

2022 Financial Plan & Proposed Budget



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October 2021

To: Sound Transit Board of Directors
From: Peter M. Rogoff, Chief Executive Officer
Subject: Proposed Budget for Fiscal Year 2022

As Sound Transit entered 2021, we continued our focus on serving our riders and delivering critical transit expansions despite the pandemic's unprecedented upheaval. We tenaciously pursued those imperatives while maintaining focus on the health and safety of our riders, our employees and the companies and workers who have kept us on track to nearly triple the reach of our light rail network by 2024. Our accomplishments of the year took place as most Sound Transit employees who are able to do so have continued to work from home, demonstrating their strong commitment to the agency's mission and core values while limiting the spread of COVID-19.

Following the availability of vaccines in the spring, agency ridership began to slowly and tentatively rebound from the March 2020 reduction of approximately 80 percent. Sound Transit has incrementally restored services following earlier reductions in response to greatly reduced ridership. Link trains returned to eight-minute peak hour frequencies in June, and Sounder restored two afternoon southbound trips in September. The COVID-19 Delta variant has delayed the return to work for many employers and contributes to the difficulty of predicting the rate at which transit ridership will return.

On October 2nd, Sound Transit marked a historic step forward in regional mobility. In opening the Northgate Link Extension we added 4.3 miles to the light rail system and three new stations in North Seattle. Twin-bored tunnels from the University of Washington campus now connect passengers to underground U District and Roosevelt stations before linking with retained cut and elevated sections near Northgate. This ambitious and complex project opened on schedule and an estimated \$52.5 million under budget, affirming our commitment to voters of timely project delivery and fiscal responsibility.

In advance of this expansion, Link gained the distinction this year of becoming the first light rail system in the country to run on completely clean energy generated by wind and hydroelectric sources.

Through the first eight months of 2021 a key agency focus was supporting the work of the Sound Transit Board to respond to urgent fiscal challenges, including challenging construction and real estate market conditions that significantly increased cost estimates for projects in early planning. In August 2021, the Sound Transit Board concluded an 18-month realignment process to address an estimated \$6.5 billion affordability gap, unanimously adopting a new flexible framework for delivering the capital expansion program as rapidly as possible. The realignment plan puts priority on achieving ambitious schedule targets for key projects by working to increase funding opportunities while maintaining intensive efforts to manage project costs.

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Peter M. Rogoff

The Sound Transit staff is dedicated to continually improving the methods it uses to plan and advance world-class projects from early stages through budget baselining and construction.

Sound Transit is simultaneously improving our service planning and engagement methods by applying new equity lenses and deepening our relationships with the community. This year we adjusted our service planning process to start initial scenario development and public outreach earlier, adding a new engagement phase in spring 2021 to hear from passengers who relied heavily on Sound Transit service throughout the pandemic. The plan we've developed for the year ahead focuses on achieving service parity and equity across the region by proposing service increases where people need it most.

A critical focus during 2021 was on our agency's continuing work to become an anti-racist organization. Staff across our agency have continued to engage in conversations about injustice, inequality and systemic racism. The vital work of our Office of Civil Rights, Equity and Inclusion — and of every Sound Transit department — is addressed further below.

2022 budget summary

Our 2022 proposed budget projects revenues and other funding sources of \$3.4 billion and expenditures of \$3.0 billion. The budget for capital and other projects totals \$2.4 billion, primarily for preliminary engineering, right-of-way acquisition, and construction for system expansion projects—a decrease of \$51.9 million or 2.1 percent, compared to the 2021 budget. The 2022 budget also funds numerous projects to enhance and maintain existing facilities and equipment in a state of good repair.

The 2022 transit operating budget is \$444.3 million, an increase of \$63.5 million or 16.7 percent, compared to the 2021 budget. The increase is primarily driven by a full year of operating costs for the Northgate Link Extension, higher headcounts and rates from our transit operating partners, rising insurance and fuel costs, as well as increasing ST Express and Sounder service levels closer to pre-pandemic levels to meet ridership demand. We are also looking forward to opening Hilltop Tacoma Link Extension in 2022.

Finally, the budget includes \$220.1 million for debt service, operating contingency, leases, partner contributions, tax collection fees, and the sales and use tax offset fee. The unrestricted cash balance for the agency is forecasted to be \$1.9 billion by the end of 2022.

Additional 2021 accomplishments and 2022 highlights

Grants

Federal COVID relief funds received in 2021 partially offset the pandemic's immediate financial impacts. This included the \$179 million provided to the agency through the CRRSAA Act and \$549 million from the American Rescue Plan (ARP). We are particularly grateful to our congressional delegation for successfully securing provisions in the ARP that targeted more than \$250 million to Sound Transit to augment funding for our existing Federal Full Funding Grant Agreements. Additionally, in September 2021, Sound Transit closed on the largest-ever package of loans in the history of the USDOT's Transportation Infrastructure Finance and Innovation Act program: \$3.84 billion for six projects. This package includes a new loan for Downtown Redmond Link Extension in the amount of \$521 million and the refinancing of current loans for the OMF East project as well as the Northgate, Federal Way, Lynnwood and East Link extensions. This will provide approximately \$810 million in savings for the agency through 2046, increasing Sound Transit's financial capacity by \$526 million.

In 2022 we'll pursue various regional and national grant competitions, and we're planning to request entry into the FTA's Capital Investment Grant (CIG) program for the West Seattle and Ballard Link Extensions and Tacoma Dome Link Extension projects. The CIG is a discretionary grant program that requires transit agencies to complete a series of steps over several years leading up to execution of a Full Funding Grant Agreement. This is the same process Lynnwood Link and Federal Way Link Extension projects already completed, resulting in a \$1.17 billion FFGA for Lynnwood and \$790 million FFGA for Federal Way.

Link expansion

As referenced earlier, the **Northgate Link Extension** opened on October 2nd, adding three new stations.

The **Hilltop Tacoma Link Extension** is currently 83 percent complete. The 2.4-mile extension will offer six new stations and one relocated station, with service likely to increase to every 10 minutes on weekdays and Saturdays and every 20 minutes on Sundays. The project also includes the purchase of five new light rail vehicles and expansion of the existing Operations and Maintenance Facility and Yard on E. 25th Street.

The **East Link Extension** is 94 percent complete, and the project is well within budget. The Downtown Bellevue Tunnel is now substantially complete. Most civil contract packages will be substantially complete in 2021, clearing the way to advance start-up, commissioning activities and testing scheduled for fall 2022 ahead of our 2023 opening. We opened the new OMF East in May 2021.

The **Lynnwood Link Extension** is now 50 percent complete, and work continues on placing concrete girders and elevated deck concrete for the aerial guideway. Station construction is advancing at Mountlake Terrace, Shoreline South/148th, Shoreline North/185th and Lynnwood City Center, along with their respective parking garages.

The **Downtown Redmond Extension** broke ground in late 2019 and is currently 34 percent complete. Efforts are focusing on site clearance, column placement and other heavy construction. The project is on schedule for revenue service in late 2024.

The **Federal Way Link Extension** is 41 percent complete, and construction continues on elevated track segments and columns. The project will advance heavy construction in 2022 in anticipation of revenue service in 2024.

The **Tacoma Dome Link Extension** continues with preliminary engineering and alternatives development. In addition to financial impacts, the COVID-19 pandemic also affected Sound Transit's ability to advance environmental review processes, both internally and with our planning partners. Consequently, we now anticipate publishing the Draft Environmental Impact Statement for TDLE in mid-2022.

On the **West Seattle and Ballard Link Extensions**, we look forward to Draft EIS publication in early 2022, followed by Board action to confirm or modify preferred alternatives.

The **Everett Link Extension** is in project development, and we'll continue identifying and developing alternatives for the project, including OMF North. The facility will store and commission vehicles in advance of the future Everett Link Extension.

We continue our **light rail vehicle fleet expansion** with the conditional acceptance of 40 Siemens vehicles by the end of 2021, with the balance of the 152-vehicle contract order conditionally accepted by the required time frame for the various Link projects scheduled to open between now and 2024.

Sounder expansion

Sound Transit is preparing to invest in significantly expanding the ability for residents to take advantage of our popular Sounder South service at key stations by implementing investments in added parking as well as other access improvements. Work to expand parking and access at Puyallup Station is 61 percent complete and includes topping off the garage and erecting a pedestrian bridge. We will continue rapid progress on this long awaited project and look forward to celebrating its opening for use by our riders in 2022.

The Puyallup project is leading the way for making similar access investments that will benefit Sounder riders at Sumner, Auburn and Kent. Like the Puyallup, these projects will be implemented in close collaboration with our jurisdictional partners. Longer term, Sound Transit will implement other expansions of South Corridor Sounder service thanks to voter-approved investments in expanding stations for longer and higher-capacity trains, as well as negotiating with BNSF for additional trips. Other investments later in the Sound Transit 3 program will include extending service southward to new stations we will construct in Tillicum and DuPont.

Stride and ST Express

The Board recently selected the Canyon Park area of Bothell as the site for the bus rapid transit maintenance base that will enable BRT operation on I-405 and SR-522. This action moves the project into the final design phase. We expect to open the facility in 2025 to receive the new BRT vehicles prior to the start of service.

In September, the Board approved the I-405 Stride BRT project to be built. Project activities include planning for environmental review, conceptual engineering and preliminary engineering, including working with WSDOT to advance environmental and design at 85th, Brickyard, the SR 522/I-405 Transit Hub, and Canyon Park. Stride will provide 37 miles of high-capacity bus rapid transit service to the region beginning in 2026.

The Board also in September approved the SR 522/NE 145th BRT project to be built, as well as full or partial acquisition of 44 parcels. Project activities include completing preliminary engineering and commencing final design. The 30 percent design has been completed for the NE 145th, Lake Forest Park and Kenmore segments, and is being finalized for the Bothell segment. All segments have been reviewed by the local authorities.

Fare Ambassador Pilot

The Fare Ambassador Pilot program grew out of passenger feedback and community engagement. In response, our new Fare Ambassadors wear bright yellow caps and carry yellow messenger bags that make them easy to recognize. Their focus is on passenger education and customer service rather than enforcement, with particular emphasis on how to purchase ORCA cards and how income-eligible passengers can obtain ORCA LIFT cards. We'll continue to engage with passengers and the community, including BIPOC-led organizations, to learn about their experiences with the program and gather feedback to help us refine long-term approaches to addressing nonpayment.

Staff will propose policy changes for Board consideration in early 2022. Policy updates could include lowering fines, implementing a new citation resolution process without court adjudication. When the pilot ends next year, there will be a decision about making the Fare Ambassador positions permanent.

ORCA fare system

As the lead agency in the effort to replace the current ORCA regional fare system, we expect to begin transition to the next-generation of the system throughout the region in early 2022. The new ORCA system will include several exciting new features, including real-time transactions, a greatly expanded network of retail vendors, a new website and mobile app, and tap-to-pay with mobile wallets following launch.

Transit-oriented development

The Transit-Oriented Development Program implements the agency's Equitable TOD Policy (Resolution R2018-10), which evaluates and plans for integrating capital projects with housing and commercial development and prioritizes affordable housing on surplus property. As of September 2021, Sound Transit has more than 2,500 housing units either built, under construction, awarded, or in negotiations with development partners for the agency's TOD sites, the majority of which are affordable housing units.

As of 2021, more than 425 new housing units, 30,000 square feet of retail, and a new public plaza have opened at Capitol Hill Station on Sound Transit property. In fall 2021, new apartments and retail space will open at Beacon Hill Station, where the agency sold a small surplus property to an adjacent property owner. New affordable housing is also under construction at Roosevelt Station, Beacon Hill Station, Capitol Hill Station, and in First Hill.

Developers are planning projects at the Spring District/120th Station and Angle Lake Station, which include both affordable housing and market-rate buildings. These projects implement local and regional growth plans, support transit ridership, provide much needed affordable housing, and generate revenue for the agency primarily from market-rate projects. Planning is underway for the next round of TOD projects at U District Station, Kent/Des Moines Station, Overlake Village Station, Federal Way Transit Center and Lynnwood City Center.

In June 2021, Amazon and Sound Transit announced a partnership to accelerate the creation of up to 1,200 new affordable housing units regionwide. The company has committed \$100 million in below-market funding to developers to help create and expedite affordable housing investments on Sound Transit surplus property.

Labor relations

One of the many ways Sound Transit is promoting equity, diversity and inclusion is through our pre-apprenticeship program sponsored by our Labor Relations office. These programs provide workforce readiness classes to prepare workers physically and provide safety training and basic skills training so they're job-ready on day one as a new apprentice.

Workforce diversity goals in the Sound Transit Project Labor Agreement include: 20 percent apprentice utilization on our projects; 21 percent utilization of workers of color; and 12 percent utilization of women working on our capital construction projects.

Equity and inclusion

In 2020 we made the commitment for Sound Transit to become an anti-racist organization. The Office of Civil Rights, Equity & Inclusion (CREI) has developed an anti-racist strategy that builds off the current diversity, equity & inclusion strategy to ensure that we create conditions necessary to achieve racial equity within our agency and within the broader community. This five-year strategy will officially launch in 2022 along with the implementation of our equity tools, continued partnership with our ten employee-led groups, new training and much more.

CREI also continues to focus on removing barriers, creating opportunities and building capacity for underrepresented and women-owned businesses to ensure businesses building our regional transit system represent the communities we serve. In addition, CREI will continue to expand upon current strategies and frameworks to meet the agency's civil rights regulatory compliance requirements.

In closing

From the COVID-19 pandemic to calls for racial justice, to working from home to encroaching fires, 2021 challenged all of us. Through these difficult times, Sound Transit kept our trains and buses running, helping deliver essential workers to front-line jobs. We kept our expansion projects moving forward while ensuring the safety of the construction workforce. We continued to meet our fiscal responsibilities and commitments to voters, with project openings and light rail construction in every part of the region. There was no playbook to pull off the shelf on how to realign the largest transit capital expansion program in the country while in the midst of a historic pandemic and spiking cost estimates. Yet Sound Transit's staff and the Board successfully collaborated to develop a realignment plan that will guide our ambitious capital program going forward.

We have plenty of work ahead of us, and I'm proud to report that our staff and partners, despite a challenging 2021, are enthusiastic and ready to advance our mission and deliver a new round of major milestones in 2022. Workers have risen to the occasion and continue our commitment to our mission and values under these challenging circumstances.

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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).

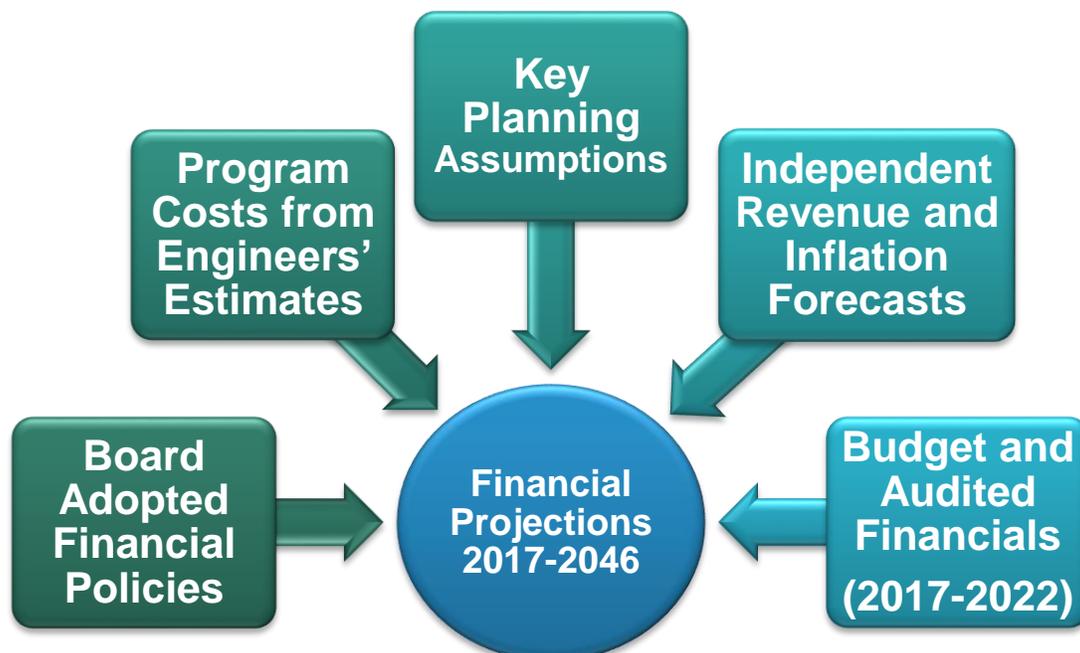
Sound Transit produces the LRFP in accordance with the Federal Transit Administration's "Guidance for Transit Financial Plans" and maintains the plan on a modified cash basis. The LRFP states and projects all agency sources and uses of funds for the period 1997 to 2060 with special focus on 2017 to 2046. 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.

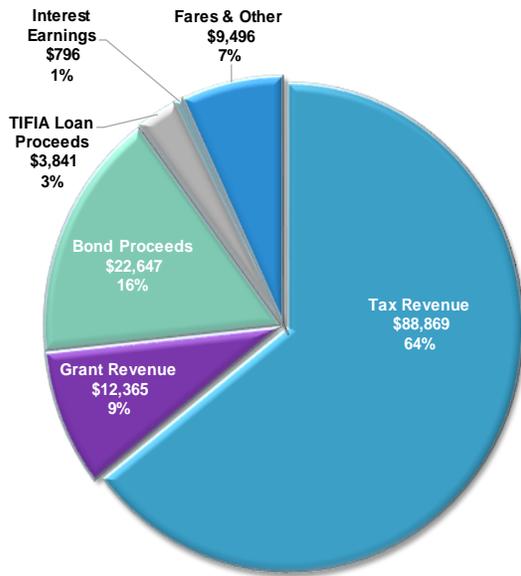
KEY ELEMENTS OF THE LONG-RANGE FINANCIAL PLAN



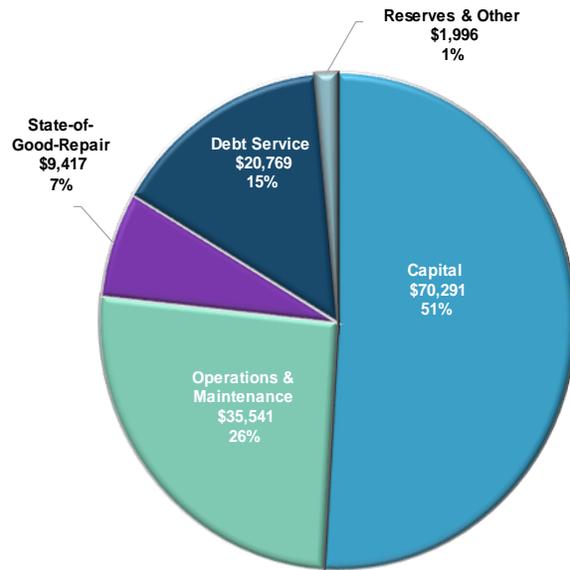
Sources and Uses of Funds - Affordable Schedule

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

SOURCES OF FUNDS \$138.0B
(YOE\$ in millions)



USES OF FUNDS \$138.0B
(YOE\$ in millions)





Financial Plan - Sources & Uses Summary

Fall 2021 Financial Plan

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	9,268	22,184	10,059	17,646	12,568	-	71,724
MVET	1,721	2,199	1,434	2,820	2,569	-	10,742
Property Tax	673	2,225	685	1,870	823	-	6,276
Rental Car Tax	6	14	93	9	6	-	127
Total Tax Revenues	11,667	26,621	12,270	22,344	15,966	-	88,869
Other Revenue							
Grant Revenue	2,140	3,468	2,319	1,896	1,577	965	12,365
Fare Revenue	578	4,989	976	1,114	669	-	8,326
Other Revenue	12	131	74	86	39	239	582
Interest Earnings	-	-	-	-	-	796	796
Total Other Revenue	2,730	8,588	3,369	3,096	2,285	2,001	22,069
Bond Proceeds (with DSRF)	6,410	12,584	2,939	715	-	-	22,647
TIFIA Proceeds	471	1,088	926	1,357	-	-	3,841
Changes in Cash (addtl funding to offset deficits)	845	392	367	261	(1,277)	(0)	588
Total Sources	22,123	49,273	19,871	27,772	16,975	2,001	138,015

Uses of Funds							
Capital Expenditures							
Light Rail Transit	11,456	19,173	5,754	12,643	3,388	6,438	58,853
Tacoma Link	-	-	-	-	1,743	-	1,743
Commuter Rail	181	-	1,460	-	2,912	-	4,552
Regional Express Bus	199	66	61	362	388	-	1,077
Bus Rapid Transit	87	411	334	1,476	128	-	2,436
System-wide	43	159	45	52	41	1,168	1,508
Service Delivery	16	12	42	18	35	1	123
Total Capital Expenditures	11,982	19,821	7,696	14,551	8,634	7,607	70,291
O&M Expenditures							
Light Rail Transit	1,829	10,335	3,244	2,883	650	-	18,942
Tacoma Link	-	-	-	-	903	-	903
Commuter Rail	446	-	1,374	-	1,589	-	3,409
Regional Express Bus	732	-	506	2,243	1,474	-	4,954
Bus Rapid Transit	227	422	298	1,183	-	-	2,131
System-wide*	248	447	203	339	200	3,767	5,203
Total O&M Expenditures	3,482	11,204	5,626	6,647	4,815	3,767	35,541
SOG	528	2,759	1,661	1,859	1,260	1,349	9,417
System-Wide Activities	1,377	3,227	1,491	2,700	1,927	(10,723)	-
Reserve Contributions (O&M, R&R, DSRF)	505	1,023	275	129	63	1	1,996
Debt Service (Excludes TIFIA)	3,901	10,351.80	2,434	866	275	-	17,827
TIFIA Debt Service	348	887	688	1,019	-	-	2,942
Changes in Cash (cumulative surplus)	-	-	-	-	-	-	-
Total Uses	22,123	49,273	19,871	27,772	16,975	2,001	138,015

Sources of Funds - Affordable Schedule

Sources of funds for 2017–2046 of \$138.0 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 tax base 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 Puget Sound 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 then allocated to each of the five Sound Transit subareas based on actual historical data from the State Department of Revenue and the State Department of Licensing.

The sales and MVET tax forecasts incorporate August 2021 Blue Chip economic data, an earlier than previously assumed economic reopening following the COVID-19 vaccine release in 2021 Q1, and assume no additional federal government stimulus after March 2021. The high concentration of technology companies in the region and consequently high wage-paying jobs and remote work adaptability has helped cushion the region against the more damaging economic impacts of lockdown orders relative to other parts of the country.

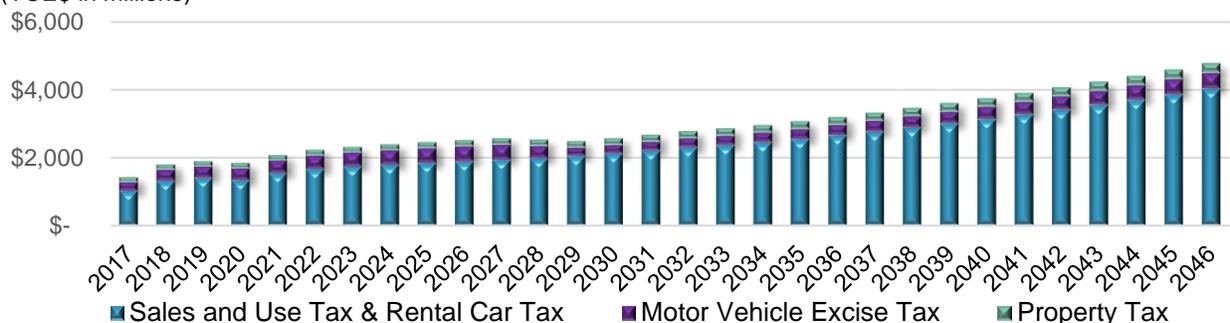
For the property tax forecast, an independent third party projects the growth of assessed value (AV) for both existing property and new construction within the Sound Transit district.

Assumptions:

- Sales Tax Rate: 0.4% 1997–2009; 0.9% 2009–2017; 1.4% 2017–2041 (subject to potential sales tax rollback after 2041). Average Annual Tax Base Growth: 4.3% 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: 3.6% 2017–2046.
- Rental Car Tax Rate: 0.8%. Average Tax Base Growth: 3.0% 2017–2046.
- Property Tax Rate: Up to \$0.25/\$1,000 AV. Average AV growth: 4.6% 2017–2046.

Projected tax revenues of \$88.9 billion comprise 64 percent 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 programs currently authorized under the Fixing America’s Surface Transportation Act 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, 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).

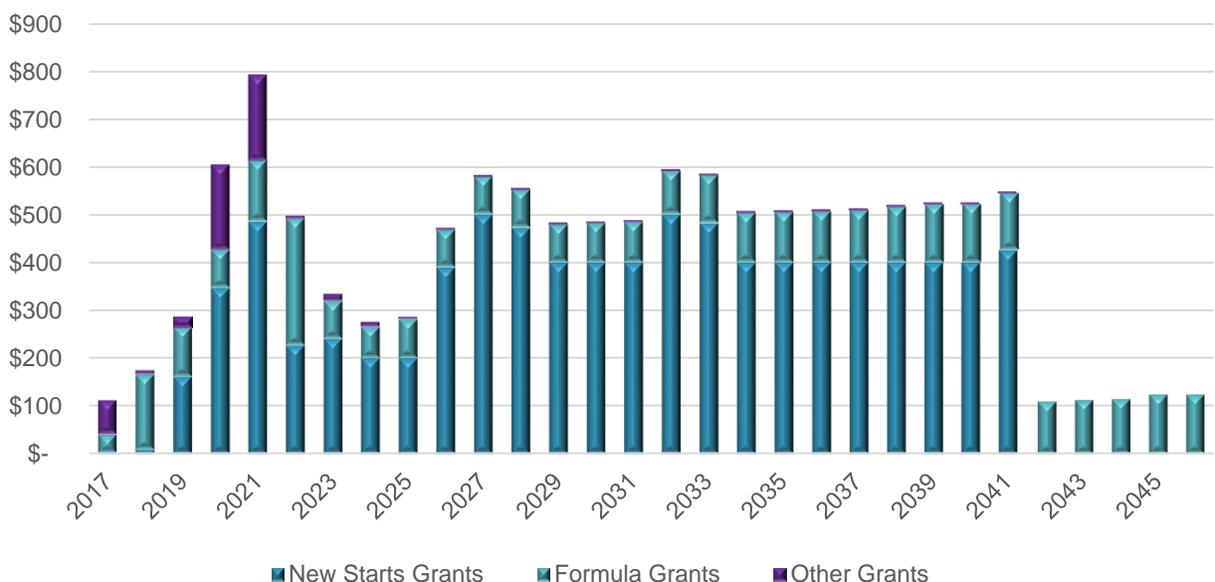
Of the \$12.4 billion of grant funding assumed in the LRFP through 2017 to 2046, approximately \$2.0 billion (16 percent) has already been secured in executed grant agreements, including already executed Full Funding Grant Agreements (FFGAs).

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

- **New Starts Grants**
 - Lynnwood Link Extension was awarded an FFGA of \$1.172 billion.
 - Federal Way Link Extension was awarded an FFGA of \$790 million.
 - University Link Extension projected is projected to receive FFGA funding of \$25 million.
 - Hilltop Tacoma Link Extension was awarded a \$75 million Small Starts Grant Agreement.
 - Future ST3 FFGAs are projected to receive \$6.226 billion.
- **Formula Funds**
 - FTA Formula Funds including ARP funds are projected to receive \$3.04 billion.
- **Other Grants**
 - Sound Transit was awarded with \$346 million of CARES Act and CRRSAA funding in 2020 - 2021.
 - Sound Transit was awarded with \$273 million in CIG ARP funds for Lynnwood Link Extension, Federal Way Link Extension, and Hilltop Tacoma Link Extension.
 - Competitive grants are projected to receive \$207 million.
 - South Sounder ST3 Expansion is projected to receive \$182 million.

Total projected grant revenue of \$12.4 billion by grant type is shown on the following graph.

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



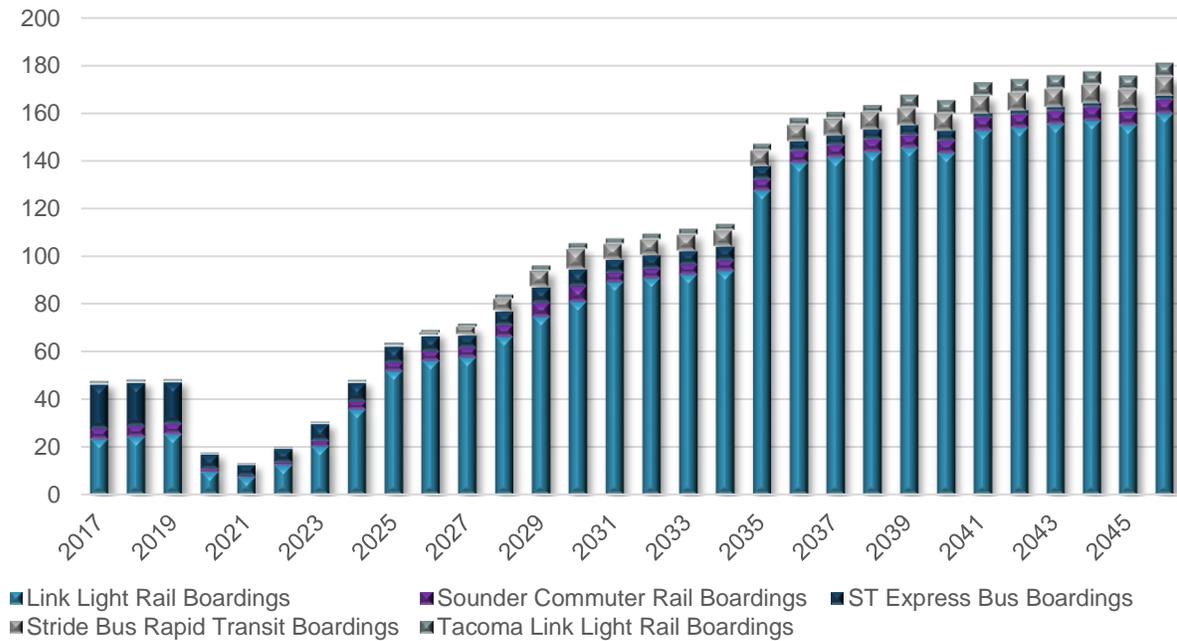
Ridership and fare revenue

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)



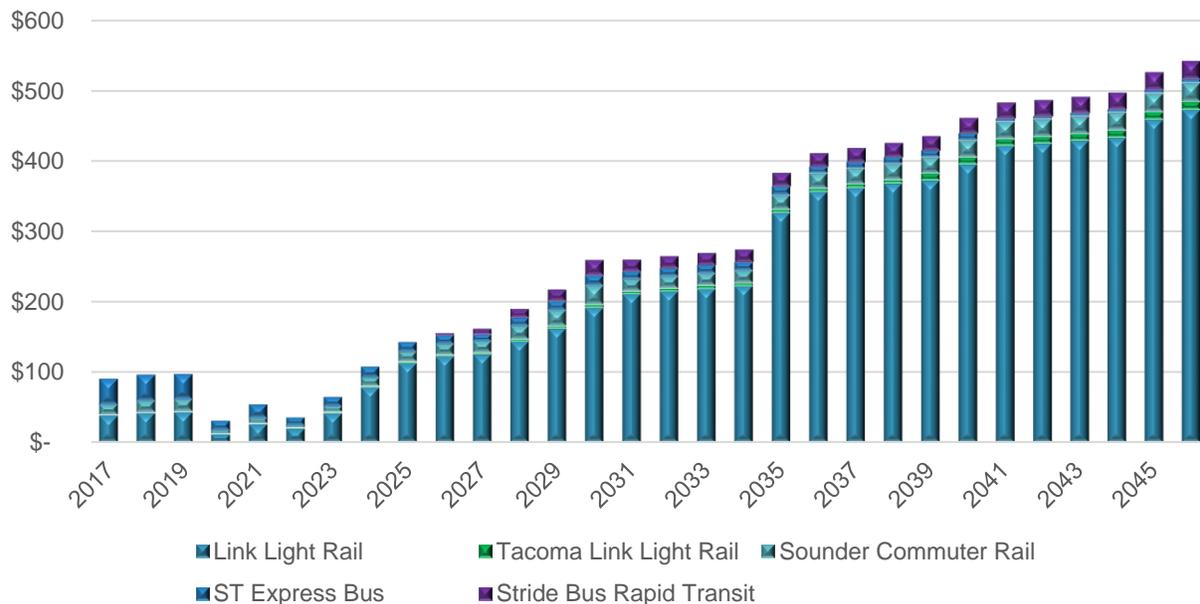
Fare revenue

The LRFPA 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 2022. Stride bus rapid transit is projected to begin collecting fares to coincide with the 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, youth and ORCA LIFT (low income) fares are set lower than the standard adult 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) 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
(YOE\$ in millions)



Interest earnings

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

Assumption:

Sound Transit will earn a 2.0 percent 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:

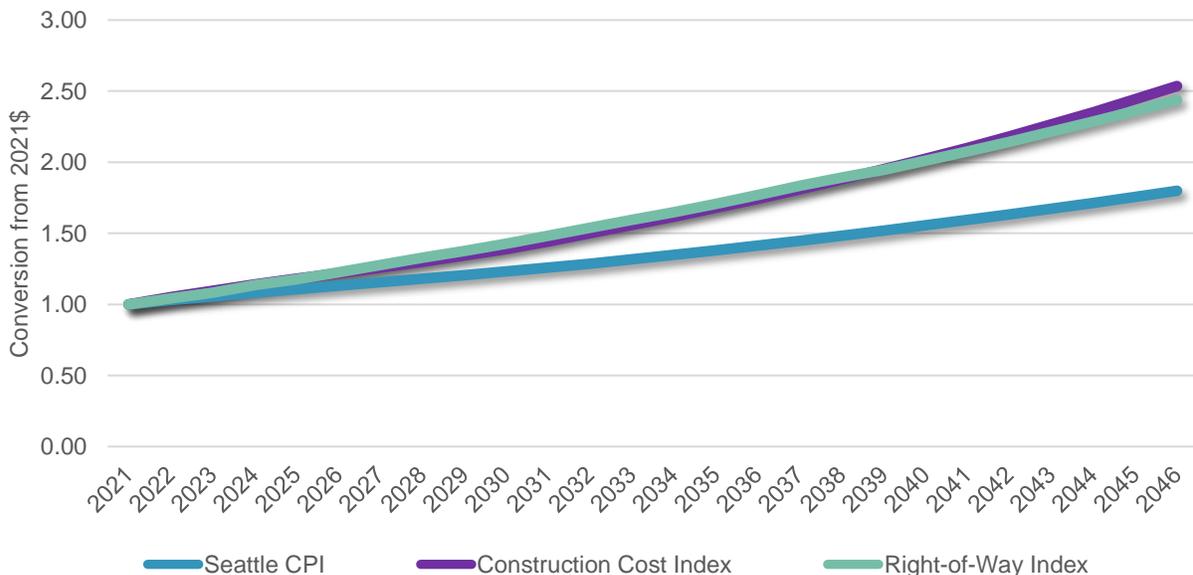
- Consumer Price Index (CPI-U Seattle) is applied to operations and maintenance expenses, and “soft” capital costs, excluding construction-related elements and property acquisitions, and is produced by an independent third party;
- Construction Cost Index (CCI) is applied to construction-related elements 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: 2.5%.
- CCI Annual Cost Inflation* 2017 – 2046: 3.9%.
- ROWI Annual Cost Inflation* 2017 – 2046: 4.6%.

*based on compound annual growth rate

SOUND TRANSIT INFLATION INDICES – CONVERSION FROM 2021\$ (2021 = 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 a Service Implementation Plan to guide the delivery of these modes. Total operations and maintenance expenditures includes forecasts for each mode and system-wide 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.

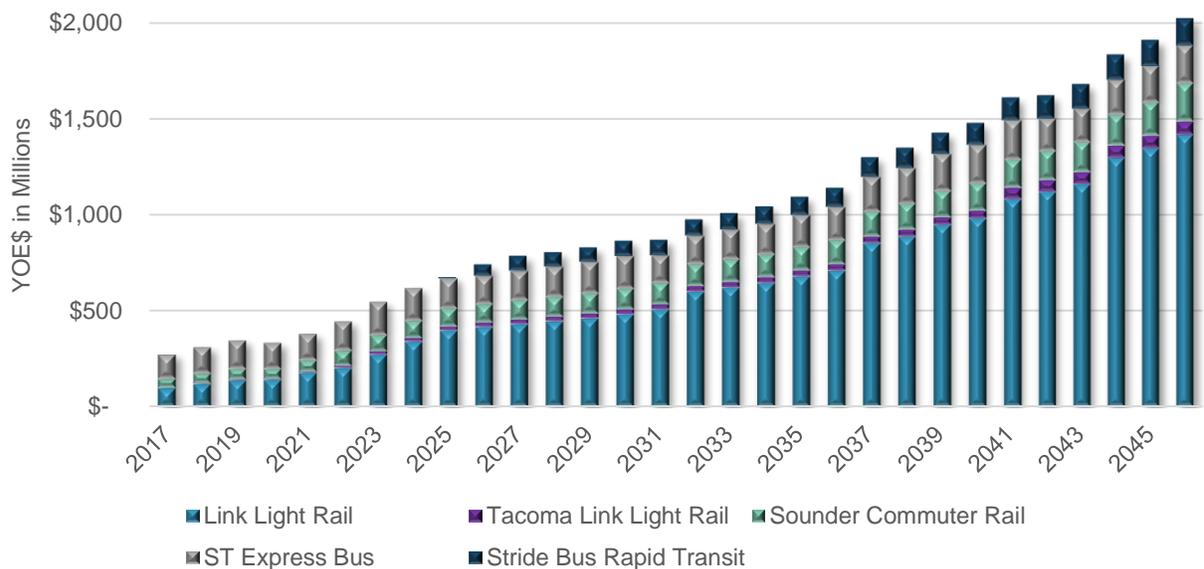
Non-labor operating costs are inflated using the Consumer Price Index (CPI-U Seattle). Labor costs are inflated according to Sound Transit's historical average normalized wage growth. Some purchased transportation costs are inflated at a higher rate based on historical experience or known contract increases.

System-wide 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 percent 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
(YOES\$ in millions)



Capital expenditures

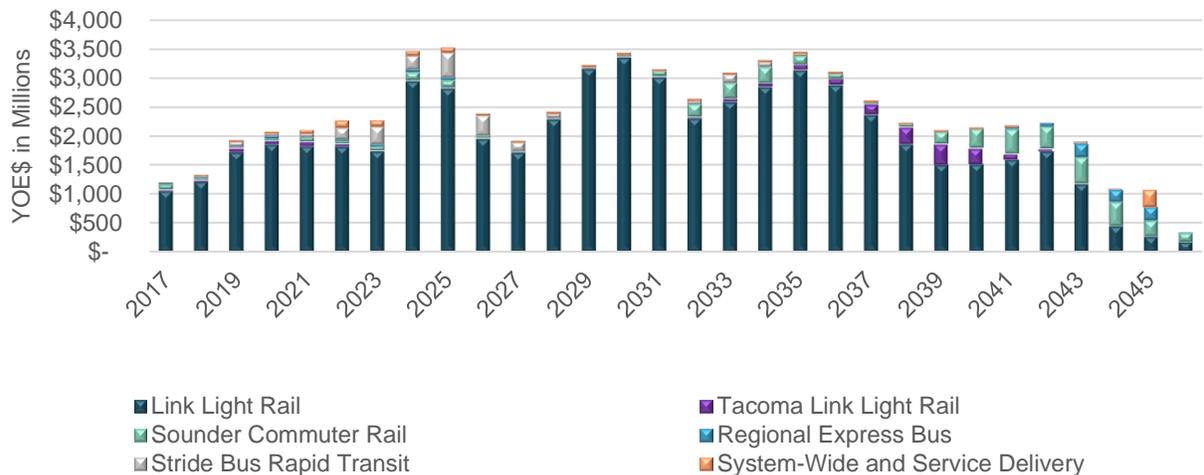
The LRFP capital spending plan consists of seven categories. These include Sound Transit’s five transit modes: Link light rail, Tacoma Link light rail, Sounder commuter rail, Regional Express, and Stride bus rapid transit. Additionally, there are two other categories of capital projects: “system-wide” which includes projects that benefit the agency (such as the Transit Oriented Development Planning Program), and “service delivery” which includes projects that support the delivery and operations of service, such as Signage Improvements.

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 (2021\$ 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
(YOE\$ in millions)



System-wide 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.

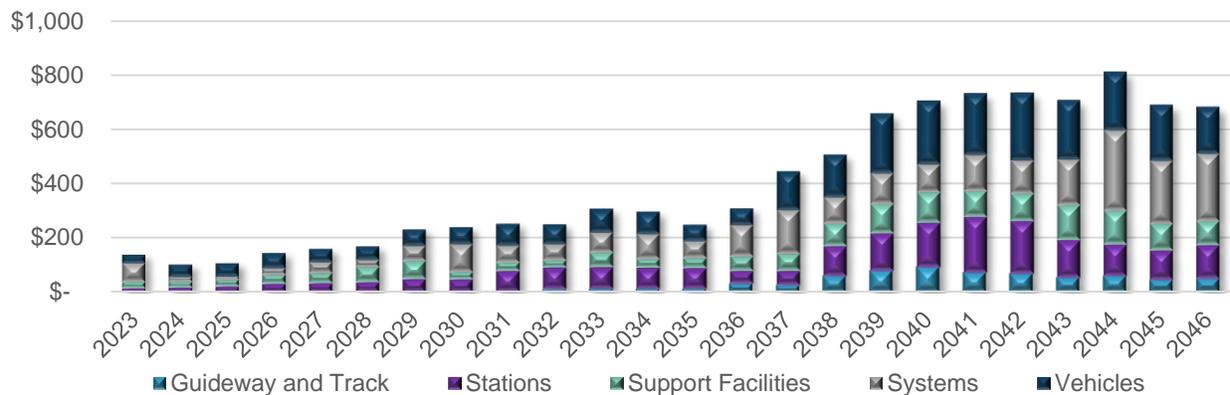
State of good repair expenditures

The LRF 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 percent of replacement expenditures will be funded by Sound Transit revenues. \$300 million in capital reserve funds have been set aside in the LRF projections with an annual 2.0 percent 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 LRF model.

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



Contribution to reserves

The agency maintains reserves to meet agency-wide 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: 7.15%.
- 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 \$22.6 billion in bonds will be issued from 2017-2046. Additionally, the plan includes \$3.8 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 - 2025, 5.3% 2026 – 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 1.98 in 2044 and rises thereafter. Adherence to other minimum debt service coverage ratios are detailed in the table below.

Debt Service Coverage Ratio	Policy Minimum Debt Service Coverage Ratio (DSCR) Requirement	Minimum DSCR Forecasted	Year of Minimum
Net DSCR	1.5x	1.98x	2044
Senior/Prior ABT	2.00x	25.08x	2021
2nd Junior/TIFIA ABT (1.1x Minimum)	1.10x	2.32x	2042
Subordinate/Parity ABT	1.50x	2.32x	2042

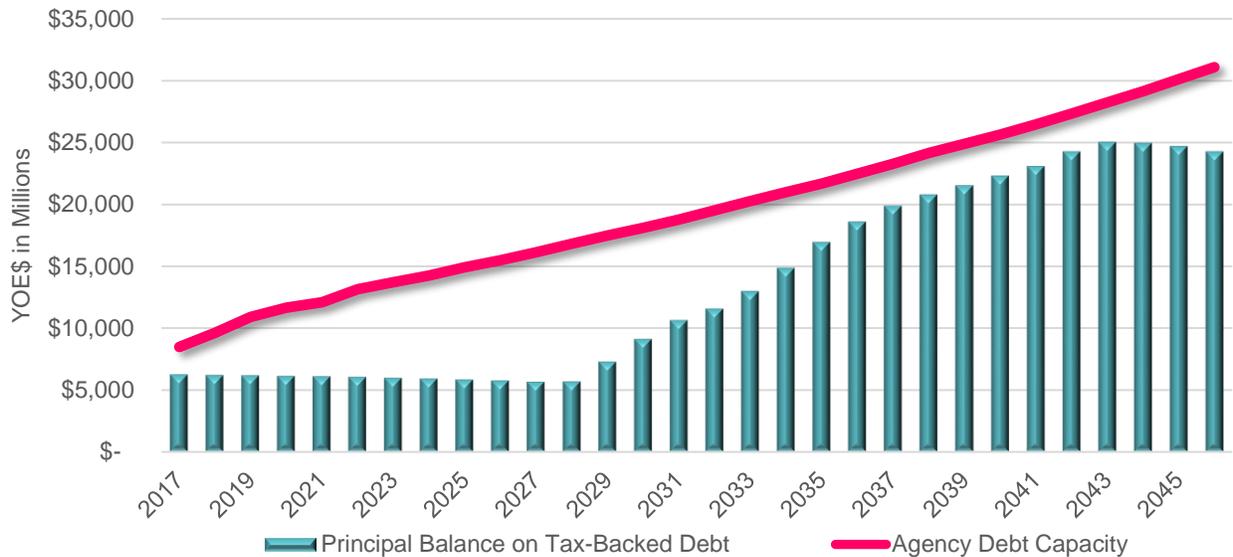
Capacity

As described earlier, according to Washington state law, the amount of debt issued by Sound Transit cannot exceed 1.5 percent 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 debt capacity.

See below for the projections regarding maximum debt balance, and capacity utilization.

- The agency will come closest to its maximum debt capacity in 2042, reaching a minimum additional capacity of \$3.1 billion.
- The agency reaches a maximum principal debt balance of \$25 billion in 2043 and declines thereafter.

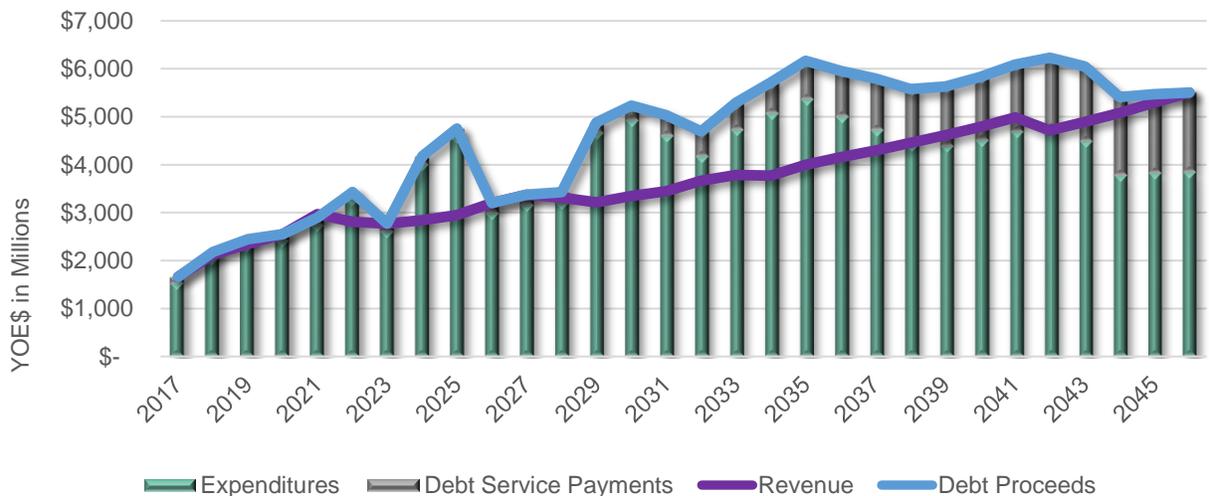
DEBT CAPACITY 2017 — 2046
(YOES in millions)



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 19 percent of total sources during the period of 2017 to 2046 and are the second largest contributor behind tax revenue, which comprises 64 percent of total sources throughout the same period.

SUMMARY OF REVENUES, EXPENDITURES, AND DEBT PROCEEDS 2017 — 2046
(YOES 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 risk areas that could affect the ability to deliver the capital program within the affordable timeline.

Key risk areas

Federal funding: The LRFP assumes New Starts Funding including \$6.2 billion for future FFGA projects.

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 COVID-19 impacts on ridership continue beyond 2021, but the exact timeframe of ridership recovery is highly uncertain. The ridership recovery timeframe depends on the severity of the COVID-19 pandemic in the Puget Sound region and how business adoption of work from home policies evolves. Not only may the current ridership forecast assume too rapid a recovery of the Puget Sound region from COVID-19, 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 percent on its long-term bonds through 2025 and at 5.3 percent 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.

Sensitivity analysis / stress tests

Sound Transit conducted a series of sensitivity analyses or “stress tests” to assess the extent to which the agency’s ability to fulfill its voter approved mission is at risk due to the impact of external factors on the LRFP.

The impact of several types of potential financial events were tested by examining the impact on the agency debt capacity limit (pursuant to state law) Additional Bond Tests (ABT, pursuant Bond covenants), and the net debt service coverage ratio (DSCR). It is agency policy to maintain a minimum agency wide net debt service coverage ratio of 1.5 or greater in any year. Based on the current projections, the agency will run out of statutory debt capacity prior to reaching the ABT or net DSCR.

As described earlier, Sound Transit’s statutory debt limit is based on the assessed valuation of real property located within the regional transit authority district. There are two types of bond limits — one for non-voted debt, and the other for voted debt. Sound Transit may issue total outstanding debt in an amount up to 1.5 percent of assessed valuation within its district without special voter authorization. Upon the approval of 60 percent of the electorate, Sound Transit could issue bonds in an amount up to 5.0 percent of assessed valuation.

2022 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 2022 annual budget includes revenues and other financing sources of \$3.4 billion and expenses and outlays of \$3.0 billion.

Sound Transit expects to receive \$3.4 billion in revenues and other financing sources in 2022, an increase of \$387.6 million or 12.7 percent over the 2021 forecast primarily due to higher Transportation Infrastructure Finance and Innovation Act (TIFIA) loan proceeds partially offset by lower federal grants and local and state contributions. Passenger fare revenues are projected to be \$36.5 million or 78.7 percent higher than the 2021 forecast assuming ridership continues to grow from initial COVID-19 declines. The 2022 annual budget does not include any forecasted bond issuance for 2022.

The total transit modes budget of \$444.3 million is up 20.8 percent compared to the 2021 forecast as Sound Transit regains ridership from the pandemic and expands its footprint in the region. This includes three new Northgate Link Extension stations, Operations and Maintenance Facility – East (OMFE), Hilltop Tacoma Link and anticipated ownership of the Downtown Seattle Transit Tunnel (DSTT) from King County Metro (KCM). Expenses are increasing in services, purchase transportation, insurance, public safety and maintenance.

The projects budget (excluding charges to transit modes) totals \$2.4 billion for 2022, an increase of \$166.5 million or 7.5 percent compared to the 2021 forecast. The 2022 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. R-2021-05. State of Good Repair and other non-system expansion projects are prioritized funded to support agency priorities. Based on this guidance, \$2.1 billion or 89.5 percent of the total projects budget is to continue with planning, design, and build-out of the system expansion program. An additional \$118.2 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 \$131.8 million.

Other expenses budget totals \$220.1 million for 2022, an increase of \$21.4 million or 10.7 percent over the 2021 forecast. Of that total, \$156.7 million is budgeted for debt service, which includes principal repayments, interest expense, loan amortization, and financing fees. \$28.7 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, also paid to the DOR. A \$5.0 million cash contribution to the City of Seattle for the operation and maintenance of the First Hill Streetcar, \$17.3 million for leases, and \$12.5 million for operating contingency are also budgeted for 2022. More information on these expenditures can be found in the Other Budgets section.

Lastly, the budget anticipates the unrestricted cash balance to grow by approximately \$386.9 million in 2022 driven by the difference in revenue and other financing sources of \$3.4 billion versus expenses and outlays of \$3.0 billion. The agency's unrestricted cash balance is estimated to grow to \$1.9 billion by the end of 2022.

2022 BUDGET SUMMARY
(in thousands)

	2020 ¹ Actual	2021 Budget	2021 Forecast	2022 Budget
Revenues and Other Financing Sources				
Retail Sales And Use Tax	\$1,324,465	\$1,298,932	\$1,577,069	\$1,685,429
Motor Vehicle Excise Tax	361,749	331,665	386,689	404,425
Rental Car Tax	1,880	1,613	2,960	3,049
Property Tax	155,306	157,260	157,260	165,000
Federal Grants	605,334	376,610	792,876	497,737
Local & State Contributions	29,623	5,553	5,295	1,103
Passenger Fare Revenue	30,758	54,185	20,403	36,456
Investment Income	45,281	14,612	7,860	12,963
Miscellaneous Revenues	12,314	12,546	13,357	17,251
Bond & TIFIA Loan Proceeds	0	700,000	87,000	615,000
Total Revenues and Other Financing Sources	\$2,566,710	\$2,952,976	\$3,050,768	\$3,438,413
Expenses & Outlays				
Transit Modes				
Link	\$139,082	\$175,438	\$163,143	\$201,365
Souder	52,566	60,797	62,545	81,119
ST Express	135,409	138,198	135,756	150,736
Tacoma Link	5,275	6,385	6,285	11,083
Subtotal Transit Modes	\$332,332	\$380,818	\$367,729	\$444,304
Projects				
System Expansion	\$2,003,802	\$2,235,554	\$2,056,751	\$2,135,383
Enhancement	16,400	34,035	22,159	47,951
State Of Good Repair	52,950	36,437	28,287	70,294
Administrative	100,436	124,902	111,710	131,809
Charges to Transit Modes ²	(4,221)	(14,296)	(15,021)	(20,712)
Subtotal Projects	\$2,169,367	\$2,416,632	\$2,203,885	\$2,364,725
Others				
Debt Service	\$139,023	\$161,021	\$149,716	\$156,680
Tax Collection & Fees	14,058	33,605	27,930	28,660
Contributions to Partner Agencies	5,000	5,000	5,000	5,000
Leases	18,328	16,264	16,123	17,291
Operating Contingency	0	11,000	0	12,500
Subtotal Others	\$176,409	\$226,890	\$198,769	\$220,131
Total Expenses & Outlays	\$2,678,108	\$3,024,340	\$2,770,383	\$3,029,160
Projected Unrestricted Cash Balance as of 1/1/2022				\$1,539,601
Total Revenues and Other Financing				3,438,413
Expenses and Outlays				(3,029,160)
Reserves				(22,378)
Projected Unrestricted Cash Balance on 12/31/2022				\$1,926,476

¹Final audited results.

²Operating projects charged to modes through expense transfers.

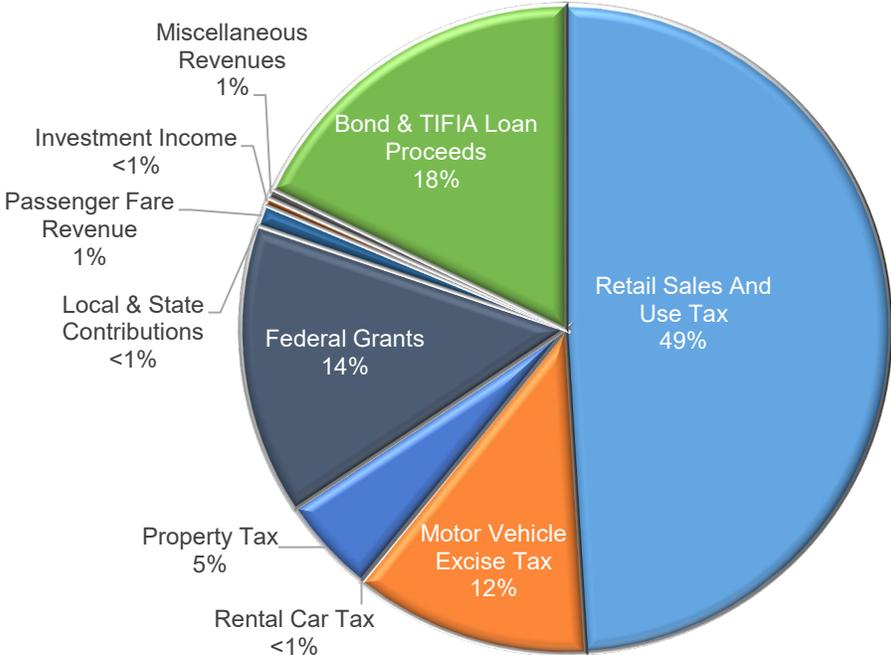
Revenues & Other Financing Sources

Funding for Sound Transit’s operations and capital programs comes from local retail sales and use tax, 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, we expect to recognize \$2.8 billion in revenues and other financing sources in 2022, a decrease of 4.7 percent or \$140.4 million from the 2021 forecast. The decrease is mainly due to lower federal grants following the receipt of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Rescue Plan (ARP) funding in 2021, and is partially offset by higher taxes, fare revenues and investment income. The proposed 2022 budget includes TIFIA loan proceeds of \$615.0 million to fund the projected gap between revenues and other financing sources and expenses and outlays in 2022. Also, the TIFIA loan drawdowns are required to be completed within one year after revenue service, which was in October 2021 for Northgate Link Extension.

The proposed 2022 budget including the TIFIA loan proceeds of \$615.0 million is \$3.4 billion, an increase of 12.7 percent or \$387.6 million from the 2021 forecast.

REVENUES AND OTHER FINANCING SOURCES



Retail Sales and Use Tax

Sound Transit receives 1.4 percent on transactions subject to sales and use taxes generated within the Sound Transit district. In November 2016, voters approved a 0.5 percent increase in the sales tax rate to fund ST3, a major system expansion plan. This increase took effect in April 2017. Retail sales and use tax, the largest revenue source impacted by the COVID-19 restrictions, is budgeted at \$1.7 billion, or 49.0 percent of total revenues and other financing sources, representing an increase of 6.9 percent or \$108.4 million from the 2021 forecast.

Motor Vehicle Excise Tax (MVET)

Sound Transit receives 1.1 percent of vehicle license renewals within the Sound Transit district. In November 2016, voters approved a 0.8 percent increase in MVET rate to fund ST3. This increase took effect in March 2017. The 2022 budget of \$404.4 million is 4.6 percent or \$17.7 million above the 2021 MVET forecast.

Rental Car Tax

Sound Transit receives 0.8 percent on rental car transactions within the Sound Transit district. The 2022 budget of \$3.0 million is 3.0 percent or \$89 thousand above the 2021 forecast.

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 2022 budget of \$165 million is 4.9 percent or \$7.7 million higher than the 2021 forecast, reflecting preliminary 2022 property tax levy and assessed valuation data.

Federal Grants

The 2022 federal grant revenue budget of \$497.7 million is 37.2 percent or \$295.1 million below 2021 forecast mainly due to the receipt of CRRSAA funding of \$179.7 million and ARP funding of \$343.3 million in 2021. 2022 budgeted grant revenues include FTA grants for: Operations Funding through ARP of \$205.3 million, Federal Way Link Extension of \$120.0 million, Lynnwood Link Extension of \$100.0 million, Downtown Redmond Link Extension of \$24.9 million, Tacoma Link Small Starts of \$3.0 million, and light rail and bus preventative maintenance operating grants of \$28.0 million.

Local and State Contributions

This category includes state grants for projects and operating grants, as well as any contributions from local jurisdictions. The 2022 budget of \$1.1 million is 79.2 percent or \$4.2 million below the 2021 forecast, and includes a local contribution for East Link and a state contribution for Union Station HVAC/Lighting Retrofit project.

Passenger Fare Revenue

The 2022 budget of \$36.5 million is 78.7 percent or \$16.1 million higher than the 2021 forecast, as ridership begins to recover from the impact of the COVID-19 restrictions.

Average fare per boarding assumptions for the 2022 budget are: Link, \$1.56; Sounder, \$3.64; ST Express, \$1.94. Tacoma Link will start charging fares in 2022 with an average fare per boarding assumption of \$1.33.

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 2022 budget of \$13.0 million is 64.9 percent or \$5.1 million above the 2021 forecast.

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 federal government bond subsidy payments. The 2022 budget of \$17.3 million is 29.1 percent or \$3.9 million higher than the 2021 forecast.

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

Bonds are issued and TIFIA loans are executed to finance capital projects. The 2021 forecast includes \$87.0 million in TIFIA loan proceeds for the Operations & Maintenance Facility East project. The 2022 budget includes \$615.0 million in TIFIA loan proceeds for Northgate Link Extension. The 2022 annual budget does not include any forecasted bond issuance.

Transit Operating Budget

The 2022 budget for transit operations totals \$444.3 million, which is \$76.6 million or 20.8 percent higher than the 2021 forecast.

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 (including 3 new Northgate Link extension station openings in October 2021), 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.

2022 TRANSIT OPERATING BUDGET

(in thousands)

	2020 Actual	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Budget % Change
Salaries & Benefits						
Salaries	9,974	13,978	12,955	17,794	4,838	37.3
Benefits	6,338	9,248	8,571	11,826	3,255	38.0
Subtotal	16,313	23,226	21,526	29,620	8,094	37.6
Services						
Marketing Agency	44	81	66	81	15	23.3
Professional & Technical	3,044	5,921	5,797	4,062	(1,735)	(29.9)
Contract Maintenance	33,792	32,474	31,361	36,363	5,002	16.0
Security & Safety	34,779	36,692	33,713	37,275	3,562	10.6
Other Services	5,109	6,377	6,008	9,516	3,508	58.4
Subtotal	76,769	81,545	76,943	87,746	10,803	14.0
Materials & Supplies	9,072	11,251	10,907	12,566	1,659	15.2
Utilities	5,408	7,281	6,159	8,195	2,036	33.1
Insurance	8,426	14,603	16,877	20,553	3,675	21.8
Taxes	1,961	2,195	1,591	3,211	1,620	101.8
Purchased Transportation Services						
Paratransit	1,984	2,935	1,779	2,935	1,155	64.9
Purchased Transportation	176,027	188,242	187,029	216,038	29,009	15.5
Subtotal	178,010	191,177	188,808	218,973	30,165	16.0
Miscellaneous						
Dues & Subscriptions	4	227	180	127	(53)	(29.3)
Travel & Meetings	32	29	24	58	34	143.8
Advertising & Promotion Media	40	360	280	360	80	28.6
Training	43	90	79	91	12	15.6
Other Miscellaneous	13	38	26	19	(7)	(27.5)
Subtotal	131	744	589	656	67	11.3
Leases & Rentals						
Transit Way	125	129	113	100	(13)	(11.9)
General Administrative Facilities	690	788	730	730	(0)	(.0)
Subtotal	815	917	844	830	(13)	(1.6)
Expense Transfers						
Capital Maintenance and Other Projects	5,328	16,609	16,809	22,248	5,439	32.4
Operations Department	8,943	9,322	8,231	12,780	4,549	55.3
Administrative Departments	22,265	24,263	20,234	28,464	8,231	40.7
Transfer to CIP	(1,107)	(2,313)	(1,788)	(1,536)	252	(14.1)
Subtotal	35,429	47,880	43,485	61,956	18,471	42.5
Transit Operations Budget Total	\$332,332	\$380,818	\$367,729	\$444,304	\$76,575	20.8%

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 2022. Link is operated and maintained via an interlocal government agreement with KCM.

2022 LINK BUDGET

(in thousands)

	2020 Actual	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Budget % Change
Salaries & Benefits						
Salaries	4,450	6,945	6,373	9,330	2,956	46.4
Benefits	2,910	4,595	4,217	6,230	2,013	47.7
Subtotal	7,360	11,540	10,590	15,559	4,969	46.9
Services						
Marketing Agency	20	41	31	32	1	4.5
Professional & Technical	2,288	4,505	4,415	3,305	(1,110)	(25.1)
Contract Maintenance	15,677	13,559	13,288	13,913	625	4.7
Security & Safety	27,033	28,387	25,647	28,293	2,646	10.3
Other Services	1,847	2,895	2,837	5,077	2,240	79.0
Subtotal	46,864	49,388	46,218	51,071	4,853	10.5
Materials & Supplies	5,288	5,676	4,744	5,059	315	6.6
Utilities	3,991	5,191	4,591	6,386	1,795	39.1
Insurance	4,255	9,284	7,784	10,459	2,675	34.4
Taxes	451	826	466	1,432	966	207.1
Purchased Transportation Services						
Paratransit	1,984	2,935	1,779	2,935	1,155	64.9
Purchased Transportation	46,380	55,803	55,379	71,200	15,821	28.6
Subtotal	48,364	58,737	57,158	74,135	16,977	29.7
Miscellaneous						
Dues & Subscriptions	3	122	98	68	(30)	(30.8)
Travel & Meetings	8	5	4	12	8	200.0
Advertising & Promotion Media	16	184	147	144	(3)	(2.0)
Training	14	19	15	23	7	48.3
Other Miscellaneous			0		0	.0
Subtotal	41	330	264	247	(18)	(6.7)
Leases & Rentals						
Transit Way	103	108	94	100	6	6.0
General Administrative Facilities	18	26	23	9	(14)	(61.5)
Subtotal	121	134	117	109	(8)	(7.1)
Expense Transfers						
Capital Maintenance and other	3,963	13,577	13,643	10,172	(3,471)	(25.4)
Operations Department	4,859	5,213	4,603	7,816	3,214	69.8
Administrative Departments	13,526	15,542	12,966	18,922	5,956	45.9
Subtotal	22,348	34,332	31,211	36,910	5,699	18.3
Mode Total	\$139,082	\$175,438	\$163,143	\$201,365	\$38,222	23.4%

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.

2022 SOUNDER BUDGET (in thousands)

	2020	2021	2021	2022	Forecast to	Budget %
	Actual	Budget	Forecast	Budget	Budget \$ Change	Change
Salaries & Benefits						
Salaries	1,926	2,254	2,209	2,274	66	3.0
Benefits	1,417	1,491	1,461	1,505	43	3.0
Subtotal	3,343	3,745	3,670	3,779	109	3.0
Services						
Marketing Agency	11	16	16	24	8	50.0
Professional & Technical	361	1,334	1,308	362	(946)	(72.4)
Contract Maintenance	15,153	16,303	15,994	18,688	2,695	16.8
Security & Safety	4,154	4,655	4,484	4,749	266	5.9
Other Services	2,325	2,138	2,095	2,454	359	17.1
Subtotal	22,004	24,447	23,897	26,278	2,381	10.0
Materials & Supplies	3,584	5,021	5,654	6,986	1,333	23.6
Utilities	985	1,575	1,054	1,203	149	14.1
Insurance	3,844	4,874	8,652	9,514	862	10.0
Taxes	1,225	1,001	901	1,191	290	32.2
Purchased Transportation Services						
Purchased Transportation	10,746	11,526	10,811	14,277	3,466	32.1
Subtotal	10,746	11,526	10,811	14,277	3,466	32.1
Miscellaneous						
Dues & Subscriptions	1	18	13	13	(0)	(.3)
Travel & Meetings	2	6	4	7	3	74.2
Advertising & Promotion Media	9	73	51	108	57	113.0
Training	2	3	2	1	(1)	(66.0)
Other Miscellaneous	13	38	26	19	(7)	(27.5)
Subtotal	25	139	96	147	52	54.3
Leases & Rentals						
Transit Way	22	21	19	0	(19)	.0
General Administrative Facilities	649	739	678	688	10	1.5
Subtotal	670	759	698	688	(9)	(1.3)
Expense Transfers						
Capital Maintenance and other Projects	997	2,681	2,834	10,523	7,689	271.4
Operations Department	1,831	1,720	1,518	2,237	718	47.3
Administrative Departments	3,313	3,311	2,761	4,297	1,536	55.6
Subtotal	6,140	7,712	7,113	17,056	9,943	139.8
Mode Total	\$52,566	\$60,797	\$62,545	\$81,119	\$18,574	29.7%

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.

2022 ST EXPRESS BUDGET (in thousands)

	2020	2021	2021	2022	Forecast to	Budget %
	Actual	Budget	Forecast	Budget	Budget \$ Change	Change
Salaries & Benefits						
Salaries	998	1,514	1,394	1,982	588	42.2
Benefits	866	1,002	922	1,312	390	42.3
Subtotal	1,863	2,516	2,316	3,294	978	42.2
Services						
Marketing Agency	13	23	18	24	6	31.2
Professional & Technical	292	60	57	292	235	411.1
Contract Maintenance	2,571	2,007	1,405	2,212	807	57.4
Security & Safety	2,981	3,123	3,073	3,236	163	5.3
Other Services	934	1,336	1,068	1,891	823	77.0
Subtotal	6,792	6,548	5,622	7,656	2,033	36.2
Materials & Supplies	102	117	110	128	18	16.7
Utilities	329	400	389	420	31	8.0
Insurance	105	218	215	261	46	21.4
Taxes	284	365	221	566	346	156.4
Purchased Transportation Services						
Purchased Transportation	118,900	120,909	120,838	130,556	9,717	8.0
Subtotal	118,900	120,909	120,838	130,556	9,717	8.0
Miscellaneous						
Dues & Subscriptions	0	81	65	3	(62)	(95.6)
Travel & Meetings	8	3	2	14	12	525.0
Advertising & Promotion Media	14	103	82	108	26	31.3
Training	1	0	0	1	1	292.7
Subtotal	24	187	149	126	(24)	(15.9)
Leases & Rentals						
General Administrative Facilities	0	0	5	0	(5)	(100.0)
Subtotal	0	0	5	0	(5)	(100.0)
Expense Transfers						
Capital Maintenance and other Projects	319	325	281	1,480	1,199	427.2
Operations Department	1,933	1,992	1,759	2,161	401	22.8
Administrative Departments	4,758	4,621	3,851	4,089	238	6.2
Subtotal	7,009	6,938	5,891	7,730	1,839	31.2
Mode Total	\$135,409	\$138,198	\$135,756	\$150,736	\$14,981	11.0%

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 service, including 6 new stations, is expected to open in mid-2022, 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.

2022 TACOMA LINK BUDGET (in thousands)

	2020 Actual	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Budget % Change
Salaries & Benefits						
Salaries	2,600	3,266	2,980	4,208	1,228	41.2
Benefits	1,146	2,161	1,971	2,780	809	41.0
Subtotal	3,746	5,426	4,951	6,988	2,037	41.1
Services						
Professional & Technical	104	21	17	103	86	508.2
Contract Maintenance	391	606	674	1,549	876	130.0
Security & Safety	611	527	509	996	488	95.9
Other Services	4	9	7	94	87	1,253.3
Subtotal	1,109	1,162	1,206	2,742	1,536	127.4
Materials & Supplies	98	436	400	392	(8)	(1.9)
Utilities	104	115	124	186	62	50.0
Insurance	222	227	227	319	92	40.7
Taxes	0	3	3	21	18	615.7
Purchased Transportation Services						
Purchased Transportation	0	5	0	5	5	100.0
Subtotal	0	5	0	5	5	100.0
Miscellaneous						
Dues & Subscriptions	0	5	5	44	39	845.3
Travel & Meetings	15	15	14	25	12	85.2
Training	26	68	61	67	5	8.9
Subtotal	41	88	79	136	56	71.0
Leases & Rentals						
General Administrative Facilities	24	24	25	33	8	34.6
Subtotal	24	24	25	33	8	34.6
Expense Transfers						
Capital Maintenance and other Projects	50	26	52	73	21	40.0
Operations Department	320	397	351	567	216	61.6
Administrative Departments	668	788	656	1,157	501	76.5
Transfer to CIP	(1,107)	(2,313)	(1,788)	(1,536)	252	(14.1)
Subtotal	(69)	(1,102)	(730)	260	990	(135.6)
Mode Total	\$5,275	\$6,385	\$6,285	\$11,083	\$4,798	76.3%

Project Budgets

Total project spending is budgeted at \$2.4 billion for 2022. Approximately \$2.1 billion is budgeted to continue with planning, design, and build-out of Sound Transit's capital program. An additional \$118.3 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 expense, are budgeted at \$131.8 million.

The Transit improvement Plan (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 2022 Budget Highlights

Link light rail projects account for \$1.8 billion and include plans to:

- \$761.7 million to continue civil construction activities, utilities relocation, and real estate acquisition for Downtown Redmond and Federal Way Link extensions.
- \$583.3 million to continue civil construction and systems work for Lynnwood Link Extension.
- \$150.0 million to reach acceptance, protection and maintenance of several segments for East Link Extension. Continue construction on the remaining segments and systems work.
- \$146.4 million for delivery and acceptance of an additional 50 light rail vehicles (LRVs). Retrofit automatic train protection on the existing LRVs.
- \$41.1 million to continue preliminary engineering and environmental review on the West Seattle and Ballard Link Extensions, which represent the combination of three ST3 voter-approved projects: Ballard Link Extension, Downtown Seattle Light Rail Tunnel and West Seattle Link Extension.
- \$20.3 million for the acquisition of right-of-way to for the North Corridor Maintenance of Way facility.
- \$18.7 million to continue final environmental impact statement for Tacoma Dome Link Extension and the Operation and Maintenance Facility South, which combines the two ST3 projects.
- \$17.8 million to continue project development services consultant contract, complete Phase 1 alternatives development for the Everett Link Extension project, which represents a combination of two ST3 voter-approved projects: Everett Link Extension and Operations and Maintenance Facility (OMF) North.
- \$10.3 million to Northgate Link station to commence project closeout activities.
- \$6.6 million to complete final design, and issue for construction documents and continue preconstruction work on the NE 130th Street Infill Station.
- \$0.9 million to continue closeout activities for University Link and South 200th Link extensions.

2022 SYSTEM EXPANSION – LINK BUDGET
(in thousands)

Project	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
Downtown Redmond Link Extension	\$279,836	\$213,000	\$300,676	\$87,676	41.2%
East Link Extension	254,845	355,099	149,967	(205,132)	(57.8)%
Everett Link Extension	15,437	10,993	17,841	6,848	62.3%
Federal Way Link Extension	428,800	365,691	461,033	95,342	26.1%
First Hill Streetcar	0	0	0	0	NA
Light Rail Vehicle Fleet Expansion	172,165	146,809	146,440	(369)	(0.3)%
Lynnwood Link Extension	593,150	595,240	583,267	(11,973)	(2.0)%
NE 130th Street Infill Station	10,405	10,813	6,630	(4,184)	(38.7)%
North Corridor MOW	22,366	1,377	20,332	18,955	1377.0%
Northgate Link Extension	53,024	57,725	10,345	(47,380)	(82.1)%
Northgate Link Extension Project Reserve	0	0	0	0	NA
Operations and Maintenance Facility East	7,592	14,732	3,146	(11,585)	(78.6)%
South 200th Link Extension	22	4	0	(4)	(100.0)%
Tacoma Dome Link Extension	18,952	13,760	18,718	4,958	36.0%
University Link Extension	0	408	850	442	108.1%
West Seattle and Ballard Link Extensions	24,947	23,642	41,076	17,434	73.7%
Total System Expansion - Link	\$1,881,540	\$1,809,293	\$1,760,321	(\$48,972)	(2.7)%

System Expansion – Tacoma Link 2022 Budget Highlights

Tacoma Link projects are budgeted at \$36.5 million and include plans to:

- \$36.5 million to complete construction, certify for operation 5 light rail vehicles, and commence revenue service for the Hilltop Tacoma Link Extension.

2022 SYSTEM EXPANSION – TACOMA LINK BUDGET (in thousands)

Project	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
Hilltop Tacoma Link Extension	\$62,648	\$64,896	\$36,477	(\$28,419)	(43.8)%
Total System Expansion - Tacoma Link	\$62,648	\$64,896	\$36,477	(\$28,419)	(43.8) %

System Expansion - Sounder 2022 Budget Highlights

Sounder commuter rail projects are budgeted at \$55.9 million and include plans to:

- \$24.2 million for the 60% milestone payment for 3 cab cars and 8 coaches as part of the Sounder Fleet Expansion.
- \$14.8 million to complete the design-build bridging documents, start the request for proposal process for the 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 to complete alternative analysis and commence conceptual engineering and environmental assessment to address maintenance of existing service and increasing capacity for Sounder South services.
- \$5.5 million to commence revenue service and begin project closeout for the Puyallup Station Parking and Access Improvements.
- \$2.4 million to continue alternatives analysis, right of way activities and commence conceptual engineering for South Tacoma and Lakewood Stations parking and access improvements.
- \$0.5 million to establish and begin project development for the Tacoma Dome Station Parking and Access Improvements.
- \$5.0 thousand for incidental costs for Edmonds and Mukilteo Stations Parking and Access Improvements project which is paused resulting from the Board realignment decision.

2022 SYSTEM EXPANSION – SOUNDER BUDGET

(in thousands)

Project	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
Auburn Station Parking and Access Improvements	\$3,292	\$1,610	\$7,042	\$5,432	337%
D St-M St Track & Signal	5	97	120	23	23.8%
Edmonds and Mukilteo Stations Parking & Access Improvements	2,071	7	5	(2)	(25.9)%
Kent Station Parking and Access Improvements	8,495	2,051	7,436	5,385	262.5%
Lakewood Station Improvements	1,173	1,015	1,190	175	17.2%
Mukilteo Station, S Platform	165	711	30	(681)	(95.8)%
Puyallup Station Parking and Access Improvements	37,790	39,719	5,453	(34,267)	(86.3)%
Sounder Fleet Expansion	18,271	23,856	24,169	313	1.3%
Sounder Maintenance Base	1,308	178	97	(81)	(45.4)%
Sounder South Expanded Service	36	30	43	13	41.6%
Sounder Yard Expansion	10	13	0	(13)	(100.0)%

Project	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
South Tacoma Access Improvements	1,173	1,041	1,180	139	13.3%
South Sounder Capacity Expansion	10,007	3,354	8,238	4,884	145.7%
Sumner Station Parking and Access Improvements	3,386	2,466	349	(2,117)	(85.8)%
Tacoma Trestle Track & Signal	50	156	0	(156)	(100.0)%
TDS Parking and Access Improvements	0	0	522	522	NA
Tukwila Station	0	5	0	(5)	(100.0)%
Total System Expansion - Sounder	\$87,232	\$76,309	\$55,873	(\$20,436)	(26.8)%

System Expansion – Regional Express 2022 Budget Highlights

Regional Express bus projects are budgeted at \$24.0 million and include plans to:

- \$11.4 million contribution toward 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.
- \$10.0 million to complete majority of the design and begin construction on Pacific Ave SR7 Bus corridor improvements in Tacoma.
- \$2.4 million to support closeout process for I-90 Two-way Transit and HOV Operations Stage 3 project.
- \$150.0 thousand for ST Express Bus Base to complete an electric bus study.
- \$5.0 thousand for incidental costs for the Bus on Shoulder project which is paused resulting from the Board realignment decision.

2022 SYSTEM EXPANSION – REGIONAL EXPRESS BUDGET (in thousands)

Project	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
Bus on Shoulder	\$25	\$21	\$5	(\$16)	(75.6)%
I-90 Two-Way Transit & HOV Operations, Stage 3	1,080	642	2,391	1,748	272.1%
North Sammamish Park-and-Ride	50	0	50	50	15874.4%
Pacific Ave SR 7 Bus Rapid Transit	10,050	6,511	10,025	3,514	54.0%
RapidRide C and D	4,025	2,548	11,400	8,852	347.3%
ST Express Bus Base	50	31	150	119	377.7%
ST Express Fleet Expansion	0	(32)	0	32	(100.0)%
Total System Expansion - Regional Express	\$15,280	\$9,722	\$24,021	\$14,299	147.1%

System Expansion - Stride 2022 Budget Highlights

Stride bus rapid transit (BRT) projects are budgeted at \$211.5 million and include:

- \$109.4 million to continue Phase 3 of preliminary engineering with WSP-USA and WSDOT (NE 85th, Brickyard, TIBS), advance final design with General Engineering Consultant (GEC) contract, continue construction at NE 44th, advance construction at NE 85th, Brickyard and North ETL, continue relocation process, advance temporary right of way acquisition at construction sites for the I 405 Bus Rapid Transit project.
- \$81.6 million to continue final design with the (GEC) contract, execute Shoreline, UW Bothell, Bothell city street agreements to fund construction and commence right of way acquisition for the SR 522/NE 145th St BRT project.
- \$20.5 million to settle right-of-way covenants, advance final design with GEC contract, complete wetland mitigation for the BRT Maintenance Base.

2022 SYSTEM EXPANSION – STRIDE BUDGET

(in thousands)

Project	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
Bus Rapid Transit Maintenance Base	\$7,226	\$3,563	\$20,506	\$16,943	476%
I-405 Bus Rapid Transit	59,069	37,719	109,417	71,698	190%
SR 522/NE 145th St BRT	75,410	20,923	81,603	60,680	290%
Total System Expansion - Stride	\$141,704	\$62,205	\$211,526	\$149,321	240%

System Expansion - Other 2022 Budget Highlights

System Expansion – Other projects are budgeted at \$47.2 million and include plans to:

- \$12.6 million for the Transit System Access Program to reimburse approved funding agreements improving non-motorized access improvements around existing passenger facilities, access to transit.
- \$9.9 million to complete and commence service for ORCA Next Generation fare collection.
- \$5.7 million for the construction and maintenance of SStart.
- \$5.6 million for the Innovation and Technology program to commence passenger facing technology, short term ridership forecasting and data analysis.
- \$3.4 million for ST3 Planning continuing to support agreements, forecasts, and the impact of realignment decisions.
- \$2.8 million for Fare Administration for the management of 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.
- \$2.3 million for the Research and Technology program to support expansion of application performance for the Portfolio Services Office and setup of internal grant program to increase capacity of agency's information system network: video analytics research/pilots, JRD Smart Step Escalator sensor, customer services Chabot, and Find it-Fix it app.
- \$2.1 million for the disposal of surplus property.
- \$1.3 million for support of station area planning for transit-oriented development.
- \$1.3 million for the Efficiency and Sustainability program to assess and prioritize energy efficiency audits, renewable energy assessments, and resource efficiency improvements for Sound Transit.
- \$0.5 million to maintain environmental regulatory compliance of Sound Transit owned surplus properties.

2022 SYSTEM EXPANSION – OTHER BUDGET (in thousands)

Project	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
Efficiency & Sustainability	\$1,270	\$986	\$1,250	\$264	26.7%
Environmental Remediation	500	616	500	(116)	(18.9)%
Fare Administration	1,514	960	2,791	1,831	190.6%
Innovation and Technology Program	4,798	1,971	5,560	3,589	182.1%
Next Generation ORCA	18,304	6,460	9,891	3,431	53.1%
Research & Technology	795	3,437	2,268	(1,169)	(34.0)%
Research and Business Development Program	546	4	0	(4)	(100.0)%
ST3 Planning	2,573	2,579	3,378	798	30.9%
SStart	3,427	3,619	5,227	1,607	44.4%
SStart Operations &	416	256	403	147	57.3%

Project	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
Transit Oriented Development Planning Program	585	1,047	1,250	203	19.4%
Transit Oriented Development Property Disposition	1,923	1,973	2,098	125	6.3%
Transit System Access	10,498	10,416	12,550	2,134	20.5%
Total System Expansion - Other	\$47,149	\$34,326	\$47,165	\$12,839	37.4%

Enhancement

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

Enhancement 2022 Budget Highlights

Enhancement projects are budgeted at \$48.0 million and include plans to:

- \$9.4 million to continue the development of digital passenger information to develop dynamic signage messaging for Link and Sounder.
- \$3.9 million for the continued construction of the second elevator at SeaTac Airport station.
- \$3.5 million to continue work on HVAC relocation at OMF Central.
- \$2.9 million for the commencement of the Database Management program.
- \$2.8 million for a study of Link At-Grade crossings.
- \$2.8 million for Sound Transit share of the Downtown Seattle & Regional Mobility improvements.
- \$2.5 million to commence the upgrade of central Link fiber optic cabling upgrade to improve bandwidth capacity in support of expanded revenue service in Link
- \$2.3 million for continued updated of agency Design and Engineering Standards.
- All projects under the Operations Enhancement Portfolio are marked with an asterisk (*) and listed individually below for visibility.

2022 ENHANCEMENT BUDGET

(in thousands)

Project	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
TACOMA LINK					
* Tacoma Link Fare Collection	\$60	\$60	\$180	\$120	200.5%
* Tacoma Link Onboard PIMs Upgrade	0	0	450	450	NA
* Tacoma Link Radio Upgrade	17	17	20	2	14.2%
LINK					
* Beacon Hill Station Emergency Fan Redundancy	0	0	375	375	NA
Central Link Fiber Upgrade	0	0	2,509	2,509	NA
* DSTT Access Impact Mitigation	0	0	685	685	NA
Escalator Modernization Program	220	573	0	(573)	(100.0)%
* HVAC Corrections	360	280	3,460	3,180	1137.5%
* Light Rail Vehicle Wireless Communication Upgrade	0	0	0	0	NA
Link At Grade Study	484	275	2,800	2,525	916.9%
Link Line Renaming	584	258	467	209	80.9%
* Link OMFC Generator and ATS	215	159	1,288	1,128	707.5%
* Link OMFC Pit Fall Protection	535	200	0	(200)	(100.0)%
* LRV Friction Brake Bypass	0	0	600	600	NA
* LRV Wash Bay Modifications	163	110	227	117	105.9%
Noise Abatement	800	787	800	13	1.6%

Project	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
* Non-revenue Support Vehicles	200	100	90	(9)	(9.5)%
* OMF Central Security Enhancement	496	152	1,673	1,521	1002.5%
* OMF Electrical Capacity	604	604	726	122	20.2%
* OMFC Shop Crane Modification	523	523	430	(93)	(17.8)%
* Operations & Maintenance Facility Light Rail Vehicle Lift	380	320	0	(320)	(100.0)%
* Operations Maintenance Facility (OMF) - Link Control Center (LCC) Upgrades	227	196	26	(171)	(86.8)%
* Operations Maintenance Facility (OMF) - Renovations	1,077	1,019	782	(237)	(23.3)%
* Operations Maintenance Facility (OMF) Expanded Parking	5	6	47	41	679.4%
* SeaTac Airport Second Elevator	507	100	3,920	3,820	3828.9%
* SeaTac Airport Wrong Door Fall Protection	645	478	0	(478)	(100.0)%
Signage Improvements	522	248	363	116	46.7%
Station Codes	2,800	0.3	400	400	147501.5%
SOUNDER					
Positive Train Control	50	-3	0	3,006	(100.0)%
* Passenger Emergency Intercom	0	0	0	0	NA
* Locomotive Inboard Cameras	225	2	143	141	7050.0%
Souder At-Grade Study	460	220	500	280	126.8%
REGIONAL EXPRESS					
* Bus Maintenance Facility	3,874	0	0	0	NA
* Community Transit - On-Board Communication Upgrade	350	350	442	92	26.2%

Project	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
OTHER					
* Beacon Hill Station Electrical Maintenance Bypass for UPS System	0	0	252	252	NA
Bike Parking Program	1,450	742	1,650	908	122.4%
* Capitol Hill Fall Protection	406	260	385	125	47.9%
* Central Link Tie Switch Installation	0	0	730	730	NA
Data Management Program	0	0	2,901	2,901	NA
Design & Engineering Standards Update	1,600	776	2,324	1,549	199.7%
Design Criteria Manual Update	16	138	0	(138)	(100.0)%
* Downtown Seattle & Regional Mobility Improvements	470	289	2,803	2,513	869.6%
Fare Paid Zone	1,380	2,358	982	(1,377)	(58.4)%
* Forest Street Yard Storage	0	0	95	95	NA
* LED Lighting Program	970	910	135	(775)	(85.2)%
* Link Radio DAS SCADA Monitoring Update	0	0	94	94	NA
* Operations Enhancement Portfolio	0	0	76	76	NA
Parking Management Program	1,165	264	520	256	97.0%
Passenger Information Management System	9,051	8,461	9,401	940	11.1%
Pine Street Stub Security	0	0	270	270	NA
Security Radio System	688	24	171	147	605.4%
SODO/MLK Hazard Mitigation	444	901	760	(141)	(15.7)%
Video Management System Upgrade	13	0	1,001	1,001	NA
Total Enhancement	\$34,035	\$22,159	\$47,951	\$25,792	116.4 %

*Denotes projects consolidated under the Operations Enhancement Portfolio.

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 2022 Budget Highlights

State of Good Repair projects are budgeted at \$70.3 million and include plans to:

- \$13.3 million to design and commence installation of improvements to the Downtown Seattle Transit Tunnel (DSTT).
- \$10.5 million to continue Sounder locomotive overhaul, including overhauling HVAC, head end power (HEP) controllers, HEP fans and radiators, car doors, and trucks. Begin coach car overhauls including new car painting, carpet, seats, lighting and lavatories.
- \$5.9 million to address the vertical conveyance systems, lighting retrofits, ingress and egress improvements, and safety/security of the tunnel. Begin construction activities upon ownership of the DSTT.
- \$4.7 million to perform ongoing state of good repair and lifecycle maintenance of agency and operational system backend technology infrastructure, which includes servers, storage area networks, networking equipment, and other computer-based infrastructure; IT SCADA backend security, and LRV wireless network.
- \$4.9 million to commence the replacement of fiber optic cabling and network support equipment at existing ST Link and Sounder stations.
- \$2.8 million for the replacement of Link support vehicles.
- All projects under the Operations SOGR Portfolio are marked with an asterisk (*) and listed individually below for visibility.

2022 STATE OF GOOD REPAIR BUDGET (in thousands)

Project	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
TACOMA LINK					
* Tacoma Link HVAC and Building Systems Upgrade	\$0	\$0	\$65	\$65	NA
* Tacoma Link Light Rail Vehicle Overhaul	200	200	380	180	90.1%
LINK					
* Access Control Card Upgrade	0	0	0	0	NA
Convention Place Development Systems Retrofit	667	1,890	0	(1,890)	(100.0)%
* DSTT Capital Improvements	10,343	9,145	13,325	4,180	45.7%
* Kinkisharyo LRV Systems Upgrade	4	1	750	749	55414.4%
* Link Bridge Repairs	230	0	320	320	NA
* Link CCTV System Upgrade	0	50	0	(50)	(100.0)%
* Link Fireworks System Upgrade	261	471	151	(319)	(67.8)%
* Link Light Rail Vehicle Overhaul	2,280	2,280	2,508	228	10.0%
* Link OMFC Vehicle Gate Replacement	154	67	368	300	446.5%

Project	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
* Link Radio Upgrade	1,513	1,200	701	(499)	(41.6)%
* Link Signal House Computer Upgrade	200	10	300	290	2900.0%
* Link Station Control OCS Wire Design	173	750	0	(750)	(100.0)%
* Link Station Tile Replacement	700	17	616	599	3492.7%
* Link Traction Power Sub Station Upgrades	675	15	0	(15)	(100.0)%
* OT Virtual System Hardware Upgrade	108	108	0	(108)	(100.0)%
* Replacement Link Specialty Vehicles	600	0	2,787	2,787	NA
* Upgrade CCTV Genetec Software	380	380	620	240	63.2%
* Wheel Truing Machine	2,501	0	1,019	1,019	NA
LRV Overhaul	0	0	0	0	NA
SOUNDER					
* Kent-Auburn Bridge Stair Replacement	290	30	288	258	858.3%
* Sounder Vehicle Overhaul Program	2,810	2,628	10,514	7,886	300.1%
REGIONAL EXPRESS					
* ST Express Fleet Replacement	0	(131)	0	131	(100.0)%
OTHER					
Bellevue Rider Service Center	0	0	382	382	NA
* Eastmont South Parking Lot Curb and Asphalt Repair	0	0	859	859	NA
* Engineering Services Program	1,197	1,783	2,521	737	41.3%
ERP Research	0	0	900	900	NA
* Everett Station Pedestrian Bridge Water Mitigation and Repaint	0	0	68	68	NA
* Fare Collection	100	(38)	314	352	(921.2)%
HUB Intranet Replacement	410	50	360	310	620.0%
Information Technology (IT) Infrastructure	4,694	2,557	4,700	2,143	83.8%
InfoSec Risk Mitigation Program	0	0	865	865	NA
Issaquah Lakewood CCTV Upgrade	10	127	0	(127)	(100.0)%
IT Network Redesign Phase 2	0	0	4,950	4,950	NA

Project	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
* Mountlake Terrance Pedestrian Bridge and Platform Repairs and Repaint	0	0	77	77	NA
* OMF Central FACP System Replacement	0	0	250	250	NA
* OMF Plumbed Eyewashes	98	94	473	380	404.9%
* Operations Operating Expense SOGR Program	0	0	4,163	4,163	NA
* Operations State of Good Repair Portfolio	0	0	0	0	NA
* Operations Warehouse Improvement - Lynnwood	35	10	190	180	1800.0%
Passenger Experience Office Operating Expense SOGR Program	0	0	100	100	NA
* Pierce Transit CAD AVL Replacement	0	0	2,549	2,549	NA
* Puget Sound Emergency Radio Network	324	23	301	278	1207.0%
Safety Operating Expense SOGR Program	0	0	75	75	NA
* SeaTac Airport Station Restroom Renovation	0	0	110	110	NA
* Small Works Program	784	495	1,981	1,486	300.2%
* Sounder Wi-Tronix Hardware Upgrade and Installation	0	0	1,838	1,838	NA
* Station Midlife Refurbishment Program	737	587	0	(587)	(100.0)%
* Tacoma Dome Station	286	273	1,623	1,350	493.7%
* Vertical Conveyance Program	3,672	3,215	5,936	2,721	84.6%
Total State of Good Repair	\$36,437	\$28,287	\$70,294	\$42,008	148.5%

*Denotes projects consolidated under the Operations SOGR Portfolio.

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 2022 Budget Highlights

Administrative projects are budgeted at \$131.8 million and include plans to:

- \$122.8 million to fund department costs allocated to projects as administrative costs as well as department costs that are unallocated.
- \$2.9 million to complete installation for Union Station's card access project. Begin Santa Fe conference room variable air exchangers replacement project.
- \$5.4 million to complete various systems implementation and integration projects such as Prophix, CCMS enhancement and more. Continue progress on other projects such as E1 major version upgrade, operations performance reporting and more. Initiate and plan multiple 2022 projects as resources and time permits.

2022 ADMINISTRATIVE BUDGET (in thousands)

Project	2021 Budget	2021 Forecast	2022 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
OTHER					
Administrative Capital	\$323	\$116	\$360	\$244	211.4%
Administrative Facilities	2,551	1,551	2,578	1,028	66.3%
Administrative Pool Vehicles	415	415	217	(198)	(47.7)%
Administrative Services	239	109	144	35	32.2%
Agency Administration Operating	114,528	105,850	122,764	16,914	16.0%
Environmental Mitigation, Monitoring & Maintenance	130	89	90	1	0.7%
Information Technology Program	6,651	3,516	5,356	1,841	52.4%
Replacement Administrative Pool Vehicles	65	65	300	235	361.5%
Total Administrative	\$124,902	\$111,710	\$131,809	\$20,099	18.0%

Other Budgets

Other budgets include debt service, tax collection and fees, contributions to partner agencies, leases and operating contingency.

Debt Service

As of September 30, 2021 Sound Transit had \$2.1 billion of outstanding long-term bonds and six Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreements for Operations and Maintenance Facility East, Northgate Link, East Link, Federal Way Link, Lynnwood Link, and Downtown Redmond Link Extensions.

Sound Transit has refinanced its TIFIA loans and paid off all outstanding balances in September of 2021. The agency plans to fully draw OMFE in 2021 for an estimated \$87.0 million. In 2022, an additional estimated \$615.0 million in TIFIA loan drawdown is planned for Northgate Link Extension.

2022 debt service is budgeted at \$156.7 million including:

- \$58.4 million of principal repayment.
- \$97.0 million of interest expense including loan amortization.
- \$1.3 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. Sound Transit also pays the Washington State Department of Licensing (DOL) fees for the collection and administration of motor vehicle excise taxes. The DOR and DOL fees are budgeted to be \$9.1 million in 2022.

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 2022 budget anticipates contributions primarily from two projects: Federal Way Link Extension \$12.0 million and Downtown Redmond Link Extension \$7.6 million, totaling \$19.6 million.

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 2022, \$74.6 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:

- \$31.2 million - I-405 BRT: WSDOT for the NE 145th interchange
- \$10.0 million - SR 522: City of Shoreline contribution for NE 145th and I-5 intersection rebuild
- \$10.0 million - Pacific Avenue SR7 Bus Corridor Improvements: Pierce Transit for design and construction
- \$11.4 million - RapidRide C&D and Madison BRT: King County Metro for street improvements to enable rapid ride routes
- \$12.0 million - System Access Program: local jurisdictions to improve modal access across Sound Transit boundary

Leases

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 departmental and project budgets.

Operating Contingency

In developing the budget, expenses with a high potential impact but low certainty of occurring, were assigned a percent probability and an operating contingency was created. Use of the contingency requires the approval of the Chief Financial Officer and Chief Executive Officer. The operating contingency is budgeted at \$12.5 million for 2022.

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 is projected to be \$41.6 million at the end of 2021. A contribution of \$5.5 million is budgeted for 2022.

- 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 is projected to be \$93.2 million at the end of 2021. A contribution of \$12.9 million is budgeted for 2022.

- 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 is projected to be \$362.5 million at the end of 2021. No contribution will be needed in 2022.

- 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 is projected to be \$12.1 million at the end of 2021. A contribution of \$4.0 million is budgeted for 2022.

Transit Improvement Plan

The 2022 Transit Improvement Plan (TIP) provides a six-year cost forecast for active projects.

For all active projects, cost information is presented 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, increase to the authorized project allocation over the prior year, and project risk information is 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 2022 TIP reflects 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 the Resolution.) 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 the Resolution No. R2021-05.

Cost estimates are maintained on a current-year, constant-dollar basis. In the 2022 TIP, full project cost estimates are presented in constant 2021 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 take into account the fact that project spending occurs over several years and so must be adjusted for inflation.

Projects

The majority of 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 Transit Improvement Plan (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 of the TIP document displays authorized project allocations.

Changes to Authorized Project Allocations from the Adopted 2021 TIP to the Proposed 2022 TIP

The table below is a reconciliation of changes in authorized project allocation between the Adopted 2021 TIP and the Proposed 2022 TIP. Each change to a project is explained.

PROJECT DELIVERY SUMMARY BY PROJECT TYPE

(in millions)

	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total TIP
System Expansion									
Link	11,033	1,760	1,330	950	471	797	86	16	16,444
Tacoma Link	216	36	0	-	-	-	-	-	253
Sounder	740	55	27	16	1	3	1	6	849
Regional Express	247	24	46	46	28	3	0	0	394
Stride	214	212	211	139	106	95	-	-	977
Other	126	48	32	26	25	31	26	300	614
System Expansion Subtotal	12,577	2,135	1,647	1,177	630	930	114	322	19,531
Enhancement	128	48	39	34	18	12	4	54	337
State of Good Repair	279	70	78	69	64	16	14	52	642
Administrative	801	132	144	144	145	148	138	66	1,718
Total	\$13,784	\$2,385	\$1,907	\$1,424	\$857	\$1,107	\$270	\$493	\$22,228

CHANGES TO AUTHORIZED PROJECT ALLOCATION FROM ADOPTED 2021 TIP TO PROPOSED 2022 TIP

(in millions)

Project Type	Adopted 2021 TIP	2021 Closed Projects	2022 New Projects	Transfers/Increases/(Decreases)	Board Actions	Proposed 2022 TIP
System Expansion						
Link Light Rail	\$ 16,705	\$ (3)	\$ -	\$ (258)	\$ -	\$ 16,444
Tacoma Link	-	(2)	-	255	-	253
Sounder Commuter Rail	922	(77)	1	9	-	855
Regional Express Bus	392	-	-	2	-	394
Stride Bus Rapid Transit	466	-	-	511	-	977
Other	597	-	-	12	-	609
Subtotal	19,081	(82)	1	531	-	19,531
Enhancements	290	(4)	96	(46)	-	337
State of Good Repair	504	(5)	86	57	-	642
Administrative	1,586	-	-	132	-	1,718
Total	\$ 21,461	\$ (91)	\$ 183	\$ 675	\$ -	\$ 22,228

2022 Closed Projects

There are 14 projects proposed for closure in 2022.

Project Title and Description	Project Allocation	Actual Cost	Savings
System Expansion Projects			
Enhancements to Tacoma Link Extension	2,000,000	1,589,326	410,674
Administer grant funds to create engineering and streetscape design for transit access improvements and station area enhancements around the Tacoma Link Extension project.			
DSTT Single Tracking	3,226,878	3,212,507	14,370
Develop and construct tunnel modifications supporting single tracking operations in the Downtown Seattle Transit Tunnel allowing the East Link project to establish a connection to active light rail service.			
Point Defiance ByPass	76,670,000	75,208,514	1,461,486
Under the direction of WSDOT, install signal and safety improvements and construct a new second track adjacent to the existing rail line between South Tacoma and Lakewood.			
Enhancements			
Link Operating Systems Enhancement Upgrade	58,004	58,004	-
Deliver enhancements and upgrades to systems on the existing Link operating segment, including AC power distribution, traction power, overhead catenary system, signals and communications systems upgrades, and enhancements to existing engineering infrastructure.			
Everett Station Security Improvements	289,000	279,665	9,335
Procure and install 40 CCTV Cameras and associated recording equipment. Install 14 CES (Customer Emergency Stations) in areas around the station.			
SOC Video Monitoring Imp.	241,382	213,434	27,948
Install approximately 10 additional monitors in the security operations center, associated hardware and video processing equipment. Remove old equipment as necessary.			
King Street Station Platform Imp.	43,032	43,032	-
Participate in a local partnership with the Washington State Department of Transportation and Amtrak to design and construct passenger access improvements to King Street Station improving access to Century Link Field.			
LRV Between Car Barriers	425,190	425,190	-
Meets federal requirements for barriers on the platform to prevent visually impaired riders from mistaking the space between light rail vehicles as an open door.			
OMF Energy Efficiency	1,052,650	1,052,650	-
Replace existing Operations and Maintenance Facility (OMF) shop bay lighting (metal halide) with LED fixtures, and replace the direct digital controls on the HVAC system to allow integration with Union Station controls, to increase energy efficiency and reduce operating costs.			
Customer Emergency Stations	243,464	243,464	0
Installation of customer emergency stations at the Kent and Auburn parking garages.			
Kent Station Parking Lot Paving	76,353	76,353	-
Design and install paved and landscaped commuter parking for an additional 36 standard spaces, 1 compact space, and 2 Americans with Disabilities Act (ADA) spaces.			
Union Station Garden Level Remodel	1,715,260	1,715,260	-
Renovate Union Station Garden Level.			
State of Good Repair			
Small Works Prior to 2020	4,316,953	4,316,953	-
Projects completed under the small works program include modification/repairs of operating facilities and systems with an estimated total cost of less than \$350 thousand per project.			
IT Transit Systems	443,832	443,832	-
Maintain, upgrade and replace multiple computer and technology-based systems at Sounder stations and ST Express transit centers to keep them safe, secure, and functional for our customers.			
Total	90,801,997	88,878,184	1,923,814

2022 New Projects – newly created projects for the 2022 budget year

Twenty-six projects are new for 2022:

- Tacoma Dome Station Parking and Access Improvements for \$548 thousand to commence alternatives analysis and right of way activities.
- Pine Street Stub Security for \$300 thousand for design and installation of security mitigations at the Pine Street Stub access way.
- Central Link Fiber Upgrade for \$25.2 million to upgrade core fiber infrastructure network in support of the ST3 program.
- Data Management Program for \$59.0 million to create a data management capability to support the ISO certification for asset management and ongoing future data needs and requirements for the agency.
- Bellevue Rider Service Center for \$425 thousand to perform alternative analysis to determine necessity and preferred location of restroom to comply with Agency Restroom Policy (R2021-15). Includes design cost.
- IT Network Redesign for \$68.9 million to 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 a network operations center providing 24/7 improved networks and system monitoring on all Sound Transit's mission critical system(s).
- InfoSec Risk Mitigation for \$865 thousand to reduce and manage information security risks to the information systems that support revenue operations. Implement required and recommended changes identified in the 2019 OT external security assessment.
- Enterprise Resource Planning Research for \$2.0 million to procure consultant to review current enterprise resource planning (ERP) application landscape, provide scope and solution proposals to help develop a statement of work and requests for proposal support leading to a procurement of a new system.
- Passenger Experience Office OPEX SOGR program for \$0.1 million to support SOGR operating activities.
- Safety OPEX SOGR program for \$75.0 thousand to support SOGR operating activities.
- Consolidated under the Operations Enhancement Portfolio for \$11.3 million:
 - Access Impact Mitigation in the Downtown Seattle Transit tunnel
 - Emergency fan redundancy in the Beacon Hill Tunnel.
 - Modifications of the LRV brake by-pass functions to allow propulsion under restricted conditions.
 - Updates to tunnel antenna systems to allow monitoring by Link Control Center.
 - Passenger information System upgrade to Tacoma Link.
 - Tie switch installs for the Overhead Catenary System.
 - Installation of an uninterrupted power source (UPS) units in Beacon Hill Tunnel.
 - Alternatives analysis of covered storage at the Forest Street Yard at OMF-Central.
- Consolidated under the Operations SOGR Portfolio for \$14.0 million:
 - Sounder Wi-Tronix hardware upgrade for all locomotives and cab cars.
 - Replace the Fire Alarm Control Panel (FACP) system at the OMF Central.
 - Replace the computer aided dispatch and automatic vehicle locator systems in 123 ST owned buses.
 - Repairs to the pedestrian bridge at Mountlake Terrace
 - Repairs to the pedestrian bridge at Everett Station.
 - Curb and asphalt repairs at the Eastmont Lot.
 - Restroom renovations at the Link SeaTac Station.
 - Operations OPEX SOGR program to support SOGR operating activities.

2022 Change to Authorized Project Allocations - Increases or decreases for existing project budgets.

- Lakewood Station Improvements project is increased by \$3.9 million to support activities relating to conceptual engineering, environmental, preliminary engineering, third party coordination and right of way.
- Tacoma Trestle Track and Signal project is decreased by \$5.0 million to recognize project surplus.
- Auburn Station Access Improvements project is increased by \$2.3 million for right-of way activities.
- Sounder South Capacity Expansion Yard Expansion project is increased by \$3.7 million to support activities relating to conceptual engineering, environmental, preliminary engineering, third party coordination and right of way.
- South Tacoma Access Improvements project is increased by \$3.9 million to support activities relating to conceptual engineering, environmental, preliminary engineering, third party coordination and right of way.
- Everett Link Extension is increased by \$2.9 million to model code work and independent cost review.
- Tacoma Dome Link Extension is increased by \$700 thousand to fund cost estimate and general assessment services.
- West Seattle Ballard Link Extension is increased by \$850 thousand to execute cost estimate work by an independent reviewer.
- North Corridor Maintenance of Way project is increased by \$1.8 million to support pre-construction activities and third party permitting.
- South 200th Link Extension is decreased by \$9.1 million to recognize project surplus.
- I-405 Bus Rapid Transit is increased by \$435.6 million to adding allocation to staff cost to continue the project, execute task orders with WSDOT for Tukwila International Blvd Station (TIBS) and for support in final design, advance construction at NE 85th, Brickyard and North Express Toll Lane (North ETL).
- SR 522/NE 145th St BRT (Bus Rapid Transit) project is increased by \$60.6 million to fund additional staff cost to continue the project, execute WSDOT task orders for support in design and execute right of way fund acquisitions
- Bus Rapid Transit Maintenance Base project is increased by \$15.3 million for additional staff cost to continue the project, fund final design (FD) with the General Engineering Contract (GEC), settle covenants, conditions and restrictions (CC&R) and complete wetland mitigation.
- I-90 2-Way Transit and HOV Stage 3 project is increased by \$2.4 million for unanticipated costs necessary to complete the project.
- Fare Administration project is increased by \$9.0 million for support of costs associated with CMAQ grant, subsidized annual pass pilot, public health additional support, and VIX change request and Tacoma Fare Link implementation.
- Environmental Remediation is increased by \$2.5 million to address identified remediation requirements of various Sound Transit owned properties.
- Positive Train Control is decreased by \$4.2 million to recognize project surplus.
- Link-At-Grade project is decreased \$1.5 million to recognized reduced scope requirements.
- Escalator Modernization Program is decreased by \$41.8 million as project scope is assumed by the broader Vertical Conveyance Program.
- Design and Engineering Standards upgrades project is increased by \$1.5 million assuming some scope from the Link At-Grade project.
- Operations Enhancement Portfolio is increased by \$477 thousand to meet OMF LRV shop crane requirements.

- Operations SOGR Portfolio is increased by \$56.8 million and includes plans to;
 - Kinkisharyo LRV Systems upgrades project for mid-life systems upgrades.
 - Link Station Tile Replacement project for tile replacements at Mount Baker Station.
 - Sounder Vehicle Overhaul for overhaul of additional trains.
 - Vertical Conveyance program adding assessment of 4 additional conveyances.
 - Tacoma Dome Station for cost share for refurbishment of 5 elevators at the garage.
 - Engineering Services Program for an additional 2-years of inter-departmental services for operations work activities.
- Agency Administrative Operating increased by \$132.0 million primarily to include budget for 2027.

2021 Board Actions – Actions the Board took in 2021 to establish or change the authorized project allocation for an amount that is within the cost estimate for the project.

- As of September 30, 2021, there were no Board actions to change project allocations from the 2021 Adopted Budget.

Appendix A – 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 2021 constant-year dollars based on the agency's August 2021 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).
- Updates to the voter-approved estimates due to Board-approved changes, including the cost changes approved in the August 2021 Realignment process through Resolution No. R2021-05.
- 2022 cost estimates match the Proposed 2022 TIP.
- 2022 cost estimates include all ST2 and ST3 projects currently funded in the agency's financial plan.
- All voter-approved ST3 projects were added to Appendix A.

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 West Seattle Ballard Link Extension and Everett Link Extension 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

(in thousands/constant 2021 dollars)

	Voter Approved Estimate	Inc / (Dec) from Voter Approved	2021 Estimate	Inc / (Dec)	2022 Estimate
Link Light Rail					
East Link Extension	\$ 4,344,136	\$ (372,634)	\$ 3,971,501	\$ -	\$ 3,971,501
Northgate Link Extension	\$ 2,259,459	\$ 166,449	\$ 2,425,908	\$ -	\$ 2,425,908
Lynnwood Link Extension	\$ 2,109,945	\$ (311,713)	\$ 1,798,232	\$ -	\$ 1,798,232
First Hill Streetcar	\$ 163,720	\$ (1,456)	\$ 162,264	\$ -	\$ 162,264
South 200th Link Extension	\$ 522,174	\$ 12,922	\$ 535,096	\$ -	\$ 535,096
South 200th to KDM Rd	\$ 640,448	\$ (640,448)	\$ -	\$ -	\$ -
KDM Rd to S 272nd St	\$ 694,622	\$ (694,622)	\$ -	\$ -	\$ -
Federal Way Link Extension	\$ 1,346,075	\$ 565,014	\$ 1,911,089	\$ -	\$ 1,911,089
S 272nd to Tacoma Dome - ROW	\$ 82,477	\$ (82,477)	\$ -	\$ -	\$ -
South Corridor Alternatives Analysis	\$ 98,275	\$ (98,627)	\$ 3,647	\$ -	\$ 3,647
Hilltop Tacoma Link Extension	\$ 129,798	\$ 40,331	\$ 170,129	\$ -	\$ 170,129
Link Operations & Maintenance Facility - East	\$ 397,395	\$ 104,624	\$ 502,019	\$ -	\$ 502,019
Light Rail Vehicle Fleet Expansion	\$ 691,636	\$ 77,893	\$ 769,529	\$ -	\$ 769,529
West Seattle-Ballard Link Extension	\$ 7,647,878	\$ (31,877)	\$ 7,616,001	\$ 5,770,275	\$ 13,386,276
Everett Link Extension	\$ 3,983,743	\$ (19,506)	\$ 3,964,237	\$ 1,427,125	\$ 5,391,363
Tacoma Dome Link Extension	\$ 2,615,395	\$ (13,901)	\$ 2,601,494	\$ 1,019,627	\$ 3,621,122
Graham Street Infill Station	\$ 96,598	\$ (378)	\$ 96,221	\$ 10,109	\$ 106,329
Boeing Access Road Infill Station	\$ 171,376	\$ (852)	\$ 170,524	\$ 61,389	\$ 231,913
Downtown Redmond Link Extension	\$ 1,334,163	\$ 25,963	\$ 1,360,126	\$ -	\$ 1,360,126
NE 130th Street Infill Station	\$ 85,020	\$ (477)	\$ 84,544	\$ 129,314	\$ 213,857
Issaquah Link Extension	\$ 2,501,698	\$ (11,902)	\$ 2,489,796	\$ 892,338	\$ 3,382,133
Link Operations & Maintenance Facility - North	\$ 997,800	\$ (3,601)	\$ 994,199	\$ 357,911	\$ 1,352,110
Link Operations & Maintenance Facility - South	\$ 698,725	\$ (3,595)	\$ 695,131	\$ 589,543	\$ 1,284,674
Tacoma Community College Extension	\$ 623,659	\$ (2,747)	\$ 620,911	\$ 223,528	\$ 844,439
ST3 Light Rail Vehicle Fleet Expansion	\$ 1,626,959	\$ (243,140)	\$ 1,383,819	\$ 380,301	\$ 1,764,120
Total Link Light Rail	\$ 35,863,174	\$ (1,536,759)	\$ 34,326,415	\$ 10,861,461	\$ 45,187,876
Sounder Commuter Rail					
Sumner Station Improvements	\$ 64,249	\$ (4,746)	\$ 59,503	\$ 23,768	\$ 83,271
Puyallup Station Improvements	\$ 91,915	\$ (14,236)	\$ 77,679	\$ -	\$ 77,679
Lakewood Station Improvements	\$ 55,496	\$ (8,224)	\$ 47,271	\$ -	\$ 47,271
Kent Station Access Improvements	\$ 46,236	\$ 30,200	\$ 76,436	\$ 37,552	\$ 113,989
Auburn Station Access Improvements	\$ 48,165	\$ 22,226	\$ 70,391	\$ 41,086	\$ 111,477
Tacoma Dome Station Access	\$ 20,640	\$ (4,271)	\$ 16,369	\$ -	\$ 16,369
South Tacoma Station Access	\$ 57,904	\$ (9,010)	\$ 48,894	\$ -	\$ 48,894
Mukilteo Station	\$ 16,794	\$ (3,112)	\$ 13,682	\$ -	\$ 13,682
Sounder South Capital Improvements Program	\$ 1,225,320	\$ (1,225,320)	\$ -	\$ -	\$ -
Edmonds and Mukilteo Station Parking and Access	\$ 51,757	\$ (219)	\$ 51,538	\$ -	\$ 51,538
Sounder South Extension from Lakewood to DuPont	\$ 417,358	\$ (2,252)	\$ 415,105	\$ -	\$ 415,105
Sounder Maintenance Base	\$ 236,597	\$ (28,307)	\$ 208,290	\$ (9,744)	\$ 198,546
Sounder Yard Expansion	\$ -	\$ 26,256	\$ 26,256	\$ -	\$ 26,256
Tukwila Permanent Station	\$ 50,614	\$ 15,408	\$ 66,022	\$ -	\$ 66,022
Edmonds Permanent Station	\$ 35,914	\$ (35,914)	\$ -	\$ -	\$ -
Sounder South Expanded Service	\$ 336,795	\$ 91,995	\$ 428,790	\$ -	\$ 428,790
Sounder ST2 Fleet Expansion	\$ 43,678	\$ 10,985	\$ 54,662	\$ -	\$ 54,662
Tacoma Trestle Track & Signal	\$ 99,550	\$ 88,225	\$ 187,775	\$ -	\$ 187,775
Tacoma Track & Signal	\$ 38,370	\$ (384)	\$ 37,986	\$ -	\$ 37,986
Platform Extensions - South King / Pierce	\$ 75,734	\$ (75,734)	\$ -	\$ -	\$ -
Eastside Rail Partnership	\$ 68,246	\$ (68,245)	\$ 2	\$ -	\$ 2
Total Sounder Commuter Rail	\$ 3,081,331	\$ (1,241,584)	\$ 3,065,068	\$ 92,662	\$ 3,157,730
Bus Rapid Transit					
I-405 Bus Rapid Transit	\$ 1,116,364	\$ (5,222)	\$ 1,111,142	\$ 23,762	\$ 1,134,904
Bus Rapid Transit Maintenance Base	\$ 211,674	\$ (724)	\$ 210,951	\$ 108,915	\$ 319,866
SR 522 Bus Rapid Transit	\$ 520,810	\$ (2,133)	\$ 518,677	\$ 74,955	\$ 593,632
Total Bus Rapid Transit	\$ 1,848,849	\$ (8,079)	\$ 1,840,770	\$ 207,633	\$ 2,048,402
Regional Express					
ST Express Bus Base	\$ 263,297	\$ (8,969)	\$ 254,328	\$ (60,952)	\$ 193,376
Mid-Day Bus Storage	\$ -	\$ 3,670	\$ 3,670	\$ -	\$ 3,670
ST Express ST2 Fleet Expansion	\$ 48,640	\$ 20,050	\$ 68,690	\$ -	\$ 68,690
North Sammamish Park-and-Ride	\$ 25,983	\$ (69)	\$ 25,914	\$ -	\$ 25,914
Pacific Ave SR 7 Bus Corridor	\$ 76,698	\$ (1,941)	\$ 74,757	\$ -	\$ 74,757
Bus on Shoulder Project	\$ 131,980	\$ -	\$ 131,980	\$ (46,688)	\$ 85,292
Investments SR 162	\$ 43,456	\$ (192)	\$ 43,263	\$ -	\$ 43,263
STEX Fleet to support Interim STEX Service	\$ 23,067	\$ -	\$ 23,067	\$ -	\$ 23,067
I-90 Contribution	\$ 69,066	\$ -	\$ 69,066	\$ -	\$ 69,066
Burien Transit Center/ Parking Garage	\$ 20,528	\$ (1,907)	\$ 18,621	\$ -	\$ 18,621
Bothell Transit Related Improvements	\$ 7,667	\$ (7,667)	\$ -	\$ -	\$ -
RapidRide C and D	\$ 84,105	\$ (930)	\$ 83,174	\$ (19,588)	\$ 63,586
Total Regional Express	\$ 794,486	\$ 2,045	\$ 796,531	\$ (127,228)	\$ 669,303

CAPITAL COST ESTIMATES - TARGET SCHEDULE

(in thousands/constant 2021 dollars)

	Voter Approved Estimate	Inc / (Dec) from Voter Approved	2021 Estimate	Inc / (Dec)	2022 Estimate
Other					
ST3 Planning	\$ 63,105	\$ (26,517)	\$ 36,587	\$ -	\$ 36,587
Innovation and Technology Fund	\$ 89,721	\$ -	\$ 89,721	\$ -	\$ 89,721
Transit Oriented Development	\$ 26,296	\$ -	\$ 26,296	\$ -	\$ 26,296
System Access Program	\$ 119,628	\$ -	\$ 119,628	\$ -	\$ 119,628
Sumner to Orting Study	\$ 5,981	\$ -	\$ 5,981	\$ -	\$ 5,981
Future System Planning (ST4)	\$ 79,638	\$ -	\$ 79,638	\$ -	\$ 79,638
HCT Planning Studies	\$ 54,188	\$ -	\$ 54,188	\$ -	\$ 54,188
STArt Program	\$ -	\$ 168,465	\$ 168,465	\$ -	\$ 168,465
Total Other	\$ 438,558	\$ 141,947	\$ 580,505	\$ -	\$ 580,505
TOTAL Capital Plan Estimate	\$ 42,026,398	\$ (2,642,430)	\$ 40,609,289	\$ 11,034,527	\$ 51,643,816

CAPITAL COST ESTIMATES - AFFORDABLE SCHEDULE

(in thousands/constant 2021 dollars)

	Voter Approved Estimate	Inc / (Dec) from Voter Approved	2021 Estimate	Inc / (Dec)	2022 Estimate
Link Light Rail					
East Link Extension	\$ 4,344,136	\$ (372,634)	\$ 3,971,501	\$ -	\$ 3,971,501
Northgate Link Extension	\$ 2,259,459	\$ 166,449	\$ 2,425,908	\$ -	\$ 2,425,908
Lynnwood Link Extension	\$ 2,109,945	\$ (311,713)	\$ 1,798,232	\$ -	\$ 1,798,232
First Hill Streetcar	\$ 163,720	\$ (1,456)	\$ 162,264	\$ -	\$ 162,264
South 200th Link Extension	\$ 522,174	\$ 12,922	\$ 535,096	\$ -	\$ 535,096
South 200th to KDM Rd	\$ 640,448	\$ (640,448)	\$ -	\$ -	\$ -
KDM Rd to S 272nd St	\$ 694,622	\$ (694,622)	\$ -	\$ -	\$ -
Federal Way Link Extension	\$ 1,346,075	\$ 565,014	\$ 1,911,089	\$ -	\$ 1,911,089
S 272nd to Tacoma Dome - ROW	\$ 82,477	\$ (82,477)	\$ -	\$ -	\$ -
South Corridor Alternatives Analysis	\$ 98,275	\$ (94,627)	\$ 3,647	\$ -	\$ 3,647
Hilltop Tacoma Link Extension	\$ 129,798	\$ 40,331	\$ 170,129	\$ -	\$ 170,129
Link Operations & Maintenance Facility - East	\$ 397,395	\$ 104,624	\$ 502,019	\$ -	\$ 502,019
Light Rail Vehicle Fleet Expansion	\$ 691,636	\$ 77,893	\$ 769,529	\$ -	\$ 769,529
West Seattle-Ballard Link Extension	\$ 7,647,878	\$ (31,877)	\$ 7,616,001	\$ 6,198,155	\$ 13,814,156
Everett Link Extension	\$ 3,983,743	\$ (19,506)	\$ 3,964,237	\$ 1,540,673	\$ 5,504,911
Tacoma Dome Link Extension	\$ 2,615,395	\$ (13,901)	\$ 2,601,494	\$ 1,019,627	\$ 3,621,122
Graham Street Infill Station	\$ 96,598	\$ (378)	\$ 96,221	\$ 10,109	\$ 106,329
Boeing Access Road Infill Station	\$ 171,376	\$ (852)	\$ 170,524	\$ 61,389	\$ 231,913
Downtown Redmond Link Extension	\$ 1,334,163	\$ 25,963	\$ 1,360,126	\$ -	\$ 1,360,126
NE 130th Street Infill Station	\$ 85,020	\$ (477)	\$ 84,544	\$ 129,314	\$ 213,857
Issaquah Link Extension	\$ 2,501,698	\$ (11,902)	\$ 2,489,796	\$ 892,338	\$ 3,382,133
Link Operations & Maintenance Facility - North	\$ 997,800	\$ (3,601)	\$ 994,199	\$ 357,911	\$ 1,352,110
Link Operations & Maintenance Facility - South	\$ 698,725	\$ (3,595)	\$ 695,131	\$ 589,543	\$ 1,284,674
Tacoma Community College Extension	\$ 623,659	\$ (2,747)	\$ 620,911	\$ 223,528	\$ 844,439
ST3 Light Rail Vehicle Fleet Expansion	\$ 1,626,959	\$ (243,140)	\$ 1,383,819	\$ 380,301	\$ 1,764,120
Total Link Light Rail	\$ 35,863,174	\$ (1,536,759)	\$ 34,326,415	\$ 11,402,888	\$ 45,729,303
Sounder Commuter Rail					
Station Access & Demand Study	\$ -	\$ -	\$ -	\$ -	\$ -
Sumner Station Improvements	\$ 64,249	\$ (4,746)	\$ 59,503	\$ 23,768	\$ 83,271
Puyallup Station Improvements	\$ 91,915	\$ (14,236)	\$ 77,679	\$ -	\$ 77,679
Lakewood Station Improvements	\$ 55,496	\$ (8,224)	\$ 47,271	\$ -	\$ 47,271
Kent Station Access Improvements	\$ 46,236	\$ 30,200	\$ 76,436	\$ 37,552	\$ 113,989
Auburn Station Access Improvements	\$ 48,165	\$ 22,226	\$ 70,391	\$ 41,086	\$ 111,477
Tacoma Dome Station Access	\$ 20,640	\$ (4,271)	\$ 16,369	\$ -	\$ 16,369
South Tacoma Station Access	\$ 57,904	\$ (9,010)	\$ 48,894	\$ -	\$ 48,894
Mukilteo Station	\$ 16,794	\$ (3,112)	\$ 13,682	\$ -	\$ 13,682
Sounder South Capital Improvements Program	\$ 1,225,320	\$ (46,907)	\$ 1,178,413	\$ -	\$ 1,178,413
Edmonds and Mukilteo Station Parking and Access	\$ 51,757	\$ (219)	\$ 51,538	\$ -	\$ 51,538
Sounder South Extension from Lakewood to DuPont	\$ 417,358	\$ (2,252)	\$ 415,105	\$ -	\$ 415,105
Sounder Maintenance Base	\$ 236,597	\$ (28,307)	\$ 208,290	\$ (9,744)	\$ 198,546
Sounder Yard Expansion	\$ -	\$ 26,256	\$ 26,256	\$ -	\$ 26,256
Tukwila Permanent Station	\$ 50,614	\$ 15,408	\$ 66,022	\$ -	\$ 66,022
Edmonds Permanent Station	\$ 35,914	\$ (35,914)	\$ -	\$ -	\$ -
Sounder South Expanded Service	\$ 336,795	\$ 91,995	\$ 428,790	\$ -	\$ 428,790
Sounder ST2 Fleet Expansion	\$ 43,678	\$ 10,985	\$ 54,662	\$ -	\$ 54,662
Tacoma Trestle Track & Signal	\$ 99,550	\$ 88,225	\$ 187,775	\$ -	\$ 187,775
Tacoma Track & Signal	\$ 38,370	\$ (384)	\$ 37,986	\$ -	\$ 37,986
Platform Extensions - South King / Pierce	\$ 75,734	\$ (75,734)	\$ -	\$ -	\$ -
Eastside Rail Partnership	\$ 68,246	\$ (68,245)	\$ 2	\$ -	\$ 2
Total Sounder Commuter Rail	\$ 3,081,331	\$ (16,264)	\$ 3,065,068	\$ 92,662	\$ 3,157,730

CAPITAL COST ESTIMATES - AFFORDABLE SCHEDULE

(in thousands/constant 2021 dollars)

	Voter Approved Estimate	Inc / (Dec) from Voter Approved	2021 Estimate	Inc / (Dec)	2022 Estimate
Bus Rapid Transit					
I-405 Bus Rapid Transit	\$ 1,116,364	\$ (5,222)	\$ 1,111,142	\$ 23,762	\$ 1,134,904
Bus Rapid Transit Maintenance Base	\$ 211,674	\$ (724)	\$ 210,951	\$ 108,915	\$ 319,866
SR 522 Bus Rapid Transit	\$ 520,810	\$ (2,133)	\$ 518,677	\$ 74,955	\$ 593,632
Total Bus Rapid Transit	\$ 1,848,849	\$ (8,079)	\$ 1,840,770	\$ 207,633	\$ 2,048,402
Regional Express					
ST Express Bus Base	\$ 263,297	\$ (8,969)	\$ 254,328	\$ (60,952)	\$ 193,376
Mid-Day Bus Storage	\$ -	\$ 3,670	\$ 3,670	\$ -	\$ 3,670
ST Express ST2 Fleet Expansion	\$ 48,640	\$ 20,050	\$ 68,690	\$ -	\$ 68,690
North Sammamish Park-and-Ride	\$ 25,983	\$ (69)	\$ 25,914	\$ -	\$ 25,914
Pacific Ave SR 7 Bus Corridor	\$ 76,698	\$ (1,941)	\$ 74,757	\$ -	\$ 74,757
Bus on Shoulder Project	\$ 131,980	\$ -	\$ 131,980	\$ (46,688)	\$ 85,292
Investments SR 162	\$ 43,456	\$ (192)	\$ 43,263	\$ -	\$ 43,263
STEX Fleet to support Interim STEX Service	\$ 23,067	\$ -	\$ 23,067	\$ -	\$ 23,067
I-90 Contribution	\$ 69,066	\$ -	\$ 69,066	\$ -	\$ 69,066
Burien Transit Center/ Parking Garage	\$ 20,528	\$ (1,907)	\$ 18,621	\$ -	\$ 18,621
Bothell Transit Related Improvements	\$ 7,667	\$ (7,667)	\$ -	\$ -	\$ -
RapidRide C and D	\$ 84,105	\$ (930)	\$ 83,174	\$ (19,588)	\$ 63,586
Total Regional Express	\$ 794,486	\$ 2,045	\$ 796,531	\$ (127,228)	\$ 669,303
Other					
ST3 Planning	\$ 63,105	\$ (26,517)	\$ 36,587	\$ -	\$ 36,587
Innovation and Technology Fund	\$ 89,721	\$ -	\$ 89,721	\$ -	\$ 89,721
Transit Oriented Development	\$ 26,296	\$ -	\$ 26,296	\$ -	\$ 26,296
System Access Program	\$ 119,628	\$ -	\$ 119,628	\$ -	\$ 119,628
Sumner to Orting Study	\$ 5,981	\$ -	\$ 5,981	\$ -	\$ 5,981
Future System Planning (ST4)	\$ 79,638	\$ -	\$ 79,638	\$ -	\$ 79,638
HCT Planning Studies	\$ 54,188	\$ -	\$ 54,188	\$ -	\$ 54,188
STArT Program	\$ -	\$ 168,465	\$ 168,465	\$ -	\$ 168,465
Total Other	\$ 438,558	\$ 141,947	\$ 580,505	\$ -	\$ 580,505
TOTAL Capital Plan Estimate	\$ 42,026,398	\$ (1,417,110)	\$ 40,609,289	\$ 11,575,955	\$ 52,185,244

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.

Appendix B – 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 A 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 A, Sound Move project budgets are shown for 2008, 2021, and 2022.

There were no changes to Sound Move projects between 2020 and 2021.

Regional Express

- The I-90 Two-Way Transit and HOV Operations, Stage 3 project was reduced \$18.0 million recognizing project surplus last year. \$2.4 million was added back to fund unanticipated costs to complete the project.
- Note: The I-90 Two-Way Transit and HOV Operations, Stage 3 project was baselined in 2014. This project is funded by Sound Move and ST2, Regional Express Reserve, and agency financial capacity.

I-90 TWO-WAY AND HOV OPERATIONS, STAGE 3 TOTAL FUNDING (in 2007\$ 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 (2021\$ in thousands)

	2008 Estimate	Inc/(Dec)	2021 Estimate	Inc/(Dec)	2022 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>Sounder 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 Sounder 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	\$ 205,926	\$ 207,648	2,371	\$ 210,019
Total Regional Express	\$ 1,722	\$ 205,926	\$ 207,648	\$ 2,371	\$ 210,019
Total Active Sound Move Projects	\$ 1,701,125	\$ 439,105	\$ 2,140,230	\$ 2,371	\$ 2,142,601

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 2007\$ of planned funding.

The agency used \$0.5 million 2007\$ of financial capacity to fully fund the project and the balance of the REX program reserve of \$45 million 2007\$.

Appendix C – Departments and Staffing

Department Budgets

The proposed 2022 budget for Sound Transit departments totals \$636.5 million. Compared to the 2021 budget, this is an increase of \$77.9 million or 13.9 percent.

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.

2022 BUDGETS BY DEPARTMENT (in thousands)

Department	2021 Budget ¹	2022 Budget	Budget \$ Change	Budget % Change
Communications	\$12,603	\$13,123	\$520	4.1%
Design, Engineering & Construction Manag	32,106	32,641	535	0.0
Executive	44,389	55,397	11,008	0.2
Finance	31,707	46,061	14,355	0.5
Information Technology	31,458	34,931	3,473	0.1
Legal	6,106	6,310	205	0.0
Operations	292,019	333,065	41,046	0.1
Planning, Environment & Project Developm	17,365	18,063	698	0.0
Portfolio Services Office	33,276	36,421	3,145	0.1
Safety	46,545	47,942	1,397	0.0
Contingency	11,000	12,500	1,500	0.1
Total Department Budgets	\$558,573	\$636,454	\$77,881	13.9%

¹The 2021 budget has been adjusted to normalize for:

*The Portfolio Services Office department created in mid-2021.

*While the total 2021 budget remains unchanged, certain department budgets have been updated during the year per budget policy 3.4.2.c

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 2022 budget are summarized below.

AGENCY STAFFING SUMMARY

Department	2019		2021			2022	
	2019	2020	Adopted	Changes	Current	New	Proposed
Communications	72	68	68	0	68	1	69
Design, Engineering & Construction Manageme	327	321	323	(171)	152	9	161
Executive	163	224	246	(5)	241	15	256
Finance	99	73	73	1	74	3	77
Information Technology	109	108	109	0	109	12	121
Legal	23	24	26	0	26	2	28
Operations	237	197	231	11	242	54	296
Planning, Environment & Project Development	102	98	99	1	100	3	103
Portfolio Services Office	0	0	0	182	182	5	187
Safety	66	58	58	1	59	4	63
Total Positions	1,198	1,171	1,233	20	1,253	108	1,361

Note: In 2021, part of the divisions in DECM, EXEC, OPS, and Safety were moved to form the new department Portfolio Services Office (PSO).

Appendix – D 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 to date 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 to date 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.

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

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

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 to date 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.

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

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.

COP (Citizen 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 (Cost Performance Index) – A measure of the value of the work completed compared to the actual cost or progress made on the project.

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.

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

- **COM** – Communications
- **DECM** – Design, Engineering & Construction Management
- **EXEC** – Executive
- **FIN** – Finance
- **IT** – Information Technology
- **LEGAL** – Legal
- **OPS** – Operations
- **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.

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.

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 of 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.

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 lifetime budget. 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 to date 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.

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.

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.

TCO (Total Cost of Ownership) – A financial estimate intended to help buyers and owners determine the direct and indirect costs of a product or system.

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 to date for all active projects, six-year forecasts of operating expenses for each transit mode, and contributions to reserves. The TIP contains information on scope and budget as well as changes in budget and schedule for all active phases of both capital and operating programs.

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.

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 E – Project Detail Pages

2022 Cashflow by Budget Approval

(in thousands)

System Expansion

LINK

Project Number and Name	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Preliminary Engineering									
400052 Everett Link Extension	13,465	17,841	46,684	44,938	42,901	21,938	175	0	187,942
400053 Tacoma Dome Link Extension	54,914	18,718	23,934	28,808	0	0	0	0	126,373
400066 West Seattle and Ballard Link Extensions	116,766	41,076	71,629	57,100	175	0	0	0	286,746
400113 North Corridor MOW	1,617	20,332	2,673	0	0	0	0	0	24,622
400115 NE 130th Street Infill Station	19,839	6,630	2,435	0	0	0	0	0	28,904
Subtotal	206,601	104,597	147,355	130,846	43,076	21,938	175	0	654,587
Baseline									
400009 Operations and Maintenance Facility East	378,005	3,146	2,358	1,329	27,286	37,096	0	0	449,220
400032 Light Rail Vehicle Fleet Expansion	407,263	146,440	101,466	84,919	630	0	0	0	740,718
4X100 Northgate Link Extension	1,743,620	10,345	2,279	22,957	32,139	35,915	52,500	0	1,899,756
4X115 Lynnwood Link Extension	1,643,977	583,267	363,644	85,971	51,809	42,954	0	0	2,771,622
4X200 University Link Extension	1,515,571	850	0	0	0	239,586	0	0	1,756,007
4X420 South 200th Link Extension	329,380	0	0	1,195	0	0	0	0	330,575
4X445 Federal Way Link Extension	1,028,527	461,033	337,813	415,026	200,778	8,359	0	0	2,451,535
4X600 East Link Extension	3,142,967	149,967	123,199	97,113	58,460	56,620	33,012	15,811	3,677,150
4X630 Downtown Redmond Extension	504,821	300,676	201,805	110,626	56,434	354,861	777	0	1,530,000
4X199 Northgate Link Extension Project Reserve	0	0	50,000	0	0	0	0	0	50,000
400007 First Hill Streetcar	132,730	0	50	0	0	0	0	0	132,780
Subtotal	10,826,861	1,655,724	1,182,614	819,135	427,537	775,391	86,289	15,811	15,789,362
Total	11,033,462	1,760,321	1,329,970	949,981	470,613	797,329	86,464	15,811	16,443,949

2022 Cashflow by Subarea

(in thousands)

System Expansion

LINK

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
1 - Snohomish	1,038,240	362,833	252,748	95,818	70,130	49,671	147	0	1,869,587
2 - North King	4,472,720	375,815	319,493	141,569	60,921	301,537	52,698	95	5,724,849
3 - South King	1,508,459	489,238	362,683	440,438	206,103	15,481	0	0	3,022,403
4 - East King	3,977,861	517,965	372,475	247,170	126,592	427,130	33,591	15,716	5,718,500
5 - Pierce	33,910	11,574	15,028	17,739	2	0	0	0	78,254
6 - Systemwide	2,271	2,896	7,541	7,247	6,864	3,510	28	0	30,357
Total	\$11,033,462	\$1,760,321	\$1,329,970	\$949,981	\$470,613	\$797,329	\$86,464	\$15,811	\$16,443,949

2022 Cashflow by Phase

(in thousands)

Phase # and Description	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	287	0	0	0	0	0	0	0	287
10-Agency Administration	488,347	64,473	72,829	88,607	65,410	83,689	5,364	0	868,719
20-Prelim Engineering/Env Review	351,277	55,566	111,393	92,537	29,742	11,964	175	1,121	653,774
30-Final Design+Specifications	605,185	20,013	11,401	13,823	22,498	15,943	13,406	0	702,269
35-Third Party	227,146	15,366	17,616	17,740	18,143	15,395	4,301	0	315,706
40-Row Acquisition+Permits	1,168,013	56,820	21,909	26,303	81,871	174,832	1,426	14,690	1,545,864
50-Construction	7,086,896	1,296,659	851,174	556,016	229,005	468,234	31,562	0	10,519,546
55-Construction Services	579,485	83,124	66,999	50,999	22,205	21,560	8,030	0	832,401
70-Vehicles	487,218	143,100	98,150	81,204	77	4,716	0	0	814,465
80-System Testing+Startup	39,608	25,200	28,501	22,753	1,660	996	0	0	118,718
90-Contingency	0	0	50,000	0	0	0	22,200	0	72,200
Total	\$11,033,462	\$1,760,321	\$1,329,970	\$949,981	\$470,613	\$797,329	\$86,464	\$15,811	\$16,443,949

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.

Changes to authorized project allocation since 2021: Increase by \$2.9 million for model code work and independent cost review

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 cost. The affordable date delivers Lynnwood to SW Everett in 2037 and SW Everett to Mariner in 2041. Because this project has two segments, a segmentation premium is applied, which requires the affordable schedule cost. 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).

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

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$3,983,743
2021 TIP:	\$185,042	2021 :	2036	2021 Cost Estimate:	\$3,964,237
2022 TIP:	\$187,942	2022 (target) :	2037	2022 Cost Estimate (target):	\$5,391,363
		2022 (affordable) :	2041	2022 Cost Estimate (affordable):	\$5,504,911

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$11,311	\$14,986	\$39,215	\$37,748	\$36,037	\$18,428	\$147	\$0	\$157,871
Systemwide	2,154	2,855	7,469	7,190	6,864	3,510	28	0	30,071
Total	\$13,465	\$17,841	\$46,684	\$44,938	\$42,901	\$21,938	\$175	\$0	\$187,942

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$2,768	\$1,994	\$8,399	\$7,391	\$8,299	\$5,319	\$0	\$0	\$34,170
20-Prelim Engineering/Env Review	9,652	14,127	33,715	31,565	28,788	10,450	175	0	128,472
35-Third Party	312	1,320	2,745	3,282	2,789	2,752	0	0	13,200
40-Row Acquisition+Permits	93	400	1,825	2,700	3,025	3,057	0	0	11,100
50-Construction	640	0	0	0	0	360	0	0	1,000
Total	\$13,465	\$17,841	\$46,684	\$44,938	\$42,901	\$21,938	\$175	\$0	\$187,942

Project Risk Assessment

Multiple risks relating to scope, schedule and budget when reaching stakeholder consensus on preferred alternatives. Challenging topography and a constrained environment increases risk of unknown engineering challenges. Operational and cost risks from right of way property acquisitions.

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.

Changes to authorized project allocation since 2021: Increase by \$0.7 million to fund cost estimate and general assessment services for Tacoma Dome Link Extension (TDLE) and Operations and Maintenance Facility (OMF) South.

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

Budget year activities: Preparation of Draft Environmental Impact Statement (DEIS) for TDLE, engagement with third parties and OMF South phase 3 work.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$2,615,395
2021 TIP:	\$125,673	2021 :	2030	2021 Cost Estimate:	\$2,601,494
2022 TIP:	\$126,373	2022 :	2032	2022 Cost Estimate:	\$3,621,122

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
South King	\$22,405	\$7,637	\$9,765	\$11,753	\$0	\$0	\$0	\$0	\$51,560
Pierce	32,509	11,081	14,169	17,054	0	0	0	0	74,813
Total	\$54,914	\$18,718	\$23,934	\$28,808	\$0	\$0	\$0	\$0	\$126,373

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$15,167	\$4,755	\$5,084	\$2,842	\$0	\$0	\$0	\$0	\$27,848
20-Prelim Engineering/Env Review	37,938	10,883	16,315	21,639	0	0	0	0	86,775
35-Third Party	1,512	2,547	1,376	915	0	0	0	0	6,350
40-Row Acquisition+Permits	297	533	1,160	3,410	0	0	0	0	5,400
Total	\$54,914	\$18,718	\$23,934	\$28,808	\$0	\$0	\$0	\$0	\$126,373

Project Risk Assessment

TDLE and OMF South can experience schedule delays due to impact of COVID-19 and tribal/federal reviews.

OMF South impacted by Superfund landfill requirements. TDLE potentially impacted by Puyallup River crossing constraints, potential cultural findings and delivery delays of light rail vehicles (LRV).

Scope: Extension of light rail approximately 4.7 miles from Downtown Seattle to the Alaska Junction neighborhood of West Seattle via elevated and at-grade alignment and approximately 5.4 miles from Downtown Seattle to Ballard via elevated guideway and tunnel. Includes an at-grade station (Stadium) and elevated stations in SODO, Delridge, Avalon, Alaska Junction, Ballard, Smith Cove, and Interbay and underground (tunnel) stations at Seattle Center and South Lake Union. Preliminary engineering includes West Seattle Link and Ballard Link extensions. Upon completion of the environmental review and the environmental impact statement these projects will become stand-alone projects.

Changes to authorized project allocation since 2021: Increase by \$0.8 million for cost estimate work by independent reviewer.

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 dates are as follows: Alaska Junction to SODO in 2032 and SODO to Ballard in 2037, which corresponds to the target in-service cost. The affordable date delivers Alaska Junction to SODO in 2032, 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.

Budget year activities: Complete conceptual engineering phase. Identify preferred alternative and execute third party agreements to start preliminary engineering work.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$7,647,878
2021 TIP:	\$285,896	2021 :	2035	2021 Cost Estimate:	\$7,616,001
2022 TIP:	\$286,746	2022 (target) :	2037	2022 Cost Estimate (target):	\$13,386,276
		2022 (affordable) :	2039	2022 Cost Estimate (affordable):	\$13,814,156

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$2,219	\$780	\$1,361	\$1,085	\$3	\$0	\$0	\$0	\$5,448
North King	108,475	38,160	66,543	53,046	163	0	0	0	266,387
South King	2,219	780	1,361	1,085	3	0	0	0	5,448
East King	2,335	822	1,433	1,142	4	0	0	0	5,735
Pierce	1,401	493	860	685	2	0	0	0	3,441
Systemwide	117	41	72	57	0	0	0	0	287
Total	\$116,766	\$41,076	\$71,629	\$57,100	\$175	\$0	\$0	\$0	\$286,746

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$24,247	\$7,780	\$9,020	\$14,033	\$0	\$0	\$0	\$0	\$55,080
20-Prelim Engineering/Env Review	88,535	30,076	59,977	36,503	175	0	0	0	215,266
35-Third Party	1,372	1,120	2,344	5,564	0	0	0	0	10,400
40-Row Acquisition+Permits	2,612	2,100	288	1,000	0	0	0	0	6,000
Total	\$116,766	\$41,076	\$71,629	\$57,100	\$175	\$0	\$0	\$0	\$286,746

Project Risk Assessment

There are risks to scope, schedule and budget when trying to reach stakeholder consensus on a preferred alternative; complexity of alignments in constrained environment with challenging topography that includes two bridge crossings, constructing a tunnel through a mature urban and constrained environment. There are also potential impacts on existing Link operations during construction, and cost risks associated with right of way and property acquisitions.

Scope: Design and construct a Maintenance of Way 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.

Changes to authorized project allocation since 2021: Increase by \$1.8 million to fund pre-construction activities and third party permitting.

Budget year activities: Project development and property acquisition activities.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$22,857	2021 :	2022	2021 Cost Estimate:	N/A
2022 TIP:	\$24,622	2022 :	2023	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$883	\$11,101	\$1,459	\$0	\$0	\$0	\$0	\$0	\$13,444
North King	734	9,231	1,214	0	0	0	0	0	11,178
Total	\$1,617	\$20,332	\$2,673	\$0	\$0	\$0	\$0	\$0	\$24,622

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$287	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$287
10-Agency Administration	481	1,015	164	0	0	0	0	0	1,660
20-Prelim Engineering/Env Review	200	375	1,309	0	0	0	0	0	1,884
30-Final Design+Specifications	0	100	0	0	0	0	0	0	100
35-Third Party	59	200	200	0	0	0	0	0	459
40-Row Acquisition+Permits	590	18,417	1,000	0	0	0	0	0	20,007
50-Construction	0	175	0	0	0	0	0	0	175
55-Construction Services	0	50	0	0	0	0	0	0	50
Total	\$1,617	\$20,332	\$2,673	\$0	\$0	\$0	\$0	\$0	\$24,622

Project Risk Assessment

Property acquisition risk for temporary and permanent facilities along with potential for scope creep in preliminary engineering and construction activities.

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

Changes to authorized project allocation since 2021: None.

Budget year activities: Complete drilled shafts construction package. Continue third party coordination and permitting activities. Complete GC/CM pre-construction. Incorporate any VE items in the IFC drawings sets.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$85,020
2021 TIP:	\$28,904	2021 :	2031	2021 Cost Estimate:	\$84,544
2022 TIP:	\$28,904	2022 :	2025	2022 Cost Estimate:	\$213,857

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$19,839	\$6,630	\$2,435	\$0	\$0	\$0	\$0	\$0	\$28,904
Total	\$19,839	\$6,630	\$2,435	\$0	\$0	\$0	\$0	\$0	\$28,904

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$2,012	\$1,245	\$325	\$0	\$0	\$0	\$0	\$0	\$3,582
20-Prelim Engineering/Env Review	2,701	20	0	0	0	0	0	0	2,721
30-Final Design+Specifications	7,968	1,844	981	0	0	0	0	0	10,793
35-Third Party	527	357	66	0	0	0	0	0	950
40-Row Acquisition+Permits	0	220	22	0	0	0	0	0	242
50-Construction	5,356	2,394	776	0	0	0	0	0	8,526
55-Construction Services	1,274	551	265	0	0	0	0	0	2,090
Total	\$19,839	\$6,630	\$2,435	\$0	\$0	\$0	\$0	\$0	\$28,904

Project Risk Assessment

Eliminate/minimize any operational impacts on Lynnwood Link construction; Construction market conditions.

400009

LINK O&M FACILITY EAST

Managed by: DECM

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 project allocation since 2021: None.

Budget year activities: Continue project closeout and post acceptance monitoring by the builder.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$449,220	Baseline:	2020	Voter-Approved Cost Estimate:	\$397,395
2021 TIP:	\$449,220	2021 :	2020	2021 Cost Estimate:	\$502,019
2022 TIP:	\$449,220	2022 :	2020	2022 Cost Estimate:	\$502,019

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$79,381	\$661	\$495	\$279	\$5,730	\$7,790	\$0	\$0	\$94,336
North King	63,127	525	394	222	4,557	6,195	0	0	75,020
South King	72,577	604	453	255	5,239	7,123	0	0	86,250
East King	162,920	1,356	1,016	573	11,760	15,989	0	0	193,614
Total	\$378,005	\$3,146	\$2,358	\$1,329	\$27,286	\$37,096	\$0	\$0	\$449,220

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$10,678	\$610	\$433	\$305	\$377	\$5,170	\$0	\$0	\$17,573
20-Prelim Engineering/Env Review	8,712	0	0	824	0	0	0	0	9,536
30-Final Design+Specifications	31	50	0	0	305	0	0	0	386
35-Third Party	78	250	500	0	2,279	0	0	0	3,107
40-Row Acquisition+Permits	102,603	0	0	0	0	31,926	0	0	134,529
50-Construction	238,506	2,036	1,225	0	22,986	0	0	0	264,753
55-Construction Services	17,398	200	200	200	1,338	0	0	0	19,337
Total	\$378,005	\$3,146	\$2,358	\$1,329	\$27,286	\$37,096	\$0	\$0	\$449,220

Project Risk Assessment

Interfaces and coordination with Operations. Integrated testing of the facility may result in follow on work. The gap between the substantial completion and operations acceptance of the facility may have additional costs to the project.

400032

LRV FLEET EXPANSION

Managed by: DECM

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

Changes to authorized project allocation since 2021: None.

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

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$740,718	Baseline:	2024	Voter-Approved Cost Estimate:	\$691,636
2021 TIP:	\$740,718	2021 :	2024	2021 Cost Estimate:	\$769,529
2022 TIP:	\$740,718	2022 :	2024	2022 Cost Estimate:	\$769,529

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$46,835	\$16,841	\$11,669	\$9,766	\$72	\$0	\$0	\$0	\$85,183
North King	123,401	44,371	30,744	25,730	191	0	0	0	224,438
South King	53,351	19,184	13,292	11,124	83	0	0	0	97,034
East King	183,676	66,044	45,761	38,298	284	0	0	0	334,064
Total	\$407,263	\$146,440	\$101,466	\$84,919	\$630	\$0	\$0	\$0	\$740,718

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$5,759	\$940	\$1,316	\$1,815	\$0	\$0	\$0	\$0	\$9,829
55-Construction Services	10,985	2,400	2,000	1,900	553	0	0	0	17,838
70-Vehicles	388,025	143,100	98,150	81,204	77	0	0	0	710,556
80-System Testing+Startup	2,495	0	0	0	0	0	0	0	2,495
Total	\$407,263	\$146,440	\$101,466	\$84,919	\$630	\$0	\$0	\$0	\$740,718

Project Risk Assessment

Project risk continues to be timeliness of conditionally acceptance of LRVs. Coordination of the retrofitting of automatic train protection on the existing LRVs is critical to minimize impacts to Link operations.

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 project allocation since 2021: None.

Budget year activities: Project closeout activities.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$1,899,756	Baseline:	2021	Voter-Approved Cost Estimate:	\$2,259,459
2021 TIP:	\$1,899,756	2021 :	2021	2021 Cost Estimate:	\$2,425,908
2022 TIP:	\$1,899,756	2022 :	2021	2022 Cost Estimate:	\$2,425,908

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$1,743,620	\$10,345	\$2,279	\$22,957	\$32,139	\$35,915	\$52,500	\$0	\$1,899,756
Total	\$1,743,620	\$10,345	\$2,279	\$22,957	\$32,139	\$35,915	\$52,500	\$0	\$1,899,756

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$99,369	\$2,138	\$500	\$5,877	\$8,228	\$8,904	\$5,364	\$0	\$130,379
20-Prelim Engineering/Env Review	15,077	0	0	0	0	0	0	0	15,077
30-Final Design+Specifications	120,299	0	0	2,915	4,081	4,664	5,208	0	137,167
35-Third Party	9,315	0	0	423	592	677	793	0	11,800
40-Row Acquisition+Permits	101,811	0	0	2,266	3,172	3,625	1,426	0	112,300
50-Construction	1,282,662	2,438	0	9,715	13,600	15,227	10,950	0	1,334,593
55-Construction Services	104,447	258	0	1,761	2,466	2,818	6,559	0	118,310
80-System Testing+Startup	10,640	5,511	1,779	0	0	0	0	0	17,930
90-Contingency	0	0	0	0	0	0	22,200	0	22,200
Total	\$1,743,620	\$10,345	\$2,279	\$22,957	\$32,139	\$35,915	\$52,500	\$0	\$1,899,756

Project Risk Assessment
None.

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 project allocation since 2021: None.

Budget year activities: Continue civil and systems construction activities.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$2,771,622	Baseline:	2024	Voter-Approved Cost Estimate:	\$2,109,945
2021 TIP:	\$2,771,622	2021 :	2024	2021 Cost Estimate:	\$1,798,232
2022 TIP:	\$2,771,622	2022 :	2024	2022 Cost Estimate:	\$1,798,232

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$897,611	\$318,464	\$198,550	\$46,940	\$28,288	\$23,453	\$0	\$0	\$1,513,306
North King	746,365	264,803	165,095	39,031	23,521	19,501	0	0	1,258,316
Total	\$1,643,977	\$583,267	\$363,644	\$85,971	\$51,809	\$42,954	\$0	\$0	\$2,771,622

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$52,465	\$8,338	\$10,775	\$11,744	\$10,167	\$4,675	\$0	\$0	\$98,164
20-Prelim Engineering/Env Review	39,053	0	0	0	1	0	0	0	39,054
30-Final Design+Specifications	137,672	11,419	4,483	8,817	1,771	0	0	0	164,162
35-Third Party	11,173	1,390	1,143	2,014	1,881	0	0	0	17,600
40-Row Acquisition+Permits	176,307	6,473	4,300	4,300	0	38,280	0	0	229,660
50-Construction	1,154,608	529,035	311,666	49,321	32,723	0	0	0	2,077,353
55-Construction Services	72,688	25,724	22,209	2,542	5,266	0	0	0	128,429
80-System Testing+Startup	11	888	9,068	7,234	0	0	0	0	17,200
Total	\$1,643,977	\$583,267	\$363,644	\$85,971	\$51,809	\$42,954	\$0	\$0	\$2,771,622

Project Risk Assessment

There may be significant delay to civil construction, accuracy of CMC forecast compared to L800 GCCM baseline, Construction schedule impacts. There continues a project risk of obtaining permits from our local jurisdictions, WSDOT, and other resource agencies. The timely completion of right-of-way acquisition with limited staff resources, construction market conditions, and differing site conditions during construction could affect both schedule and budget.

4X200

UNIVERSITY LINK EXTENSION

Managed by: DECM

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 project allocation since 2021: None.

Budget year activities: Project closeout activities.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$1,756,007	Baseline:	2016	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$1,756,007	2021 :	2016	2021 Cost Estimate:	N/A
2022 TIP:	\$1,756,007	2022 :	2016	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$1,515,571	\$850	\$0	\$0	\$0	\$239,586	\$0	\$0	\$1,756,007
Total	\$1,515,571	\$850	\$0	\$0	\$0	\$239,586	\$0	\$0	\$1,756,007

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$84,409	\$100	\$0	\$0	\$0	\$29,045	\$0	\$0	\$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	3,535	0	0	90,308
35-Third Party	11,314	0	0	0	0	7,332	0	0	18,646
40-Row Acquisition+Permits	126,428	0	0	0	0	25,904	0	0	152,332
50-Construction	988,184	750	0	0	0	159,849	0	0	1,148,783
55-Construction Services	86,569	0	0	0	0	8,245	0	0	94,814
70-Vehicles	99,193	0	0	0	0	4,716	0	0	103,909
80-System Testing+Startup	8,440	0	0	0	0	960	0	0	9,400
Total	\$1,515,571	\$850	\$0	\$0	\$0	\$239,586	\$0	\$0	\$1,756,007

Project Risk Assessment

None.

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 project allocation since 2021: Decreased by \$9.07 million in projected surplus budget.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$383,241	Baseline:	2016	Voter-Approved Cost Estimate:	\$522,174
2021 TIP:	\$339,641	2021 :	2016	2021 Cost Estimate:	\$535,096
2022 TIP:	\$330,575	2022 :	2016	2022 Cost Estimate:	\$535,096

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
South King	\$329,380	\$0	\$0	\$1,195	\$0	\$0	\$0	\$0	\$330,575
Total	\$329,380	\$0	\$0	\$1,195	\$0	\$0	\$0	\$0	\$330,575

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$16,449	\$0	\$0	\$421	\$0	\$0	\$0	\$0	\$16,870
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	310	0	0	0	0	38,361
50-Construction	237,983	0	0	464	0	0	0	0	238,447
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	\$329,380	\$0	\$0	\$1,195	\$0	\$0	\$0	\$0	\$330,575

Project Risk Assessment

None.

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 project allocation since 2021: None.

Budget year activities: Continue major design and construction work by design-build construction contract (F200); design build project management and third party coordination and permitting activities with Authorities Having Jurisdiction (AHJ). Conclude right-of-way acquisition/relocation activities and third party utility relocation work.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$2,451,535	Baseline:	2024	Voter-Approved Cost Estimate:	\$1,346,075
2021 TIP:	\$2,451,535	2021 :	2024	2021 Cost Estimate:	\$1,911,089
2022 TIP:	\$2,451,535	2022 :	2024	2022 Cost Estimate:	\$1,911,089

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
South King	\$1,028,527	\$461,033	\$337,813	\$415,026	\$200,778	\$8,359	\$0	\$0	\$2,451,535
Total	\$1,028,527	\$461,033	\$337,813	\$415,026	\$200,778	\$8,359	\$0	\$0	\$2,451,535

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$38,006	\$9,265	\$10,499	\$22,725	\$7,666	\$8,359	\$0	\$0	\$96,520
20-Prelim Engineering/Env Review	45,128	75	77	73	778	0	0	0	46,131
30-Final Design+Specifications	1,097	965	37	234	752	0	0	0	3,085
35-Third Party	13,481	4,670	3,813	2,436	3,342	0	0	0	27,741
40-Row Acquisition+Permits	234,795	9,908	7,563	11,093	75,424	0	0	0	338,783
50-Construction	648,419	410,426	287,936	348,794	106,458	0	0	0	1,802,033
55-Construction Services	47,410	24,836	15,784	22,152	5,855	0	0	0	116,037
80-System Testing+Startup	191	888	12,104	7,519	503	0	0	0	21,205
Total	\$1,028,527	\$461,033	\$337,813	\$415,026	\$200,778	\$8,359	\$0	\$0	\$2,451,535

Project Risk Assessment

Risk includes delays in the relocation of existing third party utilities, encountering unknown contaminated materials and utilities.

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 project allocation since 2021: None.

Budget year activities: Most contract packages will reach substantial completion at the end of 2021 or early 2022. Ramp up activities for start up, systems testing and rail activation work. Follow up scopes such as post acceptance maintenance services and late breaking scope such as retrofitting fare paid zone and operational scope gaps.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$3,677,150	Baseline:	2023	Voter-Approved Cost Estimate:	\$4,344,136
2021 TIP:	\$3,677,150	2021 :	2023	2021 Cost Estimate:	\$3,971,501
2022 TIP:	\$3,677,150	2022 :	2023	2022 Cost Estimate:	\$3,971,501

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$18,858	\$900	\$739	\$583	\$351	\$340	\$198	\$95	\$22,063
East King	3,124,109	149,068	122,460	96,530	58,110	56,281	32,814	15,716	3,655,087
Total	\$3,142,967	\$149,967	\$123,199	\$97,113	\$58,460	\$56,620	\$33,012	\$15,811	\$3,677,150

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$117,237	\$19,710	\$13,680	\$7,725	\$21,954	\$5,893	\$0	\$0	\$186,200
20-Prelim Engineering/Env Review	54,776	0	0	0	0	3	0	1,121	55,900
30-Final Design+Specifications	241,531	5,135	4,939	1,250	15,231	6,717	8,198	0	283,000
35-Third Party	34,915	1,475	3,964	2,155	5,012	1,121	3,508	0	52,150
40-Row Acquisition+Permits	280,681	1,303	1,001	475	0	0	0	14,690	298,150
50-Construction	2,199,670	88,229	86,025	73,333	12,676	33,640	19,835	0	2,513,407
55-Construction Services	197,749	17,105	13,291	12,174	3,588	9,247	1,471	0	254,625
80-System Testing+Startup	16,409	17,010	299	0	0	0	0	0	33,718
Total	\$3,142,967	\$149,967	\$123,199	\$97,113	\$58,460	\$56,620	\$33,012	\$15,811	\$3,677,150

Project Risk Assessment

Covid-19 - Pandemic situation continues to be fluid and may be impact inefficiency of these late stage construction work. Contract interfaces remains a risk as the project moves into the late stage of system installation and system integration testing wok as well as East Link tie in between OMF East and OMF Central. Rail activation activities may be slower than anticipated.

4X630 **DOWNTOWN REDMOND LINK EXTENTION** **Managed by: DECM**

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 project allocation since 2021: None.

Budget year activities: Continue ramping up of construction activities, utilities relocation, ROW relocation. Various ancillary support from Design Build Project Management and third parties such as City of Redmond, and WSDOT.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$1,530,000	Baseline:	2024	Voter-Approved Cost Estimate:	\$1,334,163
2021 TIP:	\$1,530,000	2021 :	2024	2021 Cost Estimate:	\$1,360,126
2022 TIP:	\$1,530,000	2022 :	2024	2022 Cost Estimate:	\$1,360,126

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
East King	\$504,821	\$300,676	\$201,805	\$110,626	\$56,434	\$354,861	\$777	\$0	\$1,530,000
Total	\$504,821	\$300,676	\$201,805	\$110,626	\$56,434	\$354,861	\$777	\$0	\$1,530,000

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$19,060	\$6,584	\$12,584	\$13,729	\$8,719	\$16,325	\$0	\$0	\$77,000
20-Prelim Engineering/Env Review	19,547	10	0	1,932	0	1,511	0	0	23,000
30-Final Design+Specifications	1,047	500	960	607	358	1,028	0	0	4,500
35-Third Party	6,786	2,038	1,464	951	2,248	3,513	0	0	17,000
40-Row Acquisition+Permits	103,744	17,466	4,750	750	250	72,040	0	0	199,000
50-Construction	330,869	261,176	163,547	74,388	40,563	259,157	777	0	1,130,477
55-Construction Services	23,707	12,000	13,250	10,269	3,140	1,250	0	0	63,616
80-System Testing+Startup	61	903	5,250	8,000	1,157	36	0	0	15,407
Total	\$504,821	\$300,676	\$201,805	\$110,626	\$56,434	\$354,861	\$777	\$0	\$1,530,000

Project Risk Assessment

Covid-19 - Pandemic situation continues to be fluid - construction sequences, workflow as well as supply chains of long lead items may be impacted hence creating probable inefficiency. Challenges such as sensitive receptors, unnamed tributary, cell tower Relocation has planned solution and mitigation but they may still interrupts the progress of the project; hence deviating from the annual expenditure plans.

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 project allocation since 2021: None.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$50,000	Baseline:	2021	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$50,000	2021 :	2021	2021 Cost Estimate:	N/A
2022 TIP:	\$50,000	2022 :	2021	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Total	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
90-Contingency	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Total	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000

Project Risk Assessment

This project reserve was established to mitigate potential project risks especially during tunnel activities. As the tunnel activity is substantially complete the risk is lower.

400007

FIRST HILL STREETCAR

Managed by: OPS

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 project allocation since 2021: None.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$132,780	Baseline:	2015	Voter-Approved Cost Estimate:	\$163,720
2021 TIP:	\$132,780	2021 :	2015	2021 Cost Estimate:	\$162,264
2022 TIP:	\$132,780	2022 :	2015	2022 Cost Estimate:	\$162,264

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$132,730	\$0	\$50	\$0	\$0	\$0	\$0	\$0	\$132,780
Total	\$132,730	\$0	\$50	\$0	\$0	\$0	\$0	\$0	\$132,780

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$239	\$0	\$50	\$0	\$0	\$0	\$0	\$0	\$289
35-Third Party	132,491	0	0	0	0	0	0	0	132,491
Total	\$132,730	\$0	\$50	\$0	\$0	\$0	\$0	\$0	\$132,780

Project Risk Assessment

N/A.

2022 Cashflow by Budget Approval

(in thousands)

System Expansion
TACOMA LINK

Project Number and Name	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Baseline									
400008 Hilltop Tacoma Link Extension	215,946	36,477	323	0	0	0	0	0	252,746
Subtotal	215,946	36,477	323	0	0	0	0	0	252,746
Total	\$215,946	\$36,477	\$323	\$0	\$0	\$0	\$0	\$0	\$252,746

2022 Cashflow by Subarea

(in thousands)

System Expansion
TACOMA LINK

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
5 - Pierce	215,946	36,477	323	0	0	0	0	0	252,746
Total	\$215,946	\$36,477	\$323	\$0	\$0	\$0	\$0	\$0	\$252,746

2022 Cashflow by Phase

(in thousands)

Phase # and Description	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	18,410	3,268	0	0	0	0	0	0	21,678
20-Prelim Engineering/Env Review	5,559	0	0	0	0	0	0	0	5,559
30-Final Design+Specifications	13,846	424	0	0	0	0	0	0	14,269
35-Third Party	1,107	359	0	0	0	0	0	0	1,466
40-Row Acquisition+Permits	1,915	2	23	0	0	0	0	0	1,940
50-Construction	136,014	20,911	0	0	0	0	0	0	156,926
55-Construction Services	10,970	1,220	0	0	0	0	0	0	12,190
70-Vehicles	24,249	8,843	300	0	0	0	0	0	33,392
80-System Testing+Startup	3,877	1,449	0	0	0	0	0	0	5,326
Total	\$215,946	\$36,477	\$323	\$0	\$0	\$0	\$0	\$0	\$252,746

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 project allocation since 2021: None.

Budget year activities: Continue construction work on mainline and at the operating and maintenance facility (OMF). Continue oversight of third party and vehicle manufacturing work.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$252,746	Baseline:	2022	Voter-Approved Cost Estimate:	\$129,798
2021 TIP:	\$252,746	2021 :	2022	2021 Cost Estimate:	\$170,129
2022 TIP:	\$252,746	2022 :	2022	2022 Cost Estimate:	\$170,129

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Pierce	\$215,946	\$36,477	\$323	\$0	\$0	\$0	\$0	\$0	\$252,746
Total	\$215,946	\$36,477	\$323	\$0	\$0	\$0	\$0	\$0	\$252,746

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$18,410	\$3,268	\$0	\$0	\$0	\$0	\$0	\$0	\$21,678
20-Prelim Engineering/Env Review	5,559	0	0	0	0	0	0	0	5,559
30-Final Design+Specifications	13,846	424	0	0	0	0	0	0	14,269
35-Third Party	1,107	359	0	0	0	0	0	0	1,466
40-Row Acquisition+Permits	1,915	2	23	0	0	0	0	0	1,940
50-Construction	136,014	20,911	0	0	0	0	0	0	156,926
55-Construction Services	10,970	1,220	0	0	0	0	0	0	12,190
70-Vehicles	24,249	8,843	300	0	0	0	0	0	33,392
80-System Testing+Startup	3,877	1,449	0	0	0	0	0	0	5,326
Total	\$215,946	\$36,477	\$323	\$0	\$0	\$0	\$0	\$0	\$252,746

Project Risk Assessment

Potential cumulative impact claim from the T100 contractor in excess of available contingencies; delays to progressing the construction work due to third party design reviews, supply chain interruptions and resource availability impacting LRV manufacturing processes.

2022 Cashflow by Budget Approval

(in thousands)

System Expansion
SOUNDER

Project Number and Name	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Preliminary Engineering									
300019 Lakewood Station Improvements	1,385	1,190	1,204	1,545	533	0	0	0	5,857
300035 Kent Station Parking and Access Improvements	6,514	7,436	2,897	0	0	0	0	0	16,847
300040 Auburn Station Parking and Access Improvements	5,799	7,042	2,073	0	0	0	0	0	14,914
300057 South Tacoma Access Improvements	1,069	1,180	1,192	1,469	532	0	0	0	5,441
300087 Edmonds and Mukilteo Stations Parking & Access Improvements	925	5	0	0	0	2,921	0	0	3,851
300136 Tacoma Dome Station Parking and Access Improvements	0	522	26	0	0	0	0	0	548
Subtotal	15,692	17,375	7,391	3,015	1,064	2,921	0	0	47,458
Final Design & ROW									
300004 Sounder Maintenance Base	9,989	97	2,882	0	0	0	0	0	12,968
300018 Sumner Station Parking and Access Improvements	13,605	349	3,828	0	0	0	0	0	17,782
3X510 Sounder South Expanded Service	200,574	43	306	36	36	571	0	0	201,567
Subtotal	224,168	489	7,017	36	36	571	0	0	232,317
Baseline									
300017 Puyallup Station Parking and Access Improvements	68,121	5,453	4,613	914	0	0	0	0	79,100
300021 Tacoma Trestle Track & Signal	129,419	0	0	0	0	0	0	773	130,192
300026 Sounder Yard Expansion	16,306	0	0	0	0	0	0	1,744	18,050
3X135 D St-M St Track & Signal	152,991	120	1,664	0	0	0	0	3,487	158,262
3X206 Mukilteo Station, S Platform	17,812	30	0	0	0	0	471	0	18,313
3X236 Tukwila Station	39,171	0	0	0	0	0	549	0	39,720
Subtotal	423,821	5,603	6,276	914	0	0	1,020	6,003	443,636
Program									
300056 South Sounder Capacity Expansion	6,118	8,238	4,175	2,560	0	0	0	0	21,091
7X755 Sounder Fleet Expansion	71,717	24,169	3,520	10,878	0	0	0	0	110,284
Subtotal	77,835	32,407	7,695	13,437	0	0	0	0	131,375
Total	\$741,516	\$55,873	\$28,379	\$17,402	\$1,100	\$3,493	\$1,020	\$6,003	\$854,786

2022 Cashflow by Subarea

(in thousands)

System Expansion
SOUNDER

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
1 - Snohomish	20,235	50	432	0	0	2,921	471	0	24,109
3 - South King	62,800	18,165	6,838	1,145	0	0	549	917	90,413
5 - Pierce	658,481	37,659	21,109	16,256	1,100	571	0	5,086	740,264
Total	\$741,516	\$55,873	\$28,379	\$17,402	\$1,100	\$3,493	\$1,020	\$6,003	\$854,786

2022 Cashflow by Phase

(in thousands)

Phase # and Description	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	35	0	0	0	0	0	0	0	35
10-Agency Administration	37,124	4,243	3,783	1,511	633	580	547	972	49,394
20-Prelim Engineering/Env Review	27,514	7,077	5,921	3,468	404	2,110	0	0	46,493
30-Final Design+Specifications	36,719	337	116	2,002	33	0	135	0	39,341
35-Third Party	6,728	425	3,107	244	6	292	1	0	10,802
40-Row Acquisition+Permits	261,684	11,976	5,359	355	25	175	58	391	280,023
50-Construction	267,434	4,563	5,873	914	0	185	239	4,641	283,849
55-Construction Services	23,066	3,325	720	0	0	150	40	0	27,301
70-Vehicles	80,166	23,928	3,500	8,909	0	0	0	0	116,502
80-System Testing+Startup	1,046	0	0	0	0	0	0	0	1,046
Total	\$741,516	\$55,873	\$28,379	\$17,402	\$1,100	\$3,493	\$1,020	\$6,003	\$854,786

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

Changes to authorized project allocation since 2021: Increase by \$ 3.8 million to support activities relating to conceptual engineering, environmental, preliminary engineering, third party coordination and right of way.

Budget year activities: Complete of alternatives analysis, commence conceptual engineering/environmental and right of way activities.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$55,496
2021 TIP:	\$1,960	2021 :	2025	2021 Cost Estimate:	\$47,271
2022 TIP:	\$5,857	2022 :	2032	2022 Cost Estimate:	\$47,271

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Pierce	\$1,385	\$1,190	\$1,204	\$1,545	\$533	\$0	\$0	\$0	\$5,857
Total	\$1,385	\$1,190	\$1,204	\$1,545	\$533	\$0	\$0	\$0	\$5,857

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$379	\$404	\$445	\$622	\$316	\$0	\$0	\$0	\$2,166
20-Prelim Engineering/Env Review	755	752	670	661	202	0	0	0	3,040
35-Third Party	252	0	20	142	3	0	0	0	416
40-Row Acquisition+Permits	0	34	69	120	12	0	0	0	235
Total	\$1,385	\$1,190	\$1,204	\$1,545	\$533	\$0	\$0	\$0	\$5,857

Project Risk Assessment

Project team will need to reach concurrence on development requirements with agencies having jurisdictions may impact project budget and schedule.

300035

KENT STATION ACCESS IMPROVEMENTS

Managed by: DECM

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

Changes to authorized project allocation since 2021: None.

Budget year activities: Continue design-build bridging documents, the Request for Proposal (RFP) process for the design-build contract, and right of way activities.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$46,236
2021 TIP:	\$16,847	2021 :	2024	2021 Cost Estimate:	\$76,436
2022 TIP:	\$16,847	2022 :	2025	2022 Cost Estimate:	\$113,989

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
South King	\$6,514	\$7,436	\$2,897	\$0	\$0	\$0	\$0	\$0	\$16,847
Total	\$6,514	\$7,436	\$2,897	\$0	\$0	\$0	\$0	\$0	\$16,847

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$1,923	\$285	\$458	\$0	\$0	\$0	\$0	\$0	\$2,666
20-Prelim Engineering/Env Review	2,672	175	562	0	0	0	0	0	3,409
35-Third Party	0	0	105	0	0	0	0	0	105
40-Row Acquisition+Permits	1,341	5,575	1,251	0	0	0	0	0	8,167
50-Construction	0	200	300	0	0	0	0	0	500
55-Construction Services	578	1,201	221	0	0	0	0	0	2,000
Total	\$6,514	\$7,436	\$2,897	\$0	\$0	\$0	\$0	\$0	\$16,847

Project Risk Assessment

Project team to reach concurrence with the City of Kent on permitting requirements and other local codes that may impact project budget and schedule.

300040

AUBURN STATION ACCESS IMPROVEMENTS

Managed by: DECM

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

Changes to authorized project allocation since 2021: Increased by \$2.32 million for right of way phase costs, including ROW legal.

Budget year activities: Continue design-build bridging documents, the Request for Proposal (RFP) process for the design-build contract, and right of way activities.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$48,165
2021 TIP:	\$12,592	2021 :	2024	2021 Cost Estimate:	\$70,391
2022 TIP:	\$14,914	2022 :	2025	2022 Cost Estimate:	\$111,477

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
South King	\$5,799	\$7,042	\$2,073	\$0	\$0	\$0	\$0	\$0	\$14,914
Total	\$5,799	\$7,042	\$2,073	\$0	\$0	\$0	\$0	\$0	\$14,914

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$1,755	\$285	\$364	\$0	\$0	\$0	\$0	\$0	\$2,404
20-Prelim Engineering/Env Review	2,630	175	134	0	0	0	0	0	2,939
35-Third Party	15	340	6	0	0	0	0	0	361
40-Row Acquisition+Permits	824	4,846	1,190	0	0	0	0	0	6,860
50-Construction	0	140	210	0	0	0	0	0	350
55-Construction Services	575	1,256	169	0	0	0	0	0	2,000
Total	\$5,799	\$7,042	\$2,073	\$0	\$0	\$0	\$0	\$0	\$14,914

Project Risk Assessment

Project team to reach concurrence with the City on permitting requirements and other local codes that may impact project budget and schedule.

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

Changes to authorized project allocation since 2021: Increase by \$3.9 million to support activities relating to conceptual engineering, environmental, preliminary engineering, third party coordination and right of way.

Budget year activities: Commence alternatives analysis and right of way activities.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$57,904
2021 TIP:	\$1,534	2021 :	2024	2021 Cost Estimate:	\$48,894
2022 TIP:	\$5,441	2022 :	2032	2022 Cost Estimate:	\$48,894

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Pierce	\$1,069	\$1,180	\$1,192	\$1,469	\$532	\$0	\$0	\$0	\$5,441
Total	\$1,069	\$1,180	\$1,192	\$1,469	\$532	\$0	\$0	\$0	\$5,441

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35
10-Agency Administration	273	404	445	622	314	0	0	0	2,058
20-Prelim Engineering/Env Review	760	747	670	661	202	0	0	0	3,040
35-Third Party	0	0	20	30	3	0	0	0	53
40-Row Acquisition+Permits	0	29	57	156	13	0	0	0	255
Total	\$1,069	\$1,180	\$1,192	\$1,469	\$532	\$0	\$0	\$0	\$5,441

Project Risk Assessment

Project team will need to reach concurrence on development requirements with agencies having jurisdictions may impact project budget and schedule.

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

Changes to authorized project allocation since 2021: None.

Budget year activities: Project on hold, no anticipated activities. Budget of \$5 thousand for incidental staff cost.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$51,757
2021 TIP:	\$3,851	2021 :	2023	2021 Cost Estimate:	\$51,538
2022 TIP:	\$3,851	2022 :	2034	2022 Cost Estimate:	\$51,538

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$925	\$5	\$0	\$0	\$0	\$2,921	\$0	\$0	\$3,851
Total	\$925	\$5	\$0	\$0	\$0	\$2,921	\$0	\$0	\$3,851

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$423	\$5	\$0	\$0	\$0	\$554	\$0	\$0	\$982
20-Prelim Engineering/Env Review	492	0	0	0	0	2,110	0	0	2,602
35-Third Party	10	0	0	0	0	175	0	0	185
40-Row Acquisition+Permits	0	0	0	0	0	82	0	0	82
Total	\$925	\$5	\$0	\$0	\$0	\$2,921	\$0	\$0	\$3,851

Project Risk Assessment

Project on hold.

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

Changes to authorized project allocation since 2021: Establishing project at \$0.5 million to support alternative analysis and right of way activities.

Budget year activities: Commence alternatives analysis and right of way activities.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$20,640
2021 TIP:	\$0	2021 :	2025	2021 Cost Estimate:	\$16,369
2022 TIP:	\$548	2022 :	2032	2022 Cost Estimate:	\$16,369

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Pierce	\$0	\$522	\$26	\$0	\$0	\$0	\$0	\$0	\$548
Total	\$0	\$522	\$26	\$0	\$0	\$0	\$0	\$0	\$548

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$0	\$165	\$8	\$0	\$0	\$0	\$0	\$0	\$173
20-Prelim Engineering/Env Review	0	345	17	0	0	0	0	0	362
40-Row Acquisition+Permits	0	12	1	0	0	0	0	0	13
Total	\$0	\$522	\$26	\$0	\$0	\$0	\$0	\$0	\$548

Project Risk Assessment

Concurrence on development requirements with agencies having jurisdiction may impact project budget and schedule.

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

Changes to authorized project allocation since 2021: None.

Budget year activities: Continue right of way relocation activities.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$236,597
2021 TIP:	\$12,968	2021 :	2023	2021 Cost Estimate:	\$208,290
2022 TIP:	\$12,968	2022 :	2034	2022 Cost Estimate:	\$198,546

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$1,498	\$15	\$432	\$0	\$0	\$0	\$0	\$0	\$1,945
Pierce	8,491	82	2,450	0	0	0	0	0	11,023
Total	\$9,989	\$97	\$2,882	\$0	\$0	\$0	\$0	\$0	\$12,968

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$2,637	\$62	\$866	\$0	\$0	\$0	\$0	\$0	\$3,565
20-Prelim Engineering/Env Review	3,040	0	425	0	0	0	0	0	3,465
40-Row Acquisition+Permits	2,466	35	491	0	0	0	0	0	2,992
50-Construction	128	0	818	0	0	0	0	0	946
55-Construction Services	1,718	0	282	0	0	0	0	0	2,000
Total	\$9,989	\$97	\$2,882	\$0	\$0	\$0	\$0	\$0	\$12,968

Project Risk Assessment

There is a high risk that advanced utility relocation, potential differing site conditions, and the inability to deliver timely property acquisition and relocations could impact both the schedule and budget.

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

Changes to authorized project allocation since 2021: None.

Budget year activities: Complete right-of-way acquisition activities. Continue the Request for Proposal (RFP) process for the design-build contract. Proceed with design-build project management activities.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$64,249
2021 TIP:	\$17,782	2021 :	2023	2021 Cost Estimate:	\$59,503
2022 TIP:	\$17,782	2022 :	2025	2022 Cost Estimate:	\$83,271

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Pierce	\$13,605	\$349	\$3,828	\$0	\$0	\$0	\$0	\$0	\$17,782
Total	\$13,605	\$349	\$3,828	\$0	\$0	\$0	\$0	\$0	\$17,782

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$1,886	\$179	\$417	\$0	\$0	\$0	\$0	\$0	\$2,481
20-Prelim Engineering/Env Review	2,581	0	160	0	0	0	0	0	2,741
35-Third Party	4,982	0	2,568	0	0	0	0	0	7,550
40-Row Acquisition+Permits	3,945	53	650	0	0	0	0	0	4,648
50-Construction	112	30	33	0	0	0	0	0	174
55-Construction Services	100	88	0	0	0	0	0	0	188
Total	\$13,605	\$349	\$3,828	\$0	\$0	\$0	\$0	\$0	\$17,782

Project Risk Assessment

There is a risk to budget and schedule, if the project can not achieve timely property acquisition and coordination with jurisdictions.

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 project allocation since 2021: None.

Budget year activities: Project closeout activities. Monitor and maintenance of fish culvert (4 year permit requirement).

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$336,795
2021 TIP:	\$201,567	2021 :	2020	2021 Cost Estimate:	\$428,790
2022 TIP:	\$201,567	2022 :	2020	2022 Cost Estimate:	\$313,281

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Pierce	\$200,574	\$43	\$306	\$36	\$36	\$571	\$0	\$0	\$201,567
Total	\$200,574	\$43	\$306	\$36	\$36	\$571	\$0	\$0	\$201,567

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$1,634	\$10	\$23	\$3	\$3	\$26	\$0	\$0	\$1,700
20-Prelim Engineering/Env Review	479	0	0	0	0	0	0	0	479
30-Final Design+Specifications	768	33	33	33	33	0	0	0	900
35-Third Party	93	0	0	0	0	117	0	0	210
40-Row Acquisition+Permits	185,192	0	0	0	0	93	0	0	185,285
50-Construction	12,408	0	250	0	0	185	0	0	12,843
55-Construction Services	0	0	0	0	0	150	0	0	150
Total	\$200,574	\$43	\$306	\$36	\$36	\$571	\$0	\$0	\$201,567

Project Risk Assessment
N/A.

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 project allocation since 2021: None.

Budget year activities: Design-build construction substantial completion. Design-build/project management supporting the contractor.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$79,100	Baseline:	2022	Voter-Approved Cost Estimate:	\$91,915
2021 TIP:	\$79,100	2021 :	2022	2021 Cost Estimate:	\$77,679
2022 TIP:	\$79,100	2022 :	2022	2022 Cost Estimate:	\$77,679

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Pierce	\$68,121	\$5,453	\$4,613	\$914	\$0	\$0	\$0	\$0	\$79,100
Total	\$68,121	\$5,453	\$4,613	\$914	\$0	\$0	\$0	\$0	\$79,100

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$4,086	\$438	\$50	\$0	\$0	\$0	\$0	\$0	\$4,574
20-Prelim Engineering/Env Review	2,609	20	43	0	0	0	0	0	2,672
35-Third Party	7	0	44	0	0	0	0	0	51
40-Row Acquisition+Permits	6,439	22	166	0	0	0	0	0	6,627
50-Construction	50,670	4,193	4,263	914	0	0	0	0	60,040
55-Construction Services	4,309	780	47	0	0	0	0	0	5,136
Total	\$68,121	\$5,453	\$4,613	\$914	\$0	\$0	\$0	\$0	\$79,100

Project Risk Assessment

There is further risk to project schedule if the project cannot achieve timely execution of BNSF grade crossing agreements.

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 project allocation since 2021: Decreased by \$5M in projected surplus budget.

Budget year activities: Continue project closeout activities.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$161,017	Baseline:	2018	Voter-Approved Cost Estimate:	\$99,550
2021 TIP:	\$135,192	2021 :	2019	2021 Cost Estimate:	\$187,775
2022 TIP:	\$130,192	2022 :	2019	2022 Cost Estimate:	\$187,775

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Pierce	\$129,419	\$0	\$0	\$0	\$0	\$0	\$0	\$773	\$130,192
Total	\$129,419	\$0	\$0	\$0	\$0	\$0	\$0	\$773	\$130,192

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$5,883	\$0	\$0	\$0	\$0	\$0	\$0	\$357	\$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	6,754	0	0	0	0	0	0	391	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	\$129,419	\$0	\$0	\$0	\$0	\$0	\$0	\$773	\$130,192

Project Risk Assessment
N/A.

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 project allocation since 2021: None.

Budget year activities: Project closeout activities.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$20,550	Baseline:	2014	Voter-Approved Cost Estimate:	\$0
2021 TIP:	\$18,050	2021 :	2019	2021 Cost Estimate:	\$26,256
2022 TIP:	\$18,050	2022 :	2019	2022 Cost Estimate:	\$26,256

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
South King	\$8,577	\$0	\$0	\$0	\$0	\$0	\$0	\$917	\$9,494
Pierce	7,729	0	0	0	0	0	0	826	8,556
Total	\$16,306	\$0	\$0	\$0	\$0	\$0	\$0	\$1,744	\$18,050

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$1,368	\$0	\$0	\$0	\$0	\$0	\$0	\$156	\$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	12,338	0	0	0	0	0	0	1,588	13,926
55-Construction Services	1,210	0	0	0	0	0	0	0	1,210
Total	\$16,306	\$0	\$0	\$0	\$0	\$0	\$0	\$1,744	\$18,050

Project Risk Assessment
N/A.

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

Changes to authorized project allocation since 2021: None.

Budget year activities: Finalize improvements and follow-on work with local jurisdiction, and complete closeout activities.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$161,581	Baseline:	2012	Voter-Approved Cost Estimate:	\$99,550
2021 TIP:	\$158,262	2021 :	2019	2021 Cost Estimate:	\$187,775
2022 TIP:	\$158,262	2022 :	2019	2022 Cost Estimate:	\$187,775

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Pierce	\$152,991	\$120	\$1,664	\$0	\$0	\$0	\$0	\$3,487	\$158,262
Total	\$152,991	\$120	\$1,664	\$0	\$0	\$0	\$0	\$3,487	\$158,262

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$8,999	\$45	\$104	\$0	\$0	\$0	\$0	\$459	\$9,606
20-Prelim Engineering/Env Review	1,733	0	0	0	0	0	0	0	1,733
30-Final Design+Specifications	17,358	75	75	0	0	0	0	0	17,508
35-Third Party	605	0	0	0	0	0	0	0	605
40-Row Acquisition+Permits	42,144	0	1,485	0	0	0	0	0	43,629
50-Construction	66,980	0	0	0	0	0	0	3,028	70,008
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	\$152,991	\$120	\$1,664	\$0	\$0	\$0	\$0	\$3,487	\$158,262

Project Risk Assessment

N/A.

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

Changes to authorized project allocation since 2021: None.

Budget year activities: Complete installation of fall restraint system. Commence closeout activities.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$18,313	Baseline:	2009	Voter-Approved Cost Estimate:	\$16,794
2021 TIP:	\$18,313	2021 :	2020	2021 Cost Estimate:	\$13,682
2022 TIP:	\$18,313	2022 :	2020	2022 Cost Estimate:	\$13,682

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$17,812	\$30	\$0	\$0	\$0	\$0	\$471	\$0	\$18,313
Total	\$17,812	\$30	\$0	\$0	\$0	\$0	\$471	\$0	\$18,313

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$1,834	\$30	\$0	\$0	\$0	\$0	\$13	\$0	\$1,877
30-Final Design+Specifications	2,274	0	0	0	0	0	135	0	2,409
35-Third Party	34	0	0	0	0	0	1	0	35
40-Row Acquisition+Permits	1,720	0	0	0	0	0	58	0	1,778
50-Construction	10,125	0	0	0	0	0	239	0	10,363
55-Construction Services	1,825	0	0	0	0	0	25	0	1,850
Total	\$17,812	\$30	\$0	\$0	\$0	\$0	\$471	\$0	\$18,313

Project Risk Assessment

N/A.

3X236

TUKWILA STATION

Managed by: DECM

Scope: Design and construct a commuter rail station and access improvements, replacing the temporary Tukwila Sounder Station. Currently on track to closeout by end of 2020; delay of permit close-out has pushed closing into 2021. This is set for Phase Gate 6 by Q4 of 2021; No budget for 2022.

Changes to authorized project allocation since 2021: None.

Budget year activities: Project is complete.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$45,969	Baseline:	2010	Voter-Approved Cost Estimate:	\$50,614
2021 TIP:	\$39,720	2021 :	2010	2021 Cost Estimate:	\$66,022
2022 TIP:	\$39,720	2022 :	2010	2022 Cost Estimate:	\$66,022

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
South King	\$39,171	\$0	\$0	\$0	\$0	\$0	\$549	\$0	\$39,720
Total	\$39,171	\$0	\$0	\$0	\$0	\$0	\$549	\$0	\$39,720

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$1,962	\$0	\$0	\$0	\$0	\$0	\$534	\$0	\$2,496
20-Prelim Engineering/Env Review	1,101	0	0	0	0	0	0	0	1,101
30-Final Design+Specifications	4,600	0	0	0	0	0	0	0	4,600
40-Row Acquisition+Permits	10,387	0	0	0	0	0	0	0	10,387
50-Construction	19,477	0	0	0	0	0	0	0	19,477
55-Construction Services	1,645	0	0	0	0	0	15	0	1,660
Total	\$39,171	\$0	\$0	\$0	\$0	\$0	\$549	\$0	\$39,720

Project Risk Assessment

N/A.

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.

Changes to authorized project allocation since 2021: Increase by \$3.7 million to support activities relating to conceptual engineering, environmental, preliminary engineering, third party coordination and right of way.

Budget year activities: Completion of alternative analysis, commence conceptual engineering and environmental assessment. Continue with BNSF coordination.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$1,225,320
2021 TIP:	\$17,372	2021 :	2036	2021 Cost Estimate:	\$1,178,413
2022 TIP:	\$21,091	2022 :	2046	2022 Cost Estimate:	\$1,178,413

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
South King	\$2,738	\$3,687	\$1,869	\$1,145	\$0	\$0	\$0	\$0	\$9,438
Pierce	3,380	4,551	2,307	1,414	0	0	0	0	11,653
Total	\$6,118	\$8,238	\$4,175	\$2,560	\$0	\$0	\$0	\$0	\$21,091

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$2,046	\$1,920	\$592	\$264	\$0	\$0	\$0	\$0	\$4,822
20-Prelim Engineering/Env Review	3,392	4,863	3,240	2,146	0	0	0	0	13,641
35-Third Party	389	85	344	72	0	0	0	0	890
40-Row Acquisition+Permits	290	1,370	0	78	0	0	0	0	1,738
Total	\$6,118	\$8,238	\$4,175	\$2,560	\$0	\$0	\$0	\$0	\$21,091

Project Risk Assessment

Project team will need to reach concurrence on development requirements with agencies having jurisdictions may impact project budget and schedule.

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

Changes to authorized project allocation since 2021: None.

Budget year activities: Anticipate to make 60% milestone payments for 3 cab cars and 8 coaches in 2022.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$43,678
2021 TIP:	\$110,284	2021 :	2041	2021 Cost Estimate:	\$54,662
2022 TIP:	\$110,284	2022 :	2041	2022 Cost Estimate:	\$54,662

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Pierce	\$71,717	\$24,169	\$3,520	\$10,878	\$0	\$0	\$0	\$0	\$110,284
Total	\$71,717	\$24,169	\$3,520	\$10,878	\$0	\$0	\$0	\$0	\$110,284

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$35	\$12	\$12	\$0	\$0	\$0	\$0	\$0	\$59
30-Final Design+Specifications	469	229	8	1,969	0	0	0	0	2,675
70-Vehicles	71,213	23,928	3,500	8,909	0	0	0	0	107,549
Total	\$71,717	\$24,169	\$3,520	\$10,878	\$0	\$0	\$0	\$0	\$110,284

Project Risk Assessment

Potential risk at this stage would be a delay or setback to the Bombardier manufacturing and delivery schedule.

2022 Cashflow by Budget Approval

(in thousands)

System Expansion
REGIONAL EXPRESS

Project Number and Name	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Preliminary Engineering									
500005 ST Express Bus Base	1,278	150	4,380	0	0	0	0	0	5,808
500086 Bus On Shoulder Project	795	5	0	0	0	3,078	0	0	3,878
500110 Rapidride C And D	3,135	11,400	18,605	22,545	8,900	415	0	0	65,000
500111 Pacific Ave Sr 7 Bus Corridor	10,256	10,025	20,023	20,196	0	0	0	0	60,500
500117 North Sammamish Park & Ride	306	50	480	435	484	0	300	10	2,065
Subtotal	15,770	21,630	43,488	43,176	9,384	3,493	300	10	137,251
Baseline									
5X387 REX I-90 2 Way Trans& Hov III	200,263	2,391	2,390	2,390	2,586	0	0	0	210,020
Subtotal	200,263	2,391	2,390	2,390	2,586	0	0	0	210,020
Program									
700720 ST Express Fleet Expansion	30,822	0	0	0	15,935	0	0	0	46,757
Subtotal	30,822	0	0	0	15,935	0	0	0	46,757
Total	\$246,855	\$24,021	\$45,878	\$45,566	\$27,905	\$3,493	\$300	\$10	\$394,027

2022 Cashflow by Subarea

(in thousands)

System Expansion
REGIONAL EXPRESS

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
1 - Snohomish	4,354	29	784	0	1,992	1,056	0	0	8,214
2 - North King	3,135	11,400	18,605	22,545	8,900	415	0	0	65,000
3 - South King	3,781	19	508	0	1,737	1,056	0	0	7,100
4 - East King	223,478	2,510	4,907	2,825	14,607	0	300	10	248,637
5 - Pierce	12,107	10,063	21,074	20,196	669	966	0	0	65,075
Total	\$246,855	\$24,021	\$45,878	\$45,566	\$27,905	\$3,493	\$300	\$10	\$394,027

2022 Cashflow by Phase

(in thousands)

Phase # and Description	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	3,630	240	718	715	437	584	60	10	6,394
20-Prelim Engineering/Env Review	2,865	130	4,687	880	432	2,562	55	0	11,612
30-Final Design+Specifications	18,411	0	0	0	0	100	0	0	18,511
35-Third Party	13,091	21,350	37,950	41,672	8,800	10	160	0	123,032
40-Row Acquisition+Permits	3	0	223	0	0	25	25	0	276
50-Construction	178,033	2,301	2,300	2,300	2,300	212	0	0	187,446
70-Vehicles	30,822	0	0	0	15,935	0	0	0	46,757
Total	\$246,855	\$24,021	\$45,878	\$45,566	\$27,905	\$3,493	\$300	\$10	\$394,027

500005

ST EXPRESS BUS BASE

Managed by: PEPD

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

Changes to authorized project allocation since 2021: None.

Budget year activities: Funding for electric bus study.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$263,297
2021 TIP:	\$5,808	2021 :	2022	2021 Cost Estimate:	\$254,328
2022 TIP:	\$5,808	2022 :	2045	2022 Cost Estimate:	\$193,376

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$229	\$27	\$784	\$0	\$0	\$0	\$0	\$0	\$1,040
South King	148	17	508	0	0	0	0	0	674
East King	594	70	2,037	0	0	0	0	0	2,701
Pierce	307	36	1,051	0	0	0	0	0	1,394
Total	\$1,278	\$150	\$4,380	\$0	\$0	\$0	\$0	\$0	\$5,808

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$449	\$20	\$375	\$0	\$0	\$0	\$0	\$0	\$844
20-Prelim Engineering/Env Review	826	130	3,807	0	0	0	0	0	4,763
40-Row Acquisition+Permits	3	0	198	0	0	0	0	0	201
Total	\$1,278	\$150	\$4,380	\$0	\$0	\$0	\$0	\$0	\$5,808

Project Risk Assessment

There is risk with the uncertainties in siting, design, environmental, third party and jurisdictional requirements that could influence the budget and schedule.

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.

Changes to authorized project allocation since 2021: None.

Budget year activities: Project activity deferred until 2026 following realignment decision.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$131,980
2021 TIP:	\$3,878	2021 :	2023	2021 Cost Estimate:	\$131,980
2022 TIP:	\$3,878	2022 :	2045	2022 Cost Estimate:	\$85,292

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$273	\$2	\$0	\$0	\$0	\$1,056	\$0	\$0	\$1,330
South King	273	2	0	0	0	1,056	0	0	1,330
Pierce	250	2	0	0	0	966	0	0	1,218
Total	\$795	\$5	\$0	\$0	\$0	\$3,078	\$0	\$0	\$3,878

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$165	\$5	\$0	\$0	\$0	\$286	\$0	\$0	\$456
20-Prelim Engineering/Env Review	0	0	0	0	0	2,445	0	0	2,445
30-Final Design+Specifications	0	0	0	0	0	100	0	0	100
35-Third Party	362	0	0	0	0	10	0	0	372
40-Row Acquisition+Permits	0	0	0	0	0	25	0	0	25
50-Construction	268	0	0	0	0	212	0	0	480
Total	\$795	\$5	\$0	\$0	\$0	\$3,078	\$0	\$0	\$3,878

Project Risk Assessment

N/A.

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.

Changes to authorized project allocation since 2021: 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 BRT project, and reimburse the City and KCM for selected and completed RapidRide C and D improvements.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$84,105
2021 TIP:	\$65,000	2021 :	2024	2021 Cost Estimate:	\$83,174
2022 TIP:	\$65,000	2022 :	2045	2022 Cost Estimate:	\$63,586

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$3,135	\$11,400	\$18,605	\$22,545	\$8,900	\$415	\$0	\$0	\$65,000
Total	\$3,135	\$11,400	\$18,605	\$22,545	\$8,900	\$415	\$0	\$0	\$65,000

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$153	\$50	\$105	\$95	\$50	\$298	\$0	\$0	\$750
20-Prelim Engineering/Env Review	483	0	550	550	50	117	0	0	1,750
35-Third Party	2,500	11,350	17,950	21,900	8,800	0	0	0	62,500
Total	\$3,135	\$11,400	\$18,605	\$22,545	\$8,900	\$415	\$0	\$0	\$65,000

Project Risk Assessment

Schedule risk exists as the coordination of multiple jurisdictions to achieve mutual agreement.

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 project allocation since 2021: None.

Budget year activities: Continue third party financial participation of project.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$76,698
2021 TIP:	\$60,500	2021 :	2023	2021 Cost Estimate:	\$74,757
2022 TIP:	\$60,500	2022 :	2024	2022 Cost Estimate:	\$74,757

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Pierce	\$10,256	\$10,025	\$20,023	\$20,196	\$0	\$0	\$0	\$0	\$60,500
Total	\$10,256	\$10,025	\$20,023	\$20,196	\$0	\$0	\$0	\$0	\$60,500

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$27	\$25	\$23	\$425	\$0	\$0	\$0	\$0	\$500
35-Third Party	10,228	10,000	20,000	19,772	0	0	0	0	60,000
Total	\$10,256	\$10,025	\$20,023	\$20,196	\$0	\$0	\$0	\$0	\$60,500

Project Risk Assessment

Slow down due to COVID-19 related delays mainly impacting FTA environmental review schedules and tribes have closed.

Scope: Plan, design, and construct a park and ride facility in the city of Sammamish.

Changes to authorized project allocation since 2021: None.

Budget year activities: Minimal administrative project oversight.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$25,983
2021 TIP:	\$2,065	2021 :	2024	2021 Cost Estimate:	\$25,914
2022 TIP:	\$2,065	2022 :	2045	2022 Cost Estimate:	\$25,914

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
East King	\$306	\$50	\$480	\$435	\$484	\$0	\$300	\$10	\$2,065
Total	\$306	\$50	\$480	\$435	\$484	\$0	\$300	\$10	\$2,065

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$299	\$50	\$125	\$105	\$101	\$0	\$60	\$10	\$750
20-Prelim Engineering/Env Review	7	0	330	330	382	0	55	0	1,105
35-Third Party	0	0	0	0	0	0	160	0	160
40-Row Acquisition+Permits	0	0	25	0	0	0	25	0	50
Total	\$306	\$50	\$480	\$435	\$484	\$0	\$300	\$10	\$2,065

Project Risk Assessment

Budget and schedule risk associated with the city's preferences and zoning codes which favor structured parking even though the ST3 cost estimate was based on a surface parking scenario. Budget and schedule risk is also associated with the strong possibility of a joint development project delivery approach, as well as high market costs for property and a tightening construction market.

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 project allocation since 2021: Increase by \$2.4 million to fund unanticipated costs to complete the project.

Budget year activities: Continue the administrative closeout process.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$225,648	Baseline:	2020	Voter-Approved Cost Estimate:	\$69,066
2021 TIP:	\$207,648	2021 :	2019	2021 Cost Estimate:	\$69,066
2022 TIP:	\$210,020	2022 :	2019	2022 Cost Estimate:	\$69,066

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
East King	\$200,263	\$2,391	\$2,390	\$2,390	\$2,586	\$0	\$0	\$0	\$210,020
Total	\$200,263	\$2,391	\$2,390	\$2,390	\$2,586	\$0	\$0	\$0	\$210,020

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$2,538	\$90	\$90	\$90	\$286	\$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	177,765	2,301	2,300	2,300	2,300	0	0	0	186,966
Total	\$200,263	\$2,391	\$2,390	\$2,390	\$2,586	\$0	\$0	\$0	\$210,020

Project Risk Assessment
N/A.

Scope: Procure, accept, and commission 44 buses to support peak hour bus service demands

Changes to authorized project allocation since 2021: None.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$48,640
2021 TIP:	\$46,757	2021 :	2041	2021 Cost Estimate:	\$68,690
2022 TIP:	\$46,757	2022 :	2041	2022 Cost Estimate:	\$68,690

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$3,853	\$0	\$0	\$0	\$1,992	\$0	\$0	\$0	\$5,845
South King	3,360	0	0	0	1,737	0	0	0	5,096
East King	22,315	0	0	0	11,537	0	0	0	33,852
Pierce	1,295	0	0	0	669	0	0	0	1,964
Total	\$30,822	\$0	\$0	\$0	\$15,935	\$0	\$0	\$0	\$46,757

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
70-Vehicles	\$30,822	\$0	\$0	\$0	\$15,935	\$0	\$0	\$0	\$46,757
Total	\$30,822	\$0	\$0	\$0	\$15,935	\$0	\$0	\$0	\$46,757

Project Risk Assessment

Some risk exists with the uncertainty of the composition of the fleet with bus type, size and fuel as well as our transit partners ability to base and maintain our buses as we approach base capacities which could effect final cost.

2022 Cashflow by Budget Approval

(in thousands)

System Expansion
STRIDE

Project Number and Name	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Preliminary Engineering									
500050 I-405 BRT	117,937	109,417	167,168	117,933	96,413	95,063	0	0	703,930
500051 SR 522-NE 145th ST BRT	54,731	81,603	41,530	21,565	9,700	0	0	0	209,128
500070 BRT Maintenance Base	41,075	20,506	2,430	0	0	0	0	0	64,011
Subtotal	213,743	211,526	211,128	139,498	106,113	95,063	0	0	977,070
Total	\$213,743	\$211,526	\$211,128	\$139,498	\$106,113	\$95,063	\$0	\$0	\$977,070

2022 Cashflow by Subarea

(in thousands)

System Expansion
STRIDE

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
1 - Snohomish	5,247	4,287	5,597	3,892	3,182	3,137	0	0	25,342
2 - North King	31,087	46,350	23,589	12,249	5,510	0	0	0	118,785
3 - South King	32,756	26,764	34,937	24,294	19,861	19,583	0	0	158,196
4 - East King	144,652	134,124	147,005	99,063	77,560	72,343	0	0	674,747
Total	\$213,743	\$211,526	\$211,128	\$139,498	\$106,113	\$95,063	\$0	\$0	\$977,070

2022 Cashflow by Phase

(in thousands)

Phase # and Description	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	20,443	10,630	2,458	0	0	0	0	0	33,531
20-Prelim Engineering/Env Review	52,138	18,990	1,816	0	0	0	0	0	72,943
30-Final Design+Specifications	8,630	32,238	9,729	0	0	0	0	0	50,597
35-Third Party	2,647	4,175	6,223	5,500	0	0	0	0	18,544
40-Row Acquisition+Permits	63,477	67,747	25,695	6,000	0	0	0	0	162,919
50-Construction	66,307	77,746	164,670	127,998	106,113	95,063	0	0	637,895
55-Construction Services	101	0	486	0	0	0	0	0	640
Total	\$213,743	\$211,526	\$211,075	\$139,498	\$106,113	\$95,063	\$0	\$0	\$977,070

500050

I-405 BRT

Managed by: PEPD

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.

Changes to authorized project allocation since 2021: Increase by \$435.6 million by adding allocation to staff cost to continue the project, execute task orders with WSDOT for Tukwila International Blvd Station (TIBS) and for support in final design, advance construction at NE 85th, Brickyard and North Express Toll Lane (North ETL).

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).

Budget year activities: Continue Phase 3 of preliminary engineering with WSP-USA and WSDOT (NE 85th, Brickyard, TIBS), advance final design with General Engineering Consultant (GEC) contract, continue construction at NE 44th, advance construction at NE 85th, Brickyard and North ETL, continue relocation process, advance temporary right of way acquisition at construction sites.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$1,116,364
2021 TIP:	\$268,340	2021 :	2024	2021 Cost Estimate:	\$1,111,142
2022 TIP:	\$703,930	2022 :	2026	2022 Cost Estimate:	\$1,134,904

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$3,892	\$3,611	\$5,517	\$3,892	\$3,182	\$3,137	\$0	\$0	\$23,230
South King	24,295	22,540	34,437	24,294	19,861	19,583	0	0	145,010
East King	89,750	83,267	127,215	89,747	73,370	72,343	0	0	535,691
Total	\$117,937	\$109,417	\$167,168	\$117,933	\$96,413	\$95,063	\$0	\$0	\$703,930

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$10,078	\$4,080	\$889	\$0	\$0	\$0	\$0	\$0	\$15,046
20-Prelim Engineering/Env Review	34,611	18,882	234	0	0	0	0	0	53,726
30-Final Design+Specifications	3,243	10,326	3,773	0	0	0	0	0	17,342
35-Third Party	780	466	445	0	0	0	0	0	1,690
40-Row Acquisition+Permits	27,679	1,693	7,461	0	0	0	0	0	36,833
50-Construction	41,548	73,971	154,313	117,933	96,413	95,063	0	0	579,240
55-Construction Services	0	0	53	0	0	0	0	0	53
Total	\$117,937	\$109,417	\$167,168	\$117,933	\$96,413	\$95,063	\$0	\$0	\$703,930

Project Risk Assessment

Completion of WSDOT's I-405 Renton to Bellevue Widening and Express Toll Lanes impact. Cost of the NE 85th BRT Stations. Coordination with WSDOT North End I-405 Express Toll Lanes schedule.

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.

Changes to authorized project allocation since 2021: Increased by \$60.6 million by funding additional staff cost to continue the project, execute WSDOT task orders for support in design and fund acquisitions for batches 1 - 4 and Bothell city street construction.

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).

Budget year activities: Continue final design with the General Engineering Consultant contract, execute Shoreline, UW Bothell, Bothell city street agreements to fund construction and commence right of way acquisition for batches 1, 2, 3 and 4.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$520,810
2021 TIP:	\$148,570	2021 :	2024	2021 Cost Estimate:	\$518,677
2022 TIP:	\$209,128	2022 :	2026	2022 Cost Estimate:	\$593,632

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$31,087	\$46,350	\$23,589	\$12,249	\$5,510	\$0	\$0	\$0	\$118,785
East King	23,644	35,252	17,941	9,316	4,190	0	0	0	90,343
Total	\$54,731	\$81,603	\$41,530	\$21,565	\$9,700	\$0	\$0	\$0	\$209,128

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$7,919	\$4,030	\$612	\$0	\$0	\$0	\$0	\$0	\$12,561
20-Prelim Engineering/Env Review	15,330	0	1,582	0	0	0	0	0	16,912
30-Final Design+Specifications	4,388	10,832	4,755	0	0	0	0	0	19,975
35-Third Party	1,786	3,674	5,735	5,500	0	0	0	0	16,694
40-Row Acquisition+Permits	449	59,347	18,004	6,000	0	0	0	0	83,799
50-Construction	24,759	3,720	10,356	10,065	9,700	0	0	0	58,600
55-Construction Services	101	0	486	0	0	0	0	0	587
Total	\$54,731	\$81,603	\$41,530	\$21,565	\$9,700	\$0	\$0	\$0	\$209,128

Project Risk Assessment

Multiple elements, including property acquisition, can impact the budget and delivery of this project which has a complex jurisdictional situation requiring close coordination with multiple agencies, and other stakeholders.

Additional work could be required to minimize potential property impacts from delivery of the project.

500070

BRT MAINTENANCE BASE

Managed by: PEPD

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.

Changes to authorized project allocation since 2021: Increase by \$15.3 million by funding additional staff cost to continue the project, fund final design(FD) with the General Engineering Contract (GEC), settle covenants, conditions and restrictions (CC&R) and complete wetland mitigation.

Budget year activities: Settle CC&R, advance FD with GEC contract, complete wetland mitigation.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$211,674
2021 TIP:	\$48,676	2021 :	2023	2021 Cost Estimate:	\$210,951
2022 TIP:	\$64,011	2022 :	2025	2022 Cost Estimate:	\$319,866

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$1,355	\$677	\$80	\$0	\$0	\$0	\$0	\$0	\$2,112
South King	8,462	4,224	501	0	0	0	0	0	13,186
East King	31,258	15,605	1,849	0	0	0	0	0	48,712
Total	\$41,075	\$20,506	\$2,430	\$0	\$0	\$0	\$0	\$0	\$64,011

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$2,447	\$2,520	\$957	\$0	\$0	\$0	\$0	\$0	\$5,924
20-Prelim Engineering/Env Review	2,197	108	0	0	0	0	0	0	2,305
30-Final Design+Specifications	1,000	11,080	1,200	0	0	0	0	0	13,280
35-Third Party	82	35	43	0	0	0	0	0	160
40-Row Acquisition+Permits	35,350	6,707	230	0	0	0	0	0	42,287
50-Construction	0	55	0	0	0	0	0	0	55
Total	\$41,075	\$20,506	\$2,430	\$0	\$0	\$0	\$0	\$0	\$64,011

Project Risk Assessment

Risks include addressing necessary land use codes (business park codes, covenants and restrictions) and additional mitigation work such as special foundations to address unknown soil conditions.

2022 Cashflow by Budget Approval

(in thousands)

System Expansion

OTHER

Project Number and Name	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Preliminary Engineering									
600038 ORCA Next Generation	11,461	9,891	1,089	0	9,082	0	0	0	31,523
600143 Environmental Remediation	736	500	500	500	500	764	0	0	3,500
Subtotal	12,197	10,391	1,589	500	9,582	764	0	0	35,023
Operating									
600668 SStart Operations & Maintenance	2,043	403	460	495	521	553	579	14,292	19,344
Subtotal	2,043	403	460	495	521	553	579	14,292	19,344
Program									
5X410 Research & Technology	15,068	2,268	0	0	0	0	2,484	0	19,820
600016 Fare Administration	3,655	2,791	2,715	2,275	2,064	1,460	0	0	14,959
600039 Research & Business Dev Program	136	0	0	0	0	0	0	1,007	1,143
600073 Transit System Access Program	12,574	12,550	8,350	8,350	2,602	1,150	400	96,163	142,139
600076 Innovation & Technology Program	6,032	5,560	5,369	2,347	1,883	1,800	1,919	81,694	106,604
600132 Efficiency & Sustainability Program	992	1,250	1,180	1,090	1,105	1,104	18,279	0	25,000
6X668 SStart	31,448	5,227	7,183	6,448	3,337	2,255	2,270	103,354	161,521
804100 TOD Property Disposition	9,517	2,098	0	0	0	0	0	0	11,615
804302 TOD Planning Program Capital	1,741	1,250	1,750	2,000	2,247	21,183	0	0	30,171
809100 ST3 Planning	29,799	3,378	2,252	1,110	860	539	59	3,527	41,525
Subtotal	110,962	36,371	28,799	23,620	14,098	29,491	25,411	285,745	554,496
Total	\$125,202	\$47,165	\$30,848	\$24,614	\$24,200	\$30,808	\$25,990	\$300,037	\$608,863

2022 Cashflow by Subarea

(in thousands)

System Expansion

OTHER

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
1 - Snohomish	10,077	3,781	3,396	3,238	1,391	864	723	45,797	69,267
2 - North King	22,889	6,809	4,480	4,268	2,186	1,842	941	54,785	98,200
3 - South King	5,087	2,942	2,257	2,203	817	446	299	28,268	42,318
4 - East King	9,822	3,738	3,338	3,185	1,362	843	702	44,903	67,893
5 - Pierce	8,443	3,506	3,023	2,899	1,203	727	584	40,056	60,441
6 - Systemwide	68,884	26,387	14,355	8,822	17,241	26,086	22,741	86,228	270,744
Total	\$125,202	\$47,165	\$30,848	\$24,614	\$24,200	\$30,808	\$25,990	\$300,037	\$608,863

2022 Cashflow by Phase

(in thousands)

Phase # and Description	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	14,153	8,522	6,248	5,413	5,319	23,931	562	6,101	70,249
02-Operation+Maintenance-Agency	2,043	403	460	495	521	553	579	14,292	19,344
09-Admin Capital	300	0	0	0	0	0	0	0	300
10-Agency Administration	16,128	2,994	1,768	1,280	1,297	1,260	6,652	15,864	47,243
20-Prelim Engineering/Env Review	28,669	6,903	6,183	3,044	2,205	1,934	3,210	79,629	131,778
26-Research+Technology	20,316	9,637	586	0	5,405	0	159	0	36,103
30-Final Design+Specifications	0	60	130	130	150	150	3,148	0	3,768
35-Third Party	10,352	12,655	8,155	7,800	2,300	750	0	81,849	123,860
40-Row Acquisition+Permits	4,013	318	0	0	0	0	0	0	4,331
50-Construction									
61-Art	27,581	4,512	6,453	5,703	2,577	1,480	1,480	96,549	146,334
Total	\$125,202	\$47,165	\$30,848	\$24,614	\$24,200	\$30,808	\$25,990	\$300,037	\$608,863

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 project allocation since 2021: None.

Budget year activities: Complete phase one of network redesign project.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$19,820	2021 :	2023	2021 Cost Estimate:	N/A
2022 TIP:	\$19,820	2022 :	2022	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$15,068	\$2,268	\$0	\$0	\$0	\$0	\$2,484	\$0	\$19,820
Total	\$15,068	\$2,268	\$0	\$0	\$0	\$0	\$2,484	\$0	\$19,820

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
09-Admin Capital	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300
10-Agency Administration	1,983	710	0	0	0	0	2,264	0	4,957
20-Prelim Engineering/Env Review	3,013	884	0	0	0	0	60	0	3,957
26-Research+Technology	9,773	674	0	0	0	0	159	0	10,606
Total	\$15,068	\$2,268	\$0	\$0	\$0	\$0	\$2,484	\$0	\$19,820

Project Risk Assessment
N/A.

600038

ORCA NEXT GENERATION

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 project allocation since 2021: 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 from Legacy to next generation ORCA. Cut over and launch next generation ORCA. Begin Phase 2 project mapping and scoping of next generation ORCA features.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$31,523	2021 :	2023	2021 Cost Estimate:	N/A
2022 TIP:	\$31,523	2022 :	2024	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$11,461	\$9,891	\$1,089	\$0	\$9,082	\$0	\$0	\$0	\$31,523
Total	\$11,461	\$9,891	\$1,089	\$0	\$9,082	\$0	\$0	\$0	\$31,523

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$1,041	\$786	\$503	\$0	\$0	\$0	\$0	\$0	\$2,331
26-Research+Technology	9,835	8,964	586	0	5,405	0	0	0	24,789
50-Construction	585	141	0	0	3,677	0	0	0	4,403
Total	\$11,461	\$9,891	\$1,089	\$0	\$9,082	\$0	\$0	\$0	\$31,523

Project Risk Assessment

The program is schedule-driven so that it may be delivered prior to the sunset of the current ORCA system and in time for the region’s planned transit expansions. While there is some schedule risk, it is actively being mitigated by focused schedule tracking and milestone achievement. Another key risk relates to the cutover from the current ORCA system to the next generation system. The program will work with the Systems Integrator to ensure that there will be as smooth a transition for customers as possible.

600143

ENVIRONMENTAL REMEDIATION

Managed by: PEPD

Scope: In compliance with the Model Toxics Control Act prepared, prioritize for further evaluation for a site remediation clean-up strategy and/or administrative closure ten sites which require identification of data gaps, conducting additional investigation and/or remediation design where appropriate.

Changes to authorized project allocation since 2021: Increased by \$2.5 million 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)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$1,000	2021 :	2021	2021 Cost Estimate:	N/A
2022 TIP:	\$3,500	2022 :	2026	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$736	\$500	\$500	\$500	\$500	\$764	\$0	\$0	\$3,500
Total	\$736	\$500	\$500	\$500	\$500	\$764	\$0	\$0	\$3,500

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$425	\$500	\$500	\$500	\$500	\$764	\$0	\$0	\$3,189
20-Prelim Engineering/Env Review	311	0	0	0	0	0	0	0	311
Total	\$736	\$500	\$500	\$500	\$500	\$764	\$0	\$0	\$3,500

Project Risk Assessment

N/A.

6X668

START

Managed by: DECM

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 project allocation since 2021: None.

Budget year activities: Continue fabrication and installation of art projects for East Link and Northgate Link extensions. Begin fabrication and installation for Lynnwood Link and Federal Way Link temporary artwork. Artwork design for Federal Way Link, Downtown Redmond Link, and Sumner Station garage. Begin artwork planning for Puyallup, Auburn, and Kent parking garages. Begin design for BRT shelter at intersection of I-405 and SR522 corridors. Feasibility study for implementing music into ST facilities.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$161,521	2021 :	2041	2021 Cost Estimate:	\$168,465
2022 TIP:	\$161,521	2022 :	2046	2022 Cost Estimate:	\$168,465

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$7,101	\$1,180	\$1,622	\$1,456	\$753	\$509	\$513	\$23,337	\$36,471
North King	9,503	1,579	2,171	1,949	1,008	681	686	31,234	48,812
South King	2,415	401	552	495	256	173	174	7,938	12,405
East King	6,862	1,140	1,567	1,407	728	492	495	22,552	35,244
Pierce	5,566	925	1,271	1,141	591	399	402	18,294	28,589
Total	\$31,448	\$5,227	\$7,183	\$6,448	\$3,337	\$2,255	\$2,270	\$103,354	\$161,521

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$3,867	\$715	\$730	\$745	\$760	\$775	\$790	\$6,805	\$15,187
61-Art	27,581	4,512	6,453	5,703	2,577	1,480	1,480	96,549	146,334
Total	\$31,448	\$5,227	\$7,183	\$6,448	\$3,337	\$2,255	\$2,270	\$103,354	\$161,521

Project Risk Assessment

N/A.

600668

Start OPERATIONS & MAINTENANCE

Managed by: DECM

Scope: Maintain Sound Transit installed art, including documentation, monitoring, cleaning, repair and possible replacement.

Changes to authorized project allocation since 2021: None.

Budget year activities: Redesign, repaint and restoration works planned system wide. Deep cleaning of DSST artwork and regular annual cleaning. LED light upgrades.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$19,344	2021 :	2041	2021 Cost Estimate:	N/A
2022 TIP:	\$19,344	2022 :	2046	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$461	\$91	\$104	\$112	\$118	\$125	\$131	\$3,227	\$4,368
North King	617	122	139	149	157	167	175	4,319	5,846
South King	157	31	35	38	40	42	44	1,098	1,486
East King	446	88	100	108	114	121	126	3,119	4,221
Pierce	362	71	81	88	92	98	102	2,530	3,424
Total	\$2,043	\$403	\$460	\$495	\$521	\$553	\$579	\$14,292	\$19,344

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
02-Operation+Maintenance-Agency	\$2,043	\$403	\$460	\$495	\$521	\$553	\$579	\$14,292	\$19,344
Total	\$2,043	\$403	\$460	\$495	\$521	\$553	\$579	\$14,292	\$19,344

Project Risk Assessment
N/A.

600016

FARE ADMINISTRATION

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 and tracking performance, and establishing pricing for cash fares, retail passes, and business accounts: Manage the fare change process: Administer the Sound Transit Fare Policy; and maintain the fare elasticity and revenue projection models.

Changes to authorized project allocation since 2021: Increased by \$9 million to include \$4.8 million from CMAQ grant, \$2.4 million for subsidized annual pass pilot, \$1.2 million for public health additional support, and \$1.2 million for VIX change request and Tacoma Fare Link implementation.

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, Sound Transit specific promotions of ORCA Next Gen system enhancements, equipment replacement and mobile ticketing.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$5,941	2021 :	2026	2021 Cost Estimate:	N/A
2022 TIP:	\$14,959	2022 :	2041	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$3,655	\$2,791	\$2,715	\$2,275	\$2,064	\$1,460	\$0	\$0	\$14,959
Total	\$3,655	\$2,791	\$2,715	\$2,275	\$2,064	\$1,460	\$0	\$0	\$14,959

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$2,947	\$2,791	\$2,715	\$2,275	\$2,064	\$1,460	\$0	\$0	\$14,251
26-Research+Technology	708	0	0	0	0	0	0	0	708
Total	\$3,655	\$2,791	\$2,715	\$2,275	\$2,064	\$1,460	\$0	\$0	\$14,959

Project Risk Assessment

ORCA is a regional universal fare payment system. The equipment and software technology that currently supports the program is approaching the end of its useful life. The risk to budget is the uncertainty of cost when the system scope to be designed and implemented has not been identified, nor has the associated equipment to support the program.

Scope: Research and develop business practices to improve regional mobility and system efficiency. Develop data-driven strategies and tools to support the agency in improving the match between market needs and system performance.

Changes to authorized project allocation since 2021: None.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$1,143	2021 :	2023	2021 Cost Estimate:	N/A
2022 TIP:	\$1,143	2022 :	2022	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$136	\$0	\$0	\$0	\$0	\$0	\$0	\$1,007	\$1,143
Total	\$136	\$0	\$0	\$0	\$0	\$0	\$0	\$1,007	\$1,143

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$62	\$0	\$0	\$0	\$0	\$0	\$0	\$518	\$580
20-Prelim Engineering/Env Review	74	0	0	0	0	0	0	489	563
Total	\$136	\$0	\$0	\$0	\$0	\$0	\$0	\$1,007	\$1,143

Project Risk Assessment

The project risk is minimal as the policy review is limited by available funds.

600073

TRANSIT SYSTEM ACCESS PROGRAM

Managed by: PEPD

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 project allocation since 2021: None.

Budget year activities: Negotiate funding agreements, processing reimbursement invoices, monitoring project progress and closing out completed projects. Procure consultant to support project activities and issue initial task orders.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$119,628
2021 TIP:	\$142,139	2021 :	2041	2021 Cost Estimate:	\$119,628
2022 TIP:	\$142,139	2022 :	2046	2022 Cost Estimate:	\$162,244

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$2,515	\$2,510	\$1,670	\$1,670	\$520	\$230	\$80	\$19,233	\$28,428
North King	2,515	2,510	1,670	1,670	520	230	80	19,233	28,428
South King	2,515	2,510	1,670	1,670	520	230	80	19,233	28,428
East King	2,515	2,510	1,670	1,670	520	230	80	19,233	28,428
Pierce	2,515	2,510	1,670	1,670	520	230	80	19,233	28,428
Total	\$12,574	\$12,550	\$8,350	\$8,350	\$2,602	\$1,150	\$400	\$96,163	\$142,139

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$1,061	\$0	\$0	\$0	\$0	\$0	\$0	\$515	\$1,576
10-Agency Administration	1,147	300	350	350	352	300	300	5,325	8,424
20-Prelim Engineering/Env Review	144	250	500	500	250	100	100	4,556	6,400
35-Third Party	10,222	12,000	7,500	7,500	2,000	750	0	80,013	119,985
50-Construction	0	0	0	0	0	0	0	5,754	5,754
Total	\$12,574	\$12,550	\$8,350	\$8,350	\$2,602	\$1,150	\$400	\$96,163	\$142,139

Project Risk Assessment

Third-party interest in the fund may introduce schedule risks as well as indicate needs in excess of available resources, impacting the ability of the fund to support qualifying projects.

600076

INNOVATION & TECHNOLOGY PROGRAM

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 project allocation since 2021: None.

Budget year activities: Passenger Facing Technology, Program Development, Data and Analytics Projects, Mobility Partnership Projects, Internal, Grants Projects, User-Centered Design, Fare Ambassador Program.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$89,721
2021 TIP:	\$106,604	2021 :	2041	2021 Cost Estimate:	\$89,721
2022 TIP:	\$106,604	2022 :	2046	2022 Cost Estimate:	\$89,721

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$6,032	\$5,560	\$5,369	\$2,347	\$1,883	\$1,800	\$1,919	\$81,694	\$106,604
Total	\$6,032	\$5,560	\$5,369	\$2,347	\$1,883	\$1,800	\$1,919	\$81,694	\$106,604

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$5,960	\$2,381	\$1,253	\$633	\$503	\$520	\$539	\$5,586	\$17,376
10-Agency Administration	0	0	0	0	0	0	0	3,145	3,145
20-Prelim Engineering/Env Review	72	3,179	4,116	1,714	1,380	1,280	1,380	72,963	86,083
Total	\$6,032	\$5,560	\$5,369	\$2,347	\$1,883	\$1,800	\$1,919	\$81,694	\$106,604

Project Risk Assessment

Many planned/potential projects rely on partnership with other agencies and organizations, which introduce additional scope, schedule, and cost risks.

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 project allocation since 2021: None.

Budget year activities: Assess and prioritize energy efficiency audits, renewable energy assessments, and resource efficiency improvements in the Planning, Environment and Project Development Department (PEPD) and the Operations Department. Lighting upgrades (switching to LED bulbs at designated stations) was delayed from 2020 to 2021. Update for 2022 budget; Light bulb work continues into 2022.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$25,000	2021 :	2041	2021 Cost Estimate:	N/A
2022 TIP:	\$25,000	2022 :	2046	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$992	\$1,250	\$1,180	\$1,090	\$1,105	\$1,104	\$18,279	\$0	\$25,000
Total	\$992	\$1,250	\$1,180	\$1,090	\$1,105	\$1,104	\$18,279	\$0	\$25,000

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$357	\$125	\$30	\$5	\$5	\$4	\$23	\$0	\$549
10-Agency Administration	0	25	125	125	125	125	3,238	0	3,763
20-Prelim Engineering/Env Review	50	20	30	80	75	75	1,670	0	2,000
30-Final Design+Specifications	0	60	130	130	150	150	3,148	0	3,768
50-Construction	585	1,020	865	750	750	750	10,200	0	14,920
Total	\$992	\$1,250	\$1,180	\$1,090	\$1,105	\$1,104	\$18,279	\$0	\$25,000

Project Risk Assessment
N/A.

804100

TOD PROPERTY DISPOSITION

Managed by: PEPD

Scope: Provide planning and technical assistance to local jurisdictions and Sound Transit (ST) project teams to help identify and shape transit oriented development and joint development opportunities. Dispose of properties that have been declared surplus and are suitable for transit oriented development based on size and proximity to ST transit services.

Changes to authorized project allocation since 2021: 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)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$11,615	2021 :	2024	2021 Cost Estimate:	N/A
2022 TIP:	\$11,615	2022 :	2024	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$9,517	\$2,098	\$0	\$0	\$0	\$0	\$0	\$0	\$11,615
Total	\$9,517	\$2,098	\$0	\$0	\$0	\$0	\$0	\$0	\$11,615

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$1,662	\$1,475	\$0	\$0	\$0	\$0	\$0	\$0	\$3,137
10-Agency Administration	3,372	305	0	0	0	0	0	0	3,677
40-Row Acquisition+Permits	4,006	318	0	0	0	0	0	0	4,324
50-Construction	477	0	0	0	0	0	0	0	477
Total	\$9,517	\$2,098	\$0	\$0	\$0	\$0	\$0	\$0	\$11,615

Project Risk Assessment
N/A.

804302

TOD PLANNING PROGRAM CAPITAL

Managed by: PEPD

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 project allocation since 2021: 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)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$26,296
2021 TIP:	\$30,171	2021 :	2041	2021 Cost Estimate:	\$26,296
2022 TIP:	\$30,171	2022 :	2046	2022 Cost Estimate:	\$26,296

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$1,741	\$1,250	\$1,750	\$2,000	\$2,247	\$21,183	\$0	\$0	\$30,171
Total	\$1,741	\$1,250	\$1,750	\$2,000	\$2,247	\$21,183	\$0	\$0	\$30,171

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$1,741	\$1,250	\$1,750	\$2,000	\$2,247	\$21,183	\$0	\$0	\$30,171
Total	\$1,741	\$1,250	\$1,750	\$2,000	\$2,247	\$21,183	\$0	\$0	\$30,171

Project Risk Assessment

N/A.

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 project allocation since 2021: None.

Budget year activities: Update various agreements, forecasts and analysis with impact of realignment decisions. Continue legal support for storm-water mitigation issues.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$63,105
2021 TIP:	\$41,525	2021 :	2024	2021 Cost Estimate:	\$36,587
2022 TIP:	\$41,525	2022 :	2028	2022 Cost Estimate:	\$36,587

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$29,799	\$3,378	\$2,252	\$1,110	\$860	\$539	\$59	\$3,527	\$41,525
Total	\$29,799	\$3,378	\$2,252	\$1,110	\$860	\$539	\$59	\$3,527	\$41,525

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$4,657	\$153	\$60	\$60	\$60	\$60	\$59	\$70	\$5,178
20-Prelim Engineering/Env Review	25,006	2,570	1,537	750	500	479	0	1,621	32,464
35-Third Party	130	655	655	300	300	0	0	1,836	3,875
40-Row Acquisition+Permits	7	0	0	0	0	0	0	0	7
Total	\$29,799	\$3,378	\$2,252	\$1,110	\$860	\$539	\$59	\$3,527	\$41,525

Project Risk Assessment

Funding for unanticipated planning work on systematic issues could face resource constraints.

2022 Cashflow by Budget Approval

(in thousands)

Enhancement

ALL MODES

Project Number and Name	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Preliminary Engineering									
300038 Sounder At Grade	220	500	980	0	0	0	0	0	1,700
400033 Link At Grade	275	2,800	331	0	0	0	0	0	3,406
600078 Pine Street Stub Security	0	270	30	0	0	0	0	0	300
600084 Digital Passenger Info System	13,813	9,401	12,678	5,233	6,001	2,449	0	0	49,576
600085 SODO MLK Hazard Mitigation	1,410	760	295	295	0	0	376	0	3,136
600145 Design Criteria Manual Update	300	0	0	0	0	0	0	0	300
600146 Design & Engineering Standards Update	776	2,324	0	0	0	0	0	0	3,100
700844 Central Link Fiber Upgrade	0	2,509	4,729	7,129	7,129	3,729	0	0	25,227
800111 Fare Paid Zone	2,358	982	0	0	0	0	0	0	3,340
800112 Link Line Renaming	258	467	417	0	0	0	0	25	1,168
864169 Station Codes	0	400	3,800	200	200	200	0	500	5,300
Subtotal	19,411	20,414	23,260	12,858	13,330	6,379	376	525	96,553
Baseline									
300011 Positive Train Control	43,134	0	0	0	0	0	0	0	43,134
Subtotal	43,134	0	0	0	0	0	0	0	43,134
Operating									
700665 Video Mngmnt System Upgrade	879	1,001	0	0	0	0	0	0	1,880
700686 Security Radio System	418	171	0	663	0	0	0	0	1,253
700766 Ops Enhancement Portfolio	46,978	20,131	9,859	15,839	255	0	0	0	93,062
Subtotal	48,275	21,303	9,859	16,502	255	0	0	0	96,195
Program									
400122 Escalator Modernization Program	3,314	0	90	0	0	0	0	0	3,404
4X340 Noise Abatement	10,510	800	644	619	427	0	0	0	13,000
600080 Bike Parking Program	1,629	1,650	1,450	1,250	1,250	2,474	0	0	9,703
600133 Parking Management Program	450	520	460	560	588	638	450	10,028	13,692
700793 Signage Improvements	849	363	343	10	10	10	10	261	1,856
803904 Data Management Program	0	2,901	2,636	2,444	2,506	2,854	2,854	42,815	59,011
Subtotal	16,751	6,234	5,623	4,883	4,781	5,976	3,314	53,104	100,666
Total	\$127,572	\$47,951	\$38,742	\$34,243	\$18,366	\$12,355	\$3,691	\$53,629	\$336,549

2022 Cashflow by Subarea

(in thousands)

Enhancement
ALL MODES

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
1 - Snohomish	6,603	673	410	1,916	0	0	0	1	9,603
2 - North King	37,172	14,742	9,444	6,222	5,666	4,095	381	449	78,172
3 - South King	16,761	9,688	6,328	5,884	2,940	1,506	5	335	43,447
4 - East King	5,888	542	476	5,501	410	812	0	0	13,629
5 - Pierce	41,878	846	774	3,346	256	0	0	1	47,102
6 - Systemwide	19,270	21,461	21,310	11,374	9,094	5,941	3,304	52,843	144,597
Total	\$127,572	\$47,951	\$38,742	\$34,243	\$18,366	\$12,355	\$3,691	\$53,629	\$336,549

2022 Cashflow by Phase

(in thousands)

Phase # and Description	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	5,986	5,452	3,007	1,778	2,093	1,752	0	50	20,118
10-Agency Administration	8,113	7,193	4,858	4,876	3,784	4,363	3,223	47,275	83,685
20-Prelim Engineering/Env Review	1,516	4,416	1,488	389	250	300	300	4,697	13,356
30-Final Design+Specifications	6,076	2,249	1,419	1,710	390	0	0	461	12,305
35-Third Party	12,443	2,236	0	0	0	0	0	400	15,079
40-Row Acquisition+Permits	75	0	750	0	0	0	0	0	825
50-Construction	84,748	25,083	26,655	25,373	11,850	5,940	168	746	180,562
55-Construction Services	4,967	863	275	117	0	0	0	0	6,222
70-Vehicles	3,477	460	290	0	0	0	0	0	4,227
80-System Testing+Startup	170	0	0	0	0	0	0	0	170
Total	\$127,572	\$47,951	\$38,742	\$34,243	\$18,366	\$12,355	\$3,691	\$53,629	\$336,549

300011

POSITIVE TRAIN CONTROL

Managed by: DECM

Scope: Integrate command, control, communications, and information systems for controlling passenger train movements with safety, security, precision, and efficiency. These systems will improve railroad safety by significantly reducing the probability of collisions between trains, casualties to railway workers and damage to their equipment, and over speed accidents. Federal regulations has mandated that positive train control (PTC) be operational on all passenger rail systems by the end of December 2018.

Changes to authorized project allocation since 2021: Decreased by \$4.2 million in surplus budget.

Budget year activities: N/A. Project is complete.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$53,054	Baseline:	2016	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$47,350	2021 :	2020	2021 Cost Estimate:	N/A
2022 TIP:	\$43,134	2022 :	2020	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$3,063	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,063
South King	1,898	0	0	0	0	0	0	0	1,898
Pierce	38,174	0	0	0	0	0	0	0	38,174
Total	\$43,134	\$0	\$43,134						

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$1,951	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,951
30-Final Design+Specifications	226	0	0	0	0	0	0	0	226
35-Third Party	3,900	0	0	0	0	0	0	0	3,900
50-Construction	35,904	0	0	0	0	0	0	0	35,904
55-Construction Services	984	0	0	0	0	0	0	0	984
80-System Testing+Startup	170	0	0	0	0	0	0	0	170
Total	\$43,134	\$0	\$43,134						

Project Risk Assessment
N/A.

300038

SOUNDER AT GRADE

Managed by: DECM

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 project allocation since 2021: None.

Budget year activities: Conduct diagnostic analyses and conceptual engineering of improvements for identified at-grade crossings with complex configuration or safety issues.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$1,700
2021 TIP:	\$1,700	2021 :	2021	2021 Cost Estimate:	N/A
2022 TIP:	\$1,700	2022 :	2023	2022 Cost Estimate:	\$1,700

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$92	\$209	\$409	\$0	\$0	\$0	\$0	\$0	\$711
South King	67	151	296	0	0	0	0	0	513
Pierce	62	140	274	0	0	0	0	0	476
Total	\$220	\$500	\$980	\$0	\$0	\$0	\$0	\$0	\$1,700

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$220	\$500	\$980	\$0	\$0	\$0	\$0	\$0	\$1,700
Total	\$220	\$500	\$980	\$0	\$0	\$0	\$0	\$0	\$1,700

Project Risk Assessment

N/A.

400033

LINK AT GRADE

Managed by: PSO

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 project allocation since 2021: Transferred \$1.5 million to Design and Engineering Standards Update program.

Budget year activities: Review at grade crossing and research and design mitigation treatments to align with current standards.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$4,906
2021 TIP:	\$4,906	2021 :	2023	2021 Cost Estimate:	N/A
2022 TIP:	\$3,406	2022 :	2023	2022 Cost Estimate:	\$4,906

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$275	\$2,800	\$331	\$0	\$0	\$0	\$0	\$0	\$3,406
Total	\$275	\$2,800	\$331	\$0	\$0	\$0	\$0	\$0	\$3,406

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1
10-Agency Administration	25	100	108	0	0	0	0	0	232
20-Prelim Engineering/Env Review	250	2,700	223	0	0	0	0	0	3,173
Total	\$275	\$2,800	\$331	\$0	\$0	\$0	\$0	\$0	\$3,406

Project Risk Assessment

Project pending identification and impact of project risk.

400122

ESCALATOR MODERNIZATION PROGRAM

Managed by: DECM

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 project allocation since 2021: Decreased by \$41.8 million as scope of the project now assumed by the Vertical Conveyance program.

Budget year activities: This project is pending consolidation of vertical conveyances needs for the entire system. This project will cease activity by the end of 2021, with balance of funds being decommissioned for use by new Vertical Conveyance program.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$45,227	2021 :	2026	2021 Cost Estimate:	N/A
2022 TIP:	\$3,404	2022 :	2021	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$3,314	\$0	\$90	\$0	\$0	\$0	\$0	\$0	\$3,404
Total	\$3,314	\$0	\$90	\$0	\$0	\$0	\$0	\$0	\$3,404

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$699	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$699
30-Final Design+Specifications	377	0	25	0	0	0	0	0	402
50-Construction	2,046	0	65	0	0	0	0	0	2,111
55-Construction Services	192	0	0	0	0	0	0	0	192
Total	\$3,314	\$0	\$90	\$0	\$0	\$0	\$0	\$0	\$3,404

Project Risk Assessment

N/A.

4X340

NOISE ABATEMENT

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. Scope addition in 2019 for 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 project allocation since 2021: 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)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$13,000	2021 :	2024	2021 Cost Estimate:	N/A
2022 TIP:	\$13,000	2022 :	2024	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$7,176	\$546	\$440	\$423	\$292	\$0	\$0	\$0	\$8,876
South King	3,334	254	204	196	135	0	0	0	4,124
Total	\$10,510	\$800	\$644	\$619	\$427	\$0	\$0	\$0	\$13,000

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$1,125	\$50	\$44	\$44	\$37	\$0	\$0	\$0	\$1,300
30-Final Design+Specifications	1,403	750	600	575	390	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	\$10,510	\$800	\$644	\$619	\$427	\$0	\$0	\$0	\$13,000

Project Risk Assessment

Delays in field trial completion resulting in prolonged test trial period; Delays in implementing newer wheel shapes in ST2 Original Equipment Manufacturer (OEM) vehicles.

600078

PINE STREET STUB SECURITY

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, and lighting.

Changes to authorized project allocation since 2021: New project for \$300 thousand for security mitigation.

Budget year activities: Design and install security mitigations at the Pine St Stub access way to include security fencing, cameras, and lighting.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$0	2021 :	2023	2021 Cost Estimate:	N/A
2022 TIP:	\$300	2022 :	2023	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$0	\$270	\$30	\$0	\$0	\$0	\$0	\$0	\$300
Total	\$0	\$270	\$30	\$0	\$0	\$0	\$0	\$0	\$300

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
20-Prelim Engineering/Env Review	\$0	\$45	\$5	\$0	\$0	\$0	\$0	\$0	\$50
30-Final Design+Specifications	0	90	10	0	0	0	0	0	100
50-Construction	0	135	15	0	0	0	0	0	150
Total	\$0	\$270	\$30	\$0	\$0	\$0	\$0	\$0	\$300

Project Risk Assessment

N/A.

600080

BIKE PARKING PROGRAM

Managed by: PEPD

Scope: Provide bicycle parking at Sound Transit facilities in response to demand or for maintenance, replacement or upgrade needs.

Changes to authorized project allocation since 2021: None.

Budget year activities: Installation and upgrades of existing bike lockers throughout the Sound Transit system.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$9,703	2021 :	2041	2021 Cost Estimate:	N/A
2022 TIP:	\$9,703	2022 :	2041	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$1,095	\$1,109	\$974	\$840	\$840	\$1,662	\$0	\$0	\$6,520
East King	535	541	476	410	410	812	0	0	3,184
Total	\$1,629	\$1,650	\$1,450	\$1,250	\$1,250	\$2,474	\$0	\$0	\$9,703

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$1,615	\$1,400	\$1,400	\$1,200	\$1,200	\$1,564	\$0	\$0	\$8,380
10-Agency Administration	5	50	50	50	50	869	0	0	1,074
50-Construction	9	200	0	0	0	41	0	0	249
Total	\$1,629	\$1,650	\$1,450	\$1,250	\$1,250	\$2,474	\$0	\$0	\$9,703

Project Risk Assessment

This project is focused on addressing localized high demand for bike lockers in specific areas. The technology is provided by one vendor and is dependent on the vendor's ability to provide and support the equipment and the software.

600084

DIGITAL PASSENGER INFORMATION SYSTEM

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 project allocation since 2021: None.

Budget year activities: Conduct factory and integration testing and begin field implementation for Link and Sounder stations and Sounder onboard systems.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$49,576	2021 :	2025	2021 Cost Estimate:	N/A
2022 TIP:	\$49,576	2022 :	2025	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$13,813	\$9,401	\$12,678	\$5,233	\$6,001	\$2,449	\$0	\$0	\$49,576
Total	\$13,813	\$9,401	\$12,678	\$5,233	\$6,001	\$2,449	\$0	\$0	\$49,576

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$2,780	\$450	\$450	\$400	\$450	\$0	\$0	\$0	\$4,530
10-Agency Administration	18	551	551	551	551	0	0	0	2,221
50-Construction	11,015	8,400	11,677	4,283	5,000	2,449	0	0	42,825
Total	\$13,813	\$9,401	\$12,678	\$5,233	\$6,001	\$2,449	\$0	\$0	\$49,576

Project Risk Assessment

The project is just beginning to enter a discovery phase of the project to define the breadth of impact this program will have across 4 modes - Link, Sounder, Bus Rapid Transit and Regional Express. The scope of the project and estimate of cost to deliver the undefined scope can create cost volatility due to the uncertainty. The program will be following a phase gate process to ensure key decision makers are involved during the scoping and preliminary engineering processes.

600085

SODO MLK HAZARD MITIGATION

Managed by: SFT

Scope: Various at-grade crossings in 2016 and early 2017 met the threshold for Unacceptable Hazardous Conditions. As a result, three Sound Transit departments (Design Engineering & Construction Management, Safety, and Operations) and Seattle’s Department of Transportation (SDOT) partnered to assess the performance of at-grade crossings system wide and identify opportunities for enhancements and implement remedies.

Changes to authorized project allocation since 2021: None.

Budget year activities: Address illegal left turns along Martin Luther King (MLK), upgrade pedestrian warning signs, install second train warning devices at busway and MLK stations. Install close circuit television (CCTV) cameras at Royal Brougham, Holgate, Lander, Othello, and Henderson. Other work includes acquiring a safety database to support operational hazard monitoring and assessment on the MLK corridor, implementation of outreach communications, and potential implementation of mitigations on at-grade crossings described in the DEA MLK safety analysis report.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$3,136	2021 :	2021	2021 Cost Estimate:	N/A
2022 TIP:	\$3,136	2022 :	2024	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$1,410	\$760	\$295	\$295	\$0	\$0	\$376	\$0	\$3,136
Total	\$1,410	\$760	\$295	\$295	\$0	\$0	\$376	\$0	\$3,136

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$198	\$710	\$295	\$295	\$0	\$0	\$358	\$0	\$1,856
50-Construction	1,212	50	0	0	0	0	18	0	1,280
Total	\$1,410	\$760	\$295	\$295	\$0	\$0	\$376	\$0	\$3,136

Project Risk Assessment

Continued analysis and implementation of safety mitigations to address pedestrian and vehicular events along the MLK corridor. Risk assessments will be performed on identified hazards on an ongoing basis to ensure prioritization of budget to highest risk items.

600133

PARKING MANAGEMENT PROGRAM

Managed by: PEPD

Scope: Design and install the infrastructure to support the implementation of parking management for Sound Transit-owned parking facilities.

Changes to authorized project allocation since 2021: None.

Budget year activities: Contract activities including parking utilization data collection and expansion of permit parking program.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$13,692	2021 :	2041	2021 Cost Estimate:	N/A
2022 TIP:	\$13,692	2022 :	2041	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$450	\$520	\$460	\$560	\$588	\$638	\$450	\$10,028	\$13,692
Total	\$450	\$520	\$460	\$560	\$588	\$638	\$450	\$10,028	\$13,692

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$277	\$160	\$160	\$160	\$188	\$188	\$0	\$50	\$1,182
10-Agency Administration	0	0	0	0	0	0	0	4,330	4,330
20-Prelim Engineering/Env Review	172	360	250	250	250	300	300	4,697	6,580
35-Third Party	0	0	0	0	0	0	0	400	400
50-Construction	0	0	50	150	150	150	150	550	1,200
Total	\$450	\$520	\$460	\$560	\$588	\$638	\$450	\$10,028	\$13,692

Project Risk Assessment
N/A.

600145

DESIGN CRITERIA MANUAL UPDATE

Managed by: PSO

Scope: Coordinate, administer and update multiple standard documents to include the design criteria manual (DCM), engineering procedures (EPs), standard specifications and many other documents.

Changes to authorized project allocation since 2021: None.

Budget year activities: Update Sounder specific criteriums into manual. Update Engineering Procedure EP-03.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$300	2021 :	2021	2021 Cost Estimate:	N/A
2022 TIP:	\$300	2022 :	2021	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300
Total	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300
Total	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300

Project Risk Assessment	
N/A.	

600146

DESIGN & ENGINEERING STANDARDS UPDATE

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 project allocation since 2021: Increased by \$1.5 million transferred from Link At Grade project.

Budget year activities: Identify and contract with consultants as subject matter experts to support the update of the various documentation.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$1,500
2021 TIP:	\$1,600	2021 :	2041	2021 Cost Estimate:	N/A
2022 TIP:	\$3,100	2022 :	2041	2022 Cost Estimate:	\$1,500

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$776	\$2,324	\$0	\$0	\$0	\$0	\$0	\$0	\$3,100
Total	\$776	\$2,324	\$0	\$0	\$0	\$0	\$0	\$0	\$3,100

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$776	\$2,324	\$0	\$0	\$0	\$0	\$0	\$0	\$3,100
Total	\$776	\$2,324	\$0	\$0	\$0	\$0	\$0	\$0	\$3,100

Project Risk Assessment
N/A.

700665

VIDEO MANAGEMENT SYSTEM UPGRADE

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 project allocation since 2021: 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)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$1,880	2021 :	2021	2021 Cost Estimate:	N/A
2022 TIP:	\$1,880	2022 :	2021	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$879	\$1,001	\$0	\$0	\$0	\$0	\$0	\$0	\$1,880
Total	\$879	\$1,001	\$0	\$0	\$0	\$0	\$0	\$0	\$1,880

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
50-Construction	\$879	\$1,001	\$0	\$0	\$0	\$0	\$0	\$0	\$1,880
Total	\$879	\$1,001	\$0	\$0	\$0	\$0	\$0	\$0	\$1,880

Project Risk Assessment

N/A.

700686

SECURITY RADIO SYSTEM

Managed by: SFT

Scope: Procure, upgrade and enhance Sound Transit 's security radio systems and equipment for expansion of security services.

Changes to authorized project allocation since 2021: None.

Budget year activities: Complete installation of equipment.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$1,253	2021 :	2020	2021 Cost Estimate:	N/A
2022 TIP:	\$1,253	2022 :	2022	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$418	\$171	\$0	\$663	\$0	\$0	\$0	\$0	\$1,253
Total	\$418	\$171	\$0	\$663	\$0	\$0	\$0	\$0	\$1,253

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
50-Construction	\$418	\$171	\$0	\$663	\$0	\$0	\$0	\$0	\$1,253
Total	\$418	\$171	\$0	\$663	\$0	\$0	\$0	\$0	\$1,253

Project Risk Assessment

N/A.

Scope: This portfolio summarizes all enhancement projects managed by Operations department.

Changes to authorized project allocation since 2021: Increased by \$11.8 million; \$11.3 million for new projects, and \$477 thousand increased funding of existing projects.

Budget year activities: Proceed as planned per project.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$81,294	2021 :	2041	2021 Cost Estimate:	N/A
2022 TIP:	\$93,062	2022 :	2041	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	3,446	463	0	1,916	0	0	0	0	5,824
North King	23,613	9,797	1,922	130	0	0	0	0	35,462
South King	10,928	7,807	2,234	2,883	0	0	0	0	23,852
East King	5,353	0	0	5,090	0	0	0	0	10,444
Pierce	3,638	704	498	3,346	255	0	0	0	8,442
Systemwide	0	1,361	5,205	2,473	0	0	0	0	9,039
Total	\$46,978	\$20,131	\$9,859	\$15,839	\$255	\$0	\$0	\$0	\$93,062

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	17	617	18	18	255	0	0	0	925
10-Agency Administration	2,563	1,047	452	853	0	0	0	0	4,915
20-Prelim Engineering/Env Review	1,094	311	10	139	0	0	0	0	1,553
30-Final Design+Specifications	2,726	1,350	375	835	0	0	0	0	5,286
35-Third Party	8,543	2,236	0	0	0	0	0	0	10,779
40-Row Acquisition+Permits	59	0	750	0	0	0	0	0	809
50-Construction	26,794	13,247	7,689	13,877	0	0	0	0	61,608
55-Construction Services	1,704	863	275	117	0	0	0	0	2,959
70-Vehicles	3,477	460	290	0	0	0	0	0	4,227
Total	\$46,978	\$20,131	\$9,859	\$15,839	\$255	\$0	\$0	\$0	\$93,062

Project Risk Assessment

The growth of the agency and the potential for changing vehicle needs could have budget implications.

700793

SIGNAGE IMPROVEMENTS

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 project allocation since 2021: 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 system-wide.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$1,856	2021 :	2041	2021 Cost Estimate:	N/A
2022 TIP:	\$1,856	2022 :	2041	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$3	\$1	\$1	\$0	\$0	\$0	\$0	\$1	\$6
North King	405	174	164	5	5	5	5	125	887
South King	435	186	176	5	5	5	5	134	952
East King	1	0	0	0	0	0	0	0	1
Pierce	4	2	2	0	0	0	0	1	10
Total	\$849	\$363	\$343	\$10	\$10	\$10	\$10	\$261	\$1,856

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$120	\$10	\$10	\$10	\$10	\$10	\$10	\$29	\$209
30-Final Design+Specifications	238	9	9	0	0	0	0	36	292
50-Construction	491	344	324	0	0	0	0	196	1,355
Total	\$849	\$363	\$343	\$10	\$10	\$10	\$10	\$261	\$1,856

Project Risk Assessment

Coordination with government entities and jurisdictions to ensure consistency and continuity of their signage requirements.

700844

CENTRAL LINK FIBER UPGRADE

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 project allocation since 2021: New project of \$25 million to upgrade fiber network infrastructure.

Budget year activities: Release of RFP and conduct feasibility studies and preliminary engineering for phase 1 (south alignment). Construct temporary measures to service FWLE with network connectivity.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$0	2021 :	N/A	2021 Cost Estimate:	N/A
2022 TIP:	\$25,227	2022 :	2028	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$0	\$1,551	\$2,923	\$4,406	\$4,406	\$2,305	\$0	\$0	\$15,591
South King	0	959	1,807	2,723	2,723	1,425	0	0	9,637
Total	\$0	\$2,509	\$4,729	\$7,129	\$7,129	\$3,729	\$0	\$0	\$25,227

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$0	\$509	\$429	\$429	\$429	\$429	\$0	\$0	\$2,227
20-Prelim Engineering/Env Review	0	1,000	1,000	0	0	0	0	0	2,000
30-Final Design+Specifications	0	0	300	300	0	0	0	0	600
50-Construction	0	1,000	3,000	6,400	6,700	3,300	0	0	20,400
Total	\$0	\$2,509	\$4,729	\$7,129	\$7,129	\$3,729	\$0	\$0	\$25,227

Project Risk Assessment	
N/A.	

800111

FARE PAID ZONE

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 project allocation since 2021: None.

Budget year activities: Construction activities for East Link FPZ (additional scope).

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$3,340
2021 TIP:	\$3,340	2021 :	2022	2021 Cost Estimate:	N/A
2022 TIP:	\$3,340	2022 :	2022	2022 Cost Estimate:	\$3,340

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$2,358	\$982	\$0	\$0	\$0	\$0	\$0	\$0	\$3,340
Total	\$2,358	\$982	\$0	\$0	\$0	\$0	\$0	\$0	\$3,340

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$1,327	\$982	\$0	\$0	\$0	\$0	\$0	\$0	\$2,309
30-Final Design+Specifications	1,031	0	0	0	0	0	0	0	1,031
Total	\$2,358	\$982	\$0	\$0	\$0	\$0	\$0	\$0	\$3,340

Project Risk Assessment

Project risks include defining where existing data and power lines are located and how to get them to the proposed new Orca reader locations. Risks can be addressed through the final design process.

800112

LINK LINE RENAMING

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 project allocation since 2021: None.

Budget year activities: LRV change orders for head signs; Next Gen TVM screens.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$1,168
2021 TIP:	\$1,168	2021 :	2023	2021 Cost Estimate:	N/A
2022 TIP:	\$1,168	2022 :	2023	2022 Cost Estimate:	\$1,168

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$160	\$289	\$258	\$0	\$0	\$0	\$0	\$15	\$722
South King	99	179	159	0	0	0	0	10	446
Total	\$258	\$467	\$417	\$0	\$0	\$0	\$0	\$25	\$1,168

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$83	\$83	\$83	\$0	\$0	\$0	\$0	\$0	\$250
30-Final Design+Specifications	75	0	0	0	0	0	0	25	100
50-Construction	100	384	334	0	0	0	0	0	818
Total	\$258	\$467	\$417	\$0	\$0	\$0	\$0	\$25	\$1,168

Project Risk Assessment

Coordination with the existing and the new segments commencing revenue service during the implementation period.

803904

DATA MANAGEMENT PROGRAM

Managed by: ITS

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 project allocation since 2021: New program for \$59.01 million.

Budget year activities: Finalize design, hire staff, engage contract labor and begin the aggregation of data for asset management needs.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	2041	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$0	2021 :	2041	2021 Cost Estimate:	N/A
2022 TIP:	\$59,011	2022 :	2041	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$0	\$2,901	\$2,636	\$2,444	\$2,506	\$2,854	\$2,854	\$42,815	\$59,011
Total	\$0	\$2,901	\$2,636	\$2,444	\$2,506	\$2,854	\$2,854	\$42,815	\$59,011

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$0	\$2,901	\$2,636	\$2,444	\$2,506	\$2,854	\$2,854	\$42,815	\$59,011
Total	\$0	\$2,901	\$2,636	\$2,444	\$2,506	\$2,854	\$2,854	\$42,815	\$59,011

Project Risk Assessment

Dependent on timely exchange of information with the asset management program including definition of data needs which can impact budget and schedule.

864169

STATION CODES

Managed by: EXE

Scope: Revise and reprogram within existing back office systems a renaming 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 project allocation since 2021: None.

Budget year activities: Design and execution of University Street Station Code (pilot change for system-wide station code updates).

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$5,300
2021 TIP:	\$5,300	2021 :	2022	2021 Cost Estimate:	\$5,300
2022 TIP:	\$5,300	2022 :	2023	2022 Cost Estimate:	\$5,300

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$0	\$247	\$2,348	\$124	\$124	\$123	\$0	\$309	\$3,275
South King	0	153	1,452	76	76	76	0	191	2,025
Total	\$0	\$400	\$3,800	\$200	\$200	\$200	\$0	\$500	\$5,300

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$0	\$200	\$200	\$200	\$200	\$200	\$0	\$100	\$1,100
30-Final Design+Specifications	0	50	100	0	0	0	0	400	550
50-Construction	0	150	3,500	0	0	0	0	0	3,650
Total	\$0	\$400	\$3,800	\$200	\$200	\$200	\$0	\$500	\$5,300

Project Risk Assessment

N/A.

2022 Cashflow by Budget Approval

(in thousands)

State of Good Repair

ALL MODES

Project Number and Name	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Preliminary Engineering									
400089 Bellevue Rider Service Center	0	382	42	0	0	0	0	0	425
803905 Infosec Risk Mitigation Program	0	865	0	0	0	0	0	0	865
803912 ERP Research	0	900	1,100	0	0	0	0	0	2,000
870115 Hub Intranet Replace	50	360	0	0	0	0	0	0	410
Subtotal	50	2,507	1,142	0	0	0	0	0	3,700
Operating									
400046 Convention PI System Retrofit	3,007	0	0	0	0	0	0	725	3,732
600002 PXO Opex SOGR Program	0	100	0	0	0	0	0	0	100
600004 Safety Opex SOGR Program	0	75	0	0	0	0	0	0	75
700645 Issaquah Lakewood CCTV Upgrade	206	0	217	0	0	0	0	0	423
700769 LRV Overhaul	2,042	0	0	0	0	0	2,958	0	5,000
700831 Operations SOGR Portfolio	264,875	57,962	64,937	55,016	55,662	9,371	5,334	0	513,157
Subtotal	270,130	58,137	65,154	55,016	55,662	9,371	8,293	725	522,487
Program									
803903 IT Network Redesign-Phase 2	0	4,950	5,900	8,300	2,800	2,800	2,800	41,370	68,920
870100 IT Tech Infrastructure	8,454	4,700	5,358	6,077	5,186	4,223	3,242	9,603	46,843
Subtotal	8,454	9,650	11,258	14,377	7,986	7,023	6,042	50,973	115,763
Total	\$278,634	\$70,294	\$77,554	\$69,394	\$63,648	\$16,394	\$14,335	\$51,698	\$641,950

2022 Cashflow by Subarea

(in thousands)

State of Good Repair

ALL MODES

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
1 - Snohomish	37,198	3,590	5,603	3,143	1,607	1,280	1,184	0	53,605
2 - North King	28,599	14,327	11,709	7,858	6,807	3,210	4,381	7,839	84,730
3 - South King	49,790	12,982	10,979	9,024	7,247	5,801	3,745	2,489	102,056
4 - East King	82,048	1,221	3,886	3,535	271	104	149	0	91,214
5 - Pierce	63,684	9,864	7,715	5,743	3,611	3,199	2,075	0	95,891
6 - Systemwide	17,314	28,309	37,663	40,091	44,105	2,800	2,800	41,370	214,453
Total	\$278,634	\$70,294	\$77,554	\$69,394	\$63,648	\$16,394	\$14,335	\$51,698	\$641,950

2022 Cashflow by Phase

(in thousands)

Phase # and Description	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	28,776	27,421	27,915	25,395	29,111	9,615	311	0	148,543
09-Admin Capital	6,997	3,100	2,433	1,840	950	1,005	540	0	16,864
10-Agency Administration	1,690	6,464	7,187	9,126	3,191	3,000	5,159	47,263	83,080
20-Prelim Engineering/Env Review	445	140	15	0	0	0	0	0	600
30-Final Design+Specifications	4,621	5,436	4,455	15	0	0	0	0	14,527
35-Third Party	0	2,594	1,232	0	0	0	0	0	3,827
40-Row Acquisition+Permits	0	0	0	0	0	0	0	0	0
50-Construction	45,887	19,124	18,128	16,714	21,752	2,774	5,615	4,103	134,097
55-Construction Services	0	0	107	55	0	0	0	332	494
70-Vehicles	189,717	6,016	15,144	15,310	8,644	0	2,708	0	237,540
80-System Testing+Startup	500	0	939	939	0	0	0	0	2,377
Total	\$278,634	\$70,294	\$77,554	\$69,394	\$63,648	\$16,394	\$14,335	\$51,698	\$641,950

400046

CONVENTION PL SYSTEM RETROFIT

Managed by: DECM

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 project allocation since 2021: None.

Budget year activities: Project complete.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$3,732	2021 :	2021	2021 Cost Estimate:	N/A
2022 TIP:	\$3,732	2022 :	2021	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$3,007	\$0	\$0	\$0	\$0	\$0	\$0	\$725	\$3,732
Total	\$3,007	\$0	\$0	\$0	\$0	\$0	\$0	\$725	\$3,732

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$213	\$0	\$0	\$0	\$0	\$0	\$0	\$393	\$606
30-Final Design+Specifications	37	0	0	0	0	0	0	0	37
50-Construction	2,757	0	0	0	0	0	0	0	2,757
55-Construction Services	0	0	0	0	0	0	0	332	332
Total	\$3,007	\$0	\$0	\$0	\$0	\$0	\$0	\$725	\$3,732

Project Risk Assessment

Coordination with Link Operations and King County Metro to avoid impacts to existing DSTT operations will be challenging and may have schedule and cost impacts.

400089

BELLEVUE RIDER SERVICE CENTER

Managed by: DECM

Scope: Perform alternative analysis to determine necessity and preferred location of restroom to comply with Agency Restroom Policy (R2021-15). Includes design costs.

Changes to authorized project allocation since 2021: New project for \$425 thousand to perform alternative analysis on location of restroom.

Budget year activities: Perform alternatives analysis to determine preferred location of restroom.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$0	2021 :	2022	2021 Cost Estimate:	N/A
2022 TIP:	\$425	2022 :	2022	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
East King	\$0	\$382	\$42	\$0	\$0	\$0	\$0	\$0	\$425
Total	\$0	\$382	\$42	\$0	\$0	\$0	\$0	\$0	\$425

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$0	\$135	\$15	\$0	\$0	\$0	\$0	\$0	\$150
20-Prelim Engineering/Env Review	0	135	15	0	0	0	0	0	150
30-Final Design+Specifications	0	68	8	0	0	0	0	0	75
35-Third Party	0	45	5	0	0	0	0	0	50
Total	\$0	\$382	\$42	\$0	\$0	\$0	\$0	\$0	\$425

Project Risk Assessment
N/A.

600002

PASSENGER EXPERIENCE OFFICE (PXO) OPEX SOGR PROGRAM

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 is in compliance with the Asset Management Policy.

Changes to authorized project allocation since 2021: New program of \$100 thousand for operating SOGR activities.

Budget year activities: Proceed as planned per project.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$0	2021 :	N/A	2021 Cost Estimate:	N/A
2022 TIP:	\$100	2022 :	2041	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Total	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Total	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100

Project Risk Assessment	
N/A.	

600004

SAFETY OPEX SOGR PROGRAM

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 is in compliance with the Asset Management Policy.

Changes to authorized project allocation since 2021: New program of \$75 thousand for operating SOGR activities.

Budget year activities: Commence and complete Barksdale Gate Arm Barrier System study.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$0	2021 :	2022	2021 Cost Estimate:	N/A
2022 TIP:	\$75	2022 :	2041	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$0	\$75	\$0	\$0	\$0	\$0	\$0	\$0	\$75
Total	\$0	\$75	\$0	\$0	\$0	\$0	\$0	\$0	\$75

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$0	\$75	\$0	\$0	\$0	\$0	\$0	\$0	\$75
Total	\$0	\$75	\$0	\$0	\$0	\$0	\$0	\$0	\$75

Project Risk Assessment
N/A.

700645

ISSAQUAH LAKEWOOD CCTV UPGRADE

Managed by: SFT

Scope: Replace existing end of life security cameras with current standard cameras at two large transit centers. Cameras are critical as these stations are not regularly staffed.

Changes to authorized project allocation since 2021: None.

Budget year activities: Project is complete.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$423	2021 :	2020	2021 Cost Estimate:	N/A
2022 TIP:	\$423	2022 :	2021	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
East King	\$103	\$0	\$109	\$0	\$0	\$0	\$0	\$0	\$212
Pierce	103	0	109	0	0	0	0	0	212
Total	\$206	\$0	\$217	\$0	\$0	\$0	\$0	\$0	\$423

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
50-Construction	\$206	\$0	\$217	\$0	\$0	\$0	\$0	\$0	\$423
Total	\$206	\$0	\$217	\$0	\$0	\$0	\$0	\$0	\$423

Project Risk Assessment	
N/A.	

700769

LRV OVERHAUL

Managed by: DECM

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 are being testing and under reliability review.

Changes to authorized project allocation since 2021: None.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$5,000	2021 :	2021	2021 Cost Estimate:	N/A
2022 TIP:	\$5,000	2022 :	2021	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$1,366	\$0	\$0	\$0	\$0	\$0	\$1,979	\$0	\$3,345
South King	676	0	0	0	0	0	979	0	1,655
Total	\$2,042	\$0	\$0	\$0	\$0	\$0	\$2,958	\$0	\$5,000

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$0	\$0	\$0	\$0	\$0	\$0	\$250	\$0	\$250
70-Vehicles	2,042	0	0	0	0	0	2,708	0	4,750
Total	\$2,042	\$0	\$0	\$0	\$0	\$0	\$2,958	\$0	\$5,000

Project Risk Assessment

Budget risk remains high given that no agreement regarding the warranty coverage on repairs has been reached between manufacturer, supplier and Sound Transit.

Scope: This portfolio summarizes all SOGR projects managed by Operations department.

Changes to authorized project allocation since 2021: Increased by \$70.8 million; \$14 million for new projects, and \$56.8 million for transfers and increase in funding for existing projects.

Budget year activities: Proceed as planned per project.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$442,377	2021 :	2020	2021 Cost Estimate:	N/A
2022 TIP:	\$513,157	2022 :	2020	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	37,198	3,590	5,603	3,143	1,607	1,280	1,184	0	53,605
North King	17,964	10,846	7,740	3,356	2,965	82	0	0	42,952
South King	46,923	11,764	9,590	7,449	5,902	4,706	1,926	0	88,259
East King	81,945	839	3,735	3,535	271	104	149	0	90,577
Pierce	63,581	9,864	7,606	5,743	3,611	3,199	2,075	0	95,680
Systemwide	17,264	21,059	30,663	31,791	41,305	0	0	0	142,083
Total	\$264,875	\$57,962	\$64,937	\$55,016	\$55,662	\$9,371	\$5,334	\$0	\$513,157

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	27,566	23,981	25,065	23,395	27,111	8,825	311	0	136,253
10-Agency Administration	1,229	1,379	1,197	736	241	0	109	0	4,892
20-Prelim Engineering/Env Review	445	5	0	0	0	0	0	0	450
30-Final Design+Specifications	4,535	5,008	4,447	15	0	0	0	0	14,005
35-Third Party	0	2,549	1,227	0	0	0	0	0	3,777
40-Row Acquisition+Permits	0	0	0	0	0	0	0	0	0
50-Construction	42,924	19,024	16,811	14,567	19,666	546	4,914	0	118,451
55-Construction Services	0	0	107	55	0	0	0	0	162
70-Vehicles	187,676	6,016	15,144	15,310	8,644	0	0	0	232,790
80-System Testing+Startup	500	0	939	939	0	0	0	0	2,377
Total	\$264,875	\$57,962	\$64,937	\$55,016	\$55,662	\$9,371	\$5,334	\$0	\$513,157

Project Risk Assessment

N/A.

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 will provide 24x365 improved networks and system monitoring on all Sound Transit's mission critical system(s).

Changes to authorized project allocation since 2021: New project for \$68.9 million to perform scoping activities along with replacing and upgrading IT hardware and software in support of revenue service.

Budget year activities: Complete final design of the replacement and increased capacity of fiber and network systems.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$0	2021 :	N/A	2021 Cost Estimate:	N/A
2022 TIP:	\$68,920	2022 :	2041	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$0	\$4,950	\$5,900	\$8,300	\$2,800	\$2,800	\$2,800	\$41,370	\$68,920
Total	\$0	\$4,950	\$5,900	\$8,300	\$2,800	\$2,800	\$2,800	\$41,370	\$68,920

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$0	\$4,950	\$5,900	\$8,300	\$2,800	\$2,800	\$2,800	\$41,370	\$68,920
Total	\$0	\$4,950	\$5,900	\$8,300	\$2,800	\$2,800	\$2,800	\$41,370	\$68,920

Project Risk Assessment

Program's budget and schedule potentially impacted by short supply of human resources and equipment required to achieve deliverables.

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 OT external security assessment.

Changes to authorized project allocation since 2021: New project for \$0.8 million.

Budget year activities: Procure and install information security solutions to manage and reduce risk to operating technology, systems supporting revenue service.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$0	2021 :	2022	2021 Cost Estimate:	N/A
2022 TIP:	\$865	2022 :	2022	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$0	\$865	\$0	\$0	\$0	\$0	\$0	\$0	\$865
Total	\$0	\$865	\$0	\$0	\$0	\$0	\$0	\$0	\$865

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$0	\$865	\$0	\$0	\$0	\$0	\$0	\$0	\$865
Total	\$0	\$865	\$0	\$0	\$0	\$0	\$0	\$0	\$865

Project Risk Assessment

Identified solutions are more expensive and take longer to implement than planned.

Scope: Procure consultant to review current enterprise resource planning (ERP) application landscape, provide scope and solution proposals to help develop a statement of work and requests for proposal support leading to a procurement of a new system.

Changes to authorized project allocation since 2021: New project for \$2 million.

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)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$0	2021 :	2023	2021 Cost Estimate:	N/A
2022 TIP:	\$2,000	2022 :	2023	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$0	\$900	\$1,100	\$0	\$0	\$0	\$0	\$0	\$2,000
Total	\$0	\$900	\$1,100	\$0	\$0	\$0	\$0	\$0	\$2,000

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$0	\$900	\$1,100	\$0	\$0	\$0	\$0	\$0	\$2,000
Total	\$0	\$900	\$1,100	\$0	\$0	\$0	\$0	\$0	\$2,000

Project Risk Assessment

Losing our existing ERP system is a significant risk to the agency. Replacement may be the most difficult and complex IT project on an administrative system performed to date. The current ERP is a legacy system difficult and costly to maintain and upgrade. The end-of life has been announced by the vendor, we should focus the agency on reducing our efforts on the legacy system and invest in the future paradigm.

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 project allocation since 2021: None.

Budget year activities: Perform ongoing state of good repair and lifecycle maintenance of agency and operational system backend technology infrastructure, which includes servers, storage area networks, networking equipment, and other computer-based infrastructure; IT SCADA backend security, and light rail vehicle (LRV) wireless network.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$46,843	2021 :	2041	2021 Cost Estimate:	N/A
2022 TIP:	\$46,843	2022 :	2041	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
North King	\$6,263	\$3,482	\$3,969	\$4,502	\$3,842	\$3,128	\$2,402	\$7,114	\$34,701
South King	2,191	1,218	1,389	1,575	1,344	1,095	840	2,489	12,142
Total	\$8,454	\$4,700	\$5,358	\$6,077	\$5,186	\$4,223	\$3,242	\$9,603	\$46,843

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$1,210	\$1,500	\$1,750	\$2,000	\$2,000	\$790	\$0	\$0	\$9,250
09-Admin Capital	6,997	3,100	2,433	1,840	950	1,005	540	0	16,864
10-Agency Administration	247	0	75	90	150	200	2,000	5,500	8,262
50-Construction	0	100	1,100	2,147	2,086	2,228	702	4,103	12,466
Total	\$8,454	\$4,700	\$5,358	\$6,077	\$5,186	\$4,223	\$3,242	\$9,603	\$46,843

Project Risk Assessment

Potential for risk of increased cost as system expands and integration and support require more resources to meet system compliance standards.

870115

HUB INTRANET REPLACE

Managed by: ITS

Scope: Design, program and install replacement to the existing Sound Transit Intranet.

Changes to authorized project allocation since 2021: None.

Budget year activities: Replace the current ST Hub.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$410
2021 TIP:	\$410	2021 :	2021	2021 Cost Estimate:	N/A
2022 TIP:	\$410	2022 :	2022	2022 Cost Estimate:	\$410

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$50	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$410
Total	\$50	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$410

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
30-Final Design+Specifications	\$50	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$410
Total	\$50	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$410

Project Risk Assessment

N/A.

2022 Cashflow by Budget Approval

(in thousands)

Administrative

ALL MODES

Project Number and Name	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Program									
0X002 Agency Administrative Operating	742,505	122,764	133,355	134,964	135,532	139,981	131,455	0	1,540,556
600025 Environmental Mitigation & Monitoring	842	90	124	124	119	0	0	177	1,476
700767 Administrative Pool Vehicles	910	217	217	217	0	0	0	0	1,561
700824 Administrative Facilities	3,629	2,578	265	0	0	0	0	0	6,473
802000 Administrative Capital	10,607	360	3,964	3,355	3,664	2,167	2,167	20,400	46,683
802003 Replacement Admin Pool Vehicles	874	300	300	188	0	0	0	0	1,663
803800 Information Technology Program	36,710	5,356	5,668	4,695	5,496	5,833	4,114	45,664	113,536
864140 Administrative Services	4,864	144	204	211	481	0	0	0	5,904
Subtotal	800,942	131,809	144,097	143,754	145,292	147,980	137,736	66,241	1,717,851
Total	\$800,942	\$131,809	\$144,097	\$143,754	\$145,292	\$147,980	\$137,736	\$66,241	\$1,717,851

2022 Cashflow by Subarea

(in thousands)

Administrative

ALL MODES

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
1 - Snohomish	147	16	22	22	21	0	0	31	258
3 - South King	522	56	77	77	74	0	0	110	915
4 - East King	49	5	7	7	7	0	0	10	86
5 - Pierce	124	13	18	18	17	0	0	26	217
6 - Systemwide	800,100	131,719	143,973	143,630	145,173	147,980	137,736	66,064	1,716,375
Total	\$800,942	\$131,809	\$144,097	\$143,754	\$145,292	\$147,980	\$137,736	\$66,241	\$1,717,851

2022 Cashflow by Phase

(in thousands)

Phase # and Description	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	2,751	87	458	379	317	1,002	1,178	165	6,337
09-Admin Capital	49,778	7,355	9,758	7,997	9,434	6,997	5,103	66,064	162,485
10-Agency Administration	746,628	123,850	133,364	134,973	135,541	139,981	131,455	13	1,545,805
70-Vehicles	1,784	517	517	405	0	0	0	0	3,224
Total	\$800,942	\$131,809	\$144,097	\$143,754	\$145,292	\$147,980	\$137,736	\$66,241	\$1,717,851

Scope: Funds administrative overhead expenses that are charged to capital projects as well as overhead expenses that are not allocated to either capital projects or transit operations. Overhead expenses allocated to projects are included in the capitalized cost of the resulting assets. Unallocated overhead 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 project allocation since 2021: Increased by \$132 million for anticipated agency administrative operating costs up to 2027.

Budget year activities: Fund administrative overhead.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	\$791,918
2021 TIP:	\$1,408,454	2021 :	2026	2021 Cost Estimate:	\$1,139,488
2022 TIP:	\$1,540,556	2022 :	2027	2022 Cost Estimate:	\$1,317,759

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$742,505	\$122,764	\$133,355	\$134,964	\$135,532	\$139,981	\$131,455	\$0	\$1,540,556
Total	\$742,505	\$122,764	\$133,355	\$134,964	\$135,532	\$139,981	\$131,455	\$0	\$1,540,556

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
10-Agency Administration	\$742,505	\$122,764	\$133,355	\$134,964	\$135,532	\$139,981	\$131,455	\$0	\$1,540,556
Total	\$742,505	\$122,764	\$133,355	\$134,964	\$135,532	\$139,981	\$131,455	\$0	\$1,540,556

Project Risk Assessment

N/A.

600025 ENVIRONMENTAL MITIGATION AND MONITORING Managed by: PEPD

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 project allocation since 2021: None.

Budget year activities: Environmental mitigation and maintenance through monitoring plants and weeding along with weeding activities. Activities primarily focused on central corridor areas such as the Tacoma Trestle, Tukwila, and McKinley Park transit centers.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$1,476	2021 :	2041	2021 Cost Estimate:	N/A
2022 TIP:	\$1,476	2022 :	2041	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Snohomish	\$147	\$16	\$22	\$22	\$21	\$0	\$0	\$31	\$258
South King	522	56	77	77	74	0	0	110	915
East King	49	5	7	7	7	0	0	10	86
Pierce	124	13	18	18	17	0	0	26	217
Total	\$842	\$90	\$124	\$124	\$119	\$0	\$0	\$177	\$1,476

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$837	\$87	\$115	\$115	\$110	\$0	\$0	\$165	\$1,428
10-Agency Administration	5	3	9	9	9	0	0	13	48
Total	\$842	\$90	\$124	\$124	\$119	\$0	\$0	\$177	\$1,476

Project Risk Assessment
N/A.

700767

ADMINISTRATIVE POOL VEHICLES

Managed by: EXE

Scope: Project will purchase new administrative vehicles utilized by Sound Transit staff.

Changes to authorized project allocation since 2021: Increased by \$555 thousand for future vehicle purchases to include 10 vehicles in 2022.

Budget year activities: Procure 4 trucks, 5 vans, and a SUV.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$1,006	2021 :	2041	2021 Cost Estimate:	N/A
2022 TIP:	\$1,561	2022 :	2041	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$910	\$217	\$217	\$217	\$0	\$0	\$0	\$0	\$1,561
Total	\$910	\$217	\$217	\$217	\$0	\$0	\$0	\$0	\$1,561

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
70-Vehicles	\$910	\$217	\$217	\$217	\$0	\$0	\$0	\$0	\$1,561
Total	\$910	\$217	\$217	\$217	\$0	\$0	\$0	\$0	\$1,561

Project Risk Assessment
N/A.

700824	ADMINISTRATIVE FACILITIES	Managed by: OPS
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Scope: Funds capital expenditures for Sound Transit owned administrative facilities.

Changes to authorized project allocation since 2021: Increased by \$350 thousand to accommodate program funding for another 2 years.

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 Union Station Emergency lighting.

Authorized Project Allocation (YOE \$000s)	In Service	Financial Plan Project Estimate (2021 \$000s)
Baseline: \$0	Baseline: N/A	Voter-Approved Cost Estimate: N/A
2021 TIP: \$6,123	2021 : 2041	2021 Cost Estimate: N/A
2022 TIP: \$6,473	2022 : 2041	2022 Cost Estimate: N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$3,629	\$2,578	\$265	\$0	\$0	\$0	\$0	\$0	\$6,473
Total	\$3,629	\$2,578	\$265	\$0	\$0	\$0	\$0	\$0	\$6,473

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
09-Admin Capital	\$3,547	\$2,558	\$265	\$0	\$0	\$0	\$0	\$0	\$6,370
10-Agency Administration	83	20	0	0	0	0	0	0	103
Total	\$3,629	\$2,578	\$265	\$0	\$0	\$0	\$0	\$0	\$6,473

Project Risk Assessment
N/A.

802000 ADMINISTRATIVE CAPTIAL 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 project allocation since 2021: Decreased by \$905 thousand transferred to the following programs; \$555 thousand for Administrative Pool Vehicle program and \$350 thousand for Administrative Facilities program.

Budget year activities: Complete installation for Union Station's card access project. Begin Santa Fe conference room variable air volume (VAV) project.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$47,588	2021 :	2041	2021 Cost Estimate:	N/A
2022 TIP:	\$46,683	2022 :	2041	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$10,607	\$360	\$3,964	\$3,355	\$3,664	\$2,167	\$2,167	\$20,400	\$46,683
Total	\$10,607	\$360	\$3,964	\$3,355	\$3,664	\$2,167	\$2,167	\$20,400	\$46,683

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
09-Admin Capital	\$10,607	\$360	\$3,964	\$3,355	\$3,664	\$2,167	\$2,167	\$20,400	\$46,683
Total	\$10,607	\$360	\$3,964	\$3,355	\$3,664	\$2,167	\$2,167	\$20,400	\$46,683

Project Risk Assessment

The accumulation of changes over time, to staffing, space, and growth of administrative facilities could outpace the funding of this project.

802003 **REPLACEMENT ADMIN POOL VEHICLES** **Managed by: EXE**

Scope: Project will purchase replacement administrative vehicles utilized by Sound Transit staff.

Changes to authorized project allocation since 2021: None.

Budget year activities: Replacement of one electric sedan and one SUV.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$1,663	2021 :	2041	2021 Cost Estimate:	N/A
2022 TIP:	\$1,663	2022 :	2041	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$874	\$300	\$300	\$188	\$0	\$0	\$0	\$0	\$1,663
Total	\$874	\$300	\$300	\$188	\$0	\$0	\$0	\$0	\$1,663

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
70-Vehicles	\$874	\$300	\$300	\$188	\$0	\$0	\$0	\$0	\$1,663
Total	\$874	\$300	\$300	\$188	\$0	\$0	\$0	\$0	\$1,663

Project Risk Assessment
N/A.

Scope: Support agencywide hardware and software technology, develop and implement technology solutions to improve administrative efficiency through 2041.

Changes to authorized project allocation since 2021: None.

Budget year activities: Complete various systems implementation and integration projects such as Prophix, CCMS enhancement and more. Continue progress on other projects such as E1 major version upgrade, operations performance reporting and more. Initiate and plan multiple 2022 projects as resources and time permits.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$113,536	2021 :	2041	2021 Cost Estimate:	N/A
2022 TIP:	\$113,536	2022 :	2041	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$36,710	\$5,356	\$5,668	\$4,695	\$5,496	\$5,833	\$4,114	\$45,664	\$113,536
Total	\$36,710	\$5,356	\$5,668	\$4,695	\$5,496	\$5,833	\$4,114	\$45,664	\$113,536

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
01-Operation+Maintenance	\$1,914	\$0	\$343	\$264	\$207	\$1,002	\$1,178	\$0	\$4,909
09-Admin Capital	30,764	4,293	5,325	4,431	5,289	4,831	2,936	45,664	103,531
10-Agency Administration	4,032	1,064	0	0	0	0	0	0	5,096
Total	\$36,710	\$5,356	\$5,668	\$4,695	\$5,496	\$5,833	\$4,114	\$45,664	\$113,536

Project Risk Assessment

Future year forecasts reflect initial planning estimates so costs are subject to change. Schedules are dependent on staff capacity and the specific application or approach selected.

864140

ADMINISTRATIVE SERVICES

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 project allocation since 2021: None.

Budget year activities: Continue installing sit/stand desks within the core-campus.

Authorized Project Allocation (YOE \$000s)		In Service		Financial Plan Project Estimate (2021 \$000s)	
Baseline:	\$0	Baseline:	N/A	Voter-Approved Cost Estimate:	N/A
2021 TIP:	\$5,904	2021 :	N/A	2021 Cost Estimate:	N/A
2022 TIP:	\$5,904	2022 :	2041	2022 Cost Estimate:	N/A

Cashflow (YOE \$000s)

Subarea	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
Systemwide	\$4,864	\$144	\$204	\$211	\$481	\$0	\$0	\$0	\$5,904
Total	\$4,864	\$144	\$204	\$211	\$481	\$0	\$0	\$0	\$5,904

Phase	Life to Date	2022	2023	2024	2025	2026	2027	Future	Total
09-Admin Capital	\$4,861	\$144	\$204	\$211	\$481	\$0	\$0	\$0	\$5,901
10-Agency Administration	3	0	0	0	0	0	0	0	3
Total	\$4,864	\$144	\$204	\$211	\$481	\$0	\$0	\$0	\$5,904

Project Risk Assessment

N/A.





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