIRD PARTY	1,387	815	815	0	0	0	0	630	3,647
(40) ROW ACQUISITION+PERMITS	7	0	0	0	0	0	0	0	7
TOTAL PHASES	\$ 31,058	\$ 2,751	\$ 2,330	\$ 1,015	\$ 1,015	\$ 552	\$ 0	\$ 2,803	\$ 41,525

ENHANCEMENT

All Modes
(in thousands)

Cashflow by Project (YOE \$000s)

Project Number and Name	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(T300038) SOUNDER AT GRADE	188	1	0	0	1,511	0	0	0	1,700
(T400033) LINK AT GRADE	144	1,579	1,684	0	0	0	0	0	3,406
(T400122) ESCALATOR MODERNIZATION PROG	3,044	0	0	0	0	0	0	359	3,404
(T4X340) NOISE ABATEMENT	10,734	1,174	1,020	72	0	0	0	0	13,000
(T600078) PINE STREET STUB SECURITY	33	267	0	0	0	0	0	0	300
(T600080) BIKE PARKING PROGRAM	3,458	1,400	1,160	330	330	330	330	2,365	9,703
(T600084) DIGITAL PASSENGER INFO SYSTEM	12,931	16,000	10,184	3,805	3,342	1,110	0	2,203	49,576
(T600085) SODO MLK HAZARD MITIGATION	1,117	1,364	655	0	0	0	0	0	3,136
(T600133) PARKING MANAGEMENT PROGRAM	543	560	1,364	1,230	695	380	380	8,541	13,692
(T600146) ENGINEERING STANDARDS UPDATE	2,574	526	0	0	0	0	0	0	3,100
(T600147) PSO PROGRAMMATIC WORK	0	8,989	4,476	35	0	0	0	0	13,500
(T700665) VIDEO MNGMNT SYSTEM UPGRADE	892	500	488	0	0	0	0	0	1,880
(T700686) SECURITY RADIO SYSTEM	1,115	1,330	0	0	0	0	0	0	2,444
(T700793) SIGNAGE IMPROVEMENTS	618	339	227	227	445	0	0	0	1,856
(T700818) OMF SECURITY ENHANCEMENT	1,009	1,478	2,347	0	0	0	0	0	4,834
(T700844) CENTRAL LINK FIBER UPGRADE	127	800	2,785	2,844	2,080	0	0	16,591	25,227
(T700879) AT GRADE DYNAMIC WARNING SIGNS	0	607	520	0	0	0	0	0	1,127
(T700888) CROSSINGS PREPROJECT & OUTREACH	0	781	155	0	0	0	0	0	936
(T700889) CCTV ACS ADDITION	0	458	450	0	0	0	0	0	908
(T800111) FARE PAID ZONE	1,410	3,315	0	0	0	0	0	1,930	6,655
(T800112) LINK LINE RENAMING	74	280	280	280	254	0	0	0	1,168
(T803904) DATA MANAGEMENT PROGRAM	107	2,927	2,960	2,410	2,410	2,410	2,410	43,377	59,011
(T864169) STATION CODES	1	0	0	5,299	0	0	0	0	5,300
(T700766) OPS ENHANCEMENT PORTFOLIO	23,095	7,868	13,784	16,185	8,827	81	2,016	0	71,857
ENHANCEMENT	\$ 63,215	\$ 52,541	\$ 44,539	\$ 32,717	\$ 19,894	\$ 4,311	\$ 5,136	\$ 75,366	\$ 297,720

Cashflow by Subarea (YOE \$000s)

Subarea	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Total
Snohomish	1,222	208	125	228	1,259	2	0	0	3,043
North King	31,025	10,377	12,160	10,294	5,692	262	1,777	12,202	83,790
South King	9,228	4,188	8,568	7,372	4,100	22	458	6,338	40,274
East King	1,337	604	793	122	222	111	109	776	4,074
Pierce	684	1,242	385	972	431	6	1	0	3,722
Systemwide	19,719	35,922	22,508	13,729	8,190	3,908	2,791	56,051	162,818
SUBAREA ALLOCATION TOTAL	\$ 63,215	\$ 52,541	\$ 44,539	\$ 32,717	\$ 19,894	\$ 4,311	\$ 5,136	\$ 75,366	\$ 297,720

Cashflow by Phase (YOE \$000s)

Phase Number and Description	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(01) OPERATION+MAINTENANCE	10,727	15,127	10,058	3,822	4,408	901	831	4,526	50,400
(09) ADMIN CAPITAL	0	500	500	500	500	500	500	1,282	4,282
(10) AGENCY ADMINISTRATION	5,001	7,667	5,267	4,943	3,057	2,610	1,586	45,565	75,697
(20) PRELIM ENGINEERING/ENV REVIEW	987	1,634	2,151	720	50	50	50	1,291	6,933
(30) FINAL DESIGN+SPECIFICATIONS	4,801	2,608	2,700	2,157	214	0	295	1,232	14,007
(35) THIRD PARTY	8,516	31	0	0	0	0	674	400	9,621
(40) ROW ACQUISITION+PERMITS	16	0	0	750	0	0	0	0	766
(50) CONSTRUCTION	27,058	24,525	23,453	19,188	10,898	250	1,199	21,070	127,642
(55) CONSTRUCTION SERVICES	2,740	449	350	517	30	0	0	0	4,085
(70) VEHICLES	3,370	0	61	121	737	0	0	0	4,288
TOTAL PHASES	\$ 63,215	\$ 52,541	\$ 44,539	\$ 32,717	\$ 19,894	\$ 4,311	\$ 5,136	\$ 75,366	\$ 297,720

Scope: Perform diagnostic analyses of Sounder station at-grade vehicle/pedestrian crossings of railroad and evaluations of at-grade crossings, evaluating hazards determining necessary upgrades to improve customer and public safety.

Changes to authorized allocation: None.

Budget year activities: Project is on hold until 2024. Conduct diagnostic analyses and conceptual engineering of improvements for identified at-grade crossings with complex configuration or safety issues.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 1,700
Current Year TIP	\$ 1,700

In Service Year	
Baseline	N/A
Prior Year	2021
Current Year	2023

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	78	1	0	0	630	0	0	0	709
South King	57	0	0	0	458	0	0	0	515
Pierce	53	0	0	0	423	0	0	0	476
SUBAREA ALLOCATION TOTAL	\$ 188	\$ 1	\$ 0	\$ 0	\$ 1,511	\$ 0	\$ 0	\$ 0	1,700
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	188	1	0	0	1,511	0	0	0	1,700
TOTAL PHASES	\$ 188	\$ 1	\$ 0	\$ 0	\$ 1,511	\$ 0	\$ 0	\$ 0	1,700

**ENHANCEMENT
T400033**

LINK AT GRADE

**LINK
Managed by: SFT**

Scope: Review, analyze, design and implement enhancements to existing Link at-grade stations to bring pedestrian crossings up to the established mitigation standards.

Changes to authorized allocation: None

Budget year activities: Review at grade crossing and research and design mitigation treatments to align with current standards.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 3,406
Current Year TIP	\$ 3,406

In Service Year	
Baseline	N/A
Prior Year	2023
Current Year	2023

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	144	1,579	1,684	0	0	0	0	0	3,406
SUBAREA ALLOCATION TOTAL	\$ 144	\$ 1,579	\$ 1,684	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,406
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	5	0	4	0	0	0	0	0	9
(10) AGENCY ADMINISTRATION	82	66	80	0	0	0	0	0	228
(20) PRELIM ENGINEERING/ENV REVIEW	56	1,512	1,599	0	0	0	0	0	3,168
TOTAL PHASES	\$ 144	\$ 1,579	\$ 1,684	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,406

ENHANCEMENT
T400122

ESCALATOR MODERNIZATION PROG

LINK
Managed by: DEC

Scope: Design and implement modernization of escalators at University of Washington Station and upgrade emergency egress stairwells at University of Washington Station, Capitol Hill Station as well as all stations within the Downtown Seattle Transit Tunnel (DSTT).

Changes to authorized allocation: None.

Budget year activities: Project is complete. Future work will be managed under the Vertical Conveyance Program.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 3,404
Current Year TIP	\$ 3,404

In Service Year	
Baseline	N/A
Prior Year	2026
Current Year	2021

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	3,044	0	0	0	0	0	0	359	3,404
SUBAREA ALLOCATION TOTAL	\$ 3,044	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 359	\$ 3,404
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	672	0	0	0	0	0	0	25	697
(30) FINAL DESIGN+SPECIFICATIONS	307	0	0	0	0	0	0	95	402
(50) CONSTRUCTION	1,871	0	0	0	0	0	0	240	2,111
(55) CONSTRUCTION SERVICES	193	0	0	0	0	0	0	0	193
TOTAL PHASES	\$ 3,044	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 359	\$ 3,404

**ENHANCEMENT
T4X340****NOISE ABATEMENT****LINK
Managed by: PSO**

Scope: Design and construct a noise wall along the Link elevated guideway in Tukwila. Funding for the completion of the Residential Sound Insulation Program (RSIP) for residences impacted by noise from operations of Central Link in the Rainier Valley is included in this project. Collect periodic noise and vibration data collection and testing, wheel/rail interaction investigation and correlation of track/vehicle interaction to noise, vibration and maintenance issues between the years 2018 and 2023.

Changes to authorized allocation: None.

Budget year activities: Noise and vibration data collection, wheel/rail interaction investigation and correlation of track/vehicle interaction to noise, vibration and maintenance issues. Includes specialized software and updates to that software each year.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 13,000
Current Year TIP	\$ 13,000

In Service Year	
Baseline	N/A
Prior Year	2024
Current Year	2024

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	7,329	802	696	49	0	0	0	0	8,876
South King	3,405	372	324	23	0	0	0	0	4,124
SUBAREA ALLOCATION TOTAL	\$ 10,734	\$ 1,174	\$ 1,020	\$ 72	\$ 0	\$ 0	\$ 0	\$ 0	13,000

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	1,114	74	70	42	0	0	0	0	1,300
(30) FINAL DESIGN+SPECIFICATIONS	1,639	1,100	950	29	0	0	0	0	3,718
(40) ROW ACQUISITION+PERMITS	16	0	0	0	0	0	0	0	16
(50) CONSTRUCTION	5,879	0	0	0	0	0	0	0	5,879
(55) CONSTRUCTION SERVICES	2,088	0	0	0	0	0	0	0	2,088
TOTAL PHASES	\$ 10,734	\$ 1,174	\$ 1,020	\$ 72	\$ 0	\$ 0	\$ 0	\$ 0	13,000

ENHANCEMENT
T600078

PINE STREET STUB SECURITY

OTHER PROJECTS
Managed by: SFT

Scope: Design and install security mitigations at the Pine St Stub access way to the Downtown Seattle Transit Tunnel (DSTT) to include security fencing, cameras, lighting, and graffiti removal.

Changes to authorized allocation: None.

Budget year activities: Complete installation of lighting around Pine Street Stub Headhouse site, walkways, and door alcove. Complete installation of CCTV camera video surveillance around the perimeter of the headhouse.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	300
Current Year TIP	\$	300

In Service Year		
Baseline		N/A
Prior Year		2023
Current Year		2023

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	0
Prior Year Cost Estimate	\$	0
Current Year Cost Estimate	\$	0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
North King	33	267	0	0	0	0	0	0	300	
SUBAREA ALLOCATION TOTAL	\$ 33	\$ 267	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 300	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	33	37	0	0	0	0	0	0	70	
(20) PRELIM ENGINEERING/ENV REVIEW	0	5	0	0	0	0	0	0	5	
(30) FINAL DESIGN+SPECIFICATIONS	0	15	0	0	0	0	0	0	15	
(50) CONSTRUCTION	0	210	0	0	0	0	0	0	210	
TOTAL PHASES	\$ 33	\$ 267	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 300	

ENHANCEMENT
T600080

BIKE PARKING PROGRAM

OTHER PROJECTS
Managed by: PED

Scope: Provide bicycle parking at Sound Transit facilities in response to demand or for maintenance, replacement or upgrade needs.

Changes to authorized allocation: None.

Budget year activities: Install and upgrade to existing and planned bike lockers. Existing lockers at Capitol Hill, Mercer island and Tukwila. Planned lockers at South Bellevue, University, Roosevelt, and Northgate.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 9,703
Current Year TIP	\$ 9,703

In Service Year	
Baseline	N/A
Prior Year	2022
Current Year	2041

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future		Total
North King	2,324	941	779	222	222	222	222	1,589		6,520
East King	1,135	459	381	108	108	108	108	776		3,184
SUBAREA ALLOCATION TOTAL	\$ 3,458	\$ 1,400	\$ 1,160	\$ 330	\$ 330	\$ 330	\$ 330	\$ 2,365	\$	9,703
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future		Total
(01) OPERATION+MAINTENANCE	3,449	1,200	1,160	330	330	330	330	2,305		9,434
(10) AGENCY ADMINISTRATION	5	0	0	0	0	0	0	0		5
(50) CONSTRUCTION	4	200	0	0	0	0	0	60		264
TOTAL PHASES	\$ 3,458	\$ 1,400	\$ 1,160	\$ 330	\$ 330	\$ 330	\$ 330	\$ 2,365	\$	9,703

ENHANCEMENT
T600084

DIGITAL PASSENGER INFO SYSTEM

OTHER PROJECTS
Managed by: ITS

Scope: Design and implement a digital information system for sharing passenger usage data to create a better user experience and a more efficient multi-modal transit system.

Changes to authorized allocation: None.

Budget year activities: Testing and integration with existing Link alignment and E750. Initial launch of PIMS on Link. Install and integrate signage to relevant systems for Link, Tacoma Link and Sounder (stations and onboard).

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 49,576
Current Year TIP	\$ 49,576

In Service Year	
Baseline	N/A
Prior Year	2025
Current Year	2025

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	12,931	16,000	10,184	3,805	3,342	1,110	0	2,203	49,576
SUBAREA ALLOCATION TOTAL	\$ 12,931	\$ 16,000	\$ 10,184	\$ 3,805	\$ 3,342	\$ 1,110	\$ 0	\$ 2,203	\$ 49,576

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	3,844	0	0	0	0	0	0	500	4,344
(10) AGENCY ADMINISTRATION	318	3,048	1,250	1,267	1,250	1,110	0	503	8,746
(50) CONSTRUCTION	8,769	12,952	8,934	2,538	2,092	0	0	1,200	36,486
TOTAL PHASES	\$ 12,931	\$ 16,000	\$ 10,184	\$ 3,805	\$ 3,342	\$ 1,110	\$ 0	\$ 2,203	\$ 49,576

**ENHANCEMENT
T600085****SODO MLK HAZARD MITIGATION****OTHER PROJECTS
Managed by: SFT**

Scope: Assess safety performance of at-grade crossing system-wide to identify opportunities for enhancements. Includes planning and construction/installation of approved enhancements.

Changes to authorized allocation: None.

Budget year activities: Support the analysis and enhancement work of the At-Grade Crossing Core Team.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 3,136
Current Year TIP	\$ 3,136

In Service Year	
Baseline	N/A
Prior Year	2021
Current Year	2024

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
North King	1,117	1,364	655	0	0	0	0	0	3,136	
SUBAREA ALLOCATION TOTAL	\$ 1,117	\$ 1,364	\$ 655	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,136	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	206	795	455	0	0	0	0	0	1,456	
(50) CONSTRUCTION	911	569	200	0	0	0	0	0	1,680	
TOTAL PHASES	\$ 1,117	\$ 1,364	\$ 655	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,136	

ENHANCEMENT
T600133

PARKING MANAGEMENT PROGRAM

OTHER PROJECTS
Managed by: PED

Scope: Design and install the infrastructure to support the implementation of parking management for Sound Transit-owned parking facilities.

Changes to authorized allocation: None.

Budget year activities: Parking utilization data collection; restart and potential expansion of permit parking program.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 13,692
Current Year TIP	\$ 13,692

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	543	560	1,364	1,230	695	380	380	8,541	13,692
SUBAREA ALLOCATION TOTAL	\$ 543	\$ 560	\$ 1,364	\$ 1,230	\$ 695	\$ 380	\$ 380	\$ 8,541	\$ 13,692
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	541	310	153	80	80	80	80	458	1,782
(10) AGENCY ADMINISTRATION	0	90	100	100	65	0	0	1,170	1,525
(20) PRELIM ENGINEERING/ENV REVIEW	2	0	50	50	50	50	50	473	725
(35) THIRD PARTY	0	0	0	0	0	0	0	400	400
(50) CONSTRUCTION	0	160	1,000	1,000	500	250	250	6,040	9,200
(70) VEHICLES	0	0	61	0	0	0	0	0	61
TOTAL PHASES	\$ 543	\$ 560	\$ 1,364	\$ 1,230	\$ 695	\$ 380	\$ 380	\$ 8,541	\$ 13,692

ENHANCEMENT
T600146

ENGINEERING STANDARDS UPDATE

OTHER PROJECTS
Managed by: PSO

Scope: Coordinate, review and update multiple standard documents including the Design Criteria Manual (DCM), Station Design Guidelines Manual, Engineering Procedures (EPs), Standard Specifications, Standard Plans, Quality procedures and many other documents in support of defining the look, quality and performance to ensure safe and efficient operations for all modes.

Changes to authorized allocation: None.

Budget year activities: Fund a portion of Light Rail Station Standards development.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 3,100
Current Year TIP	\$ 3,100

In Service Year	
Baseline	N/A
Prior Year	N/A
Current Year	2024

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	2,574	526	0	0	0	0	0	0	3,100
SUBAREA ALLOCATION TOTAL	\$ 2,574	\$ 526	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,100
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	2,574	526	0	0	0	0	0	0	3,100
TOTAL PHASES	\$ 2,574	\$ 526	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,100

ENHANCEMENT
T600147

PSO PROGRAMMATIC WORK

OTHER PROJECTS
Managed by: PSO

Scope: Development and implementation of unified standards, processes, and procedures in support of project delivery; implementation of Board commitments in R2021-05; and fulfillment of the Design for Growth initiative to establish the Portfolio Services Office as a center of excellence in partnership with agency and project teams.

Changes to authorized allocation: New project of \$13.5 million for unification work.

Budget year activities: Staffing and consultant support for PSO programmatic work, including but not limited to: creating and updating technical standards and standard drawings, updating Project Control Policies and Procedures (PCPP), administering realignment implementation tasks (such as the Annual Program Review), and establishing the project management playbook.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	0
Current Year TIP	\$	13,500

In Service Year		
Baseline		N/A
Prior Year		N/A
Current Year		2046

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	0
Prior Year Cost Estimate	\$	0
Current Year Cost Estimate	\$	0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	0	8,989	4,476	35	0	0	0	0	13,500
SUBAREA ALLOCATION TOTAL	\$ 0	\$ 8,989	\$ 4,476	\$ 35	\$ 0	\$ 0	\$ 0	\$ 0	13,500
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	0	8,989	4,476	35	0	0	0	0	13,500
TOTAL PHASES	\$ 0	\$ 8,989	\$ 4,476	\$ 35	\$ 0	\$ 0	\$ 0	\$ 0	13,500

ENHANCEMENT
T700665

VIDEO MNGMNT SYSTEM UPGRADE

OTHER PROJECTS
Managed by: SFT

Scope: Upgrade the existing Video Management System currently being used in the Security Operations Center to monitor and investigate incidents at all Sounder, Tacoma Link, ST Express Bus and Sound Transit office locations. Install video analytics software to maximize viewer attention to potential incidents.

Changes to authorized allocation: None.

Budget year activities: Installation of the video analytics software that will sit on top of the existing video management upgrade project.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 1,880
Current Year TIP	\$ 1,880

In Service Year	
Baseline	N/A
Prior Year	2021
Current Year	2023

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	892	500	488	0	0	0	0	0	1,880
SUBAREA ALLOCATION TOTAL	\$ 892	\$ 500	\$ 488	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,880
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(50) CONSTRUCTION	892	500	488	0	0	0	0	0	1,880
TOTAL PHASES	\$ 892	\$ 500	\$ 488	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,880

ENHANCEMENT
T700686

SECURITY RADIO SYSTEM

OTHER PROJECTS
Managed by: SFT

Scope: Procure, upgrade and enhance Sound Transit 's security radio systems and equipment for expansion of security services. Radio upgrades will occur at Dupont, Lakewood, South Tacoma, Tacoma Dome, Puyallup and Sumner Stations, as well as the Security Operations Center in Union Station. Installation and commissioning of equipment at: Bellevue Transit Center, Edmonds, Mukilteo, Everett stations; mobile radio system for security vehicles; and mobile radios for security personnel.

Changes to authorized allocation: Increased by \$1.2 million for installation.

Budget year activities: Complete installation and commissioning of equipment at: the Security Operations Center; DuPont, Lakewood, South Tacoma, Tacoma Dome, Puyallup, and Sumner stations; mobile radio system for six security vehicles; and 75 mobile radios for security personnel.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 1,253
Current Year TIP	\$ 2,444

In Service Year	
Baseline	N/A
Prior Year	2020
Current Year	2023

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Systemwide	1,115	1,330	0	0	0	0	0	0	2,444	
SUBAREA ALLOCATION TOTAL	\$ 1,115	\$ 1,330	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,444	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	0	110	0	0	0	0	0	0	110	
(50) CONSTRUCTION	1,115	1,220	0	0	0	0	0	0	2,335	
TOTAL PHASES	\$ 1,115	\$ 1,330	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,444	

**ENHANCEMENT
T700793**

SIGNAGE IMPROVEMENTS

**LINK
Managed by: EXE**

Scope: Install, modify, and upgrade signage at new and existing Link and Sounder stations and ticket vending machine (TVM) locations to improve wayfinding and reflect system expansion.

Changes to authorized allocation: None.

Budget year activities: Signage improvements at SeaTac Airport station; Real Time Link signage updates; Update Sounder customer panels; Reface exit signage at ULink & Central Link; Expand exit signage updates systemwide.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 1,856
Current Year TIP	\$ 1,856

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	2	1	1	1	1	0	0	0	6
North King	295	162	108	108	213	0	0	0	887
South King	317	174	116	116	228	0	0	0	952
East King	0	0	0	0	0	0	0	0	1
Pierce	3	2	1	1	2	0	0	0	10
SUBAREA ALLOCATION TOTAL	\$ 618	\$ 339	\$ 227	\$ 227	\$ 445	\$ 0	\$ 0	\$ 0	1,856
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	133	22	22	22	10	0	0	0	209
(30) FINAL DESIGN+SPECIFICATIONS	238	9	15	15	15	0	0	0	292
(50) CONSTRUCTION	248	308	190	190	419	0	0	0	1,355
TOTAL PHASES	\$ 618	\$ 339	\$ 227	\$ 227	\$ 445	\$ 0	\$ 0	\$ 0	1,856

**ENHANCEMENT
T700818**

OMF SECURITY ENHANCEMENT

**LINK
Managed by: SFT**

Scope: Remove and replace fence at OMF-Central adding bollards, and construct a guardhouse with necessary entrance reconfigurations. The work will be partially reimbursed through a Homeland Security grant of \$857 thousand.

Changes to authorized allocation: Increased by \$2.7 million for construction of 500 linear feet of additional fencing.

Budget year activities: Design of the guard booth and associated internal lane gates, curb modifications to allow better alignment in and out of the south entry point, and the south parking lot modifications for one-way exit. Procurement/bid and begin construction for the guard booth.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 2,170
Current Year TIP	\$ 4,834

In Service Year	
Baseline	N/A
Prior Year	2023
Current Year	2023

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
North King	624	913	1,450	0	0	0	0	0	2,987	
South King	385	565	896	0	0	0	0	0	1,846	
SUBAREA ALLOCATION TOTAL	\$ 1,009	\$ 1,478	\$ 2,347	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,834	

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	204	118	109	0	0	0	0	0	431	
(30) FINAL DESIGN+SPECIFICATIONS	0	150	350	0	0	0	0	0	500	
(50) CONSTRUCTION	805	1,200	1,882	0	0	0	0	0	3,888	
(55) CONSTRUCTION SERVICES	0	10	5	0	0	0	0	0	15	
TOTAL PHASES	\$ 1,009	\$ 1,478	\$ 2,347	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,834	

**ENHANCEMENT
T700844****CENTRAL LINK FIBER UPGRADE****LINK
Managed by: PSO**

Scope: Upgrading the core fiber infrastructure network for a robust network that is highly reliable and supports the ST3 Capital Program. Sections of Link Light Rail must be surveyed and upgraded. This is necessary to support rail extensions to the South (Federal Way, Tacoma Dome) and to the North (Lynnwood, Everett).

Changes to authorized allocation: None.

Budget year activities: Pre-design and survey work of the existing infrastructure.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 25,227
Current Year TIP	\$ 25,227

In Service Year	
Baseline	N/A
Prior Year	2028
Current Year	2028

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	79	494	1,721	1,758	1,285	0	0	10,253	15,591
South King	49	306	1,064	1,086	794	0	0	6,338	9,637
SUBAREA ALLOCATION TOTAL	\$ 127	\$ 800	\$ 2,785	\$ 2,844	\$ 2,080	\$ 0	\$ 0	\$ 16,591	\$ 25,227
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	110	85	85	94	80	0	0	1,774	2,227
(20) PRELIM ENGINEERING/ENV REVIEW	17	115	500	550	0	0	0	818	2,000
(30) FINAL DESIGN+SPECIFICATIONS	0	100	200	200	0	0	0	100	600
(50) CONSTRUCTION	0	500	2,000	2,000	2,000	0	0	13,900	20,400
TOTAL PHASES	\$ 127	\$ 800	\$ 2,785	\$ 2,844	\$ 2,080	\$ 0	\$ 0	\$ 16,591	\$ 25,227

ENHANCEMENT
T700879

AT GRADE DYNAMIC WARNING SIGNS

LINK
Managed by: SFT

Scope: Design and install pedestrian warning signs along the Rainier Valley corridor and dynamic message signs at signalized intersections to be consistent with the latest Link design standards.

Changes to authorized allocation: New project of \$1.1 million for pedestrian warning signs.

Budget year activities: Invite bids, procurement process, select vendor, coordinate with Seattle Department of Transportation (SDOT), begin design work and sign procurement.
Construction activities may begin depending on SDOT coordination lead time and design work.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	0
Current Year TIP	\$	1,127

In Service Year		
Baseline		N/A
Prior Year		N/A
Current Year		2024

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	0
Prior Year Cost Estimate	\$	0
Current Year Cost Estimate	\$	0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
North King	0	607	520	0	0	0	0	0	1,127	
SUBAREA ALLOCATION TOTAL	\$ 0	\$ 607	\$ 520	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,127	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	0	211	172	0	0	0	0	0	383	
(30) FINAL DESIGN+SPECIFICATIONS	0	48	0	0	0	0	0	0	48	
(50) CONSTRUCTION	0	317	317	0	0	0	0	0	634	
(55) CONSTRUCTION SERVICES	0	32	32	0	0	0	0	0	63	
TOTAL PHASES	\$ 0	\$ 607	\$ 520	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,127	

ENHANCEMENT
T700888

CROSSINGS PREPROJECT & OUTREACH

OTHER PROJECTS
Managed by: SFT

Scope: Analyze and study activities related to safety at various modal at-grade crossings: includes feasibility studies, identification and mitigation of activities, public engagement, consulting to research peer agencies and industry best practices, communication and safety outreach activities.

Changes to authorized allocation: New project of \$936 thousand for at-grade crossings safety promotion.

Budget year activities: Conduct feasibility studies, identification and mitigation of activities, public engagement, consulting to research peer agencies and industry best practices, communication and safety outreach activities.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	0
Current Year TIP	\$	936

In Service Year		
Baseline		N/A
Prior Year		N/A
Current Year		2023

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	0
Prior Year Cost Estimate	\$	0
Current Year Cost Estimate	\$	0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Snohomish	0	133	26	0	0	0	0	0	159	
North King	0	255	51	0	0	0	0	0	306	
South King	0	205	41	0	0	0	0	0	245	
East King	0	66	13	0	0	0	0	0	79	
Pierce	0	122	24	0	0	0	0	0	147	
SUBAREA ALLOCATION TOTAL	\$ 0	\$ 781	\$ 155	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 936	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(01) OPERATION+MAINTENANCE	0	781	155	0	0	0	0	0	936	
TOTAL PHASES	\$ 0	\$ 781	\$ 155	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 936	

ENHANCEMENT
T700889

CCTV ACS ADDITION

OTHER PROJECTS
Managed by: SFT

Scope: Adding CCTV cameras and Access Control Systems (ACS) at stations, parking garages, OMFs, and Maintenance of Way (MOW) building in the Central and South Link corridors.

Changes to authorized allocation: New project of \$908 thousand for cameras and access control systems.

Budget year activities: Contractor proposal for equipment and installation, update as-built drawings for all stations and facilities, integrate with networking list (MAC address, IP address etc.), testing and commissioning, schedule development, device submittals, procure ACS licenses and camera licenses.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	0
Current Year TIP	\$	908

In Service Year		
Baseline		N/A
Prior Year		N/A
Current Year		2024

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	0
Prior Year Cost Estimate	\$	0
Current Year Cost Estimate	\$	0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
North King	0	270	266	0	0	0	0	0	535	
South King	0	188	185	0	0	0	0	0	372	
SUBAREA ALLOCATION TOTAL	\$ 0	\$ 458	\$ 450	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 908	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	0	208	200	0	0	0	0	0	408	
(50) CONSTRUCTION	0	250	250	0	0	0	0	0	500	
TOTAL PHASES	\$ 0	\$ 458	\$ 450	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 908	

ENHANCEMENT
T800111

FARE PAID ZONE

OTHER PROJECTS
Managed by: EXE

Scope: Design and construct Fare Paid Zones at all Link stations. Provide for a clear division of paid and unpaid station areas at 16 active stations supporting more consistent passenger experience and fare enforcement.

Changes to authorized allocation: Increased by \$3.3 million due to higher than anticipated design cost and the addition of construction budget for the 12 stations outside of the DSTT.

Budget year activities: Completion of DSTT stations and construction activities for the 12 stations outside of the DSTT.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 3,340
Current Year TIP	\$ 6,655

In Service Year	
Baseline	N/A
Prior Year	2022
Current Year	2023

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	1,410	3,315	0	0	0	0	0	1,930	6,655
SUBAREA ALLOCATION TOTAL	\$ 1,410	\$ 3,315	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,930	\$ 6,655
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	278	93	0	0	0	0	0	62	433
(30) FINAL DESIGN+SPECIFICATIONS	962	622	0	0	0	0	0	1,038	2,622
(50) CONSTRUCTION	170	2,600	0	0	0	0	0	830	3,600
TOTAL PHASES	\$ 1,410	\$ 3,315	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,930	\$ 6,655

**ENHANCEMENT
T800112****LINK LINE RENAMING****LINK
Managed by: EXE**

Scope: Implement revised Line Naming strategy and process throughout agency assets (Link, Sounder, Tacoma Link), allowing the agency to provide a consistent customer experience across our system.

Changes to authorized allocation: None.

Budget year activities: LRV change orders for head signs; Next Gen TVM screens.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 1,168
Current Year TIP	\$ 1,168

In Service Year	
Baseline	N/A
Prior Year	2023
Current Year	2023

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	46	173	173	173	157	0	0	0	722
South King	28	107	107	107	97	0	0	0	446
SUBAREA ALLOCATION TOTAL	\$ 74	\$ 280	\$ 280	\$ 280	\$ 254	\$ 0	\$ 0	\$ 0	1,168
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	13	70	70	70	27	0	0	0	250
(30) FINAL DESIGN+SPECIFICATIONS	61	40	40	40	19	0	0	0	200
(50) CONSTRUCTION	0	170	170	170	208	0	0	0	718
TOTAL PHASES	\$ 74	\$ 280	\$ 280	\$ 280	\$ 254	\$ 0	\$ 0	\$ 0	1,168

Scope: Program creating a data management capability to support the ISO certification for asset management and ongoing future data needs and requirements for the agency.

Changes to authorized allocation: None.

Budget year activities: Hire staff, engage contract labor for implementation of the Data Infrastructure and Layer to begin the aggregation of data and projects delivery for the asset management needs.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 59,011
Current Year TIP	\$ 59,011

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2026

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Systemwide	107	2,927	2,960	2,410	2,410	2,410	2,410	43,377	59,011	
SUBAREA ALLOCATION TOTAL	\$ 107	\$ 2,927	\$ 2,960	\$ 2,410	\$ 2,410	\$ 2,410	\$ 2,410	\$ 43,377	\$ 59,011	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(01) OPERATION+MAINTENANCE	83	270	360	410	410	410	410	1,763	4,116	
(09) ADMIN CAPITAL	0	500	500	500	500	500	500	1,282	4,282	
(10) AGENCY ADMINISTRATION	23	2,157	2,100	1,500	1,500	1,500	1,500	40,332	50,613	
TOTAL PHASES	\$ 107	\$ 2,927	\$ 2,960	\$ 2,410	\$ 2,410	\$ 2,410	\$ 2,410	\$ 43,377	\$ 59,011	

ENHANCEMENT
T864169

STATION CODES

LINK
Managed by: EXE

Scope: Revise and reprogram within existing back office systems a renaming of Link Stations that provides and supports Agency Strategic Priorities resulting in a consistent, efficient and affordable framework for back-of-house station codes for Link Operations, First Responders and Asset Management.

Changes to authorized allocation: None.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 5,300
Current Year TIP	\$ 5,300

In Service Year	
Baseline	N/A
Prior Year	2022
Current Year	2023

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	0	0	0	3,275	0	0	0	0	3,275
South King	0	0	0	2,024	0	0	0	0	2,025
SUBAREA ALLOCATION TOTAL	\$ 1	\$ 0	\$ 0	\$ 5,299	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,300

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	1	0	0	1,099	0	0	0	0	1,100
(30) FINAL DESIGN+SPECIFICATIONS	0	0	0	550	0	0	0	0	550
(50) CONSTRUCTION	0	0	0	3,650	0	0	0	0	3,650
TOTAL PHASES	\$ 1	\$ 0	\$ 0	\$ 5,299	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,300

ENHANCEMENT
T700766

OPS ENHANCEMENT PORTFOLIO

OTHER PROJECTS
Managed by: OPS

Scope: This portfolio summarizes all enhancement projects managed by Operations department.

Changes to authorized allocation: Increased by \$14 million for new projects.

Budget year activities: Proceed as planned per project.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 57,815
Current Year TIP	\$ 71,857

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2046

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	1,142	74	98	227	628	2	0	0	2,170
North King	16,133	4,129	5,740	4,710	3,815	40	1,555	0	36,124
South King	4,986	2,272	5,836	4,015	2,522	22	458	0	20,111
East King	201	79	400	13	113	3	0	0	809
Pierce	628	1,117	359	971	6	6	1	0	3,089
Systemwide	4	196	1,351	6,249	1,742	8	1	0	9,553
SUBAREA ALLOCATION TOTAL	\$ 23,095	\$ 7,868	\$ 13,784	\$ 16,185	\$ 8,827	\$ 81	\$ 2,016	\$ 0	\$ 71,857

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	43	3,050	3,750	2,967	2,077	81	11	0	11,978
(10) AGENCY ADMINISTRATION	1,809	484	554	749	125	0	86	0	3,807
(20) PRELIM ENGINEERING/ENV REVIEW	912	2	2	120	0	0	0	0	1,035
(30) FINAL DESIGN+SPECIFICATIONS	1,593	524	1,145	1,323	180	0	295	0	5,061
(35) THIRD PARTY	8,516	31	0	0	0	0	674	0	9,221
(40) ROW ACQUISITION+PERMITS	0	0	0	750	0	0	0	0	750
(50) CONSTRUCTION	6,395	3,370	8,021	9,640	5,678	0	949	0	34,052
(55) CONSTRUCTION SERVICES	459	407	313	517	30	0	0	0	1,725
(70) VEHICLES	3,370	0	0	121	737	0	0	0	4,227
TOTAL PHASES	\$ 23,095	\$ 7,868	\$ 13,784	\$ 16,185	\$ 8,827	\$ 81	\$ 2,016	\$ 0	\$ 71,857

STATE OF GOOD REPAIR

All Modes
(in thousands)

Cashflow by Project (YOE \$000s)

Project Number and Name	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(T400046) CONVENTION PL SYSTEM RETROFIT	2,252	0	0	0	0	0	0	1,480	3,732
(T400089) BELLEVUE RIDER SERVICE CENTER	9	89	327	0	0	0	0	0	425
(T600002) PXO OPEX SOGR PROGRAM	0	100	0	0	0	0	0	0	100
(T600004) SAFETY OPEX SOGR PROGRAM	17	58	0	0	0	0	0	0	75
(T609001) ASO OPEX SOGR PROGRAM	0	0	0	0	0	0	0	0	0
(T700769) LRV OVERHAUL	2,042	0	0	0	0	0	0	2,958	5,000
(T803903) IT NETWORK REDESIGN-PHASE 2	1,703	6,767	8,626	5,059	4,576	3,710	3,054	35,425	68,920
(T803905) OT RISK MITIGATION PRGRM	152	611	102	0	0	0	0	0	865
(T803925) ERP/EAMS REDESIGN	0	900	2,419	446	569	0	0	0	4,334
(T870100) IT TECH INFRASTRUCTURE	10,972	6,240	6,350	4,900	4,297	4,561	6,052	3,470	46,843
(T870115) HUB INTRANET REPLACE	166	222	561	0	0	0	0	0	948
(T700831) OPERATIONS SOGR PORTFOLIO	264,936	36,696	64,545	64,021	53,580	39,985	32,738	0	556,502
STATE OF GOOD REPAIR	\$ 282,249	\$ 51,682	\$ 82,930	\$ 74,426	\$ 63,023	\$ 48,256	\$ 41,844	\$ 43,333	\$ 687,744

Cashflow by Subarea (YOE \$000s)

Subarea	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Total
Snohomish	35,943	2,079	3,909	3,688	3,455	2,217	797	0	52,087
North King	34,927	14,379	15,654	13,719	7,504	3,922	7,644	6,030	103,779
South King	48,085	11,636	14,503	11,676	11,252	5,653	4,168	1,878	108,852
East King	82,215	1,391	2,176	1,186	3,644	3,294	230	0	94,136
Pierce	61,564	4,417	8,704	5,345	8,740	4,362	1,761	0	94,894
Systemwide	19,515	17,781	37,983	38,812	28,428	28,807	27,245	35,425	233,996
SUBAREA ALLOCATION TOTAL	\$ 282,249	\$ 51,682	\$ 82,930	\$ 74,426	\$ 63,023	\$ 48,256	\$ 41,844	\$ 43,333	\$ 687,744

Cashflow by Phase (YOE \$000s)

Phase Number and Description	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(01) OPERATION+MAINTENANCE	35,753	23,120	30,658	22,170	21,429	14,477	10,933	0	158,539
(09) ADMIN CAPITAL	8,414	3,944	2,796	2,493	2,442	2,116	3,370	0	25,576
(10) AGENCY ADMINISTRATION	3,840	6,303	6,963	5,600	4,936	5,537	6,198	39,540	78,917
(20) PRELIM ENGINEERING/ENV REVIEW	713	247	249	65	5	0	0	0	1,278
(30) FINAL DESIGN+SPECIFICATIONS	4,168	2,251	5,616	4,116	1,985	1,200	1,580	0	20,915
(35) THIRD PARTY	0	466	1,848	462	1,000	0	0	0	3,777
(40) ROW ACQUISITION+PERMITS	(0)	0	0	0	0	0	0	0	(0)
(50) CONSTRUCTION	40,718	10,045	18,782	18,023	11,346	8,823	18,084	753	126,573
(55) CONSTRUCTION SERVICES	0	283	137	25	0	0	0	332	777
(70) VEHICLES	188,046	4,974	15,831	21,473	19,881	16,103	0	2,708	269,015
(80) SYSTEM TESTING+STARTUP	598	50	50	0	0	0	1,679	0	2,377
TOTAL PHASES	\$ 282,249	\$ 51,682	\$ 82,930	\$ 74,426	\$ 63,023	\$ 48,256	\$ 41,844	\$ 43,333	\$ 687,744

Scope: Replace existing emergency generator and install electrical distribution equipment that is necessary for the operation and integration of the Pine Street facility with the University Link and the Downtown Seattle Transit Tunnel (DSTT).

Changes to authorized allocation: None.

Budget year activities: Project is complete.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 3,732
Current Year TIP	\$ 3,732

In Service Year	
Baseline	N/A
Prior Year	2021
Current Year	2021

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	2,252	0	0	0	0	0	0	1,480	3,732
SUBAREA ALLOCATION TOTAL	\$ 2,252	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,480	\$ 3,732
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	211	0	0	0	0	0	0	395	606
(30) FINAL DESIGN+SPECIFICATIONS	37	0	0	0	0	0	0	0	37
(50) CONSTRUCTION	2,004	0	0	0	0	0	0	753	2,757
(55) CONSTRUCTION SERVICES	0	0	0	0	0	0	0	332	332
TOTAL PHASES	\$ 2,252	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,480	\$ 3,732

Scope: Perform alternative analysis to determine necessity and preferred location of restroom to comply with Agency Restroom Policy (R2021-15). Includes design cost.

Changes to authorized allocation: None.

Budget year activities: Perform alternatives analysis to determine preferred location of restroom.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 425
Current Year TIP	\$ 425

In Service Year	
Baseline	N/A
Prior Year	2022
Current Year	2022

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
East King	9	89	327	0	0	0	0	0	425
SUBAREA ALLOCATION TOTAL	\$ 9	\$ 89	\$ 327	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	425
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	9	10	78	0	0	0	0	0	97
(20) PRELIM ENGINEERING/ENV REVIEW	0	79	249	0	0	0	0	0	328
TOTAL PHASES	\$ 9	\$ 89	\$ 327	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	425

STATE OF GOOD REPAIR
T600002

PXO OPEX SOGR PROGRAM

OTHER PROJECTS
Managed by: EXE

Scope: This program captures activities managed by the Passenger Experience Office (PXO) and are accounted for within the State of Good Repair (SOGR) plan. These SOGR activities are operating in nature, i.e. outside of the the Agency's capitalization guidelines and are in compliance with the Asset Management Policy.

Changes to authorized allocation: None.

Budget year activities: Fare Paid Zone project-related signage SOGR work.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 100
Current Year TIP	\$ 100

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	0	100	0	0	0	0	0	0	100
SUBAREA ALLOCATION TOTAL	\$ 0	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	100
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	0	100	0	0	0	0	0	0	100
TOTAL PHASES	\$ 0	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	100

STATE OF GOOD REPAIR
T600004

SAFETY OPEX SOGR PROGRAM

OTHER PROJECTS
Managed by: SFT

Scope: This program captures activities managed by the Safety department and are accounted for within the State of Good Repair (SOGR) plan. These SOGR activities are operating in nature, i.e. outside of the the Agency's capitalization guidelines and are in compliance with the Asset Management Policy.

Changes to authorized allocation: None.

Budget year activities: SOGR small activities.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	75
Current Year TIP	\$	75

In Service Year		
Baseline		N/A
Prior Year		2041
Current Year		2041

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	0
Prior Year Cost Estimate	\$	0
Current Year Cost Estimate	\$	0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Systemwide	17	58	0	0	0	0	0	0	75	
SUBAREA ALLOCATION TOTAL	\$ 17	\$ 58	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 75	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(01) OPERATION+MAINTENANCE	17	58	0	0	0	0	0	0	75	
TOTAL PHASES	\$ 17	\$ 58	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 75	

STATE OF GOOD REPAIR
T609001

ASO OPEX SOGR PROGRAM

OTHER PROJECTS
Managed by: EXE

Scope: This program captures activities managed by the Administrative Services Office and are accounted for within the State of Good Repair (SOGR) plan. These SOGR activities are operating in nature, i.e. outside of the the Agency's capitalization guidelines and are in compliance with the Asset Management Policy.

Changes to authorized allocation: None.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	0
Current Year TIP	\$	0

In Service Year		
Baseline		N/A
Prior Year		2041
Current Year		2041

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	0
Prior Year Cost Estimate	\$	0
Current Year Cost Estimate	\$	0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
SUBAREA ALLOCATION TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
TOTAL PHASES	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0	

STATE OF GOOD REPAIR
T700769

LRV OVERHAUL

LINK
Managed by: DEC

Scope: Complete repairs of the gear units and traction motors on light rail vehicles (LRVs), and purchase materials, equipment, services, and labor necessary to complete repairs.

This work is considered warranty work to be reimbursed by the manufacturer. Acceptance of repairs performed will be tested and subjected to reliability review.

Changes to authorized allocation: None.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 5,000
Current Year TIP	\$ 5,000

In Service Year	
Baseline	N/A
Prior Year	2021
Current Year	2021

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	1,366	0	0	0	0	0	0	1,979	3,345
South King	676	0	0	0	0	0	0	979	1,655
SUBAREA ALLOCATION TOTAL	\$ 2,042	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,958	\$ 5,000

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	0	0	0	0	0	0	0	250	250
(70) VEHICLES	2,042	0	0	0	0	0	0	2,708	4,750
TOTAL PHASES	\$ 2,042	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,958	\$ 5,000

STATE OF GOOD REPAIR
T803903

IT NETWORK REDESIGN-PHASE 2

OTHER PROJECTS
Managed by: ITS

Scope: Replace the existing fiber, cable and hardware equipment in support of the expansion of revenue service, resulting in high capacity, more resilient, flexible and reliable networks with a focus on improving security. Creation of the Network Operations Center (NOC) will provide 24x365 improved networks and system monitoring on all Sound Transit's mission critical system(s).

Changes to authorized allocation: None.

Budget year activities: Brocade replacement, security design implementation planning, IT Operations Center (ITOC) aka Network Operations Center (NOC) phase 1 , Data Center moves (316 and 605) and Emergency Fire Network (EFN) / MOXA switches replacement.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 68,920
Current Year TIP	\$ 68,920

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2025

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Systemwide	1,703	6,767	8,626	5,059	4,576	3,710	3,054	35,425	68,920	
SUBAREA ALLOCATION TOTAL	\$ 1,703	\$ 6,767	\$ 8,626	\$ 5,059	\$ 4,576	\$ 3,710	\$ 3,054	\$ 35,425	\$ 68,920	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(01) OPERATION+MAINTENANCE	47	900	2,600	3	0	0	0	0	3,550	
(09) ADMIN CAPITAL	0	714	704	704	704	704	704	0	4,235	
(10) AGENCY ADMINISTRATION	1,657	5,153	5,322	4,352	3,872	3,005	2,350	35,425	61,135	
TOTAL PHASES	\$ 1,703	\$ 6,767	\$ 8,626	\$ 5,059	\$ 4,576	\$ 3,710	\$ 3,054	\$ 35,425	\$ 68,920	

Scope: Project to reduce and manage information security risks to the information systems that support revenue operations. Implement required and recommended changes identified in the 2019 Operating Technology (OT) external security assessment.

Changes to authorized allocation: None.

Budget year activities: Procure hardware and licenses to build the SCADA test lab, Crowdstrike testing, implement vulnerability management services.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 865
Current Year TIP	\$ 865

In Service Year	
Baseline	N/A
Prior Year	2023
Current Year	2023

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	152	611	102	0	0	0	0	0	865
SUBAREA ALLOCATION TOTAL	\$ 152	\$ 611	\$ 102	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	865
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	152	611	102	0	0	0	0	0	865
TOTAL PHASES	\$ 152	\$ 611	\$ 102	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	865

STATE OF GOOD REPAIR
T803925

ERP/EAMS REDESIGN

OTHER PROJECTS
Managed by: ITS

Scope: Procure consultant to review current enterprise resource planning (ERP) and Enterprise Asset Management System (EAMS) landscape and provide a scope and solution proposals to aid in the development of a statement of work and requests for proposal support leading to a procurement of a integrated system.

Changes to authorized allocation: New project of \$2.3 million for EAMS replacement for pre project research. Project is merged with P803912 ERP research project of \$2 million as both projects have a common scope and possibly an integrated solution.

Budget year activities: Begin consultant search and review of qualifications, award contract. Begin review of current landscape, provide scope and solution proposals to help develop a statement of work.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 2,000
Current Year TIP	\$ 4,334

In Service Year	
Baseline	N/A
Prior Year	2023
Current Year	2027

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	0	900	2,419	446	569	0	0	0	4,334
SUBAREA ALLOCATION TOTAL	\$ 0	\$ 900	\$ 2,419	\$ 446	\$ 569	\$ 0	\$ 0	\$ 0	4,334
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	0	900	2,027	238	0	0	0	0	3,165
(09) ADMIN CAPITAL	0	0	192	189	288	0	0	0	669
(10) AGENCY ADMINISTRATION	0	0	200	19	281	0	0	0	500
TOTAL PHASES	\$ 0	\$ 900	\$ 2,419	\$ 446	\$ 569	\$ 0	\$ 0	\$ 0	4,334

STATE OF GOOD REPAIR
T870100

IT TECH INFRASTRUCTURE

OTHER PROJECTS
Managed by: ITS

Scope: Provide lifecycle maintenance of the IT infrastructure across all agency and revenue systems including but not limited to: servers, storage area networks, networking equipment, backend for customer-facing systems (i.e. Video Messaging System) and other computer-based infrastructure, plus enhancements and maintenance for IT network and data security, including firewalls and other related technology systems.

This project encompasses the infrastructure systems for the entirety of the agency datacenters and network and the backend infrastructure systems for the Link light rail systems, including SCADA. The project also includes integration and upgrades of legacy hardware/software at Link light rail stations and control centers with upcoming future light rail expansion.

Changes to authorized allocation: None.

Budget year activities: Upgrade of majority of servers within the datacenters, network equipment within the LINK network and estimated 550 old workstations/laptops.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 46,843
Current Year TIP	\$ 46,843

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	8,130	4,624	4,705	3,631	3,184	3,380	4,485	2,571	34,711
South King	2,842	1,616	1,645	1,269	1,113	1,181	1,567	899	12,132
SUBAREA ALLOCATION TOTAL	\$ 10,972	\$ 6,240	\$ 6,350	\$ 4,900	\$ 4,297	\$ 4,561	\$ 6,052	\$ 3,470	\$ 46,843

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	2,038	2,680	2,100	2,000	1,900	1,900	1,954	0	14,572
(09) ADMIN CAPITAL	8,414	3,230	1,900	1,600	1,450	1,411	2,666	0	20,672
(10) AGENCY ADMINISTRATION	520	330	350	300	250	1,250	1,432	3,470	7,902
(50) CONSTRUCTION	0	0	2,000	1,000	697	0	0	0	3,697
TOTAL PHASES	\$ 10,972	\$ 6,240	\$ 6,350	\$ 4,900	\$ 4,297	\$ 4,561	\$ 6,052	\$ 3,470	\$ 46,843

Scope: Design, program and install replacement to the existing Sound Transit Intranet/Hub.

Changes to authorized allocation: Increased by \$538 thousand to fund finalized quote.

Budget year activities: Replace the current ST Hub.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 410
Current Year TIP	\$ 948

In Service Year	
Baseline	N/A
Prior Year	2021
Current Year	2023

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Systemwide	166	222	561	0	0	0	0	0	948	
SUBAREA ALLOCATION TOTAL	\$ 166	\$ 222	\$ 561	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 948	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	0	10	27	0	0	0	0	0	38	
(30) FINAL DESIGN+SPECIFICATIONS	165	212	533	0	0	0	0	0	910	
TOTAL PHASES	\$ 166	\$ 222	\$ 561	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 948	

STATE OF GOOD REPAIR
T700831

OPERATIONS SOGR PORTFOLIO

OTHER PROJECTS
Managed by: OPS

Scope: This portfolio summarizes all SOGR projects managed by Operations department.

Changes to authorized allocation: Increased by \$48.7 million; \$35.8 million for new projects, and \$12.9 million increase in funding for existing projects.

Budget year activities: Proceed as planned per project.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 507,800
Current Year TIP	\$ 556,502

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2046

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	35,943	2,079	3,909	3,688	3,455	2,217	797	0	52,087
North King	23,179	9,755	10,948	10,089	4,320	542	3,159	0	61,992
South King	44,568	10,020	12,859	10,406	10,139	4,472	2,600	0	95,065
East King	82,206	1,302	1,849	1,186	3,644	3,294	230	0	93,711
Pierce	61,564	4,417	8,704	5,345	8,740	4,362	1,761	0	94,894
Systemwide	17,477	9,124	26,276	33,306	23,283	25,097	24,191	0	158,754
SUBAREA ALLOCATION TOTAL	\$ 264,936	\$ 36,696	\$ 64,545	\$ 64,021	\$ 53,580	\$ 39,985	\$ 32,738	\$ 0	\$ 556,502

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	33,499	17,872	23,829	19,928	19,529	12,577	8,979	0	136,212
(10) AGENCY ADMINISTRATION	1,443	800	986	929	533	1,282	2,417	0	8,388
(20) PRELIM ENGINEERING/ENV REVIEW	713	168	0	65	5	0	0	0	951
(30) FINAL DESIGN+SPECIFICATIONS	3,966	2,039	5,083	4,116	1,985	1,200	1,580	0	19,968
(35) THIRD PARTY	0	466	1,848	462	1,000	0	0	0	3,777
(40) ROW ACQUISITION+PERMITS	(0)	0	0	0	0	0	0	0	(0)
(50) CONSTRUCTION	38,714	10,045	16,782	17,023	10,648	8,823	18,084	0	120,119
(55) CONSTRUCTION SERVICES	0	283	137	25	0	0	0	0	445
(70) VEHICLES	186,004	4,974	15,831	21,473	19,881	16,103	0	0	264,265
(80) SYSTEM TESTING+STARTUP	598	50	50	0	0	0	1,679	0	2,377
TOTAL PHASES	\$ 264,936	\$ 36,696	\$ 64,545	\$ 64,021	\$ 53,580	\$ 39,985	\$ 32,738	\$ 0	\$ 556,502

ADMINISTRATIVE

All Modes
(in thousands)

Cashflow by Project (YOE \$000s)

Project Number and Name	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(T0X002) AGENCY ADMIN OPERATING	531,669	143,265	175,363	185,987	194,440	205,823	232,202	0	1,668,748
(T700767) ADMINISTRATIVE POOL VEHICLES	1,115	500	500	375	72	0	0	0	2,561
(T700824) ADMIN FACILITIES	2,124	1,319	494	2,036	500	0	0	0	6,473
(T802000) ADMINISTRATIVE CAPTIAL	10,584	140	3,639	3,664	2,794	2,167	1,683	18,717	43,386
(T802003) REPLACEMENT ADMIN POOL VEHIC	1,122	135	250	250	250	256	0	0	2,263
(T864140) ADMIN SERVICES	4,853	1,696	100	100	425	426	0	0	7,600
(T803800) INFORMATION TECH PROGRAM	22,187	8,829	7,941	5,760	4,368	190	0	45,411	94,685
ADMINISTRATIVE	\$ 573,653	\$ 155,884	\$ 188,287	\$ 198,172	\$ 202,848	\$ 208,861	\$ 233,884	\$ 64,128	\$ 1,825,717

Cashflow by Subarea (YOE \$000s)

Subarea	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Total
Systemwide	573,653	155,884	188,287	198,172	202,848	208,861	233,884	64,128	1,825,717
SUBAREA ALLOCATION TOTAL	\$ 573,653	\$ 155,884	\$ 188,287	\$ 198,172	\$ 202,848	\$ 208,861	\$ 233,884	\$ 64,128	\$ 1,825,717

Cashflow by Phase (YOE \$000s)

Phase Number and Description	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(01) OPERATION+MAINTENANCE	1,489	3,725	1,158	407	447	159	0	1,178	8,564
(09) ADMIN CAPITAL	35,109	4,470	9,085	11,049	7,639	2,623	1,683	62,950	134,608
(10) AGENCY ADMINISTRATION	534,818	147,055	177,293	186,090	194,440	205,823	232,202	0	1,677,720
(70) VEHICLES	2,237	635	750	625	322	256	0	0	4,824
TOTAL PHASES	\$ 573,653	\$ 155,884	\$ 188,287	\$ 198,172	\$ 202,848	\$ 208,861	\$ 233,884	\$ 64,128	\$ 1,825,717

**ADMINISTRATIVE
T0X002****AGENCY ADMIN OPERATING****Agency Non-Modal
Managed by: NBS**

Scope: Funds administrative expenses that are allocated to capital projects as well as general & administrative expenses that are not charged directly to either capital projects or transit operations. Overhead expenses allocated to projects are included in the capitalized cost of the resulting assets. Unallocated expenses are included in general and administrative (G&A) or fare and regional planning (FRP) expenses for the agency.

The agency uses a cost allocation plan approved by the Federal Transit Administration. (Use of this approved model makes the majority of indirect project expenses eligible for federal grant funding.)

Changes to authorized allocation: Increased by \$128.2 million: Comprised of a \$430.7 million increase for anticipated agency administrative operating costs from 2023 to 2028 with updated projections and by adding an additional year to 2028, offset by a \$302.5 million decrease with removal of costs through 2016 prior to ST3.

Budget year activities: Fund administrative overhead.

Authorized Project Allocation (YOY \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 1,540,556
Current Year TIP	\$ 1,668,748

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOY \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	531,669	143,265	175,363	185,987	194,440	205,823	232,202	0	1,668,748
SUBAREA ALLOCATION TOTAL	\$ 531,669	\$ 143,265	\$ 175,363	\$ 185,987	\$ 194,440	\$ 205,823	\$ 232,202	\$ 0	\$ 1,668,748
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	531,669	143,265	175,363	185,987	194,440	205,823	232,202	0	1,668,748
TOTAL PHASES	\$ 531,669	\$ 143,265	\$ 175,363	\$ 185,987	\$ 194,440	\$ 205,823	\$ 232,202	\$ 0	\$ 1,668,748

Scope: Project will purchase new administrative vehicles utilized by Sound Transit staff.

Changes to authorized allocation: Increased by \$1.0 million for vehicle purchases.

Budget year activities: Purchase six new fleet vehicles.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 1,561
Current Year TIP	\$ 2,561

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	1,115	500	500	375	72	0	0	0	2,561
SUBAREA ALLOCATION TOTAL	\$ 1,115	\$ 500	\$ 500	\$ 375	\$ 72	\$ 0	\$ 0	\$ 0	2,561
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(70) VEHICLES	1,115	500	500	375	72	0	0	0	2,561
TOTAL PHASES	\$ 1,115	\$ 500	\$ 500	\$ 375	\$ 72	\$ 0	\$ 0	\$ 0	2,561

ADMINISTRATIVE
T700824

ADMIN FACILITIES

OTHER PROJECTS
Managed by: OPS

Scope: Funds capital expenditures for Sound Transit owned administrative facilities.

Changes to authorized allocation: None.

Budget year activities: Complete construction, testing, commissioning, and training for Fire Detection & Alarm System replacement at Union Station. Complete testing, inspection and commissioning of new HVAC equipment at Union Station. Install emergency lighting at Union Station.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 6,473
Current Year TIP	\$ 6,473

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2046

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Systemwide	2,124	1,319	494	2,036	500	0	0	0	6,473	
SUBAREA ALLOCATION TOTAL	\$ 2,124	\$ 1,319	\$ 494	\$ 2,036	\$ 500	\$ 0	\$ 0	\$ 0	\$ 6,473	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(09) ADMIN CAPITAL	2,064	1,168	329	1,996	500	0	0	0	6,057	
(10) AGENCY ADMINISTRATION	59	152	165	40	0	0	0	0	416	
TOTAL PHASES	\$ 2,124	\$ 1,319	\$ 494	\$ 2,036	\$ 500	\$ 0	\$ 0	\$ 0	\$ 6,473	

**ADMINISTRATIVE
T802000**

ADMINISTRATIVE CAPITAL

**OTHER PROJECTS
Managed by: FIN**

Scope: Funds capital expenditures for administrative assets that support agency staff, including leased and owned administrative facilities, office equipment, non revenue admin pool vehicles, space planning, and furnishings.

Changes to authorized allocation: Decreased by \$3.3 million to allow the transfer of funds to the following programs; \$600 thousand for Replacement of Administrative Vehicles and \$1.0 million for the Administrative Pool Vehicle program and \$1.7 million for Administrative Services program.

Budget year activities: Complete installation for Union Station's card access project. Begin Santa Fe conference room variable air volume (VAV) exchangers replacement project.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 46,683
Current Year TIP	\$ 43,386

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Systemwide	10,584	140	3,639	3,664	2,794	2,167	1,683	18,717	43,386	
SUBAREA ALLOCATION TOTAL	\$ 10,584	\$ 140	\$ 3,639	\$ 3,664	\$ 2,794	\$ 2,167	\$ 1,683	\$ 18,717	\$ 43,386	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(09) ADMIN CAPITAL	10,584	140	3,639	3,664	2,794	2,167	1,683	18,717	43,386	
TOTAL PHASES	\$ 10,584	\$ 140	\$ 3,639	\$ 3,664	\$ 2,794	\$ 2,167	\$ 1,683	\$ 18,717	\$ 43,386	

Scope: Project will purchase replacement vehicles utilized by Sound Transit staff.

Changes to authorized allocation: Increased by \$600 thousand for vehicle replacements.

Budget year activities: Purchase of four replacement vehicles.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	1,663
Current Year TIP	\$	2,263

In Service Year		
Baseline		N/A
Prior Year		2041
Current Year		2041

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	0
Prior Year Cost Estimate	\$	0
Current Year Cost Estimate	\$	0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Systemwide	1,122	135	250	250	250	256	0	0	2,263	
SUBAREA ALLOCATION TOTAL	\$ 1,122	\$ 135	\$ 250	\$ 250	\$ 250	\$ 256	\$ 0	\$ 0	\$ 2,263	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(70) VEHICLES	1,122	135	250	250	250	256	0	0	2,263	
TOTAL PHASES	\$ 1,122	\$ 135	\$ 250	\$ 250	\$ 250	\$ 256	\$ 0	\$ 0	\$ 2,263	

ADMINISTRATIVE
T864140

ADMIN SERVICES

OTHER PROJECTS
Managed by: EXE

Scope: Funds capital expenditures for administrative assets that support agency staff, including leased administrative facilities improvements, office equipment, space planning, and furnishings. Excludes expenditures pertaining to ST owned administrative building improvements.

Changes to authorized allocation: Increased by \$1.7 million for office decommissioning.

Budget year activities: Office decommissioning as ST reduces leases due to the hybrid workforce by releasing office space no longer needed by the agency and continuing installation of sit/stand desks within the core campus.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 5,904
Current Year TIP	\$ 7,600

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 0
Prior Year Cost Estimate	\$ 0
Current Year Cost Estimate	\$ 0

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	4,853	1,696	100	100	425	426	0	0	7,600
SUBAREA ALLOCATION TOTAL	\$ 4,853	\$ 1,696	\$ 100	\$ 100	\$ 425	\$ 426	\$ 0	\$ 0	\$ 7,600
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	0	1,696	0	0	0	0	0	0	1,696
(09) ADMIN CAPITAL	4,850	0	100	100	425	426	0	0	5,901
(10) AGENCY ADMINISTRATION	3	0	0	0	0	0	0	0	3
TOTAL PHASES	\$ 4,853	\$ 1,696	\$ 100	\$ 100	\$ 425	\$ 426	\$ 0	\$ 0	\$ 7,600

ADMINISTRATIVE
T803800

INFORMATION TECH PROGRAM

OTHER PROJECTS
Managed by: ITS

Scope: Support agencywide hardware and software technology, develop and implement technology solutions to improve administrative efficiency through 2041.

Changes to authorized allocation: Decreased by \$18.9 million to close out sub-projects completed prior to 2021.

Budget year activities: Complete various systems implementation and integration projects such as the Operations Performance Reporting, EAMS-E1 Synch, Safety Management and Risk Tool, Livelink Migration/Decomm and more. Continue progress on other projects such as Wind and Wave and more. Initiate and plan multiple 2023 projects as resources and time permits.

Authorized Project Allocation (YOE \$000s)		
Baseline	\$	0
Prior Year TIP	\$	113,536
Current Year TIP	\$	94,685

In Service Year		
Baseline		N/A
Prior Year		2041
Current Year		2041

Financial Plan Project Estimate (2022 \$000s)		
Voter-Approved Cost Estimate	\$	0
Prior Year Cost Estimate	\$	0
Current Year Cost Estimate	\$	0

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future		Total
Systemwide	22,187	8,829	7,941	5,760	4,368	190	0	45,411		94,685
SUBAREA ALLOCATION TOTAL	\$ 22,187	\$ 8,829	\$ 7,941	\$ 5,760	\$ 4,368	\$ 190	\$ 0	\$ 45,411	\$	94,685

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future		Total
(01) OPERATION+MAINTENANCE	1,489	2,029	1,158	407	447	159	0	1,178		6,868
(09) ADMIN CAPITAL	17,612	3,162	5,017	5,289	3,921	30	0	44,233		79,264
(10) AGENCY ADMINISTRATION	3,086	3,638	1,766	63	0	0	0	0		8,553
TOTAL PHASES	\$ 22,187	\$ 8,829	\$ 7,941	\$ 5,760	\$ 4,368	\$ 190	\$ 0	\$ 45,411	\$	94,685





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