Sound Transit's voter-approved program is the largest transit expansion in the country.

From 2022-2046, our regional transit network will grow to include:

- **5 Link light rail lines and 116 miles of service**
- **90 miles of Sounder commuter rail serving 14 stations**
- **46 miles of all-new Stride bus rapid transit serving 12 cities**
- Plus ST Express bus connections linking high-capacity transit modes and destinations across three counties

*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule. Learn more: soundtransit.org/realignment.*

Learn about transit projects in your area: soundtransit.org/2022report
Sound Transit connects more people to more places to make life better and create equitable opportunities for all.

Our program at a glance

570K-660K systemwide weekday boardings projected by 2046

We’re building a system with 252 total miles of rail and bus rapid transit service

That includes 80+ light rail stations, connecting 16 cities across 3 counties

We estimate this will cost $142.3B YOE* for the total program build-out

That means investing $2.9B/year for the next decade

America’s first major light rail system to run on 100% carbon-free electricity

Voter-approved projects forecasted to support 323,000 jobs from now through 2046

* Year of Expenditure
ST’s key metric for program affordability is debt capacity, or the remaining ability of the agency to issue debt. As of April 2022, the ST2/ST3 program is still affordable, but available debt capacity has decreased over time (see chart). The target schedule remains unaffordable, meaning projects with affordability gaps cannot advance to their target schedules.

**Available debt capacity (min. year)**

- Affordable
- Decreased Affordability
- Significant Impact to Affordability
- Unaffordable

**2022 KEY TAKEAWAYS**

**Financial Capacity**
*The 2017-2046 forecast for revenues and costs*
- $2.8 billion increase in grant assumptions
- $1.3 billion decrease in fare revenue
- Inflation is major risk to long-range expenditure forecasts
- Operating costs rising
- Tax revenue forecasts largely unchanged

**Project Readiness**
*The current status of planning and construction*
- Direct and indirect pandemic-related project delays ongoing
- Jurisdictional agreement and permitting delays affecting some projects
- No cost estimate changes (current year $) for projects in planning and design, but cost pressures likely to increase future estimates

**External Pressures**
*Market factors threatening affordability or delivery*
- Rising property costs
- Materials and labor costs inflation
- Strained construction industry
- Impacts from recently resolved concrete strike