

# 2023 Financial Plan & Proposed Budget



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# Sound Transit Link light rail

## Current service and future extensions

**Link light rail**

**Future service:**

- 1 Line** Ballard–Tacoma
- 2 Line** Mariner–Redmond
- 3 Line** Everett–West Seattle
- 4 Line** South Kirkland–Issaquah
- T Line** Tacoma Dome–Tacoma Community College

**In service:**

- Northgate–Angle Lake
- Tacoma Dome–Theater District

○ New station  
 P Added parking  
 ∞ Major transfer hub  
 ○ Existing station  
 P Existing parking  
 ○ Provisional light rail station  
 20XX New service open date

Amtrak trains    Sea-Tac Airport  
 Ferry terminal    Sounder trains  
 Greyhound buses    Streetcar  
 Monorail    Stride BRT buses

For more details, including current project schedules, go to:

[soundtransit.org/system](https://www.soundtransit.org/system)



# Introduction

The 2023 \$3.1 billion Sound Transit budget reflects the agency's public commitment to expand and operate a network that gives everyone in the Puget Sound access to the region's economic, educational, and cultural opportunities through low-cost, reliable, and sustainable transit service. This budget represents our plan to meet the current, unique challenges we face in the coming year to get us back on track from ongoing effects of the three-year pandemic and construction setbacks, including the fallout from the four-month concrete strike which delayed 4,300 deliveries and rising costs for materials.

In October 2021, we expanded our Link Light Rail 1 Line by 4.3 miles, opening three new stations that now include two of our most popular stops, Northgate and the U District. The expansion has added about 20,000 daily riders to our system. While opening the Northgate Link Extension was banner milestone, there have been several other notable construction successes during the past year, from connecting Federal Way light rail to the existing 1 Line, to opening bus rapid transit lanes in Bothell, to opening the South Bellevue park-and-ride garage, and to completing station safety upgrades at our Columbia City Station.

It's also been a big year for planning and policy. In January, we published our Draft Environmental Impact Statement for the West Seattle and Ballard Link Extension and followed up with extensive outreach in the spring, eventually recommending preferred routes in July. That recommendation included extending the discussion about the International District station as the direct result of the feedback we heard during community outreach. Meanwhile, the Board identified the preferred alternative for our Operations and Maintenance Facility South, updated our fare policies, approved free youth fares, and approved transaction terms for two transit-oriented development (TOD) developments adjacent to our Angle Lake Station. It was, in fact, a remarkable year for our equitable TOD program. We reached an agreement for \$100 million in TOD funding from Amazon and opened the Cedar Crossing TOD at our Roosevelt Station, including 250 units of new affordable housing.

Other news from the past year includes both the arrival of new Sounder cars and new vehicles for the T Line, securing \$15 million in federal funding for our BRT on I-405, and perhaps most critically for the 2023 budget, approving an action plan to help remedy Link project delays.

The 2023 budget makes several investments that will enact this action plan to help get our capital projects back on track. The budget funds an increase in construction and inspection resources and training to ensure understanding of the required project scopes and "hold points" in the repair process. It also funds third-party experts to review repairs and provide material testing in the laboratory and in-field, increases emphasis on contractors' quality control programs, and invests in construction mock-ups to demonstrate proper installation methods and establish standards of performance to judge the installed work.

Another emphasis of this budget reflects the Board's aforementioned updated fare policy. As Sound Transit strives to become an anti-racist agency, this budget helps fund the Board's priority to institute equitable fare policies as part of \$672 million investment over the next two decades within the context of a seven percent decrease in fare revenue through 2046.

Our new program approved by the Board in May 2022 will fund more fare ambassador staff. Fare ambassadors, part of an agency changeover from using security officers, focus on helping passengers ride rather than on punishing them. Hiring more of them won't only increase this more equitable approach—ambassadors undergo anti-bias and de-escalation training—it will also double the amount of fare checks we can do.

The new policy removes collections from the process and removes suspensions, increasing the number of non-payment warnings in a 12-month period from one to two. Passengers without proof of payment may continue to ride the system, though passengers lacking proof of payment will eventually face \$50 and \$75 fines as resolution options on the third and fourth interactions, as well as have non-monetary options to dispute or resolve the fine. The new policy maintains the agency's ability to refer cases of repeat non-payment to district court, but only for those without proof of payment five or more times within a 12-month period. And the Board authorized the CEO to establish alternative resolution and dispute processes, which may include signing up for a reduced fare program or completing an engagement activity.

We highlight these two budget investments, getting us back on track from construction delays and addressing problems in our previous fare system, to emphasize the proactive nature of the \$3.1 billion 2023 budget. We are meeting our current challenges with targeted investments that serve the public and fulfill our commitments to voters.

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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).

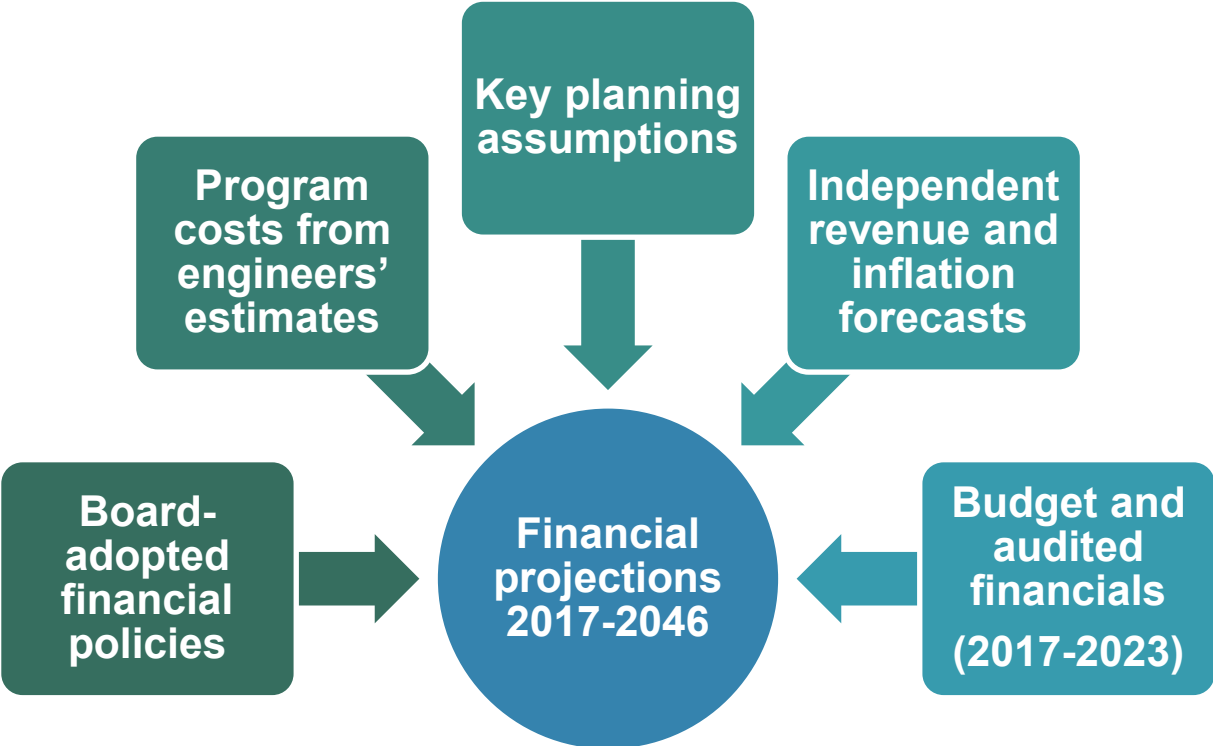
Sound Transit produces the LRFP in accordance with the Federal Transit Administration’s “Guidance for Transit Financial Plans” and maintains the plan on a modified cash basis. The LRFP states and projects all agency sources and uses of funds for the period 1997 to 2060 with special focus on 2017 to 2046.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

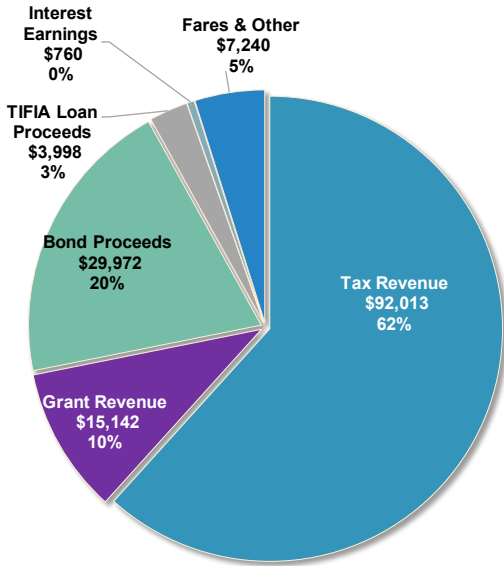
KEY ELEMENTS OF THE LONG-RANGE FINANCIAL PLAN



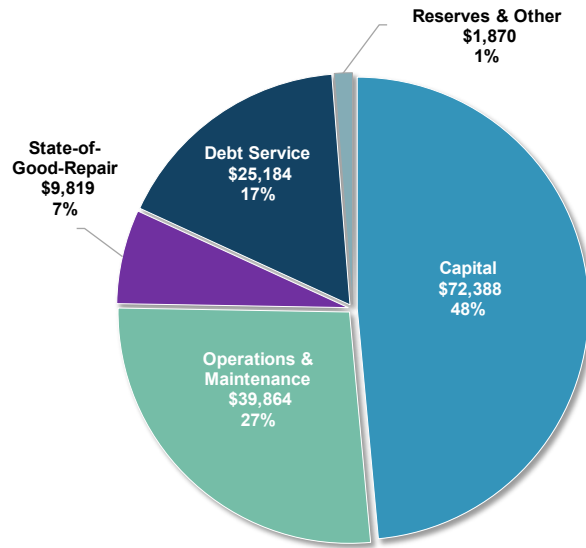
# Sources and Uses of Funds - Affordable Schedule

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

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



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





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

	Snohomish	North King	South King	East King	Pierce	System-wide	Total
<b>Sources of Funds</b>							
<b>Tax Revenues</b>							
Sales and Use	9,880	22,367	9,401	19,712	14,059	-	<b>75,420</b>
MVET	1,571	2,151	1,271	2,795	2,397	-	<b>10,186</b>
Property Tax	673	2,201	678	1,857	842	-	<b>6,251</b>
Rental Car Tax	10	17	105	12	13	-	<b>157</b>
<b>Total Tax Revenues</b>	<b>12,135</b>	<b>26,736</b>	<b>11,456</b>	<b>24,377</b>	<b>17,310</b>	-	<b>92,013</b>
<b>Other Revenue</b>							
Grant Revenue	2,642	4,337	2,608	2,335	1,967	1,254	<b>15,142</b>
Fare Revenue	459	3,721	877	885	607	-	<b>6,549</b>
Other Revenue	22	115	88	112	77	277	<b>691</b>
Interest Earnings	-	-	-	-	-	760	<b>760</b>
<b>Total Other Revenue</b>	<b>3,123</b>	<b>8,173</b>	<b>3,574</b>	<b>3,332</b>	<b>2,650</b>	<b>2,291</b>	<b>23,142</b>
Bond Proceeds (with DSRF)	5,892	17,450	5,492	120	55	-	<b>29,009</b>
TIFIA Proceeds	479	1,180	941	1,398	-	-	<b>3,998</b>
Changes in Cash (addtl funding to offset deficits)	754	1,438	1,034	(300)	(1,965)	(0)	962
<b>Total Sources</b>	<b>22,384</b>	<b>54,977</b>	<b>22,497</b>	<b>28,926</b>	<b>18,051</b>	<b>2,291</b>	<b>149,124</b>

<b>Uses of Funds</b>							
<b>Capital Expenditures</b>							
Light Rail Transit	11,604	19,588	5,865	12,866	3,509	7,022	<b>60,455</b>
Tacoma Link	-	-	-	-	1,810	-	<b>1,810</b>
Commuter Rail	143	3	1,597	0	2,994	24	<b>4,761</b>
Regional Express Bus	198	65	64	377	375	31	<b>1,110</b>
Bus Rapid Transit	65	439	352	1,609	32	-	<b>2,496</b>
System-wide	89	188	71	96	95	1,216	<b>1,756</b>
<b>Total Capital Expenditures</b>	<b>12,098</b>	<b>20,283</b>	<b>7,949</b>	<b>14,948</b>	<b>8,816</b>	<b>8,293</b>	<b>72,388</b>
<b>O&amp;M Expenditures</b>							
Light Rail Transit	2,053	11,571	3,663	3,278	730	0	<b>21,295</b>
Tacoma Link	-	-	-	-	991	-	<b>991</b>
Commuter Rail	440	-	1,412	-	1,655	-	<b>3,507</b>
Regional Express Bus	710	0	492	2,188	1,437	-	<b>4,827</b>
Bus Rapid Transit	177	330	233	924	-	-	<b>1,664</b>
System-wide*	664	896	383	779	543	4,317	<b>7,581</b>
<b>Total O&amp;M Expenditures</b>	<b>4,043</b>	<b>12,797</b>	<b>6,183</b>	<b>7,168</b>	<b>5,356</b>	<b>4,317</b>	<b>39,864</b>
SOGR	548	3,020	1,663	1,971	1,300	1,317	<b>9,819</b>
System-Wide Activities	1,517	3,393	1,439	3,110	2,178	(11,637)	-
Reserve Contributions (O&M, R&R, DSRF)	355	1,010	345	91	67	1	<b>1,870</b>
Debt Service (Excludes TIFIA)	3,420	12,873	3,977	577	279	-	<b>21,127</b>
TIFIA Debt Service	348	887	688	1,019	-	-	<b>2,942</b>
Debt Restructuring Activities	53	713	253	41	56	-	<b>1,115</b>
Changes in Cash (cumulative surplus)	-	-	-	-	-	-	-
<b>Total Uses</b>	<b>22,384</b>	<b>54,977</b>	<b>22,497</b>	<b>28,926</b>	<b>18,051</b>	<b>2,291</b>	<b>149,124</b>

\*Includes Other O&M and Emergency Reserve

## Sources of Funds - Affordable Schedule

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

### Tax revenues

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

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

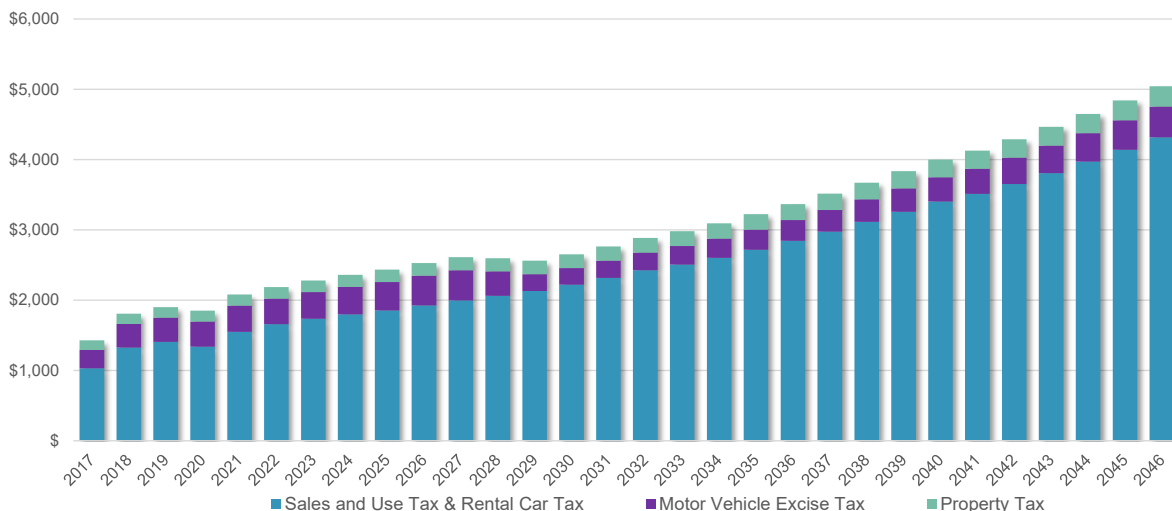
For the property tax forecast, an independent third-party projects the growth of assessed value (AV) for both existing property and new construction within the Sound Transit district.

#### Assumptions:

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

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

TAX REVENUES 2017 — 2046  
(YOES\$ in millions)



## Grant revenue

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

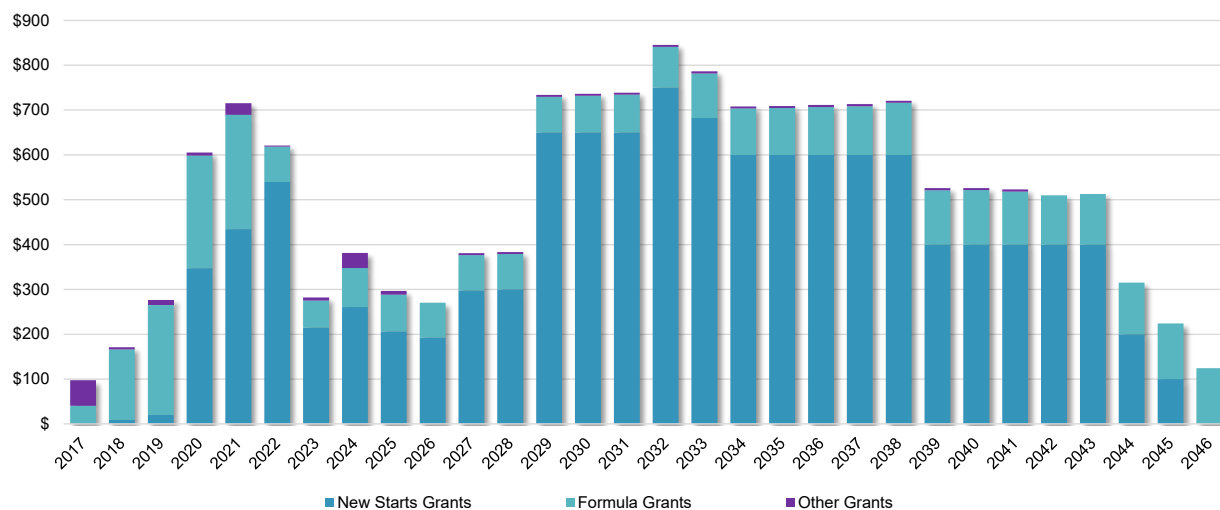
Of the \$15.1 billion in grant funding assumed in the LRFP through 2017 to 2046, approximately \$3.3 billion (22%) has already been secured in executed grant agreements, including Full Funding Grant Agreements (FFGAs).

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

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

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

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





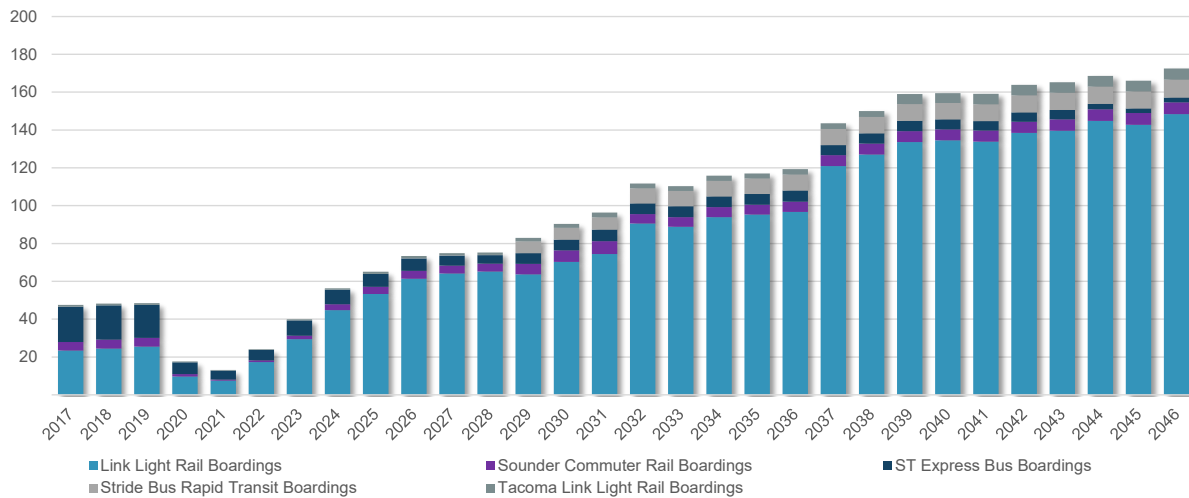
## Ridership and fare revenue

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

### Ridership

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

RIDERSHIP BY MODE 2017 — 2046  
(in millions)



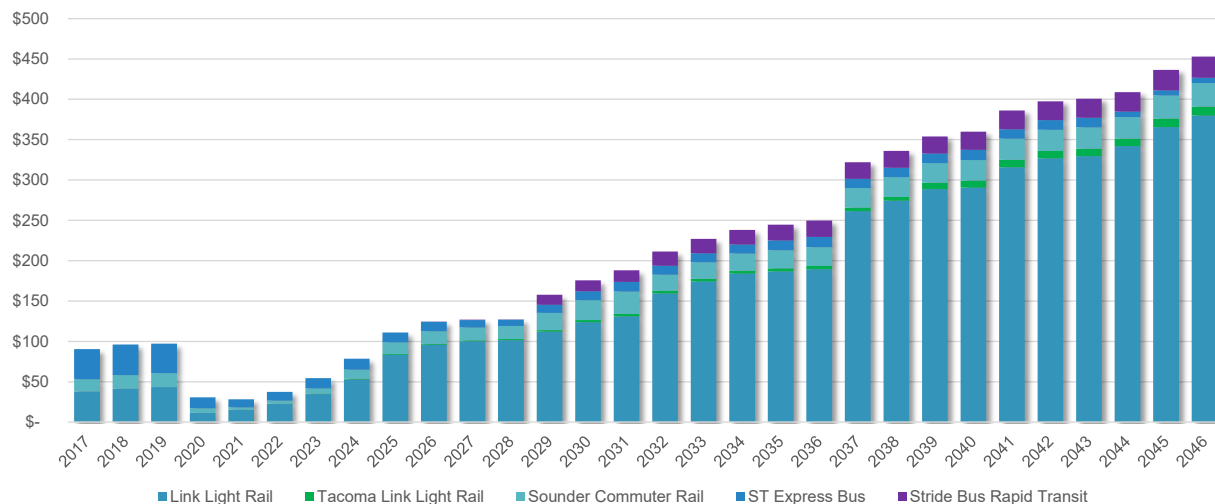
## Fare revenue

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

### Assumptions:

- Standard adult Sounder and Link fares are structured with a base fare plus a distance-based charge per mile traveled.
- ST Express fares are projected to be comparable to bus fares of other transit agencies serving the three counties. Fares paid with an ORCA card receive a two-hour transfer credit for the fare paid.
- Senior/disabled and ORCA LIFT (low income) fares are set lower than the standard adult fare.
- Effective September 1, 2022, riders age of 18 or under are no longer required to pay a fare.
- Fare changes will occur as directed by the Board to comply with fare policy.
- Allocation of regional fare revenue to Sound Transit from collections through the ORCA card system (One Regional Card for All) is a stored value smart card used for payment of public transit fares in the central Puget Sound) 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% rate of return on cash and investment balances throughout the planning horizon of 2046.

## **Other revenue**

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

## Uses of Funds - Affordable Schedule

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

### Inflation forecasting

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

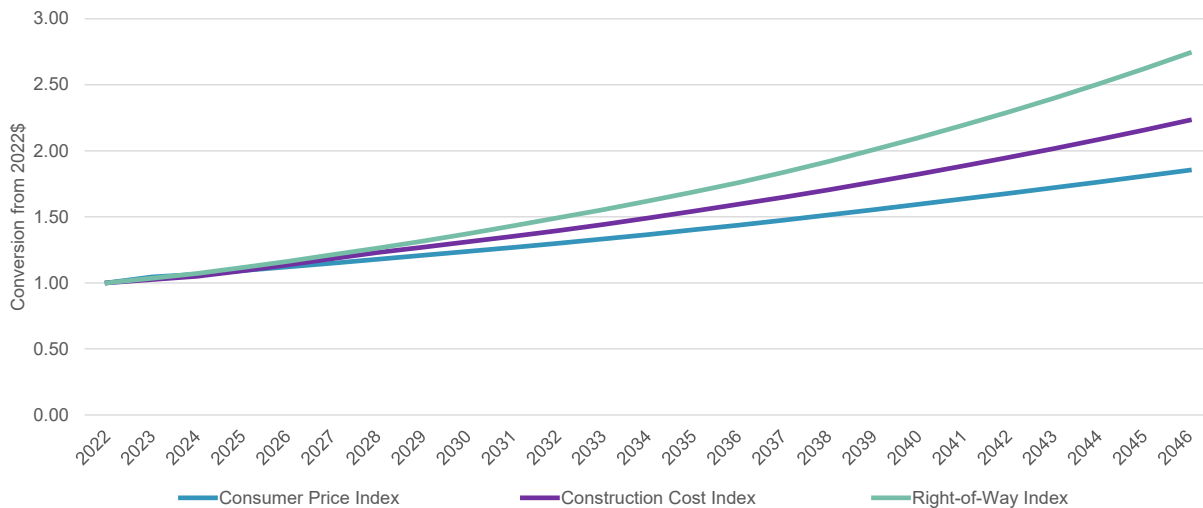
- Consumer Price Index (CPI) (for All Urban Consumers, Seattle-Tacoma-Bellevue) is applied to operations and maintenance expenses, and “soft” capital costs, excluding construction-related elements and property acquisitions, and is produced by an independent third party.
- Construction Cost Index (CCI)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

#### Assumptions:

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

\*based on compound annual growth rate

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



### Operations and maintenance expenditures

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

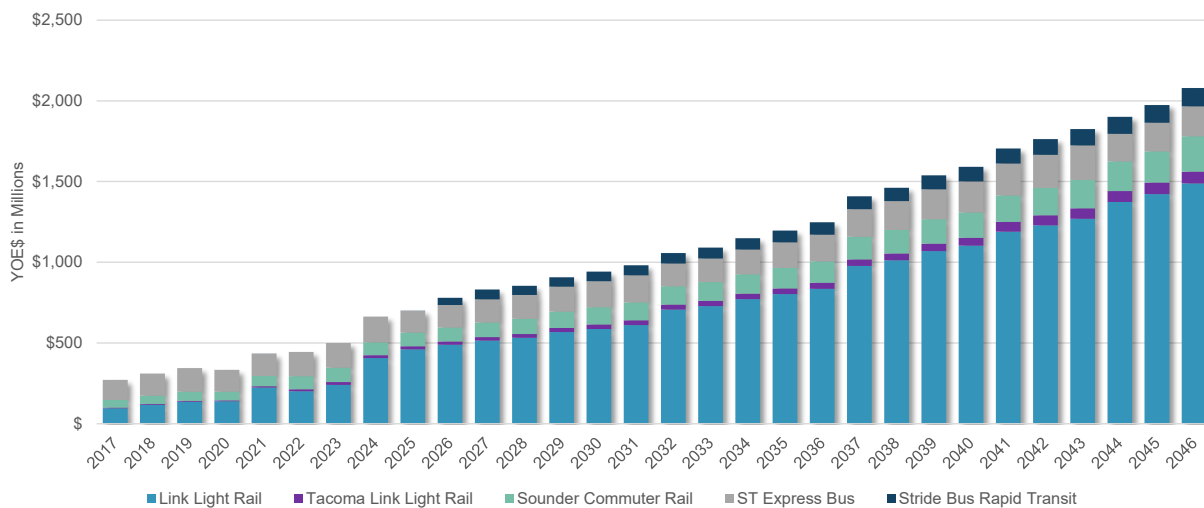
Non-labor operating costs are inflated using the Consumer Price Index (CPI-U Seattle). Labor costs are inflated according to Sound Transit’s projected wage and benefit growth rates. Some purchased transportation costs are inflated at a higher rate based on historical experience or known contract increases.

## 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% 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

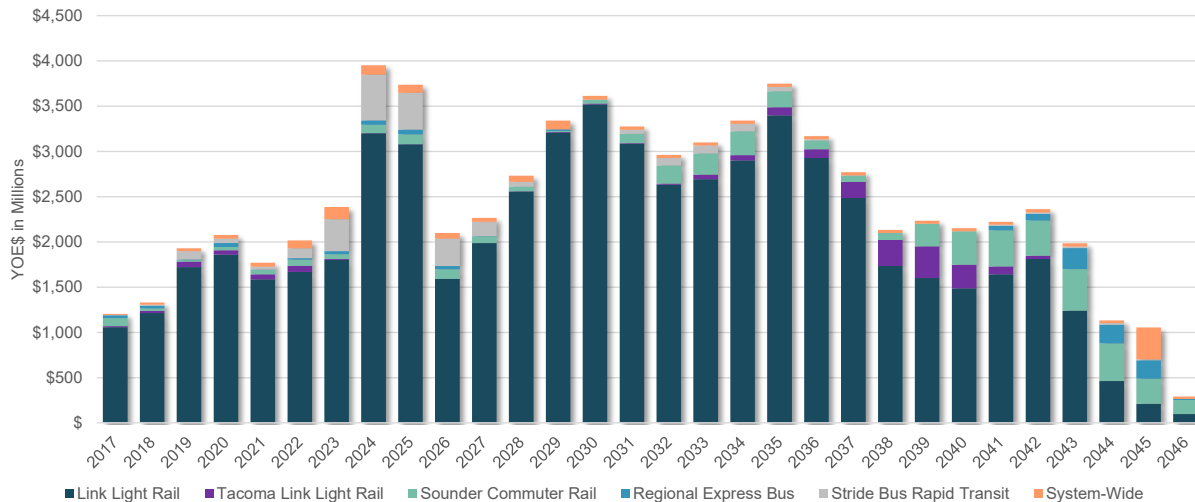
The LRFP capital spending plan consists of six categories. These include Sound Transit’s five transit modes: Link light rail, Tacoma Link light rail, Sounder commuter rail, Regional Express, and Stride bus rapid transit. Additionally, there is another category of capital projects called “system-wide”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

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

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

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

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



## 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.

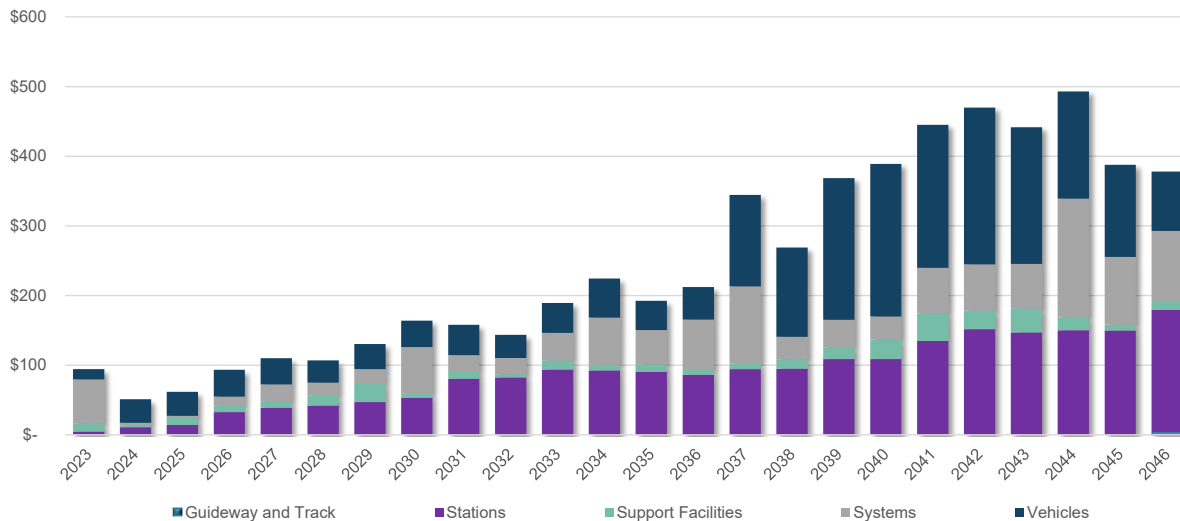
## State of good repair expenditures

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

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

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

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



## Contribution to reserves

The agency maintains reserves to meet 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: 5.25%.
- Cash is managed so that a minimum \$5 million is available for operating expenditures at all times.

# Financing

## Financial policy

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

### Assumptions:

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

## Performance and ratings

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

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

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

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

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

## Capacity

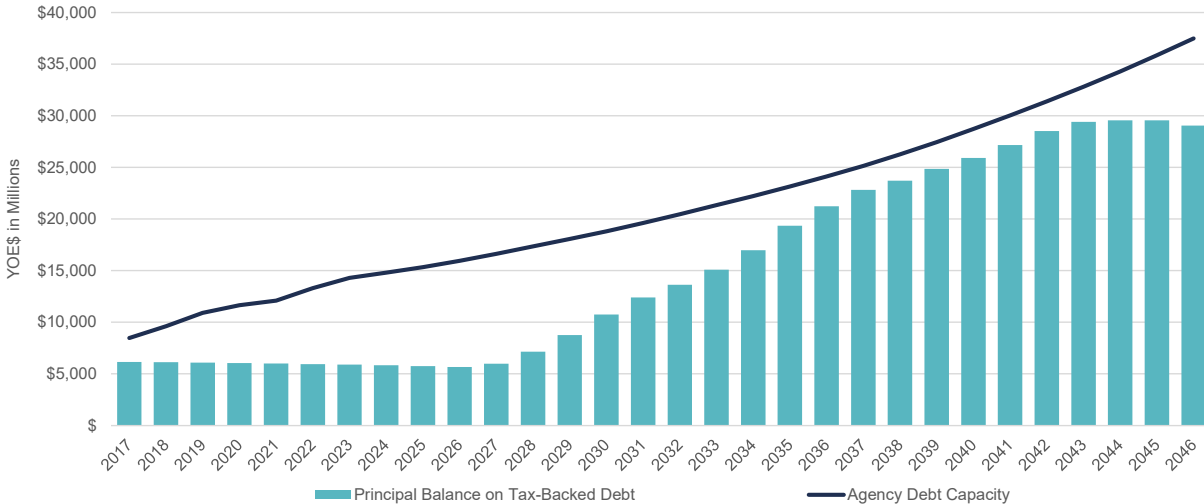
As described earlier, according to Washington state law, the amount of debt issued by Sound Transit cannot exceed 1.5% of the assessed valuation of real property located within the regional transit authority district. An important metric of the agency’s financial health is the remaining amount of debt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



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

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

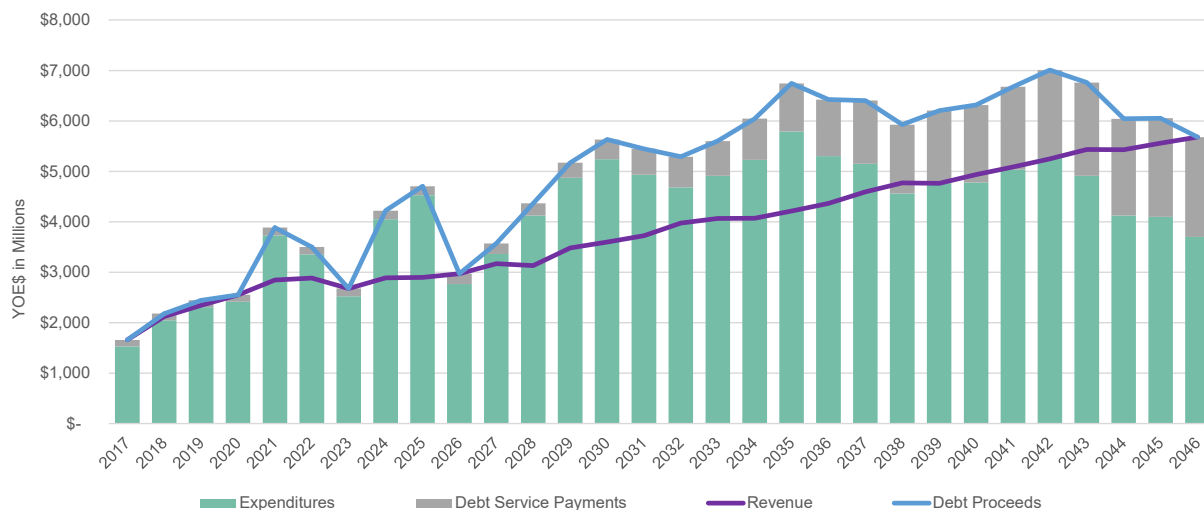
**DEBT CAPACITY 2017 — 2046**  
(YOES\$ in millions)



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

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

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

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

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

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

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

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

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

# 2023 Budget Overview

## Business Planning and Performance Management

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

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

## Budget Summary

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

Sound Transit estimates to receive \$2.7 billion in revenues and other financing sources in 2023. The decrease of \$825.6 million or 23.5% compared to 2022 forecast is primarily due to lower federal grants and no planned bond & Transportation Infrastructure Finance and Innovation Act (TIFIA) loan proceeds in 2023, which is partially offset by higher tax revenues. Passenger fare revenues are projected to be \$52.4 million or 26.5% higher than the 2022 forecast assuming ridership continues to grow from initial COVID-19 declines.

The total transit modes budget of \$500.1 million is up 30.1% compared to the 2022 forecast as Sound Transit regains ridership from the pandemic and expands its footprint in the region. This includes the full year of operating costs for Northgate Link Extension stations and Operations and Maintenance Facility – East (OMFE) in 2023, anticipated opening of Hilltop Tacoma Link and ownership of the Downtown Seattle Transit Tunnel (DSTT) from King County Metro (KCM) beginning in Q1 2023.

The projects budget (excluding charges to transit modes) totals \$2.4 billion for 2023, an increase of \$251.2 million or 11.7% compared to the 2022 forecast. The 2023 Transit Improvement Plan reflects the guidance from the Board on program realignment: current construction continues, and agency staff are working towards the affordability and target schedules established in Resolution No. R2021-05. State of Good Repair and other non-system expansion projects are prioritized and funded to support agency priorities. Based on the realignment guidance, \$2.1 billion or 87.6% of the total projects budget is to continue with planning, design, and build-out of the system expansion program. An additional \$138.2 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 \$159.5 million.

Other expenses budget totals \$205.3 million for 2023, an increase of \$6.9 million or 3.5% over the 2022 forecast. Of the 2023 other expenses budget, \$144.1 million is budgeted for debt service, which includes principal repayments, interest expense, loan amortization, and financing fees. \$24.3 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. A \$5.0 million cash contribution to the City of Seattle for the operation and maintenance of the First Hill Streetcar, \$17.2 million for leases, \$14.2 million for agency contingency, and \$598.4 thousands for other Non-Operating Expense are also budgeted for 2023. More information on these expenditures can be found in the Other Budgets section.

Lastly, the budget anticipates the use of approximately \$412.2 million of unrestricted cash in 2023 to close the gap between this year's revenue and other financing sources of \$2.7 billion versus expenses and outlays of \$3.1 billion. The agency's unrestricted cash balance is estimated to equal \$1.7 billion by the end of 2023.

<b>2023 BUDGET SUMMARY (in thousands)</b>	<b>2021 Actual<sup>1</sup></b>	<b>2022 Budget<sup>2</sup></b>	<b>2022 Forecast</b>	<b>2023 Budget</b>
<b>Revenues &amp; Other Financing Sources</b>				
Sales Tax	\$ 1,584,850	\$ 1,685,429	\$ 1,705,736	\$ 1,742,980
Motor Vehicle Excise Tax	370,634	404,425	365,438	381,233
Rental Car Tax	3,492	3,049	3,864	3,980
Property Tax	157,707	163,091	163,091	170,000
Passenger Fare Revenues	28,148	36,456	41,422	52,379
Federal Grants	715,011	497,737	612,069	282,172
Local & State Contributions	12,764	1,103	3,271	860
Investment Income	(2,068)	12,963	(14,751)	40,409
Miscellaneous Revenues	14,185	17,251	15,014	10,882
Bond & TIFIA Loan Proceeds	1,037,664	615,000	615,267	-
<b>Total Revenue &amp; Other Financing Source:</b>	<b>\$ 3,922,386</b>	<b>\$ 3,436,504</b>	<b>\$ 3,510,420</b>	<b>\$ 2,684,895</b>
<b>Expenses &amp; Outlays</b>				
<b>Transit Modes<sup>2</sup></b>				
Link	\$ 154,539	\$ 199,431	\$ 177,838	\$ 239,889
Sounder	60,430	76,456	67,057	89,966
ST Express	136,789	146,151	131,902	153,116
Tacoma Link	6,318	11,008	7,533	17,134
<b>Subtotal Transit Modes</b>	<b>\$ 358,076</b>	<b>\$ 433,046</b>	<b>\$ 384,330</b>	<b>\$ 500,104</b>
<b>Projects</b>				
System Expansion	\$ 1,746,703	\$ 2,154,020	\$ 1,950,192	\$ 2,098,987
Enhancement	8,928	43,627	30,991	61,557
State of Good Repair	22,491	45,608	32,080	76,659
Administrative	102,780	133,479	132,217	159,452
Charges to Transit Modes <sup>3</sup>	(13,004)	(17,944)	(11,577)	(27,202)
<b>Subtotal Projects</b>	<b>\$ 1,867,897</b>	<b>\$ 2,358,790</b>	<b>\$ 2,133,903</b>	<b>\$ 2,369,453</b>
<b>Others</b>				
Debt Service	\$ 1,275,336	\$ 156,680	\$ 133,645	\$ 144,060
Tax Collection & Fees	26,268	29,432	22,045	24,327
Contributions to Partner Agencies	5,000	5,000	5,000	5,000
Leases	16,242	17,291	16,740	17,153
Agency Contingency	-	21,047	21,047	14,200
Other Non Operating Expenses	882	570	(57)	598
<b>Subtotal Others</b>	<b>\$ 1,323,728</b>	<b>\$ 230,020</b>	<b>\$ 198,420</b>	<b>\$ 205,338</b>
<b>Total Expenses &amp; Outlays</b>	<b>\$ 3,549,701</b>	<b>\$ 3,021,856</b>	<b>\$ 2,716,653</b>	<b>\$ 3,074,895</b>
<b>Projected Unrestricted Cash Balance as of 1/1/2023</b>				<b>\$ 2,096,864</b>
Total Revenue & Other Financing Sources				<b>\$ 2,684,895</b>
Total Expenses & Outlays				<b>\$ (3,074,895)</b>
Reserves				<b>\$ (22,184)</b>
<b>Projected Unrestricted Cash Balance as of 12/31/2023</b>				<b>\$ 1,684,679</b>

<sup>1</sup> Final and Audited

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

<sup>3</sup> Operating Projects charged to Transit Modes through expense transfers

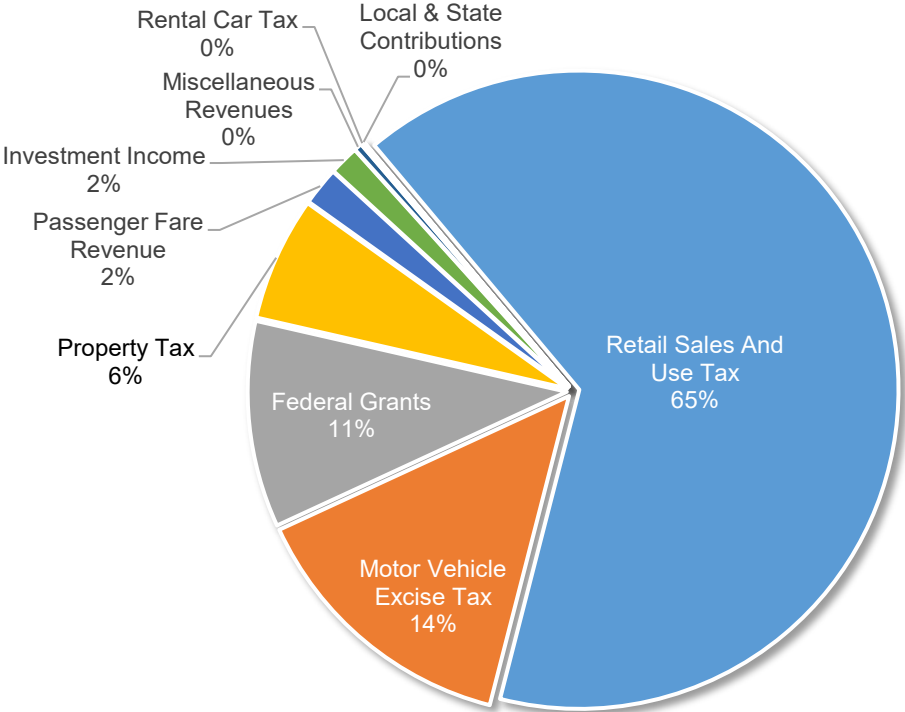
# Revenues & Other Financing Sources

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

Excluding bond and TIFIA loan proceeds, Sound Transit expects to recognize \$2.7 billion in revenues and other financing sources in 2023, a decrease of 7.3% or \$210.3 million from the 2022 forecast. The decrease is mainly due to lower federal grants following the receipt of American Rescue Plan (ARP) funding in 2022 totaling \$230 million and \$74 million in funds accelerated into 2022 for the Lynnwood Link Extension project. Additionally, miscellaneous revenues are down \$4.1 million due to the uncertainty of federal government bond subsidy payments in 2023. The decreases are partially offset by higher taxes, fare revenues, and investment income. The 2023 budget does not include any TIFIA loan proceeds resulting in a decrease of \$615.3 million in funds from 2022.

The 2023 budget including the difference in TIFIA loan proceeds is \$2.7 billion, a decrease of 23.5% or \$825.5 million from the 2022 forecast.

REVENUES AND OTHER FINANCING SOURCES



## Retail Sales and Use Tax

Sound Transit receives 1.4% on transactions subject to sales and use taxes generated within the Sound Transit district. In November 2016, voters approved a 0.5% increase in the sales tax rate to fund ST3, a major system expansion plan. This increase took effect in April 2017. The 2023 budget of \$1.7 billion is 2.2% or \$37.2 million above the 2022 forecast. Retail sales and use tax accounts for 64.9% of total revenues in 2023.

### **Motor Vehicle Excise Tax (MVET)**

Sound Transit receives 1.1% of vehicle license renewals within the Sound Transit district. In November 2016, voters approved a 0.8% increase in MVET rate to fund ST3. This increase took effect in March 2017. The 2023 budget of \$381.2 million is 4.3% or \$15.8 million above the 2022 forecast. MVET accounts for 14.2% of total revenues in 2023.

### **Rental Car Tax**

Sound Transit receives 0.8% on rental car transactions within the Sound Transit district. The 2023 budget of \$4.0 million is 3.0% or \$116 thousand above the 2022 forecast. Rental car tax accounts for 0.1% of total revenues in 2023.

### **Property Tax**

Sound Transit began levying property taxes in 2017 at a rate of 25 cents per \$1,000 of assessed valuation within the Sound Transit district, following voter approval of ST3 in November 2016. The 2023 budget of \$170.0 million is 4.2% or \$6.9 million above the 2022 forecast reflecting preliminary 2023 property tax levy and assessed valuation data. Property tax accounts for 6.3% of total revenues in 2023.

### **Federal Grants**

The 2023 federal grant revenue budget of \$282.2 million is 53.9% or \$329.9 million below the 2022 forecast primarily due to a reduction of \$230 million in ARP Operations Funding from 2022. Also, \$74 million in FFGA grants for the Lynnwood Link Extension project were accelerated in 2022. 2023 budgeted grant revenues include FTA grants for: Federal Way Link Extension of \$114.0 million, Lynnwood Link Extension of \$100.0 million, Downtown Redmond Link Extension of \$25.2 million, and light rail and bus preventative maintenance operating grants of \$27.1 million. Federal grants account for 10.5% of total revenues in 2023.

### **Local and State Contributions**

This category includes state grants for projects and operating grants, as well as any contributions from local jurisdictions. The 2023 budget of \$860 thousand is 73.7% or \$2.4 million below the 2022 forecast and includes a contribution for the Overlake Village Station project. Local and state contributions account for 0.0% of total revenues in 2023.

### **Passenger Fare Revenue**

The 2023 budget of \$52.4 million is 26.5% or \$11.0 million above the 2022 forecast, as ridership begins to recover from the impact of the COVID-19 restrictions.

Average fare per boarding assumptions for the 2023 budget are: Link, \$1.18; Sounder, \$3.64; ST Express, \$1.59. Tacoma Link will start charging fares in 2023 with an average fare per boarding assumption of \$0.75. Passenger fares account for 2.0% of total revenues in 2023.

### **Investment Income**

Sound Transit receives investment income on surplus cash and restricted funds invested in accordance with Washington state law and overseen according to the Board-approved investment policy (Asset Liability Management Policies), as well as interest on lease revenues. The 2023 budget of \$40.4 million is 374% or \$55.2 million above the 2022 forecast. The 2022 forecast includes \$38.0 million dollars in fair market value adjustments which are a non-cash adjustment. Investment income accounts for 1.5% of total revenues in 2023.

### **Miscellaneous Revenue**

Miscellaneous revenues include advertising revenues, rental income from Sound Transit properties, ORCA regional program billing reimbursements, operating and maintenance reimbursements for Sounder and ST Express, and use license fees. The 2023 budget of \$10.9 million is 27.5% or \$4.1 million below the 2022 forecast primarily due to the uncertainty of federal government bond subsidy payments in 2023. Miscellaneous revenue accounts for 0.4% of total revenues in 2023.

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

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

# Transit Operating Budget

The 2023 budget for transit operations totals \$500.1 million, which is \$115.8 million or 30.1% higher than the 2022 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, 5 ST-owned transit centers, and 5 ST-owned park-and-ride lots. Sound Transit also operates at numerous facilities owned by other agencies.

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

## 2023 TRANSIT OPERATING BUDGET

(in thousands)

	2021 Actual	2022 Budget*	2022 Forecast	2023 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
<b>Salaries &amp; Benefits</b>						
Salaries	\$ 12,824	\$ 18,102	\$ 14,891	\$ 26,425	\$ 11,533	77.5%
Benefits	\$ 8,342	\$ 11,832	\$ 9,841	\$ 17,382	\$ 7,541	76.6%
<b>Subtotal</b>	<b>\$ 21,167</b>	<b>\$ 29,933</b>	<b>\$ 24,733</b>	<b>\$ 43,807</b>	<b>\$ 19,074</b>	<b>77.1%</b>
<b>Services</b>						
Facilities Maintenance	\$ 5,609	\$ 8,407	\$ 6,735	\$ 9,428	\$ 2,694	40.0%
DSTT Fees to KCM	\$ 3,728	\$ (1,320)	\$ (1,320)	\$ 0	\$ 1,320	-100.0%
Security & Safety	\$ 31,654	\$ 37,205	\$ 33,375	\$ 41,958	\$ 8,583	25.7%
Vehicle Maintenance	\$ 13,575	\$ 16,846	\$ 16,137	\$ 19,039	\$ 2,902	18.0%
Fare Vending Machine/ORCA Service	\$ 2,853	\$ 6,550	\$ 5,759	\$ 4,631	\$ (1,127)	-19.6%
Vertical Transportation	\$ 7,027	\$ 10,055	\$ 10,933	\$ 10,712	\$ (220)	-2.0%
Consulting Services	\$ 1,724	\$ 2,978	\$ 2,556	\$ 10,673	\$ 8,117	317.6%
Other Services	\$ 4,230	\$ 5,704	\$ 4,634	\$ 9,862	\$ 5,228	112.8%
<b>Subtotal</b>	<b>\$ 70,401</b>	<b>\$ 86,426</b>	<b>\$ 78,807</b>	<b>\$ 106,303</b>	<b>\$ 27,496</b>	<b>34.9%</b>
<b>Materials &amp; Supplies</b>	<b>\$ 10,541</b>	<b>\$ 12,566</b>	<b>\$ 14,411</b>	<b>\$ 22,471</b>	<b>\$ 8,060</b>	<b>55.9%</b>
<b>Utilities</b>	<b>\$ 6,090</b>	<b>\$ 8,195</b>	<b>\$ 8,093</b>	<b>\$ 8,751</b>	<b>\$ 657</b>	<b>8.1%</b>
<b>Insurance</b>	<b>\$ 14,917</b>	<b>\$ 20,553</b>	<b>\$ 15,107</b>	<b>\$ 22,321</b>	<b>\$ 7,214</b>	<b>47.7%</b>
<b>Taxes</b>	<b>\$ 1,649</b>	<b>\$ 3,211</b>	<b>\$ 2,164</b>	<b>\$ 2,354</b>	<b>\$ 190</b>	<b>8.8%</b>
<b>Purchase Transportation Services</b>						
Purchased Transportation	\$ 185,441	\$ 208,241	\$ 189,803	\$ 231,914	\$ 42,111	22.2%
Paratransit	\$ 1,671	\$ 2,935	\$ 2,714	\$ 3,185	\$ 470	17.3%
<b>Subtotal</b>	<b>\$ 187,112</b>	<b>\$ 211,176</b>	<b>\$ 192,518</b>	<b>\$ 235,099</b>	<b>\$ 42,581</b>	<b>22.1%</b>
<b>Miscellaneous</b>	<b>\$ 763</b>	<b>\$ 656</b>	<b>\$ 626</b>	<b>\$ 1,139</b>	<b>\$ 513</b>	<b>82.1%</b>
<b>Leases &amp; Rentals</b>	<b>\$ 815</b>	<b>\$ 830</b>	<b>\$ 979</b>	<b>\$ 1,008</b>	<b>\$ 29</b>	<b>3.0%</b>
<b>Expense Transfers</b>						
Operating Projects Transferred from CIP	\$ 14,536	\$ 19,480	\$ 14,327	\$ 27,202	\$ 12,874	89.9%
Operations Department	\$ 8,909	\$ 13,518	\$ 10,337	\$ 0	\$ (10,337)	-100.0%
Administrative Department	\$ 22,706	\$ 28,039	\$ 24,978	\$ 29,650	\$ 4,672	18.7%
Transfer to CIP	\$ (1,531)	\$ (1,536)	\$ (2,750)	\$ 0	\$ 2,750	-100.0%
<b>Subtotal</b>	<b>\$ 44,620</b>	<b>\$ 59,501</b>	<b>\$ 46,892</b>	<b>\$ 56,851</b>	<b>\$ 9,959</b>	<b>21.2%</b>
<b>Transit Operations Budget Total</b>	<b>\$ 358,076</b>	<b>\$ 433,046</b>	<b>\$ 384,330</b>	<b>\$ 500,104</b>	<b>\$ 115,774</b>	<b>30.1%</b>

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



# Summary by Mode

## Link Light Rail

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

### 2023 LINK BUDGET (in thousands)

	2021 Actual	2022 Budget*	2022 Forecast	2023 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
<b>Salaries &amp; Benefits</b>						
Salaries	\$ 6,388	\$ 9,475	\$ 7,727	\$ 14,357	\$ 6,631	85.8%
Benefits	\$ 4,155	\$ 6,190	\$ 5,120	\$ 9,452	\$ 4,331	84.6%
<b>Subtotal</b>	<b>\$ 10,544</b>	<b>\$ 15,665</b>	<b>\$ 12,847</b>	<b>\$ 23,809</b>	<b>\$ 10,962</b>	<b>85.3%</b>
<b>Services</b>						
Facilities Maintenance	\$ 1,251	\$ 2,404	\$ 2,136	\$ 2,023	\$ (114)	-5.3%
DSTT Fees to KCM	\$ 3,728	\$ (1,320)	\$ (1,320)	\$ 0	\$ 1,320	-100.0%
Security & Safety	\$ 23,683	\$ 28,334	\$ 25,426	\$ 31,304	\$ 5,878	23.1%
Vehicle Maintenance	\$ 117	\$ 256	\$ 125	\$ 468	\$ 343	274.4%
Fare Vending Machine/ORCA Service	\$ 1,631	\$ 4,270	\$ 3,739	\$ 3,433	\$ (305)	-8.2%
Vertical Transportation	\$ 6,637	\$ 9,771	\$ 10,521	\$ 10,416	\$ (105)	-1.0%
Consulting Services	\$ 1,582	\$ 2,606	\$ 2,256	\$ 8,626	\$ 6,370	282.4%
Other Services	\$ 1,398	\$ 3,430	\$ 2,663	\$ 6,759	\$ 4,096	153.8%
<b>Subtotal</b>	<b>\$ 40,027</b>	<b>\$ 49,751</b>	<b>\$ 45,546</b>	<b>\$ 63,029</b>	<b>\$ 17,483</b>	<b>38.4%</b>
<b>Materials &amp; Supplies</b>	<b>\$ 4,945</b>	<b>\$ 5,059</b>	<b>\$ 6,726</b>	<b>\$ 9,964</b>	<b>\$ 3,238</b>	<b>48.1%</b>
<b>Utilities</b>	<b>\$ 4,533</b>	<b>\$ 6,386</b>	<b>\$ 6,403</b>	<b>\$ 6,701</b>	<b>\$ 298</b>	<b>4.7%</b>
<b>Insurance</b>	<b>\$ 6,336</b>	<b>\$ 10,459</b>	<b>\$ 8,192</b>	<b>\$ 12,487</b>	<b>\$ 4,294</b>	<b>52.4%</b>
<b>Taxes</b>	<b>\$ 545</b>	<b>\$ 1,432</b>	<b>\$ 913</b>	<b>\$ 939</b>	<b>\$ 27</b>	<b>2.9%</b>
<b>Purchase Transportation Services</b>						
Purchased Transportation	\$ 54,079	\$ 68,794	\$ 62,594	\$ 83,259	\$ 20,665	33.0%
Paratransit	\$ 1,671	\$ 2,935	\$ 2,714	\$ 3,185	\$ 470	17.3%
<b>Subtotal</b>	<b>\$ 55,750</b>	<b>\$ 71,729</b>	<b>\$ 65,309</b>	<b>\$ 86,444</b>	<b>\$ 21,135</b>	<b>32.4%</b>
<b>Miscellaneous</b>	<b>\$ 340</b>	<b>\$ 247</b>	<b>\$ 233</b>	<b>\$ 616</b>	<b>\$ 383</b>	<b>164.8%</b>
<b>Leases &amp; Rentals</b>	<b>\$ 116</b>	<b>\$ 109</b>	<b>\$ 98</b>	<b>\$ 148</b>	<b>\$ 50</b>	<b>51.3%</b>
<b>Expense Transfers</b>						
Operating Projects Transferred from CIP	\$ 11,871	\$ 11,668	\$ 8,582	\$ 17,089	\$ 8,507	99.1%
Operations Department	\$ 4,982	\$ 8,226	\$ 6,328	\$ 0	\$ (6,328)	-100.0%
Administrative Department	\$ 14,550	\$ 18,702	\$ 16,663	\$ 18,664	\$ 2,001	12.0%
Transfer to CIP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0.0%
<b>Subtotal</b>	<b>\$ 31,403</b>	<b>\$ 38,596</b>	<b>\$ 31,573</b>	<b>\$ 35,752</b>	<b>\$ 4,179</b>	<b>13.2%</b>
<b>Transit Operations Budget Total</b>	<b>\$ 154,539</b>	<b>\$ 199,431</b>	<b>\$ 177,838</b>	<b>\$ 239,889</b>	<b>\$ 62,051</b>	<b>34.9%</b>

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

# Sounder Commuter Rail

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

## 2023 SOUNDER BUDGET (in thousands)

	2021 Actual	2022 Budget*	2022 Forecast	2023 Budget	Forecast to Budget \$	Forecast to Budget %
<b>Salaries &amp; Benefits</b>						
Salaries	\$ 2,214	\$ 2,367	\$ 2,041	\$ 4,730	\$ 2,688	131.7%
Benefits	\$ 1,440	\$ 1,539	\$ 1,355	\$ 3,112	\$ 1,757	129.7%
<b>Subtotal</b>	<b>\$ 3,654</b>	<b>\$ 3,907</b>	<b>\$ 3,396</b>	<b>\$ 7,841</b>	<b>\$ 4,445</b>	<b>130.9%</b>
<b>Services</b>						
Facilities Maintenance	\$ 2,203	\$ 2,533	\$ 1,773	\$ 2,863	\$ 1,090	61.5%
DSTT Fees to KCM	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0.0%
Security & Safety	\$ 4,407	\$ 4,695	\$ 4,210	\$ 5,181	\$ 971	23.1%
Vehicle Maintenance	\$ 13,313	\$ 16,416	\$ 15,941	\$ 18,316	\$ 2,375	14.9%
Fare Vending Machine/ORCA Service	\$ 285	\$ 388	\$ 405	\$ 221	\$ (184)	-45.4%
Vertical Transportation	\$ 231	\$ 164	\$ 238	\$ 171	\$ (68)	-28.4%
Consulting Services	\$ 128	\$ 264	\$ 225	\$ 1,244	\$ 1,019	452.8%
Other Services	\$ 2,508	\$ 1,819	\$ 1,661	\$ 1,989	\$ 328	19.8%
<b>Subtotal</b>	<b>\$ 23,075</b>	<b>\$ 26,278</b>	<b>\$ 24,453</b>	<b>\$ 29,984</b>	<b>\$ 5,531</b>	<b>22.6%</b>
<b>Materials &amp; Supplies</b>	<b>\$ 5,285</b>	<b>\$ 6,986</b>	<b>\$ 7,333</b>	<b>\$ 11,539</b>	<b>\$ 4,206</b>	<b>57.4%</b>
<b>Utilities</b>	<b>\$ 1,044</b>	<b>\$ 1,203</b>	<b>\$ 1,150</b>	<b>\$ 1,232</b>	<b>\$ 81</b>	<b>7.1%</b>
<b>Insurance</b>	<b>\$ 8,120</b>	<b>\$ 9,514</b>	<b>\$ 6,609</b>	<b>\$ 8,876</b>	<b>\$ 2,267</b>	<b>34.3%</b>
<b>Taxes</b>	<b>\$ 893</b>	<b>\$ 1,191</b>	<b>\$ 1,020</b>	<b>\$ 1,116</b>	<b>\$ 95</b>	<b>9.3%</b>
<b>Purchase Transportation Services</b>						
Purchased Transportation	\$ 10,884	\$ 14,277	\$ 12,577	\$ 14,191	\$ 1,614	12.8%
Paratransit	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0.0%
<b>Subtotal</b>	<b>\$ 10,884</b>	<b>\$ 14,277</b>	<b>\$ 12,577</b>	<b>\$ 14,191</b>	<b>\$ 1,614</b>	<b>12.8%</b>
<b>Miscellaneous</b>	<b>\$ 93</b>	<b>\$ 147</b>	<b>\$ 135</b>	<b>\$ 193</b>	<b>\$ 59</b>	<b>43.6%</b>
<b>Leases &amp; Rentals</b>	<b>\$ 670</b>	<b>\$ 688</b>	<b>\$ 681</b>	<b>\$ 722</b>	<b>\$ 42</b>	<b>6.1%</b>
<b>Expense Transfers</b>						
Operating Projects Transferred from CIP	\$ 1,970	\$ 5,839	\$ 4,295	\$ 8,311	\$ 4,016	93.5%
Operations Department	\$ 1,643	\$ 2,379	\$ 1,799	\$ 0	\$ (1,799)	-100.0%
Administrative Department	\$ 3,099	\$ 4,047	\$ 3,609	\$ 5,960	\$ 2,351	65.1%
Transfer to CIP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0.0%
<b>Subtotal</b>	<b>\$ 6,712</b>	<b>\$ 12,265</b>	<b>\$ 9,703</b>	<b>\$ 14,271</b>	<b>\$ 4,568</b>	<b>47.1%</b>
<b>Transit Operations Budget Total</b>	<b>\$ 60,430</b>	<b>\$ 76,456</b>	<b>\$ 67,057</b>	<b>\$ 89,966</b>	<b>\$ 22,908</b>	<b>34.2%</b>

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

# ST Express Bus

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

## 2023 ST EXPRESS BUDGET (in thousands)

	2021 Actual	2022 Budget*	2022 Forecast	2023 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
<b>Salaries &amp; Benefits</b>						
Salaries	\$ 1,409	\$ 2,081	\$ 1,516	\$ 2,262	\$ 747	49.3%
Benefits	\$ 916	\$ 1,347	\$ 1,014	\$ 1,489	\$ 475	46.9%
<b>Subtotal</b>	<b>\$ 2,325</b>	<b>\$ 3,428</b>	<b>\$ 2,529</b>	<b>\$ 3,751</b>	<b>\$ 1,222</b>	<b>48.3%</b>
<b>Services</b>						
Facilities Maintenance	\$ 1,738	\$ 2,310	\$ 2,194	\$ 3,184	\$ 990	45.1%
DSTT Fees to KCM	\$ (0)	\$ 0	\$ 0	\$ 0	\$ (0)	-100.0%
Security & Safety	\$ 3,052	\$ 3,185	\$ 2,825	\$ 3,463	\$ 637	22.6%
Vehicle Maintenance	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0.0%
Fare Vending Machine/ORCA Service	\$ 937	\$ 1,806	\$ 1,501	\$ 913	\$ (588)	-39.2%
Vertical Transportation	\$ 159	\$ 120	\$ 173	\$ 125	\$ (48)	-27.6%
Consulting Services	\$ 3	\$ 6	\$ 10	\$ 429	\$ 419	4189.4%
Other Services	\$ 125	\$ 228	\$ 214	\$ 375	\$ 161	75.2%
<b>Subtotal</b>	<b>\$ 6,014</b>	<b>\$ 7,656</b>	<b>\$ 6,918</b>	<b>\$ 8,490</b>	<b>\$ 1,572</b>	<b>22.7%</b>
<b>Materials &amp; Supplies</b>	<b>\$ 56</b>	<b>\$ 128</b>	<b>\$ 75</b>	<b>\$ 173</b>	<b>\$ 98</b>	<b>129.4%</b>
<b>Utilities</b>	<b>\$ 393</b>	<b>\$ 420</b>	<b>\$ 410</b>	<b>\$ 471</b>	<b>\$ 60</b>	<b>14.7%</b>
<b>Insurance</b>	<b>\$ 237</b>	<b>\$ 261</b>	<b>\$ 35</b>	<b>\$ 345</b>	<b>\$ 310</b>	<b>895.6%</b>
<b>Taxes</b>	<b>\$ 211</b>	<b>\$ 566</b>	<b>\$ 229</b>	<b>\$ 292</b>	<b>\$ 63</b>	<b>27.6%</b>
<b>Purchase Transportation Services</b>						
Purchased Transportation	\$ 120,478	\$ 125,165	\$ 114,630	\$ 134,364	\$ 19,734	17.2%
Paratransit	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0.0%
<b>Subtotal</b>	<b>\$ 120,478</b>	<b>\$ 125,165</b>	<b>\$ 114,630</b>	<b>\$ 134,364</b>	<b>\$ 19,734</b>	<b>17.2%</b>
<b>Miscellaneous</b>	<b>\$ 196</b>	<b>\$ 126</b>	<b>\$ 123</b>	<b>\$ 245</b>	<b>\$ 122</b>	<b>99.3%</b>
<b>Leases &amp; Rentals</b>	<b>\$ 4</b>	<b>\$ 0</b>	<b>\$ 75</b>	<b>\$ 0</b>	<b>\$ (75)</b>	<b>-99.5%</b>
<b>Expense Transfers</b>						
Operating Projects Transferred from CIP	\$ 649	\$ 1,885	\$ 1,386	\$ 1,393	\$ 7	0.5%
Operations Department	\$ 1,904	\$ 2,318	\$ 1,755	\$ 0	\$ (1,755)	-100.0%
Administrative Department	\$ 4,322	\$ 4,198	\$ 3,736	\$ 3,591	\$ (145)	-3.9%
Transfer to CIP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0.0%
<b>Subtotal</b>	<b>\$ 6,875</b>	<b>\$ 8,401</b>	<b>\$ 6,878</b>	<b>\$ 4,985</b>	<b>\$ (1,893)</b>	<b>-27.5%</b>
<b>Transit Operations Budget Total</b>	<b>\$ 136,789</b>	<b>\$ 146,151</b>	<b>\$ 131,902</b>	<b>\$ 153,116</b>	<b>\$ 21,214</b>	<b>16.1%</b>

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

# 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 Q1 2023, increasing the existing track alignment to 4.7 miles and beginning fare collection on all Tacoma Link trips. There will be 12 unique stations complete with artwork that reflects the history and community of Tacoma. Trains will run every 10 minutes during the day on weekdays and Saturdays and every 20 minutes at all other times.

## 2023 TACOMA LINK BUDGET (in thousands)

	2021 Actual	2022 Budget*	2022 Forecast	2023 Budget	Forecast to Budget \$ Change	Forecast to Budget % Change
<b>Salaries &amp; Benefits</b>						
Salaries	\$ 2,813	\$ 4,178	\$ 3,608	\$ 5,076	\$ 1,468	40.7%
Benefits	\$ 1,831	\$ 2,755	\$ 2,352	\$ 3,329	\$ 977	41.5%
<b>Subtotal</b>	<b>\$ 4,644</b>	<b>\$ 6,934</b>	<b>\$ 5,960</b>	<b>\$ 8,405</b>	<b>\$ 2,444</b>	<b>41.0%</b>
<b>Services</b>						
Facilities Maintenance	\$ 418	\$ 1,161	\$ 631	\$ 1,358	\$ 728	115.4%
DSTT Fees to KCM	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0.0%
Security & Safety	\$ 512	\$ 991	\$ 913	\$ 2,010	\$ 1,097	120.1%
Vehicle Maintenance	\$ 145	\$ 175	\$ 71	\$ 255	\$ 184	257.4%
Fare Vending Machine/ORCA Service	\$ 0	\$ 86	\$ 114	\$ 64	\$ (50)	-44.1%
Vertical Transportation	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0.0%
Consulting Services	\$ 11	\$ 103	\$ 65	\$ 374	\$ 309	475.1%
Other Services	\$ 199	\$ 227	\$ 96	\$ 740	\$ 643	667.7%
<b>Subtotal</b>	<b>\$ 1,285</b>	<b>\$ 2,742</b>	<b>\$ 1,891</b>	<b>\$ 4,801</b>	<b>\$ 2,909</b>	<b>153.8%</b>
<b>Materials &amp; Supplies</b>	<b>\$ 254</b>	<b>\$ 392</b>	<b>\$ 277</b>	<b>\$ 795</b>	<b>\$ 518</b>	<b>187.1%</b>
<b>Utilities</b>	<b>\$ 120</b>	<b>\$ 186</b>	<b>\$ 130</b>	<b>\$ 348</b>	<b>\$ 218</b>	<b>168.1%</b>
<b>Insurance</b>	<b>\$ 225</b>	<b>\$ 319</b>	<b>\$ 271</b>	<b>\$ 613</b>	<b>\$ 342</b>	<b>126.0%</b>
<b>Taxes</b>	<b>\$ 0</b>	<b>\$ 21</b>	<b>\$ 2</b>	<b>\$ 7</b>	<b>\$ 5</b>	<b>247.5%</b>
<b>Purchase Transportation Services</b>						
Purchased Transportation	\$ 0	\$ 5	\$ 2	\$ 100	\$ 98	4900.0%
Paratransit	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0.0%
<b>Subtotal</b>	<b>\$ 0</b>	<b>\$ 5</b>	<b>\$ 2</b>	<b>\$ 100</b>	<b>\$ 98</b>	<b>4900.0%</b>
<b>Miscellaneous</b>	<b>\$ 134</b>	<b>\$ 136</b>	<b>\$ 136</b>	<b>\$ 85</b>	<b>\$ (50)</b>	<b>-37.2%</b>
<b>Leases &amp; Rentals</b>	<b>\$ 26</b>	<b>\$ 33</b>	<b>\$ 126</b>	<b>\$ 138</b>	<b>\$ 12</b>	<b>9.8%</b>
<b>Expense Transfers</b>						
Operating Projects Transferred from CIP	\$ 46	\$ 87	\$ 64	\$ 409	\$ 345	539.1%
Operations Department	\$ 380	\$ 595	\$ 456	\$ 0	\$ (456)	-100.0%
Administrative Department	\$ 736	\$ 1,092	\$ 969	\$ 1,434	\$ 465	48.0%
Transfer to CIP	\$ (1,531)	\$ (1,536)	\$ (2,750)	\$ 0	\$ 2,750	-100.0%
<b>Subtotal</b>	<b>\$ (370)</b>	<b>\$ 239</b>	<b>\$ (1,262)</b>	<b>\$ 1,843</b>	<b>\$ 3,105</b>	<b>-246.0%</b>
<b>Transit Operations Budget Total</b>	<b>\$ 6,318</b>	<b>\$ 11,008</b>	<b>\$ 7,533</b>	<b>\$ 17,134</b>	<b>\$ 9,601</b>	<b>127.5%</b>

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

# Project Budgets

Total project spending (excluding charges to Transit Modes) is budgeted at \$2.4 billion for 2023. Approximately \$2.1 billion is budgeted to continue with planning, design, and build-out of Sound Transit’s capital program. An additional \$138.2 million is budgeted to enhance, replace, or maintain current operational assets and capabilities. Administrative projects, which include information technology hardware and applications, administrative costs allocated to construction in progress, and general and administrative expenses, are budgeted at \$159.5 million.

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

## System Expansion

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

### System Expansion – Link 2023 Budget Highlights

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

- \$442.8 million to continue civil construction activities, commence traffic mitigation improvements, and conclude real estate acquisitions for the Federal Way Link Extension.
- \$431.1 million to continue civil and systems construction work for Lynnwood Link Extension.
- \$236.3 million to continue major construction of guideway and track work, stations, and the S. Redmond Garage for Downtown Redmond Link Extension.
- \$129.7 million to commence property acquisition and complete final environmental impact statement (FEIS) and prepare construction bid documents for the OMF-S. Advance final design for draft environmental impact statement to reach acceptance, protection, and maintenance of several segments for South Federal Way alignment of the Tacoma Dome Link Extension.
- \$128.8 million to continue progress to meet substantial completion. Commence start up, systems testing and rail activation activities on the East Link Extension.
- \$121.5 million for completion and final assembly, delivery, test, and conditional acceptance of remaining LRVs. Commence retrofitting existing LRVs with automatic train protection for LRV Fleet Expansion.
- \$67.1 million to identify the preferred alternative and continue preliminary engineering activities for the Ballard Link Extension.
- \$49.8 million to continue project development services and identification of alternatives for the Everett Link Extension.
- \$26.9 million for completion of the platform and canopy package for bid process. Continue third party coordination and permitting activities for the NE 130<sup>th</sup> Street Infill Station.
- \$23.9 million to continue preliminary engineering activities to include preparation of the FEIS, supporting documentation for the project to be built determination, and final design procurement for the West Seattle Link Extension.
- \$10.2 million to continue closeout activities for Northgate, University and South 200th Link Extensions, Link OMF East and First Hill Streetcar.
- \$9.4 million to commence project development activities for Series 3 LRV project, Graham Street Infill and Boeing Access Road Infill Stations.
- \$8.8 million to continue preliminary engineering, commence the construction of temporary facility, and property acquisition activities for the North Corridor MOW project.

### **System Expansion – Tacoma Link 2023 Budget Highlights**

Tacoma Link projects are budgeted at \$10.3 million and include plans to:

- \$10.3 million to reach substantial completion, receive and achieve conditional acceptance on all vehicles and commence revenue service for the Hilltop Tacoma Link Extension.

### **System Expansion - Sounder 2023 Budget Highlights**

Sounder commuter rail projects are budgeted at \$42.1 million and include plans to:

- \$16.5 million to commence design-build contract, and continue right-of-way activities for Sumner, Kent and Auburn Stations parking and access improvements design-build contracts.
- \$10.8 million for the final payment for 3 cab cars and 8 coaches as part of the Sounder Fleet Expansion.
- \$5.3 million for Sounder South Capacity Expansion to proceed with conceptual engineering, environmental assessment, and ROW planning for TR Junction to Portland Avenue and the South 66<sup>th</sup> to Pine Street project.
- \$2.3 million to continue project close out activities for D to M Street, Sounder South Expanded Service, Sounder Yard Expansion, Puyallup Station Improvements, and Tacoma Trestle Track and Signal projects.
- \$2.1 million to commence the development of environmental impact statement materials for the Tacoma Dome Station Parking and Access Improvements project in support of the Tacoma Dome Link Extension project.
- \$2.0 million to continue environmental assessment, conceptual engineering and right-of-way planning for the Lakewood Station Improvements project.
- \$1.9 million to commence project development activities for the Dupont Extension.
- \$1.2 million to continue property management and property relocation services for the Sounder Maintenance Base project.

### **System Expansion – ST Express 2023 Budget Highlights**

Regional Express bus projects are budgeted at \$34.7 million and include plans to:

- \$26.0 million for interlocal agreements with City of Seattle and King County Metro (KCM) to fund the City's Madison Bus Rapid Transit for RapidRide C and D.
- \$6.0 million to contribute to Pierce Transit's bus capital enhancements on Pacific Ave SR7 Bus corridor improvements in the city of Tacoma.
- \$2.4 million to support closeout activities for the I-90 Two-way Transit and HOV Operations Stage 3 project.
- \$345 thousand for ST Express Bus Base to complete an electric bus study.

### **System Expansion - Stride 2023 Budget Highlights**

Stride bus rapid transit (BRT) projects are budgeted at \$288.2 million and include:

- \$177.2 million to complete final design, continue construction by WSDOT on NE 44<sup>th</sup>, NE 85<sup>th</sup> Interchange and Brickyard to SR527, continue relocation process and right-of-way acquisition at construction sites for the I-405 Bus Rapid Transit project.
- \$87.0 million to complete final design, continue construction of Shoreline Roundabout, UW Bothell, Bothell NE 185<sup>th</sup> street rebuild and commence procurement of the vehicle fleet.
- \$24.0 million to complete final design, execute GEC contract, and start procurement process for the BRT Maintenance Base.

## **System Expansion - Other 2023 Budget Highlights**

System Expansion – Other projects are budgeted at \$37.3 million and include plans to:

- \$12.7 million for the Transit System Access Program to reimburse approved funding agreements improving non-motorized access improvements around existing passenger facilities, access to transit.
- \$7.4 million for art installations at East Link, Lynnwood Link and Federal Way Link locations, begin bus rapid transit design and maintain existing art assets for the STart program.
- \$4.6 million for continued development of passenger facing technology, short term ridership forecasting, data analysis and user centered design for the Innovation and Technology program.
- \$2.9 million for support of station area guidelines and revolving loan business fund for Transit-Oriented Development planning program.
- \$2.8 million to continue to support agreements, forecasts, and the impact of system expansion decisions for ST3 Planning.
- \$2.7 million for the management of the fares program including implementation of fare changes, expanding outreach of the ORCA LIFT program, promotions for ORCA system enhancements to legacy ORCA system, equipment replacement and mobile ticketing for Fare Administration.
- \$1.8 million to complete the transition from legacy to new fare collection system for ORCA Next Generation fare collection.
- \$1.4 million for the Efficiency and Sustainability program to assess and prioritize energy efficiency audits, renewable energy assessments, and resource efficiency improvements for Sound Transit.
- \$773 thousand to identify data gaps, path towards regulatory closure, environmental regulatory compliance of Sound Transit owned surplus properties for Environmental Remediation project.
- \$325 thousand for Research and Technology program to support the application performance for the Portfolio Services Office and Discovery work for Enterprise Architecture team.

## Enhancement

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

### Enhancement 2023 Budget Highlights

Enhancement projects are budgeted at \$61.6 million and include plans to:

- \$16.0 million to continue the development of digital passenger information system to install and integrate dynamic signage for Link Light Rail, Sounder, and Tacoma Link.
- \$15.2 million for the Operations Enhancement Portfolio which includes a portfolio of 39 projects with \$5.6 million for 12 new projects and 27 existing projects totaling \$9.6 million. Highlighted activities include:
  - Continued construction of the second elevator at SeaTac Airport.
  - Installation of tie switches on the Central Link alignment.
  - Perform critical load analysis to inform design for the installation of a generator at the Link OMF-Central.
  - Award procurement and commence construction of the mechanical vertical access at the Capitol Hill Station.
- \$12.0 million for the Portfolio Services Department to develop and implement unified standards, processes, and procedures in support of project delivery in partnership with agency and project teams.
- \$3.3 million for continued construction improvements to the Fare Paid Zone.
- \$2.9 million for the commencement of the Data Management program for implementation of the Data Infrastructure and Layer.
- \$2.8 million to continue the upgrade of Central Link fiber update for existing infrastructure.
- \$1.8 million for Signage Improvements, Link at Grade, Video Management System Upgrade, SODO MLK Hazard Mitigation, Link Line Renaming, Sounder at Grade, and Pine Street Stub Security.
- \$1.5 million for continued security improvements to the entrance of the OMF-Central and the fence surrounding the facility.
- \$1.4 million to continue the installation and upgrades of bike lockers at Capitol Hill, Mercer Island, Tukwila, University, South Bellevue, Roosevelt, and Northgate stations.
- \$1.2 million for Security Radio System to complete the installation and commissioning of equipment.
- \$840 thousand for Noise Abatement for the collection and correlation of noise and vibration data on existing light rail track to inform maintenance and future track construction.
- \$780 thousand for Crossing Pre-project and Outreach to analyze and study activities related to safety at various modal at grade crossings.
- \$708 thousand for CCTV ACS Addition to acquire licenses, complete the installation, testing of equipment at identified locations.
- \$607 thousand for At Grade Dynamic Warning Signs to begin the procurement process and award contract and coordinate with the City of Seattle Department of Transportation on the design process.
- \$560 thousand for the Parking Management Program to collect and utilize parking data and assess expansion of the parking permit program.



## State of Good Repair

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

### State of Good Repair 2023 Budget Highlights

State of Good Repair projects are budgeted at \$76.7 million and include plans to:

- \$57.4 million for the Operations SOGR Portfolio which includes a portfolio of 50 projects with \$6.4 million for 12 new projects and 38 existing projects totaling \$51.0 million. Highlighted activities include:
  - Improvements to the Downtown Seattle Transit Tunnel.
  - Mid-life maintenance activities for Sounder vehicles.
  - Upgrades to existing Kinkosharyo Series 1 LRVs to allow for effective communications and systems compatibility between Series 1&2 vehicles.
  - Repairs and improvements to the agency owned vertical conveyance systems.
  - Sounder and Link Station repairs and upgrades to agency standards.
- \$8.2 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.
- \$7.4 million to replace network infrastructure and security design implementation. Planning for the network operations center and emergency fire network (EFN).
- \$2.7 million to research and develop the necessary specifications for the replacement of the Agency enterprise asset management and enterprise resource management systems.
- \$538 thousand to complete the replacement of the agency's internal website.
- \$298 thousand to complete the installation of operating technology solutions to reduce the risk to operating technology systems supporting revenue service.
- \$89 thousand for the Bellevue Rider Service Center to perform alternatives analysis to identify restroom location.

## Administrative

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

### **Administrative 2023 Budget Highlights**

Administrative projects are budgeted at \$159.5 million and include plans to:

- \$145.8 million to fund department costs allocated to projects as administrative costs as well as department costs that are unallocated in the Agency Administrative Operating project.
- \$8.7 million for the Information Technology Program to complete various systems implementation and integration projects such as Operations Performance Reporting, EAMS E1 Sync, Safety Management and Risk tool, Livelink Migration/Decommissioning. Continue progress on other tools such as Wind and Wave and others. Initiate and plan multiple 2023 projects as resources and time permits in the Information Technology Program.
- \$1.7 million to complete construction, testing and commissioning for Fire Detection and Alarm system at Union Station. Complete the installation of the HVAC system and emergency lighting at Union Station within the Administrative Facilities project.
- \$1.7 million to decommission office space as the agency continues to respond to hybrid work from home and in office space planning for Administrative Services.
- \$770 thousand to acquire 6 new and 4 replacement non-revenue vehicles from the Replacement Administrative Pool Vehicle and Administrative Pool Vehicle projects.
- \$728 thousand to complete installation for Union Station's card access project. Begin Santa Fe conference room variable air exchangers replacement project funded through the Administrative Capital Program.
- \$48 thousand to perform maintenance activities including weeding, plant establishment and other minor maintenance work primarily focused on Tacoma Trestle, Central Link and Tukwila Station supported by the Environmental, Mitigation, Monitoring and Maintenance program.

# Other Budgets

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

## Debt Service

As of September 30, 2022, Sound Transit has \$2.0 billion of outstanding long-term bonds and \$703.0 million in outstanding TIFIA loans (\$87.7 million OMFE, \$615.3 million Northgate). The agency has six Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreements for: Operations and Maintenance Facility East (OMFE), Northgate Link, East Link, Federal Way Link, Lynnwood Link, and Downtown Redmond Link Extension. The agency fully drew down Northgate Link in July 2022 for \$615.3 million, and no additional TIFIA drawdowns are planned for 2023.

2023 debt service is budgeted at \$144.1 million including:

- \$62.0 million of principal repayment.
- \$79.0 million of interest expense including loan amortization.
- \$3.0 million for financing expenses.

## Tax Collection and Fees

Sound Transit pays the Washington State Department of Revenue (DOR) fees for the collection and administration of sales and use taxes and rental car taxes. 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 \$6.4 million in 2023.

In addition, Sound Transit began paying the sales and use tax offset fee in 2019, which was added to the ST3 enabling legislation and approved in the ST3 plan. The fee is paid to the DOR and is based on 3.25 percent of payments made for construction related costs (Rule 171 eligible costs) on new ST3 projects, up to a total cumulative amount of \$518.0 million. The 2023 budget anticipates \$17.9 million contributions primarily from three projects: Federal Way Link Extension \$11.3 million, Downtown Redmond Link Extension \$6.1 million, and NE 130<sup>th</sup> Street Infill \$586 thousand.

## Contributions to Partner Agencies

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

In addition, the following contributions are budgeted under projects. In 2023, \$180.4 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:

- \$37.1 million – I-405 BRT: WSDOT for the NE 44th Street.
- \$66.4 million – I-405 BRT: WSDOT for the NE 85th Interchange.
- \$33.0 million – I-405 BRT: WSDOT for the Brickyard to SR527.
- \$6.0 million – Pacific Avenue SR7 Bus Corridor Improvements: Pierce Transit for design and construction.
- \$25.9 million – RapidRide C&D and Madison BRT: King County Metro for street improvements to enable rapid ride routes.
- \$12.0 million – Transit System Access Program: local jurisdictions to improve modal access across Sound Transit boundary.

## **Leases and Information Technology Subscription based Arrangements**

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

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

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

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

## **Agency Contingency**

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

# 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 \$47.4 million at the end of 2022. A contribution of \$5.5 million is budgeted for 2023.

- Operations & Maintenance

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

The reserve balance is projected to be \$107.0 million at the end of 2022. A contribution of \$12.9 million is budgeted for 2023.

- Capital Replacement

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

The reserve balance is projected to be \$341.9 million at the end of 2022. No contribution will be needed in 2023.

- Regional Affordable Housing Revolving Loan Fund

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

The reserve balance is projected to be \$16.2 million at the end of 2022. A contribution of \$3.8 million is budgeted for 2023.

# Transit Improvement Plan

The 2023 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 is also provided for each project in Appendix E – TIP Project Detail Pages.

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

The 2023 TIP continues to reflect the Board decisions on program realignment, as approved in Resolution No. R2021-05. The Resolution includes an affordable schedule and a target schedule. The affordable schedule establishes a program schedule that is affordable based on current financial projections and cost estimates, while the target schedule assumes there will be offsets in the form of cost reduction and/or new financial resources. These offsets are quantified as funding gaps for certain projects in the target schedule (See Appendix A and B of 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 A lists ST2 and ST3 cost estimates and Appendix B provides budget for remaining Sound Move projects. These appendices also display board-approved changes to the voter-approved cost estimates, including the updated cost estimates approved in Resolution No. R2021-05.

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

## Projects

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

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

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

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

#### PROJECT DELIVERY SUMMARY BY PROJECT TYPE

(in millions)

	Life To Date	2023	2024	2025	2026	2027	2028 Future Years	Total TIP
<b>SYSTEM EXPANSION</b>								
LINK	\$ 12,451	\$ 1,686	\$ 1,503	\$ 910	\$ 304	\$ 124	\$ 108	\$ 17,458
TACOMA LINK	\$ 272	\$ 10	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 283
SOUNDER	\$ 745	\$ 42	\$ 22	\$ 16	\$ 13	\$ 0	\$ 0	\$ 852
REGIONAL EXPRESS	\$ 258	\$ 35	\$ 47	\$ 31	\$ 12	\$ 3	\$ 0	\$ 394
STRIDE	\$ 291	\$ 288	\$ 395	\$ 273	\$ 152	\$ 0	\$ 0	\$ 1,400
OTHER PROJECTS	\$ 164	\$ 37	\$ 31	\$ 30	\$ 24	\$ 20	\$ 18	\$ 609
<b>Subtotal</b>	<b>\$ 14,182</b>	<b>\$ 2,099</b>	<b>\$ 1,998</b>	<b>\$ 1,260</b>	<b>\$ 505</b>	<b>\$ 147</b>	<b>\$ 126</b>	<b>\$ 20,996</b>
<b>ENHANCEMENT</b>	\$ 81	\$ 62	\$ 30	\$ 28	\$ 10	\$ 7	\$ 4	\$ 298
<b>STATE OF GOOD REPAIR</b>	\$ 297	\$ 77	\$ 88	\$ 69	\$ 42	\$ 17	\$ 46	\$ 688
<b>ADMINISTRATIVE</b>	\$ 592	\$ 159	\$ 186	\$ 196	\$ 203	\$ 208	\$ 217	\$ 1,827
<b>TOTAL</b>	<b>\$ 15,152</b>	<b>\$ 2,397</b>	<b>\$ 2,302</b>	<b>\$ 1,554</b>	<b>\$ 759</b>	<b>\$ 379</b>	<b>\$ 393</b>	<b>\$ 23,809</b>

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

(in millions)

Project Type	Adopted 2022 TIP	2022 Closed Projects	2023 New Projects	Transfers/Increases/(Decreases)	2022 Board Actions	Proposed 2023 TIP
<b>SYSTEM EXPANSION</b>						
LINK	\$ 16,451	\$ -	\$ 12	\$ 758	\$ 237	\$ 17,458
TACOMA LINK	\$ 283	\$ -	\$ -	\$ -	\$ -	\$ 283
SOUNDER	\$ 855	\$ (40)	\$ 9	\$ 25	\$ 3	\$ 852
REGIONAL EXPRESS	\$ 394	\$ -	\$ -	\$ -	\$ -	\$ 394
STRIDE	\$ 977	\$ -	\$ -	\$ 423	\$ -	\$ 1,400
OTHER PROJECTS	\$ 609	\$ -	\$ -	\$ 0	\$ -	\$ 609
<b>Subtotal</b>	<b>\$ 19,569</b>	<b>\$ (40)</b>	<b>\$ 20</b>	<b>\$ 1,206</b>	<b>\$ 240</b>	<b>\$ 20,996</b>
<b>ENHANCEMENT</b>	\$ 337	\$ (77)	\$ 32	\$ 6	\$ -	\$ 298
<b>STATE OF GOOD REPAIR</b>	\$ 642	\$ (6)	\$ 38	\$ 13	\$ -	\$ 688
<b>ADMINISTRATIVE</b>	\$ 1,718	\$ (19)	\$ -	\$ 128	\$ -	\$ 1,827
<b>TOTAL</b>	<b>\$ 22,265</b>	<b>\$ (141)</b>	<b>\$ 90</b>	<b>\$ 1,354</b>	<b>\$ 240</b>	<b>\$ 23,809</b>



## 2023 Closed Projects

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

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

## 2023 New Projects

\$90.0 million for 32 new projects for the 2023 budget year.

### System Expansion – 3 projects at \$20.2 million

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

### Enhancement – 16 projects at \$31.6 million

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

### **State of Good Repair – 13 projects at \$38.2 million**

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

### **Administrative – No new projects**

## **2023 Change to Authorized Project Allocations**

\$1.4 billion of changes to existing project budgets.

### **System Expansion - \$1.2 billion change**

Increases of \$1.2 billion:

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

Decreases of \$(473) thousand:

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

### **Enhancement - \$6.1 million change**

Increases of \$7.2 million:

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

Decreases of \$(1.1) million:

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

## **State of Good Repair - \$13.4 million change**

Increases of \$18.4 million:

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

Decreases of \$(5.0) million:

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

## **Administrative - \$128.2 million change**

Increases of \$131.5 million:

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

Decreases of \$(3.3) million:

- \$(3.3) million for Administrative Capital to transfer funds for vehicle procurements and office decommissioning costs.

## **2022 Board Actions**

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

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

# 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 2022 constant-year dollars based on the agency's Fall 2022 inflation forecasts.

The tables on the next page includes the following information:

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

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

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







# 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, 2022, and 2023.

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

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

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

## ADOPTED ALLOCATIONS TO DATE FOR ACTIVE SOUND MOVE PROJECTS (YOE\$ in thousands)

	2008 Estimate	Inc/(Dec)	2022 Estimate	Inc/(Dec)	2023 Estimate
<b><u>Link Light Rail</u></b>					
University Link	\$ 1,614,007	\$ 142,000	\$ 1,756,007	\$ -	\$ 1,756,007
<b>Total Link Light Rail</b>	<b>\$ 1,614,007</b>	<b>\$ 142,000</b>	<b>\$ 1,756,007</b>	<b>\$ -</b>	<b>\$ 1,756,007</b>
<b><u>Souder Commuter Rail</u></b>					
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)	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Souder Commuter Rail</b>	<b>\$ 85,396</b>	<b>\$ 91,179</b>	<b>\$ 176,575</b>	<b>\$ -</b>	<b>\$ 176,575</b>
<b><u>Regional Express</u></b>					
I-90 2-Way Transit & HOV Op, Stage 3 (see note)	\$ 1,722	\$ 208,298	\$ 210,020	\$ -	\$ 210,020
<b>Total Regional Express</b>	<b>\$ 1,722</b>	<b>\$ 208,298</b>	<b>\$ 210,020</b>	<b>\$ -</b>	<b>\$ 210,020</b>
<b>Total Active Sound Move Projects</b>	<b>\$ 1,701,125</b>	<b>\$ 441,477</b>	<b>\$ 2,142,602</b>	<b>\$ -</b>	<b>\$ 2,142,602</b>

**Notes:**

Numbers may not add due to rounding.

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

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

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

# Appendix C – Departments and Staffing

## Department Budgets

The proposed 2023 budget for Sound Transit departments totals \$719.3 million. Compared to the 2022 budget, this is an increase of \$81.4 million or 13 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.

### 2023 BUDGETS BY DEPARTMENT (in thousands)

Department	2022		2023		Budget \$	Budget %
	Budget <sup>1</sup>	Budget	Budget	Change	Change	Change
Communications	\$ 13,715	\$ 14,898	\$ 14,898	\$ 1,183		9%
Design, Engineering & Construction Management	\$ 34,188	\$ 38,688	\$ 38,688	\$ 4,501		13%
Executive	\$ 55,714	\$ 61,492	\$ 61,492	\$ 5,779		10%
Finance	\$ 45,929	\$ 45,270	\$ 45,270	\$ (659)		-1%
Information Technology	\$ 34,988	\$ 43,850	\$ 43,850	\$ 8,862		25%
Legal	\$ 6,324	\$ 7,685	\$ 7,685	\$ 1,360		22%
Operations	\$ 323,418	\$ 373,933	\$ 373,933	\$ 50,515		16%
Planning, Environment & Project Development	\$ 16,993	\$ 19,937	\$ 19,937	\$ 2,945		17%
Portfolio Services Office	\$ 37,387	\$ 41,101	\$ 41,101	\$ 3,713		10%
Safety	\$ 48,222	\$ 58,251	\$ 58,251	\$ 10,030		21%
Contingency	\$ 21,047	\$ 14,200	\$ 14,200	\$ (6,847)		-33%
<b>Total Department Budgets</b>	<b>\$ 637,924</b>	<b>\$ 719,305</b>	<b>\$ 719,305</b>	<b>\$ 81,382</b>		<b>13%</b>

<sup>1</sup> While the total 2022 budget remains unchanged, certain department budgets have been updated during the year per R2020-24 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 2023 budget are summarized below.

### AGENCY STAFFING SUMMARY

Department	2019	2020	2021	2022	2023	
					New	Proposed
Communications	72	68	68	71	0	71
Design, Engineering & Construction Management	327	321	152	160	0	160
Executive	163	224	241	252	33	285
Finance	99	73	74	77	1	78
Information Technology	109	108	109	120	12	132
Legal	23	24	26	28	1	29
Operations	237	197	242	293	30	323
Planning, Environment & Project Development	102	98	100	95	1	96
Portfolio Services Office	0	0	182	206	0	206
Safety	66	58	59	76	13	89
<b>Total Positions</b>	<b>1,198</b>	<b>1,171</b>	<b>1,253</b>	<b>1,378</b>	<b>91</b>	<b>1,469</b>

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 for all active projects. The adopted TIP is the proposed TIP and associated revisions adopted by the Board, plus any one-time actions that the Budget Policy authorizes the CEO to take after the Board adopts the annual budget and TIP resolution.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Capital Projects** – Projects that purchase or construct capital assets.

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

**CCI** – Construction Cost Index.

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

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

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

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

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

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

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

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

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

**DSRF** – Debt Service Reserve Fund.

**DSTT** – Downtown Seattle Transit Tunnel.

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

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

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

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

**FCC** – Federal Communications Commission.

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

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

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

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

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

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

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

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

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

**GIS** – Geographic Information Services.

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

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

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

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

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

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

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

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

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

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

**O&M** – Operations and Maintenance

**OMF** – Operations and Maintenance Facility

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

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

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

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

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

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

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

**PLA (Project Labor Agreement)** – PLAs are collective bargaining agreements between building trade unions and contractors. They govern terms and conditions of employment for all craft workers – union and nonunion – on a construction project.

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

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

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

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

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

**Project Cost Phases** – Distinct groupings of project activities, typically project development, design, and construction. Project teams track and report on project costs relative to the activities and deliverables in each. Project phases include:

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

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



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

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

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

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

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

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

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

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

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

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

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

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

**ROWI** – Right-of-Way Index.

**RRIF** – Railroad Rehabilitation & Improvement Financing.

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

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

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

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

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

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

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

**SOGR** – State of Good Repair

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

**Sound Transit** – The Central Puget Sound Regional Transit Authority.

**SPI (Schedule Performance Index)** – A measure of schedule efficiency on a project. It is the ratio of earned value (EV) to planned value (PV).

**SR** – State Route

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

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

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

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

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

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

**System Plan** – (see Sound Move).

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

**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 for all active projects/programs. The TIP contains information on scope and budget as well as changes in budget and schedule.

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

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

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

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

**UAC** – Unallocated Contingency.

**UPS** – Uninterrupted Power Supply.

**UW** – University of Washington.

**Variance** – The difference between planned costs and actual costs.

**WSDOT** – Washington State Department of Transportation

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

# Appendix E – Project Detail Pages

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**SYSTEM EXPANSION**

**LINK**

(in thousands)

Cashflow by Project (YOE \$000s)									
Project Number and Name	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(T400007) FIRST HILL STREETCAR	\$ 132,730	\$ 50	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 132,780
(T400009) LINK O&M FACILITY EAST	\$ 381,682	\$ 3,553	\$ 1,259	\$ 1,070	\$ 23,462	\$ 38,194	\$ 0	\$ 0	\$ 449,220
(T400032) LRV FLEET EXPANSION	\$ 530,201	\$ 121,547	\$ 59,390	\$ 29,580	\$ 0	\$ 0	\$ 0	\$ 0	\$ 740,718
(T400037) SERIES 3 LRV	\$ 1,436	\$ 3,564	\$ 3,806	\$ 4,184	\$ 1,457	\$ 1,506	\$ 2,036	\$ 15,011	\$ 33,000
(T400047) WEST SEATTLE LINK EXTENSION	\$ 40,524	\$ 23,943	\$ 101,007	\$ 59,570	\$ 0	\$ 0	\$ 0	\$ 0	\$ 225,044
(T400052) EVERETT LINK EXTENSION	\$ 22,957	\$ 49,825	\$ 35,688	\$ 27,048	\$ 24,911	\$ 7,254	\$ 29,260	\$ 0	\$ 196,942
(T400053) TACOMA DOME LINK EXTENSION	\$ 72,825	\$ 129,676	\$ 91,717	\$ 4,900	\$ 0	\$ 0	\$ 0	\$ 0	\$ 299,117
(T400066) BALLARD LINK EXTENSION	\$ 113,560	\$ 67,096	\$ 283,049	\$ 166,931	\$ 0	\$ 0	\$ 0	\$ 0	\$ 630,636
(T400113) NORTH CORRIDOR MOW	\$ 13,353	\$ 8,837	\$ 4,694	\$ 903	\$ 4,221	\$ 0	\$ 0	\$ 0	\$ 32,009
(T400115) NE 130TH STREET INFILL STATION	\$ 36,458	\$ 26,943	\$ 85,789	\$ 81,179	\$ 9,786	\$ 0	\$ 0	\$ 0	\$ 240,155
(T400136) GRAHAM ST INFILL STATION	\$ 0	\$ 1,710	\$ 900	\$ 325	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,935
(T400137) BOEING ACCESS RD INFILL STATIO	\$ 0	\$ 4,110	\$ 2,933	\$ 1,597	\$ 0	\$ 0	\$ 0	\$ 0	\$ 8,640
(T4X100) NORTHGATE LINK EXTENSION	\$ 1,768,123	\$ 6,070	\$ 4,062	\$ 1,231	\$ 39,790	\$ 39,722	\$ 40,691	\$ 66	\$ 1,899,756
(T4X115) LYNNWOOD LINK EXTENSION	\$ 2,112,113	\$ 431,063	\$ 151,261	\$ 21,921	\$ 55,264	\$ 0	\$ 0	\$ 0	\$ 2,771,622
(T4X199) NORTHGATE LINK EXT PROJ RESERV	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 50,000	\$ 50,000
(T4X200) UNIVERSITY LINK EXTENSION	\$ 1,514,302	\$ 500	\$ 1,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 239,705	\$ 1,756,007
(T4X420) S 200th LINK EXTENSION	\$ 329,653	\$ 6	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 916	\$ 330,575
(T4X445) FEDERAL WAY LINK EXTENSION	\$ 1,393,731	\$ 442,752	\$ 258,859	\$ 326,982	\$ 29,211	\$ 0	\$ 0	\$ 0	\$ 2,451,535
(T4X600) EAST LINK	\$ 3,254,158	\$ 128,833	\$ 186,240	\$ 78,081	\$ 28,338	\$ 750	\$ 750	\$ 0	\$ 3,677,150
(T4X630) DOWNTOWN REDMOND LINK EXT	\$ 733,639	\$ 236,313	\$ 231,001	\$ 104,117	\$ 87,871	\$ 36,669	\$ 35,629	\$ 64,760	\$ 1,530,000
<b>(SVX) SYSTEM EXPANSION</b>	<b>\$ 12,451,446</b>	<b>\$ 1,686,392</b>	<b>\$ 1,503,155</b>	<b>\$ 909,618</b>	<b>\$ 304,310</b>	<b>\$ 124,095</b>	<b>\$ 108,366</b>	<b>\$ 370,459</b>	<b>\$ 17,457,840</b>

Cashflow by Subarea (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
Snohomish	\$ 1,325,530	\$ 304,774	\$ 145,892	\$ 54,745	\$ 60,012	\$ 15,275	\$ 29,260	\$ 0	\$ 1,935,488
North King	\$ 4,777,455	\$ 341,859	\$ 486,889	\$ 283,142	\$ 78,753	\$ 46,105	\$ 40,696	\$ 289,772	\$ 6,344,670
South King	\$ 1,904,069	\$ 521,245	\$ 327,755	\$ 346,761	\$ 33,715	\$ 7,333	\$ 0	\$ 916	\$ 3,141,795
East King	\$ 4,380,755	\$ 425,956	\$ 465,528	\$ 208,552	\$ 126,152	\$ 53,876	\$ 36,374	\$ 64,760	\$ 5,761,954
Pierce	\$ 48,222	\$ 79,788	\$ 67,034	\$ 10,412	\$ 0	\$ 0	\$ 0	\$ 0	\$ 205,456
Systemwide	\$ 15,414	\$ 12,770	\$ 10,057	\$ 6,005	\$ 5,678	\$ 1,506	\$ 2,036	\$ 15,011	\$ 68,477
<b>Subarea Allocation Total</b>	<b>\$ 12,451,446</b>	<b>\$ 1,686,392</b>	<b>\$ 1,503,155</b>	<b>\$ 909,618</b>	<b>\$ 304,310</b>	<b>\$ 124,095</b>	<b>\$ 108,366</b>	<b>\$ 370,459</b>	<b>\$ 17,457,840</b>

Cashflow by Phase (YOE \$000s)									
Phase # and Description	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(01) OPERATION+MAINTENANCE	\$ 1,269	\$ 1,220	\$ 1,250	\$ 1,024	\$ 576	\$ 0	\$ 0	\$ 0	\$ 5,340
(10) AGENCY ADMINISTRATION	\$ 548,843	\$ 69,729	\$ 76,239	\$ 60,289	\$ 39,000	\$ 18,651	\$ 32,436	\$ 37,237	\$ 882,424
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 398,128	\$ 149,170	\$ 173,341	\$ 24,807	\$ 18,961	\$ 726	\$ 11,436	\$ 988	\$ 777,557
(30) FINAL DESIGN+SPECIFICATIONS	\$ 628,241	\$ 18,851	\$ 11,129	\$ 15,399	\$ 15,515	\$ 5,330	\$ 4,888	\$ 4,278	\$ 703,631
(35) THIRD PARTY	\$ 241,604	\$ 16,836	\$ 21,148	\$ 11,761	\$ 8,295	\$ 3,693	\$ 4,266	\$ 9,538	\$ 317,140
(40) ROW ACQUISITION+PERMITS	\$ 1,195,881	\$ 121,708	\$ 322,590	\$ 333,634	\$ 61,241	\$ 49,192	\$ 11,925	\$ 49,290	\$ 2,145,462
(50) CONSTRUCTION	\$ 8,108,479	\$ 1,063,608	\$ 746,167	\$ 402,776	\$ 143,401	\$ 31,863	\$ 29,241	\$ 189,105	\$ 10,714,641
(55) CONSTRUCTION SERVICES	\$ 673,739	\$ 86,185	\$ 67,347	\$ 31,867	\$ 9,805	\$ 7,241	\$ 6,773	\$ 24,345	\$ 907,303
(70) VEHICLES	\$ 601,326	\$ 115,100	\$ 53,896	\$ 27,726	\$ 0	\$ 0	\$ 0	\$ 4,716	\$ 802,765
(80) SYSTEM TESTING+STARTUP	\$ 53,936	\$ 43,985	\$ 30,048	\$ 335	\$ 115	\$ 0	\$ 0	\$ 960	\$ 129,379
(90) CONTINGENCY	\$ 0	\$ 0	\$ 0	\$ 0	\$ 7,400	\$ 7,400	\$ 7,400	\$ 50,000	\$ 72,200
<b>TOTAL PHASES</b>	<b>\$ 12,451,446</b>	<b>\$ 1,686,392</b>	<b>\$ 1,503,155</b>	<b>\$ 909,618</b>	<b>\$ 304,310</b>	<b>\$ 124,095</b>	<b>\$ 108,366</b>	<b>\$ 370,459</b>	<b>\$ 17,457,840</b>

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

Changes to authorized allocation: None.

Budget year activities: None.

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

<b>In Service Year</b>	
Baseline	2015
Prior Year	2015
Current Year	2015

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

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
North King	\$ 132,730	\$ 50	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	132,780
Subarea Allocation Total	\$ 132,730	\$ 50	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	132,780

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(10) AGENCY ADMINISTRATION	\$ 239	\$ 50	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	289
(35) THIRD PARTY	\$ 132,491	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	132,491
Total	\$ 132,730	\$ 50	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	132,780

**SYSTEM EXPANSION**

**T400009**

**LINK O&M FACILITY EAST**

**LINK**

**Managed by: DEC**

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

Changes to authorized allocation: None.

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

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

In Service Year	
Baseline	2020
Prior Year	2020
Current Year	2020

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 80,153	\$ 746	\$ 264	\$ 225	\$ 4,927	\$ 8,021	\$ 0	\$ 0	94,336
North King	\$ 63,741	\$ 593	\$ 210	\$ 179	\$ 3,918	\$ 6,378	\$ 0	\$ 0	75,020
South King	\$ 73,283	\$ 682	\$ 242	\$ 205	\$ 4,505	\$ 7,333	\$ 0	\$ 0	86,250
East King	\$ 164,505	\$ 1,531	\$ 543	\$ 461	\$ 10,112	\$ 16,462	\$ 0	\$ 0	193,614
Subarea Allocation Total	\$ 381,682	\$ 3,553	\$ 1,259	\$ 1,070	\$ 23,462	\$ 38,194	\$ 0	\$ 0	449,220

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 11,231	\$ 445	\$ 560	\$ 166	\$ 0	\$ 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	\$ 19	\$ 0	\$ 0	\$ 0	\$ 0	\$ 367	\$ 0	\$ 0	386
(35) THIRD PARTY	\$ 78	\$ 300	\$ 0	\$ 0	\$ 2,729	\$ 0	\$ 0	\$ 0	3,107
(40) ROW ACQUISITION+PERMITS	\$ 102,640	\$ 0	\$ 0	\$ 0	\$ 0	\$ 31,889	\$ 0	\$ 0	134,529
(50) CONSTRUCTION	\$ 239,530	\$ 2,227	\$ 699	\$ 80	\$ 20,281	\$ 0	\$ 0	\$ 0	262,818
(55) CONSTRUCTION SERVICES	\$ 18,016	\$ 100	\$ 0	\$ 0	\$ 452	\$ 768	\$ 0	\$ 0	19,337
(80) SYSTEM TESTING+STARTUP	\$ 1,454	\$ 481	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,935
Total	\$ 381,682	\$ 3,553	\$ 1,259	\$ 1,070	\$ 23,462	\$ 38,194	\$ 0	\$ 0	449,220

**SYSTEM EXPANSION**

**T400032**

**LRV FLEET EXPANSION**

**LINK**

**Managed by: DEC**

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

Changes to authorized allocation: None.

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

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

In Service Year	
Baseline	2024
Prior Year	2024
Current Year	2024

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 60,973	\$ 13,978	\$ 6,830	\$ 3,402	\$ 0	\$ 0	\$ 0	\$ 0	85,183
North King	\$ 160,651	\$ 36,829	\$ 17,995	\$ 8,963	\$ 0	\$ 0	\$ 0	\$ 0	224,438
South King	\$ 69,456	\$ 15,923	\$ 7,780	\$ 3,875	\$ 0	\$ 0	\$ 0	\$ 0	97,034
East King	\$ 239,121	\$ 54,818	\$ 26,785	\$ 13,341	\$ 0	\$ 0	\$ 0	\$ 0	334,064
Subarea Allocation Total	\$ 530,201	\$ 121,547	\$ 59,390	\$ 29,580	\$ 0	\$ 0	\$ 0	\$ 0	740,718

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 7,020	\$ 1,030	\$ 2,025	\$ 754	\$ 0	\$ 0	\$ 0	\$ 0	10,829
(55) CONSTRUCTION SERVICES	\$ 13,250	\$ 2,600	\$ 887	\$ 1,100	\$ 0	\$ 0	\$ 0	\$ 0	17,838
(70) VEHICLES	\$ 502,134	\$ 115,100	\$ 53,896	\$ 27,726	\$ 0	\$ 0	\$ 0	\$ 0	698,856
(80) SYSTEM TESTING+STARTUP	\$ 7,796	\$ 2,817	\$ 2,582	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	13,195
Total	\$ 530,201	\$ 121,547	\$ 59,390	\$ 29,580	\$ 0	\$ 0	\$ 0	\$ 0	740,718



**SYSTEM EXPANSION**

**T400037**

**SERIES 3 LRV**

**LINK**

**Managed by: OPS**

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

Changes to authorized allocation: None.

Budget year activities: Procure engineering consultant services.

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

<b>In Service Year</b>	
Baseline	TBD
Prior Year	2041
Current Year	2041

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

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
Systemwide	\$ 1,436	\$ 3,564	\$ 3,806	\$ 4,184	\$ 1,457	\$ 1,506	\$ 2,036	\$ 15,011	\$ 33,000
Subarea Allocation Total	\$ 1,436	\$ 3,564	\$ 3,806	\$ 4,184	\$ 1,457	\$ 1,506	\$ 2,036	\$ 15,011	\$ 33,000

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(10) AGENCY ADMINISTRATION	\$ 985	\$ 2,191	\$ 2,305	\$ 2,617	\$ 0	\$ 0	\$ 0	\$ 0	\$ 8,098
(55) CONSTRUCTION SERVICES	\$ 451	\$ 1,373	\$ 1,501	\$ 1,567	\$ 1,457	\$ 1,506	\$ 2,036	\$ 15,011	\$ 24,902
Total	\$ 1,436	\$ 3,564	\$ 3,806	\$ 4,184	\$ 1,457	\$ 1,506	\$ 2,036	\$ 15,011	\$ 33,000

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

Changes to authorized allocation: Increased by \$225.0 million as project is stand alone project.

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

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

<b>In Service Year</b>	
Baseline	TBD
Prior Year	2032
Current Year	2032

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

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
North King	\$ 40,524	\$ 23,943	\$ 101,007	\$ 59,570	\$ 0	\$ 0	\$ 0	\$ 0	225,044
Subarea Allocation Total	\$ 40,524	\$ 23,943	\$ 101,007	\$ 59,570	\$ 0	\$ 0	\$ 0	\$ 0	225,044

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(10) AGENCY ADMINISTRATION	\$ 8,323	\$ 2,451	\$ 3,698	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	14,473
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 30,528	\$ 19,975	\$ 33,658	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	84,160
(35) THIRD PARTY	\$ 584	\$ 465	\$ 1,686	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,735
(40) ROW ACQUISITION+PERMITS	\$ 1,089	\$ 658	\$ 60,782	\$ 59,570	\$ 0	\$ 0	\$ 0	\$ 0	122,098
(55) CONSTRUCTION SERVICES	\$ 0	\$ 395	\$ 1,184	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,578
Total	\$ 40,524	\$ 23,943	\$ 101,007	\$ 59,570	\$ 0	\$ 0	\$ 0	\$ 0	225,044

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

Changes to authorized allocation: Increased 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)	
Baseline	\$ 0
Prior Year TIP	\$ 24,622
Current Year TIP	\$ 32,009

In Service Year	
Baseline	TBD
Prior Year	2022
Current Year	2024

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

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Systemwide	\$ 13,353	\$ 8,837	\$ 4,694	\$ 903	\$ 4,221	\$ 0	\$ 0	\$ 0	\$ 32,009	
Subarea Allocation Total	\$ 13,353	\$ 8,837	\$ 4,694	\$ 903	\$ 4,221	\$ 0	\$ 0	\$ 0	\$ 32,009	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(01) OPERATION+MAINTENANCE	\$ 254	\$ 0	\$ 0	\$ 0	\$ 53	\$ 0	\$ 0	\$ 0	\$ 307	
(10) AGENCY ADMINISTRATION	\$ 409	\$ 439	\$ 480	\$ 230	\$ 222	\$ 0	\$ 0	\$ 0	\$ 1,780	
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 625	\$ 1,000	\$ 239	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,864	
(30) FINAL DESIGN+SPECIFICATIONS	\$ 100	\$ 2,070	\$ 634	\$ 323	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,127	
(35) THIRD PARTY	\$ 100	\$ 129	\$ 0	\$ 0	\$ 230	\$ 0	\$ 0	\$ 0	\$ 459	
(40) ROW ACQUISITION+PERMITS	\$ 11,640	\$ 1,200	\$ 3,100	\$ 350	\$ 3,717	\$ 0	\$ 0	\$ 0	\$ 20,007	
(50) CONSTRUCTION	\$ 175	\$ 3,140	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,315	
(55) CONSTRUCTION SERVICES	\$ 50	\$ 858	\$ 242	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,150	
Total	\$ 13,353	\$ 8,837	\$ 4,694	\$ 903	\$ 4,221	\$ 0	\$ 0	\$ 0	\$ 32,009	

**SYSTEM EXPANSION**  
**T400115**

**NE 130TH STREET INFILL STATION**

**LINK**  
**Managed by: DEC**

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

Changes to authorized allocation: None.

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

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 240,155
Current Year TIP	\$ 240,155

In Service Year	
Baseline	2026
Prior Year	2031
Current Year	2026

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 36,458	\$ 26,943	\$ 85,789	\$ 81,179	\$ 9,786	\$ 0	\$ 0	\$ 0	240,155
Subarea Allocation Total	\$ 36,458	\$ 26,943	\$ 85,789	\$ 81,179	\$ 9,786	\$ 0	\$ 0	\$ 0	240,155

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 1,015	\$ 1,220	\$ 1,250	\$ 1,024	\$ 524	\$ 0	\$ 0	\$ 0	5,033
(10) AGENCY ADMINISTRATION	\$ 1,997	\$ 150	\$ 375	\$ 343	\$ 190	\$ 0	\$ 0	\$ 0	3,054
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 2,711	\$ 0	\$ 0	\$ 1	\$ (1)	\$ 0	\$ 0	\$ 0	2,711
(30) FINAL DESIGN+SPECIFICATIONS	\$ 10,914	\$ 2,012	\$ 2,250	\$ 2,215	\$ 197	\$ 0	\$ 0	\$ 0	17,588
(35) THIRD PARTY	\$ 1,320	\$ 97	\$ 155	\$ 94	\$ 33	\$ 0	\$ 0	\$ 0	1,699
(40) ROW ACQUISITION+PERMITS	\$ 0	\$ 96	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	96
(50) CONSTRUCTION	\$ 14,025	\$ 20,022	\$ 76,900	\$ 74,319	\$ 6,819	\$ 0	\$ 0	\$ 0	192,085
(55) CONSTRUCTION SERVICES	\$ 4,476	\$ 3,346	\$ 4,750	\$ 2,848	\$ 1,910	\$ 0	\$ 0	\$ 0	17,330
(80) SYSTEM TESTING+STARTUP	\$ 0	\$ 0	\$ 109	\$ 335	\$ 115	\$ 0	\$ 0	\$ 0	559
Total	\$ 36,458	\$ 26,943	\$ 85,789	\$ 81,179	\$ 9,786	\$ 0	\$ 0	\$ 0	240,155

**SYSTEM EXPANSION**

**T400136**

**GRAHAM ST INFILL STATION**

**LINK**

**Managed by: PED**

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

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

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

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

<b>In Service Year</b>	
Baseline	TBD
Prior Year	N/A
Current Year	2031

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

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
North King	\$ 0	\$ 1,710	\$ 900	\$ 325	\$ 0	\$ 0	\$ 0	\$ 0	2,935
Subarea Allocation Total	\$ 0	\$ 1,710	\$ 900	\$ 325	\$ 0	\$ 0	\$ 0	\$ 0	2,935

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

**SYSTEM EXPANSION**

**T400137**

**BOEING ACCESS RD INFILL STN**

**LINK**

**Managed by: PED**

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

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

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

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

<b>In Service Year</b>	
Baseline	TBD
Prior Year	N/A
Current Year	2031

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

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
South King	\$ 0	\$ 4,110	\$ 2,933	\$ 1,597	\$ 0	\$ 0	\$ 0	\$ 0	\$ 8,640
Subarea Allocation Total	\$ 0	\$ 4,110	\$ 2,933	\$ 1,597	\$ 0	\$ 0	\$ 0	\$ 0	\$ 8,640

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(10) AGENCY ADMINISTRATION	\$ 0	\$ 910	\$ 133	\$ 137	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,180
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 0	\$ 2,925	\$ 2,650	\$ 1,275	\$ 0	\$ 0	\$ 0	\$ 0	\$ 6,850
(35) THIRD PARTY	\$ 0	\$ 275	\$ 150	\$ 185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 610
Total	\$ 0	\$ 4,110	\$ 2,933	\$ 1,597	\$ 0	\$ 0	\$ 0	\$ 0	\$ 8,640

**SYSTEM EXPANSION**

**T4X100**

**NORTHGATE LINK EXTENSION**

**LINK**

**Managed by: DEC**

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

Changes to authorized allocation: None.

Budget year activities: Project closeout activities.

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

In Service Year	
Baseline	2021
Prior Year	2021
Current Year	2021

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 1,768,123	\$ 6,070	\$ 4,062	\$ 1,231	\$ 39,790	\$ 39,722	\$ 40,691	\$ 66	\$ 1,899,756
Subarea Allocation Total	\$ 1,768,123	\$ 6,070	\$ 4,062	\$ 1,231	\$ 39,790	\$ 39,722	\$ 40,691	\$ 66	\$ 1,899,756

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 107,756	\$ 525	\$ 210	\$ 50	\$ 7,141	\$ 7,141	\$ 7,556	\$ 0	\$ 130,379
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 15,077	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 15,077
(30) FINAL DESIGN+SPECIFICATIONS	\$ 122,828	\$ 300	\$ 0	\$ 0	\$ 4,680	\$ 4,680	\$ 4,680	\$ 0	\$ 137,167
(35) THIRD PARTY	\$ 9,480	\$ 0	\$ 0	\$ 0	\$ 773	\$ 773	\$ 773	\$ 0	\$ 11,800
(40) ROW ACQUISITION+PERMITS	\$ 102,390	\$ 0	\$ 0	\$ 0	\$ 3,303	\$ 3,303	\$ 3,303	\$ 0	\$ 112,300
(50) CONSTRUCTION	\$ 1,289,387	\$ 5,245	\$ 3,852	\$ 1,181	\$ 12,325	\$ 12,258	\$ 12,812	\$ 66	\$ 1,337,127
(55) CONSTRUCTION SERVICES	\$ 105,809	\$ 0	\$ 0	\$ 0	\$ 4,167	\$ 4,167	\$ 4,167	\$ 0	\$ 118,310
(80) SYSTEM TESTING+STARTUP	\$ 15,396	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 15,396
(90) CONTINGENCY	\$ 0	\$ 0	\$ 0	\$ 0	\$ 7,400	\$ 7,400	\$ 7,400	\$ 0	\$ 22,200
Total	\$ 1,768,123	\$ 6,070	\$ 4,062	\$ 1,231	\$ 39,790	\$ 39,722	\$ 40,691	\$ 66	\$ 1,899,756

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

Changes to authorized allocation: None.

Budget year activities: Continue civil and systems construction activities.

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

In Service Year	
Baseline	2024
Prior Year	2024
Current Year	2024

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 1,153,214	\$ 235,360	\$ 82,589	\$ 11,969	\$ 30,174	\$ 0	\$ 0	\$ 0	1,513,306
North King	\$ 958,899	\$ 195,703	\$ 68,672	\$ 9,952	\$ 25,090	\$ 0	\$ 0	\$ 0	1,258,316
Subarea Allocation Total	\$ 2,112,113	\$ 431,063	\$ 151,261	\$ 21,921	\$ 55,264	\$ 0	\$ 0	\$ 0	2,771,622

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 60,617	\$ 10,000	\$ 6,988	\$ 5,379	\$ 15,179	\$ 0	\$ 0	\$ 0	98,164
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 39,053	\$ 0	\$ 0	\$ 0	\$ 1	\$ 0	\$ 0	\$ 0	39,054
(30) FINAL DESIGN+SPECIFICATIONS	\$ 147,852	\$ 7,600	\$ 4,498	\$ 0	\$ 4,212	\$ 0	\$ 0	\$ 0	164,162
(35) THIRD PARTY	\$ 12,355	\$ 1,643	\$ 2,142	\$ 0	\$ 1,460	\$ 0	\$ 0	\$ 0	17,600
(40) ROW ACQUISITION+PERMITS	\$ 179,291	\$ 4,678	\$ 4,300	\$ 0	\$ 30,784	\$ 0	\$ 0	\$ 0	219,053
(50) CONSTRUCTION	\$ 1,575,466	\$ 373,512	\$ 113,424	\$ 11,393	\$ 3,558	\$ 0	\$ 0	\$ 0	2,077,353
(55) CONSTRUCTION SERVICES	\$ 97,215	\$ 24,408	\$ 12,195	\$ 5,149	\$ 69	\$ 0	\$ 0	\$ 0	139,036
(80) SYSTEM TESTING+STARTUP	\$ 264	\$ 9,222	\$ 7,714	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	17,200
Total	\$ 2,112,113	\$ 431,063	\$ 151,261	\$ 21,921	\$ 55,264	\$ 0	\$ 0	\$ 0	2,771,622



**SYSTEM EXPANSION**

**LINK**

**T4X199**

**NORTHGATE LINK EXT PROJ RESERV**

**Managed by: DEC**

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

Changes to authorized allocation: None.

Budget year activities: None.

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

In Service Year	
Baseline	2021
Prior Year	2021
Current Year	2021

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 0 \$	0 \$	0 \$	0 \$	0 \$	0 \$	0 \$	50,000 \$	50,000
Subarea Allocation Total	\$ 0 \$	0 \$	0 \$	0 \$	0 \$	0 \$	0 \$	50,000 \$	50,000

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(90) CONTINGENCY	\$ 0 \$	0 \$	0 \$	0 \$	0 \$	0 \$	0 \$	50,000 \$	50,000
Total	\$ 0 \$	0 \$	0 \$	0 \$	0 \$	0 \$	0 \$	50,000 \$	50,000

**SYSTEM EXPANSION**

**T4X200**

**UNIVERSITY LINK EXTENSION**

**LINK**

**Managed by: DEC**

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

Changes to authorized allocation: None.

Budget year activities: Project closeout activities.

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

In Service Year	
Baseline	2016
Prior Year	2016
Current Year	2016

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 1,514,302	\$ 500	\$ 1,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 239,705	\$ 1,756,007
Subarea Allocation Total	\$ 1,514,302	\$ 500	\$ 1,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 239,705	\$ 1,756,007

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 82,497	\$ 500	\$ 500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 30,057	\$ 113,554
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 24,261	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 24,261
(30) FINAL DESIGN+SPECIFICATIONS	\$ 86,773	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,535	\$ 90,308
(35) THIRD PARTY	\$ 11,314	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 7,332	\$ 18,646
(40) ROW ACQUISITION+PERMITS	\$ 126,428	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 25,904	\$ 152,332
(50) CONSTRUCTION	\$ 988,827	\$ 0	\$ 1,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 158,956	\$ 1,148,783
(55) CONSTRUCTION SERVICES	\$ 86,569	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 8,245	\$ 94,814
(70) VEHICLES	\$ 99,193	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,716	\$ 103,909
(80) SYSTEM TESTING+STARTUP	\$ 8,440	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 960	\$ 9,400
Total	\$ 1,514,302	\$ 500	\$ 1,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 239,705	\$ 1,756,007

**SYSTEM EXPANSION**  
**T4X420**

**S 200th LINK EXTENSION**

**LINK**  
**Managed by: DEC**

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

Changes to authorized allocation: None.

Budget year activities: Project closeout activities.

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

In Service Year	
Baseline	2016
Prior Year	2016
Current Year	2016

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
South King	\$ 329,653	\$ 6	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 916	\$ 330,575
Subarea Allocation Total	\$ 329,653	\$ 6	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 916	\$ 330,575

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 16,465	\$ 6	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 299	\$ 16,770
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 5,698	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,698
(30) FINAL DESIGN+SPECIFICATIONS	\$ 8,767	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 8,767
(35) THIRD PARTY	\$ 3,812	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,812
(40) ROW ACQUISITION+PERMITS	\$ 38,052	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 310	\$ 38,361
(50) CONSTRUCTION	\$ 238,239	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 307	\$ 238,547
(55) CONSTRUCTION SERVICES	\$ 17,257	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 17,257
(80) SYSTEM TESTING+STARTUP	\$ 1,363	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,363
Total	\$ 329,653	\$ 6	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 916	\$ 330,575

**SYSTEM EXPANSION**  
**T4X445**

**FEDERAL WAY LINK EXTENSION**

**LINK**  
**Managed by: DEC**

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

Changes to authorized allocation: None.

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

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

<b>In Service Year</b>	
Baseline	2024
Prior Year	2024
Current Year	2024

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

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
South King	\$ 1,393,731	\$ 442,752	\$ 258,859	\$ 326,982	\$ 29,211	\$ 0	\$ 0	\$ 0	2,451,535
Subarea Allocation Total	\$ 1,393,731	\$ 442,752	\$ 258,859	\$ 326,982	\$ 29,211	\$ 0	\$ 0	\$ 0	2,451,535

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(10) AGENCY ADMINISTRATION	\$ 45,100	\$ 9,677	\$ 13,459	\$ 24,979	\$ 3,305	\$ 0	\$ 0	\$ 0	96,520
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 45,438	\$ 100	\$ 593	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	46,131
(30) FINAL DESIGN+SPECIFICATIONS	\$ 3,298	\$ 666	\$ 1,443	\$ 330	\$ 0	\$ 0	\$ 0	\$ 0	5,737
(35) THIRD PARTY	\$ 18,614	\$ 4,461	\$ 2,497	\$ 2,169	\$ 0	\$ 0	\$ 0	\$ 0	27,741
(40) ROW ACQUISITION+PERMITS	\$ 231,907	\$ 10,089	\$ 2,901	\$ 93,887	\$ 0	\$ 0	\$ 0	\$ 0	338,783
(50) CONSTRUCTION	\$ 974,756	\$ 386,026	\$ 212,068	\$ 200,625	\$ 25,905	\$ 0	\$ 0	\$ 0	1,799,381
(55) CONSTRUCTION SERVICES	\$ 74,407	\$ 20,000	\$ 16,638	\$ 4,992	\$ 0	\$ 0	\$ 0	\$ 0	116,037
(80) SYSTEM TESTING+STARTUP	\$ 212	\$ 11,732	\$ 9,260	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	21,205
Total	\$ 1,393,731	\$ 442,752	\$ 258,859	\$ 326,982	\$ 29,211	\$ 0	\$ 0	\$ 0	2,451,535

**SYSTEM EXPANSION**

**T4X600**

**EAST LINK**

**LINK**

**Managed by: DEC**

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

Changes to authorized allocation: None.

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

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

In Service Year	
Baseline	2023
Prior Year	2023
Current Year	2023

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 19,525	\$ 773	\$ 1,117	\$ 468	\$ 170	\$ 5	\$ 5	\$ 0	22,063
East King	\$ 3,234,633	\$ 128,060	\$ 185,122	\$ 77,613	\$ 28,168	\$ 746	\$ 746	\$ 0	3,655,087
Subarea Allocation Total	\$ 3,254,158	\$ 128,833	\$ 186,240	\$ 78,081	\$ 28,338	\$ 750	\$ 750	\$ 0	3,677,150

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 134,339	\$ 17,830	\$ 18,586	\$ 13,086	\$ 2,358	\$ 0	\$ 0	\$ 0	186,200
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 54,776	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	54,776
(30) FINAL DESIGN+SPECIFICATIONS	\$ 246,342	\$ 5,447	\$ 1,864	\$ 12,222	\$ 6,014	\$ 0	\$ 0	\$ 0	271,888
(35) THIRD PARTY	\$ 38,786	\$ 2,862	\$ 4,572	\$ 5,930	\$ 0	\$ 0	\$ 0	\$ 0	52,150
(40) ROW ACQUISITION+PERMITS	\$ 280,349	\$ 768	\$ 791	\$ 1,172	\$ 5,437	\$ 0	\$ 0	\$ 0	288,516
(50) CONSTRUCTION	\$ 2,256,541	\$ 65,651	\$ 142,793	\$ 37,210	\$ 14,529	\$ 750	\$ 750	\$ 0	2,518,224
(55) CONSTRUCTION SERVICES	\$ 224,081	\$ 21,500	\$ 17,634	\$ 8,462	\$ 0	\$ 0	\$ 0	\$ 0	271,677
(80) SYSTEM TESTING+STARTUP	\$ 18,944	\$ 14,774	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	33,718
Total	\$ 3,254,158	\$ 128,833	\$ 186,240	\$ 78,081	\$ 28,338	\$ 750	\$ 750	\$ 0	3,677,150

**SYSTEM EXPANSION**

**T4X630**

**DOWNTOWN REDMOND LINK EXT**

**LINK**

**Managed by: DEC**

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

Changes to authorized allocation: None.

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

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

In Service Year	
Baseline	2024
Prior Year	2024
Current Year	2024

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
East King	\$ 733,639	\$ 236,313	\$ 231,001	\$ 104,117	\$ 87,871	\$ 36,669	\$ 35,629	\$ 64,760	\$ 1,530,000
Subarea Allocation Total	\$ 733,639	\$ 236,313	\$ 231,001	\$ 104,117	\$ 87,871	\$ 36,669	\$ 35,629	\$ 64,760	\$ 1,530,000

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 24,006	\$ 6,777	\$ 8,970	\$ 9,235	\$ 7,370	\$ 2,605	\$ 11,156	\$ 6,881	\$ 77,000
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 19,525	\$ 34	\$ 176	\$ 120	\$ 805	\$ 726	\$ 626	\$ 988	\$ 23,000
(30) FINAL DESIGN+SPECIFICATIONS	\$ 1,347	\$ 755	\$ 441	\$ 310	\$ 413	\$ 283	\$ 208	\$ 744	\$ 4,500
(35) THIRD PARTY	\$ 8,179	\$ 1,100	\$ 1,090	\$ 1,525	\$ 1,250	\$ 1,100	\$ 550	\$ 2,206	\$ 17,000
(40) ROW ACQUISITION+PERMITS	\$ 117,466	\$ 4,405	\$ 5,510	\$ 7,210	\$ 16,300	\$ 12,300	\$ 7,200	\$ 23,077	\$ 193,468
(50) CONSTRUCTION	\$ 530,893	\$ 207,785	\$ 195,431	\$ 77,967	\$ 59,983	\$ 18,855	\$ 15,319	\$ 29,776	\$ 1,136,009
(55) CONSTRUCTION SERVICES	\$ 32,157	\$ 10,500	\$ 9,000	\$ 7,750	\$ 1,750	\$ 800	\$ 570	\$ 1,089	\$ 63,616
(80) SYSTEM TESTING+STARTUP	\$ 67	\$ 4,958	\$ 10,382	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 15,407
Total	\$ 733,639	\$ 236,313	\$ 231,001	\$ 104,117	\$ 87,871	\$ 36,669	\$ 35,629	\$ 64,760	\$ 1,530,000

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

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

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

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

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

In Service Year		
Baseline		TBD
Prior Year		2037
Current Year		2037

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 19,284	\$ 41,853	\$ 29,978	\$ 22,720	\$ 20,925	\$ 6,093	\$ 24,578	\$ 0	\$ 165,431
Systemwide	\$ 3,673	\$ 7,972	\$ 5,710	\$ 4,328	\$ 3,986	\$ 1,161	\$ 4,682	\$ 0	\$ 31,511
Subarea Allocation Total	\$ 22,957	\$ 49,825	\$ 35,688	\$ 27,048	\$ 24,911	\$ 7,254	\$ 29,260	\$ 0	\$ 196,942

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 5,264	\$ 3,045	\$ 2,434	\$ 2,734	\$ 3,234	\$ 3,734	\$ 13,725	\$ 0	\$ 34,170
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 16,261	\$ 32,980	\$ 29,484	\$ 20,780	\$ 18,157	\$ 0	\$ 10,810	\$ 0	\$ 128,472
(35) THIRD PARTY	\$ 414	\$ 2,300	\$ 2,070	\$ 1,834	\$ 1,820	\$ 1,820	\$ 2,943	\$ 0	\$ 13,200
(40) ROW ACQUISITION+PERMITS	\$ 378	\$ 11,500	\$ 1,700	\$ 1,700	\$ 1,700	\$ 1,700	\$ 1,422	\$ 0	\$ 20,100
(50) CONSTRUCTION	\$ 640	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 360	\$ 0	\$ 1,000
Total	\$ 22,957	\$ 49,825	\$ 35,688	\$ 27,048	\$ 24,911	\$ 7,254	\$ 29,260	\$ 0	\$ 196,942

**SYSTEM EXPANSION**

**LINK**

**T400053**

**TACOMA DOME LINK EXTENSION**

**Managed by: PED**

Scope: Plan, design, and construct a 9.7 mile extension of light rail from Federal Way to Tacoma via at-grade or elevated alignment. Stations will be located at Federal Way Transit Center, South Federal Way, Fife, East Tacoma, and the Tacoma Dome. The project includes the planning of a light rail maintenance facility (OMF: South) to add storage and maintenance capacity in support the expansion of light rail on the Federal Way to Tacoma corridor. Upon the completion of the environmental impact statement (EIS), the OMF: South will transition to a stand-alone project.

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

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

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

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

In Service Year	
Baseline	TBD
Prior Year	2032
Current Year	2032

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
South King	\$ 29,712	\$ 52,908	\$ 37,420	\$ 1,999	\$ 0	\$ 0	\$ 0	\$ 0	122,040
Pierce	\$ 43,112	\$ 76,768	\$ 54,296	\$ 2,901	\$ 0	\$ 0	\$ 0	\$ 0	177,077
Subarea Allocation Total	\$ 72,825	\$ 129,676	\$ 91,717	\$ 4,900	\$ 0	\$ 0	\$ 0	\$ 0	299,117

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 19,269	\$ 6,349	\$ 5,152	\$ 578	\$ 0	\$ 0	\$ 0	\$ 0	31,348
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 49,917	\$ 34,981	\$ 11,348	\$ 1,532	\$ 0	\$ 0	\$ 0	\$ 0	97,778
(35) THIRD PARTY	\$ 2,439	\$ 1,874	\$ 2,037	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	6,350
(40) ROW ACQUISITION+PERMITS	\$ 1,199	\$ 86,472	\$ 73,180	\$ 2,790	\$ 0	\$ 0	\$ 0	\$ 0	163,641
Total	\$ 72,825	\$ 129,676	\$ 91,717	\$ 4,900	\$ 0	\$ 0	\$ 0	\$ 0	299,117



**SYSTEM EXPANSION**

**T400066**

**BALLARD LINK EXTENSION**

**LINK**

**Managed by: PED**

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

Realignment Update: This project has both a target in-service date and affordable in-service date as approved in Resolution No. R2021-05. It also has a funding gap, which is the currently estimated offset in cost savings and/or new financial resources needed to achieve the target schedule. The target dates is 2037, which corresponds to the target in-service cost. The affordable date delivers SODO to Smith Cove in 2037, and Smith Cove to Ballard in 2039. Because this project has two segments, a segmentation premium is applied, which requires the affordable schedule cost (as shown in the Capital Cost Estimates - Affordable Schedule table).

Changes to authorized allocation: Increased by \$343.9 million for procurement of DB project management and ROW.

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

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ -
Prior Year TIP	\$ 286,746
Current Year TIP	\$ 630,636

In Service Year	
Baseline	TBD
Prior Year	2037
Current Year	2037

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 8,233	\$ 4,864	\$ 20,521	\$ 12,102	\$ 0	\$ 0	\$ 0	\$ 0	45,721
North King	\$ 82,501	\$ 48,745	\$ 205,635	\$ 121,275	\$ 0	\$ 0	\$ 0	\$ 0	458,157
South King	\$ 8,233	\$ 4,864	\$ 20,521	\$ 12,102	\$ 0	\$ 0	\$ 0	\$ 0	45,721
East King	\$ 8,858	\$ 5,233	\$ 22,078	\$ 13,021	\$ 0	\$ 0	\$ 0	\$ 0	49,190
Pierce	\$ 5,110	\$ 3,019	\$ 12,737	\$ 7,512	\$ 0	\$ 0	\$ 0	\$ 0	28,379
Systemwide	\$ 625	\$ 369	\$ 1,557	\$ 918	\$ 0	\$ 0	\$ 0	\$ 0	3,468
Subarea Allocation Total	\$ 113,560	\$ 67,096	\$ 283,049	\$ 166,931	\$ 0	\$ 0	\$ 0	\$ 0	630,636

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 23,325	\$ 6,869	\$ 10,363	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	40,557
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 85,547	\$ 55,975	\$ 94,318	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	235,840
(35) THIRD PARTY	\$ 1,636	\$ 1,304	\$ 4,724	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	7,665
(40) ROW ACQUISITION+PERMITS	\$ 3,052	\$ 1,843	\$ 170,327	\$ 166,931	\$ 0	\$ 0	\$ 0	\$ 0	342,152
(55) CONSTRUCTION SERVICES	\$ 0	\$ 1,106	\$ 3,317	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	4,422
Total	\$ 113,560	\$ 67,096	\$ 283,049	\$ 166,931	\$ 0	\$ 0	\$ 0	\$ 0	630,636

**SYSTEM EXPANSION**  
**TACOMA LINK**  
(in thousands)

Cashflow by Project (YOE \$000s)									
Project Number and Name	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(T400008) HILLTOP TACOMA LINK EXTENSION	\$ 272,469	\$ 10,277	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	282,746
<b>(SVX) SYSTEM EXPANSION</b>	<b>\$ 272,469</b>	<b>\$ 10,277</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>282,746</b>

Cashflow by Subarea (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
Pierce	\$ 272,469	\$ 10,277	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	282,746
<b>Subarea Allocation Total</b>	<b>\$ 272,469</b>	<b>\$ 10,277</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>282,746</b>

Cashflow by Phase (YOE \$000s)									
Phase # and Description	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(10) AGENCY ADMINISTRATION	\$ 24,874	\$ 4,064	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	28,938
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 5,559	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	5,559
(30) FINAL DESIGN+SPECIFICATIONS	\$ 15,403	\$ 822	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	16,224
(35) THIRD PARTY	\$ 1,396	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,396
(40) ROW ACQUISITION+PERMITS	\$ 1,914	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,914
(50) CONSTRUCTION	\$ 162,834	\$ 1,963	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	164,798
(55) CONSTRUCTION SERVICES	\$ 14,181	\$ 2,478	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	16,659
(70) VEHICLES	\$ 38,957	\$ 750	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	39,707
(80) SYSTEM TESTING+STARTUP	\$ 7,351	\$ 200	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	7,551
<b>TOTAL PHASES</b>	<b>\$ 272,469</b>	<b>\$ 10,277</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>282,746</b>

**SYSTEM EXPANSION**

**T400008**

**HILLTOP TACOMA LINK EXTENSION**

**TACOMA LINK**

**Managed by: DEC**

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

Changes to authorized allocation: None.

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

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

In Service Year	
Baseline	2022
Prior Year	2023
Current Year	2023

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Pierce	\$ 272,469	\$ 10,277	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	282,746
Subarea Allocation Total	\$ 272,469	\$ 10,277	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	282,746

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 24,874	\$ 4,064	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	28,938
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 5,559	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	5,559
(30) FINAL DESIGN+SPECIFICATIONS	\$ 15,403	\$ 822	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	16,224
(35) THIRD PARTY	\$ 1,396	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,396
(40) ROW ACQUISITION+PERMITS	\$ 1,914	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,914
(50) CONSTRUCTION	\$ 162,834	\$ 1,963	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	164,798
(55) CONSTRUCTION SERVICES	\$ 14,181	\$ 2,478	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	16,659
(70) VEHICLES	\$ 38,957	\$ 750	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	39,707
(80) SYSTEM TESTING+STARTUP	\$ 7,351	\$ 200	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	7,551
Total	\$ 272,469	\$ 10,277	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	282,746

**SYSTEM EXPANSION  
SOUNDER**  
(in thousands)

Cashflow by Project (YOE \$000s)										
Project Number and Name	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total	
(T300004) SOUNDER MAINTENANCE BASE	\$ 10,307	\$ 1,233	\$ 15	\$ 15	\$ 15	\$ 15	\$ 15	\$ 1,353	\$ 12,968	
(T300017) PUYALLUP STATION IMPROVEMENTS	\$ 77,588	\$ 1,935	\$ 1,065	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,290	\$ 81,877	
(T300018) SUMNER STATION IMPROVEMENTS	\$ 15,201	\$ 3,521	\$ 1,012	\$ 114	\$ 0	\$ 0	\$ 0	\$ 0	\$ 19,847	
(T300019) LAKEWOOD STATION IMPROVEMENTS	\$ 2,422	\$ 2,001	\$ 1,127	\$ 693	\$ 0	\$ 0	\$ 0	\$ 0	\$ 6,242	
(T300021) TACOMA TRESTLE TRACK & SIGNAL	\$ 129,497	\$ 240	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 455	\$ 130,192	
(T300026) SOUNDER YARD EXPANSION	\$ 16,297	\$ 5	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,748	\$ 18,050	
(T300035) KENT STATION ACCESS IMPRVMNTS	\$ 12,585	\$ 4,362	\$ 1,929	\$ 85	\$ 0	\$ 0	\$ 0	\$ 0	\$ 18,962	
(T300040) AUBURN STATION ACCESS IMPRVMNT	\$ 11,564	\$ 8,633	\$ 1,450	\$ 74	\$ 0	\$ 0	\$ 0	\$ 0	\$ 21,721	
(T300056) SOUNDER SOUTH CAPACITY EXPN	\$ 5,711	\$ 5,273	\$ 7,029	\$ 5,913	\$ 10,838	\$ 0	\$ 0	\$ 0	\$ 34,764	
(T300057) SOUTH TACOMA ACCESS IMPROV	\$ 2,133	\$ 2,071	\$ 975	\$ 640	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,819	
(T300087) EDMONDS & MUKILTEO STN P&A IMP	\$ 924	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,927	\$ 3,851	
(T300136) TDS PARKING AND ACCESS IMPROV	\$ 78	\$ 34	\$ 436	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 548	
(T300140) DUPONT EXTENSION	\$ 0	\$ 1,882	\$ 3,013	\$ 3,300	\$ 404	\$ 0	\$ 0	\$ 0	\$ 8,600	
(T3X135) D ST - M ST TRACK & SIGNAL	\$ 153,010	\$ 100	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,052	\$ 158,262	
(T3X206) MUKILTEO STATION-S PLATFORM	\$ 17,853	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 460	\$ 18,313	
(T3X510) SOUNDER SOUTH EXPANDED SERVICE	\$ 200,598	\$ 43	\$ 293	\$ 43	\$ 0	\$ 0	\$ 0	\$ 590	\$ 201,567	
(T7X755) SOUNDER FLEET EXPANSION	\$ 89,321	\$ 10,774	\$ 3,512	\$ 5,150	\$ 1,528	\$ 0	\$ 0	\$ 0	\$ 110,284	
<b>(SVX) SYSTEM EXPANSION</b>	<b>\$ 745,087</b>	<b>\$ 42,107</b>	<b>\$ 21,955</b>	<b>\$ 16,027</b>	<b>\$ 12,785</b>	<b>\$ 15</b>	<b>\$ 15</b>	<b>\$ 13,875</b>	<b>\$ 851,867</b>	

Cashflow by Subarea (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total	
Snohomish	\$ 20,323	\$ 185	\$ 2	\$ 2	\$ 2	\$ 2	\$ 2	\$ 3,590	\$ 24,109	
South King	\$ 35,278	\$ 15,357	\$ 6,525	\$ 2,805	\$ 4,850	\$ 0	\$ 0	\$ 919	\$ 65,734	
Pierce	\$ 689,487	\$ 26,564	\$ 15,429	\$ 13,220	\$ 7,933	\$ 13	\$ 13	\$ 9,365	\$ 762,023	
<b>Subarea Allocation Total</b>	<b>\$ 745,087</b>	<b>\$ 42,107</b>	<b>\$ 21,955</b>	<b>\$ 16,027</b>	<b>\$ 12,785</b>	<b>\$ 15</b>	<b>\$ 15</b>	<b>\$ 13,875</b>	<b>\$ 851,867</b>	

Cashflow by Phase (YOE \$000s)										
Phase # and Description	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total	
(01) OPERATION+MAINTENANCE	\$ 25	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 25	
(10) AGENCY ADMINISTRATION	\$ 39,917	\$ 8,264	\$ 4,862	\$ 2,822	\$ 2,017	\$ 15	\$ 15	\$ 1,908	\$ 59,820	
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 27,198	\$ 6,593	\$ 7,762	\$ 6,890	\$ 7,288	\$ 0	\$ 0	\$ 2,307	\$ 58,038	
(30) FINAL DESIGN+SPECIFICATIONS	\$ 32,536	\$ 185	\$ 33	\$ 183	\$ 1,528	\$ 0	\$ 0	\$ 180	\$ 34,645	
(35) THIRD PARTY	\$ 7,671	\$ 1,669	\$ 1,068	\$ 372	\$ 274	\$ 0	\$ 0	\$ 293	\$ 11,347	
(40) ROW ACQUISITION+PERMITS	\$ 260,513	\$ 8,122	\$ 3,474	\$ 761	\$ 1,678	\$ 0	\$ 0	\$ 1,218	\$ 275,765	
(50) CONSTRUCTION	\$ 254,960	\$ 5,034	\$ 1,256	\$ 0	\$ 0	\$ 0	\$ 0	\$ 7,413	\$ 268,664	
(55) CONSTRUCTION SERVICES	\$ 23,830	\$ 1,630	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 556	\$ 26,016	
(70) VEHICLES	\$ 97,393	\$ 10,609	\$ 3,500	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 116,502	
(80) SYSTEM TESTING+STARTUP	\$ 1,046	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,046	
<b>TOTAL PHASES</b>	<b>\$ 745,087</b>	<b>\$ 42,107</b>	<b>\$ 21,955</b>	<b>\$ 16,027</b>	<b>\$ 12,785</b>	<b>\$ 15</b>	<b>\$ 15</b>	<b>\$ 13,875</b>	<b>\$ 851,867</b>	

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

Changes to authorized allocation: None.

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

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

In Service Year	
Baseline	TBD
Prior Year	2034
Current Year	2034

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 1,546	\$ 185	\$ 2	\$ 2	\$ 2	\$ 2	\$ 2	\$ 203	1,945
Pierce	\$ 8,761	\$ 1,048	\$ 13	\$ 13	\$ 13	\$ 13	\$ 13	\$ 1,150	11,023
Subarea Allocation Total	\$ 10,307	\$ 1,233	\$ 15	\$ 15	\$ 15	\$ 15	\$ 15	\$ 1,353	12,968

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 2,663	\$ 115	\$ 15	\$ 15	\$ 15	\$ 15	\$ 15	\$ 712	3,565
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 3,076	\$ 200	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 189	3,465
(40) ROW ACQUISITION+PERMITS	\$ 2,690	\$ 418	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 120	3,228
(50) CONSTRUCTION	\$ 151	\$ 500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 59	710
(55) CONSTRUCTION SERVICES	\$ 1,726	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 274	2,000
Total	\$ 10,307	\$ 1,233	\$ 15	\$ 15	\$ 15	\$ 15	\$ 15	\$ 1,353	12,968

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

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

Budget year activities: Project closeout activities.

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

In Service Year	
Baseline	2022
Prior Year	2022
Current Year	2022

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Pierce	\$ 77,588	\$ 1,935	\$ 1,065	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,290	\$ 81,877
Subarea Allocation Total	\$ 77,588	\$ 1,935	\$ 1,065	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,290	\$ 81,877

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 5,083	\$ 261	\$ 121	\$ 0	\$ 0	\$ 0	\$ 0	\$ 51	\$ 5,517
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 2,621	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 8	\$ 2,629
(35) THIRD PARTY	\$ 36	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 37
(40) ROW ACQUISITION+PERMITS	\$ 6,680	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1	\$ 6,681
(50) CONSTRUCTION	\$ 57,659	\$ 1,544	\$ 944	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,169	\$ 61,317
(55) CONSTRUCTION SERVICES	\$ 5,509	\$ 130	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 59	\$ 5,698
Total	\$ 77,588	\$ 1,935	\$ 1,065	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,290	\$ 81,877

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 allocation: Increased by \$2.1 million to fund an additional year of staff time and proposal honoraria for design-build bid submittals.

Budget year activities: Commencement of design-build contract and continued third-party costs for non-motorized improvements.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 17,782
Current Year TIP	\$ 19,847

In Service Year	
Baseline	TBD
Prior Year	2025
Current Year	2025

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 70,373
Prior Year Cost Estimate	\$ 91,185
Current Year Cost Estimate	\$ 91,185

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Pierce	\$ 15,201	\$ 3,521	\$ 1,012	\$ 114	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	19,847
Subarea Allocation Total	\$ 15,201	\$ 3,521	\$ 1,012	\$ 114	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	19,847
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	\$ 2,720	\$ 1,261	\$ 99	\$ 114	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	4,194
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 2,662	\$ 62	\$ 17	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,741
(35) THIRD PARTY	\$ 5,511	\$ 1,500	\$ 539	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	7,550
(40) ROW ACQUISITION+PERMITS	\$ 4,196	\$ 158	\$ 294	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	4,648
(50) CONSTRUCTION	\$ 112	\$ 540	\$ 63	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	714
Total	\$ 15,201	\$ 3,521	\$ 1,012	\$ 114	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	19,847

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

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

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

<b>In Service Year</b>	
Baseline	TBD
Prior Year	2032
Current Year	2032

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

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
Pierce	\$ 2,422	\$ 2,001	\$ 1,127	\$ 693	\$ 0	\$ 0	\$ 0	\$ 0	6,242
Subarea Allocation Total	\$ 2,422	\$ 2,001	\$ 1,127	\$ 693	\$ 0	\$ 0	\$ 0	\$ 0	6,242

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(10) AGENCY ADMINISTRATION	\$ 738	\$ 561	\$ 594	\$ 273	\$ 0	\$ 0	\$ 0	\$ 0	2,166
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 1,333	\$ 1,243	\$ 371	\$ 400	\$ 0	\$ 0	\$ 0	\$ 0	3,347
(35) THIRD PARTY	\$ 252	\$ 0	\$ 162	\$ 4	\$ 0	\$ 0	\$ 0	\$ 0	417
(40) ROW ACQUISITION+PERMITS	\$ 99	\$ 197	\$ 0	\$ 16	\$ 0	\$ 0	\$ 0	\$ 0	312
Total	\$ 2,422	\$ 2,001	\$ 1,127	\$ 693	\$ 0	\$ 0	\$ 0	\$ 0	6,242



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

Changes to authorized allocation: None.

Budget year activities: Project closeout activities.

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

<b>In Service Year</b>	
Baseline	2018
Prior Year	2019
Current Year	2019

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

<b>Cashflow (YOE \$000s)</b>										
<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>	
Pierce	\$ 129,497	\$ 240	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 455	\$ 130,192	
Subarea Allocation Total	\$ 129,497	\$ 240	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 455	\$ 130,192	
<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>	
(10) AGENCY ADMINISTRATION	\$ 5,864	\$ 10	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 367	\$ 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	\$ 6,851	\$ 230	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 64	\$ 7,145	
(50) CONSTRUCTION	\$ 95,196	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 25	\$ 95,221	
(55) CONSTRUCTION SERVICES	\$ 5,935	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,935	
Total	\$ 129,497	\$ 240	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 455	\$ 130,192	

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

Changes to authorized allocation: None.

Budget year activities: Project closeout activities.

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

In Service Year	
Baseline	2014
Prior Year	2019
Current Year	2019

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
South King	\$ 8,572	\$ 3	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 919	\$ 9,494
Pierce	\$ 7,725	\$ 2	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 829	\$ 8,556
Subarea Allocation Total	\$ 16,297	\$ 5	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,748	\$ 18,050

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 1,364	\$ 5	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 155	\$ 1,524
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 1,208	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,208
(40) ROW ACQUISITION+PERMITS	\$ 182	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 182
(50) CONSTRUCTION	\$ 12,333	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,593	\$ 13,926
(55) CONSTRUCTION SERVICES	\$ 1,210	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,210
Total	\$ 16,297	\$ 5	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,748	\$ 18,050

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 allocation: Increased by \$2.1 million to fund an additional year of staff time and proposal honoraria for design-build bid submittals.

Budget year activities: Commencement of design-build contract and continued right of way activities.

<b>Authorized Project Allocation (YOE \$000s)</b>	
Baseline	\$ 0
Prior Year TIP	\$ 16,847
Current Year TIP	\$ 18,962

<b>In Service Year</b>	
Baseline	TBD
Prior Year	2025
Current Year	2025

<b>Financial Plan Project Estimate (2022 \$000s)</b>	
Voter-Approved Cost Estimate	\$ 50,729
Prior Year Cost Estimate	\$ 125,131
Current Year Cost Estimate	\$ 125,131

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
South King	\$ 12,585	\$ 4,362	\$ 1,929	\$ 85	\$ 0	\$ 0	\$ 0	\$ 0	18,962
Subarea Allocation Total	\$ 12,585	\$ 4,362	\$ 1,929	\$ 85	\$ 0	\$ 0	\$ 0	\$ 0	18,962

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(10) AGENCY ADMINISTRATION	\$ 2,656	\$ 1,370	\$ 175	\$ 85	\$ 0	\$ 0	\$ 0	\$ 0	4,286
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 2,805	\$ 20	\$ 284	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,109
(40) ROW ACQUISITION+PERMITS	\$ 5,879	\$ 817	\$ 1,471	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	8,167
(50) CONSTRUCTION	\$ 0	\$ 1,400	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,400
(55) CONSTRUCTION SERVICES	\$ 1,245	\$ 755	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,000
Total	\$ 12,585	\$ 4,362	\$ 1,929	\$ 85	\$ 0	\$ 0	\$ 0	\$ 0	18,962

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 allocation: Increased by \$6.8 million to fund an additional year of staff time, proposal honoraria for design-build bid submittals, and for right of way phase costs, including ROW legal.

Budget year activities: Commencement of design-build contract and continued right of way activities.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 14,914
Current Year TIP	\$ 21,721

In Service Year	
Baseline	TBD
Prior Year	2025
Current Year	2025

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 52,862
Prior Year Cost Estimate	\$ 127,415
Current Year Cost Estimate	\$ 127,415

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
South King	\$ 11,564	\$ 8,633	\$ 1,450	\$ 74	\$ 0	\$ 0	\$ 0	\$ 0	21,721
Subarea Allocation Total	\$ 11,564	\$ 8,633	\$ 1,450	\$ 74	\$ 0	\$ 0	\$ 0	\$ 0	21,721
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 2,467	\$ 1,343	\$ 170	\$ 74	\$ 0	\$ 0	\$ 0	\$ 0	4,054
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 2,752	\$ 20	\$ 167	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,939
(35) THIRD PARTY	\$ 351	\$ 0	\$ 10	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	361
(40) ROW ACQUISITION+PERMITS	\$ 4,740	\$ 5,475	\$ 1,102	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	11,317
(50) CONSTRUCTION	\$ 0	\$ 1,050	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,050
(55) CONSTRUCTION SERVICES	\$ 1,255	\$ 745	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,000
Total	\$ 11,564	\$ 8,633	\$ 1,450	\$ 74	\$ 0	\$ 0	\$ 0	\$ 0	21,721

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

Budget year activities: Budget year activities include conceptual engineering, environmental assessment, and ROW planning for TR Junction to Portland Ave. track project and S. 66th St. Bridge to Pine Street project.

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

In Service Year	
Baseline	TBD
Prior Year	2046
Current Year	2046

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

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
South King	\$ 2,556	\$ 2,360	\$ 3,145	\$ 2,646	\$ 4,850	\$ 0	\$ 0	\$ 0	\$ 15,557	
Pierce	\$ 3,155	\$ 2,913	\$ 3,883	\$ 3,267	\$ 5,988	\$ 0	\$ 0	\$ 0	\$ 19,207	
Subarea Allocation Total	\$ 5,711	\$ 5,273	\$ 7,029	\$ 5,913	\$ 10,838	\$ 0	\$ 0	\$ 0	\$ 34,764	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	\$ 2,677	\$ 1,996	\$ 1,978	\$ 1,318	\$ 1,882	\$ 0	\$ 0	\$ 0	\$ 9,852	
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 2,554	\$ 2,653	\$ 4,430	\$ 3,770	\$ 7,038	\$ 0	\$ 0	\$ 0	\$ 20,445	
(35) THIRD PARTY	\$ 439	\$ 144	\$ 202	\$ 270	\$ 263	\$ 0	\$ 0	\$ 0	\$ 1,318	
(40) ROW ACQUISITION+PERMITS	\$ 41	\$ 480	\$ 419	\$ 554	\$ 1,655	\$ 0	\$ 0	\$ 0	\$ 3,149	
Total	\$ 5,711	\$ 5,273	\$ 7,029	\$ 5,913	\$ 10,838	\$ 0	\$ 0	\$ 0	\$ 34,764	

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

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

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

<b>In Service Year</b>	
Baseline	TBD
Prior Year	2032
Current Year	2032

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

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
Pierce	\$ 2,133	\$ 2,071	\$ 975	\$ 640	\$ 0	\$ 0	\$ 0	\$ 0	5,819
Subarea Allocation Total	\$ 2,133	\$ 2,071	\$ 975	\$ 640	\$ 0	\$ 0	\$ 0	\$ 0	5,819

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(01) OPERATION+MAINTENANCE	\$ 18	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	18
(10) AGENCY ADMINISTRATION	\$ 659	\$ 541	\$ 551	\$ 48	\$ 0	\$ 0	\$ 0	\$ 0	1,799
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 1,356	\$ 1,333	\$ 374	\$ 574	\$ 0	\$ 0	\$ 0	\$ 0	3,637
(35) THIRD PARTY	\$ 0	\$ 0	\$ 50	\$ 3	\$ 0	\$ 0	\$ 0	\$ 0	53
(40) ROW ACQUISITION+PERMITS	\$ 99	\$ 197	\$ 0	\$ 16	\$ 0	\$ 0	\$ 0	\$ 0	312
Total	\$ 2,133	\$ 2,071	\$ 975	\$ 640	\$ 0	\$ 0	\$ 0	\$ 0	5,819

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

Changes to authorized allocation: None.

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

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

<b>In Service Year</b>	
Baseline	TBD
Prior Year	2034
Current Year	2034

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

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
Snohomish	\$ 924	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,927	\$ 3,851
Subarea Allocation Total	\$ 924	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,927	\$ 3,851

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(01) OPERATION+MAINTENANCE	\$ 6	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 6
(10) AGENCY ADMINISTRATION	\$ 415	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 560	\$ 976
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 492	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,110	\$ 2,602
(35) THIRD PARTY	\$ 10	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 175	\$ 185
(40) ROW ACQUISITION+PERMITS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 82	\$ 82
Total	\$ 924	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,927	\$ 3,851

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

Changes to authorized allocation: None.

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

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

<b>In Service Year</b>	
Baseline	TBD
Prior Year	2032
Current Year	2032

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

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
Pierce	\$ 78	\$ 34	\$ 436	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	548
Subarea Allocation Total	\$ 78	\$ 34	\$ 436	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	548

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(10) AGENCY ADMINISTRATION	\$ 13	\$ 25	\$ 135	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	173
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 65	\$ 9	\$ 288	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	362
(40) ROW ACQUISITION+PERMITS	\$ 0	\$ 0	\$ 13	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	13
Total	\$ 78	\$ 34	\$ 436	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	548



**SYSTEM EXPANSION**

**T300140**

**DUPONT EXTENSION**

**SOUNDER**

**Managed by: PED**

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

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

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

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

<b>In Service Year</b>	
Baseline	TBD
Prior Year	N/A
Current Year	2045

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

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
Pierce	\$ 0	\$ 1,882	\$ 3,013	\$ 3,300	\$ 404	\$ 0	\$ 0	\$ 0	\$ 8,600
Subarea Allocation Total	\$ 0	\$ 1,882	\$ 3,013	\$ 3,300	\$ 404	\$ 0	\$ 0	\$ 0	\$ 8,600

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

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

Changes to authorized allocation: None.

Budget year activities: Project closeout activities.

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

In Service Year	
Baseline	2012
Prior Year	2019
Current Year	2019

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Pierce	\$ 153,010	\$ 100	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,052	\$ 158,262
Subarea Allocation Total	\$ 153,010	\$ 100	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,052	\$ 158,262

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 8,990	\$ 100	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 9,190
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 1,733	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,733
(30) FINAL DESIGN+SPECIFICATIONS	\$ 17,386	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 100	\$ 17,486
(35) THIRD PARTY	\$ 605	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 605
(40) ROW ACQUISITION+PERMITS	\$ 42,144	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 800	\$ 42,944
(50) CONSTRUCTION	\$ 66,980	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,152	\$ 71,132
(55) CONSTRUCTION SERVICES	\$ 5,173	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,173
(70) VEHICLES	\$ 8,953	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 8,953
(80) SYSTEM TESTING+STARTUP	\$ 1,046	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,046
Total	\$ 153,010	\$ 100	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,052	\$ 158,262

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

Changes to authorized allocation: None.

Budget year activities: None.

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

In Service Year	
Baseline	2009
Prior Year	2020
Current Year	2020

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 17,853	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 460	\$ 18,313
Subarea Allocation Total	\$ 17,853	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 460	\$ 18,313

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 1,929	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 35	\$ 1,964
(30) FINAL DESIGN+SPECIFICATIONS	\$ 2,274	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 60	\$ 2,334
(35) THIRD PARTY	\$ 34	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1	\$ 35
(40) ROW ACQUISITION+PERMITS	\$ 1,720	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 58	\$ 1,778
(50) CONSTRUCTION	\$ 10,118	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 233	\$ 10,351
(55) CONSTRUCTION SERVICES	\$ 1,777	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 73	\$ 1,850
Total	\$ 17,853	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 460	\$ 18,313

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

Changes to authorized allocation: None.

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

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

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

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Pierce	\$ 200,598	\$ 43	\$ 293	\$ 43	\$ 0	\$ 0	\$ 0	\$ 590	\$ 201,567
Subarea Allocation Total	\$ 200,598	\$ 43	\$ 293	\$ 43	\$ 0	\$ 0	\$ 0	\$ 590	\$ 201,567

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 1,642	\$ 10	\$ 10	\$ 10	\$ 0	\$ 0	\$ 0	\$ 28	\$ 1,700
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 479	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 479
(30) FINAL DESIGN+SPECIFICATIONS	\$ 781	\$ 33	\$ 33	\$ 33	\$ 0	\$ 0	\$ 0	\$ 20	\$ 900
(35) THIRD PARTY	\$ 93	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 117	\$ 210
(40) ROW ACQUISITION+PERMITS	\$ 185,192	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 93	\$ 185,285
(50) CONSTRUCTION	\$ 12,411	\$ 0	\$ 250	\$ 0	\$ 0	\$ 0	\$ 0	\$ 182	\$ 12,843
(55) CONSTRUCTION SERVICES	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 150	\$ 150
Total	\$ 200,598	\$ 43	\$ 293	\$ 43	\$ 0	\$ 0	\$ 0	\$ 590	\$ 201,567

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

Changes to authorized allocation: None.

Budget year activities: Final payment for 3 cab cars and 8 coaches delivered in 2022.

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

<b>In Service Year</b>	
Baseline	N/A
Prior Year	2046
Current Year	2046

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

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
Pierce	\$ 89,321	\$ 10,774	\$ 3,512	\$ 5,150	\$ 1,528	\$ 0	\$ 0	\$ 0	110,284
Subarea Allocation Total	\$ 89,321	\$ 10,774	\$ 3,512	\$ 5,150	\$ 1,528	\$ 0	\$ 0	\$ 0	110,284

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(10) AGENCY ADMINISTRATION	\$ 36	\$ 12	\$ 12	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	59
(30) FINAL DESIGN+SPECIFICATIONS	\$ 845	\$ 152	\$ 0	\$ 150	\$ 1,528	\$ 0	\$ 0	\$ 0	2,675
(70) VEHICLES	\$ 88,440	\$ 10,609	\$ 3,500	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 0	107,549
Total	\$ 89,321	\$ 10,774	\$ 3,512	\$ 5,150	\$ 1,528	\$ 0	\$ 0	\$ 0	110,284

**SYSTEM EXPANSION  
REGIONAL EXPRESS**  
(in thousands)

Cashflow by Project (YOE \$000s)									
Project Number and Name	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(T500005) ST EXPRESS BUS BASE	\$ 1,403	\$ 345	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,060	\$ 5,808
(T500086) BUS ON SHOULDER PROJECT	\$ 790	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,088	\$ 3,878
(T500110) RAPIDRIDE C and D	\$ 12,050	\$ 25,973	\$ 21,271	\$ 5,707	\$ 0	\$ 0	\$ 0	\$ 0	\$ 65,000
(T500111) PACIFIC AVE SR 7 BUS CORRIDOR	\$ 11,361	\$ 6,020	\$ 23,020	\$ 15,030	\$ 2,530	\$ 2,539	\$ 0	\$ 0	\$ 60,500
(T500117) NORTH SAMMAMISH PARK & RIDE	\$ 308	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,757	\$ 2,065
(T5X387) REX I-90 2 WAY TRANS& HOV III	\$ 201,621	\$ 2,375	\$ 2,375	\$ 2,365	\$ 1,284	\$ 0	\$ 0	\$ 0	\$ 210,020
(T700720) ST EXPRESS FLEET EXPANSION	\$ 30,822	\$ 0	\$ 0	\$ 7,967	\$ 7,967	\$ 0	\$ 0	\$ 0	\$ 46,757
<b>(SVX) SYSTEM EXPANSION</b>	<b>\$ 258,355</b>	<b>\$ 34,713</b>	<b>\$ 46,666</b>	<b>\$ 31,069</b>	<b>\$ 11,781</b>	<b>\$ 2,539</b>	<b>\$ 0</b>	<b>\$ 8,905</b>	<b>\$ 394,027</b>

Cashflow by Subarea (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
Snohomish	\$ 4,375	\$ 62	\$ 0	\$ 996	\$ 996	\$ 0	\$ 0	\$ 1,786	\$ 8,214
North King	\$ 12,050	\$ 25,973	\$ 21,271	\$ 5,707	\$ 0	\$ 0	\$ 0	\$ 0	\$ 65,000
South King	\$ 3,793	\$ 40	\$ 0	\$ 868	\$ 868	\$ 0	\$ 0	\$ 1,530	\$ 7,100
East King	\$ 224,896	\$ 2,535	\$ 2,375	\$ 8,133	\$ 7,052	\$ 0	\$ 0	\$ 3,645	\$ 248,637
Pierce	\$ 13,240	\$ 6,103	\$ 23,020	\$ 15,365	\$ 2,865	\$ 2,539	\$ 0	\$ 1,944	\$ 65,075
<b>Subarea Allocation Total</b>	<b>\$ 258,355</b>	<b>\$ 34,713</b>	<b>\$ 46,666</b>	<b>\$ 31,069</b>	<b>\$ 11,781</b>	<b>\$ 2,539</b>	<b>\$ 0</b>	<b>\$ 8,905</b>	<b>\$ 394,027</b>

Cashflow by Phase (YOE \$000s)									
Phase # and Description	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(10) AGENCY ADMINISTRATION	\$ 3,712	\$ 188	\$ 279	\$ 593	\$ 146	\$ 360	\$ 0	\$ 1,116	\$ 6,394
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 2,983	\$ 325	\$ 500	\$ 769	\$ 0	\$ 0	\$ 0	\$ 7,035	\$ 11,612
(30) FINAL DESIGN+SPECIFICATIONS	\$ 18,411	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 100	\$ 18,511
(35) THIRD PARTY	\$ 23,096	\$ 31,950	\$ 43,637	\$ 19,500	\$ 2,500	\$ 2,179	\$ 0	\$ 170	\$ 123,032
(40) ROW ACQUISITION+PERMITS	\$ 3	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 273	\$ 276
(50) CONSTRUCTION	\$ 179,326	\$ 2,250	\$ 2,250	\$ 2,240	\$ 1,167	\$ 0	\$ 0	\$ 212	\$ 187,446
(70) VEHICLES	\$ 30,822	\$ 0	\$ 0	\$ 7,967	\$ 7,967	\$ 0	\$ 0	\$ 0	\$ 46,757
<b>TOTAL PHASES</b>	<b>\$ 258,355</b>	<b>\$ 34,713</b>	<b>\$ 46,666</b>	<b>\$ 31,069</b>	<b>\$ 11,781</b>	<b>\$ 2,539</b>	<b>\$ 0</b>	<b>\$ 8,905</b>	<b>\$ 394,027</b>

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

Changes to authorized allocation: None.

Budget year activities: Perform electric bus study.

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

In Service Year	
Baseline	TBD
Prior Year	2045
Current Year	2045

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 251	\$ 62	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 727	\$ 1,040
South King	\$ 163	\$ 40	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 471	\$ 674
East King	\$ 652	\$ 160	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,888	\$ 2,701
Pierce	\$ 337	\$ 83	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 974	\$ 1,394
Subarea Allocation Total	\$ 1,403	\$ 345	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,060	\$ 5,808

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 454	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 370	\$ 844
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 946	\$ 325	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,492	\$ 4,763
(40) ROW ACQUISITION+PERMITS	\$ 3	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 198	\$ 201
Total	\$ 1,403	\$ 345	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,060	\$ 5,808

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 allocation: None.

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

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

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

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

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Snohomish	\$ 271	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,059	\$ 1,330	
South King	\$ 271	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,059	\$ 1,330	
Pierce	\$ 248	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 970	\$ 1,218	
Subarea Allocation Total	\$ 790	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,088	\$ 3,878	

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 160	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 296	\$ 456
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,445	\$ 2,445
(30) FINAL DESIGN+SPECIFICATIONS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 100	\$ 100
(35) THIRD PARTY	\$ 362	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 10	\$ 372
(40) ROW ACQUISITION+PERMITS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 25	\$ 25
(50) CONSTRUCTION	\$ 268	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 212	\$ 480
Total	\$ 790	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,088	\$ 3,878



**SYSTEM EXPANSION**  
**T500110**

**RAPIDRIDE C and D**

**REGIONAL EXPRESS**  
**Managed by: PED**

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

Changes to authorized allocation: None.

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

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

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

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 12,050	\$ 25,973	\$ 21,271	\$ 5,707	\$ 0	\$ 0	\$ 0	\$ 0	65,000
Subarea Allocation Total	\$ 12,050	\$ 25,973	\$ 21,271	\$ 5,707	\$ 0	\$ 0	\$ 0	\$ 0	65,000

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 156	\$ 23	\$ 134	\$ 438	\$ 0	\$ 0	\$ 0	\$ 0	750
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 481	\$ 0	\$ 500	\$ 769	\$ 0	\$ 0	\$ 0	\$ 0	1,750
(35) THIRD PARTY	\$ 11,413	\$ 25,950	\$ 20,637	\$ 4,500	\$ 0	\$ 0	\$ 0	\$ 0	62,500
Total	\$ 12,050	\$ 25,973	\$ 21,271	\$ 5,707	\$ 0	\$ 0	\$ 0	\$ 0	65,000

Scope: Capped capital contribution to Pierce Transit for bus capital enhancements for speed, reliability and convenience along Pacific Avenue / State Route 7 (SR7) in Tacoma and Pierce County.

Changes to authorized allocation: None.

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

<b>Authorized Project Allocation (YOE \$000s)</b>	
Baseline	\$ 0
Prior Year TIP	\$ 60,500
Current Year TIP	\$ 60,500

<b>In Service Year</b>	
Baseline	N/A
Prior Year	2024
Current Year	2024

<b>Financial Plan Project Estimate (2022 \$000s)</b>	
Voter-Approved Cost Estimate	\$ 83,965
Prior Year Cost Estimate	\$ 81,832
Current Year Cost Estimate	\$ 81,832

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
Pierce	\$ 11,361	\$ 6,020	\$ 23,020	\$ 15,030	\$ 2,530	\$ 2,539	\$ 0	\$ 0	\$ 60,500
Subarea Allocation Total	\$ 11,361	\$ 6,020	\$ 23,020	\$ 15,030	\$ 2,530	\$ 2,539	\$ 0	\$ 0	\$ 60,500

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(10) AGENCY ADMINISTRATION	\$ 40	\$ 20	\$ 20	\$ 30	\$ 30	\$ 360	\$ 0	\$ 0	\$ 500
(35) THIRD PARTY	\$ 11,321	\$ 6,000	\$ 23,000	\$ 15,000	\$ 2,500	\$ 2,179	\$ 0	\$ 0	\$ 60,000
Total	\$ 11,361	\$ 6,020	\$ 23,020	\$ 15,030	\$ 2,530	\$ 2,539	\$ 0	\$ 0	\$ 60,500

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

Changes to authorized allocation: None.

Budget year activities: None.

<b>Authorized Project Allocation (YOE \$000s)</b>	
Baseline	\$ 0
Prior Year TIP	\$ 2,065
Current Year TIP	\$ 2,065

<b>In Service Year</b>	
Baseline	TBD
Prior Year	2045
Current Year	2045

<b>Financial Plan Project Estimate (2022 \$000s)</b>	
Voter-Approved Cost Estimate	\$ 28,518
Prior Year Cost Estimate	\$ 28,443
Current Year Cost Estimate	\$ 28,443

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
East King	\$ 308	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,757	\$ 2,065
Subarea Allocation Total	\$ 308	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,757	\$ 2,065

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(10) AGENCY ADMINISTRATION	\$ 300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 450	\$ 750
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 7	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,098	\$ 1,105
(35) THIRD PARTY	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 160	\$ 160
(40) ROW ACQUISITION+PERMITS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 50	\$ 50
Total	\$ 308	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,757	\$ 2,065

Scope: Plan, design, and construct freeway improvements to achieve reliable two-way transit and HOV operations eastbound and westbound on I-90 between 80th Avenue SE on Mercer Island and Rainier Avenue/I-5 in Seattle.

Changes to authorized allocation: None.

Budget year activities: Continue the administrative closeout process and anticipated staff cost and work progress by Mercer Island under the Settlement Agreement with Mercer Island

<b>Authorized Project Allocation (YOE \$000s)</b>	
Baseline	\$ 225,648
Prior Year TIP	\$ 210,020
Current Year TIP	\$ 210,020

<b>In Service Year</b>	
Baseline	2020
Prior Year	2019
Current Year	2019

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

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
East King	\$ 201,621	\$ 2,375	\$ 2,375	\$ 2,365	\$ 1,284	\$ 0	\$ 0	\$ 0	210,020
Subarea Allocation Total	\$ 201,621	\$ 2,375	\$ 2,375	\$ 2,365	\$ 1,284	\$ 0	\$ 0	\$ 0	210,020

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(10) AGENCY ADMINISTRATION	\$ 2,603	\$ 125	\$ 125	\$ 125	\$ 116	\$ 0	\$ 0	\$ 0	3,094
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 1,549	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,549
(30) FINAL DESIGN+SPECIFICATIONS	\$ 18,411	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	18,411
(50) CONSTRUCTION	\$ 179,058	\$ 2,250	\$ 2,250	\$ 2,240	\$ 1,167	\$ 0	\$ 0	\$ 0	186,966
Total	\$ 201,621	\$ 2,375	\$ 2,375	\$ 2,365	\$ 1,284	\$ 0	\$ 0	\$ 0	210,020

**SYSTEM EXPANSION**

**T700720**

**ST EXPRESS FLEET EXPANSION**

**REGIONAL EXPRESS**

**Managed by: OPS**

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

Changes to authorized allocation: None.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 46,757
Current Year TIP	\$ 46,757

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2046

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 106,604
Prior Year Cost Estimate	\$ 206,865
Current Year Cost Estimate	\$ 206,865

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Snohomish	\$ 3,853	\$ 0	\$ 0	\$ 996	\$ 996	\$ 0	\$ 0	\$ 0	\$ 5,845	
South King	\$ 3,360	\$ 0	\$ 0	\$ 868	\$ 868	\$ 0	\$ 0	\$ 0	\$ 5,096	
East King	\$ 22,315	\$ 0	\$ 0	\$ 5,768	\$ 5,768	\$ 0	\$ 0	\$ 0	\$ 33,852	
Pierce	\$ 1,295	\$ 0	\$ 0	\$ 335	\$ 335	\$ 0	\$ 0	\$ 0	\$ 1,964	
Subarea Allocation Total	\$ 30,822	\$ 0	\$ 0	\$ 7,967	\$ 7,967	\$ 0	\$ 0	\$ 0	\$ 46,757	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(70) VEHICLES	\$ 30,822	\$ 0	\$ 0	\$ 7,967	\$ 7,967	\$ 0	\$ 0	\$ 0	\$ 46,757	
Total	\$ 30,822	\$ 0	\$ 0	\$ 7,967	\$ 7,967	\$ 0	\$ 0	\$ 0	\$ 46,757	

**SYSTEM EXPANSION**

**STRIDE**

(in thousands)

Cashflow by Project (YOE \$000s)										
Project Number and Name	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total	
(T500050) I-405 BRT	\$ 151,149	\$ 177,226	\$ 240,979	\$ 176,125	\$ 120,902	\$ 0	\$ 0	\$ 0	\$ 866,382	
(T500051) SR 522-NE 145th ST BRT	\$ 91,503	\$ 87,003	\$ 44,142	\$ 22,100	\$ 5,900	\$ 0	\$ 0	\$ 0	\$ 250,648	
(T500070) BRT MAINTENANCE BASE	\$ 48,737	\$ 24,016	\$ 110,183	\$ 75,000	\$ 25,100	\$ 0	\$ 0	\$ 0	\$ 283,036	
<b>(SVX) SYSTEM EXPANSION</b>	<b>\$ 291,389</b>	<b>\$ 288,245</b>	<b>\$ 395,305</b>	<b>\$ 273,225</b>	<b>\$ 151,902</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 1,400,067</b>	

Cashflow by Subarea (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total	
Snohomish	\$ 6,596	\$ 6,641	\$ 11,588	\$ 8,287	\$ 4,818	\$ 0	\$ 0	\$ 0	\$ 37,931	
North King	\$ 51,974	\$ 49,418	\$ 25,073	\$ 12,553	\$ 3,351	\$ 0	\$ 0	\$ 0	\$ 142,368	
South King	\$ 41,177	\$ 41,456	\$ 72,340	\$ 51,732	\$ 30,076	\$ 0	\$ 0	\$ 0	\$ 236,780	
East King	\$ 191,643	\$ 190,731	\$ 286,304	\$ 200,653	\$ 113,656	\$ 0	\$ 0	\$ 0	\$ 982,987	
<b>Subarea Allocation Total</b>	<b>\$ 291,389</b>	<b>\$ 288,245</b>	<b>\$ 395,305</b>	<b>\$ 273,225</b>	<b>\$ 151,902</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 1,400,067</b>	

Cashflow by Phase (YOE \$000s)										
Phase # and Description	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total	
(10) AGENCY ADMINISTRATION	\$ 32,456	\$ 17,097	\$ 2,328	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 51,881	
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 58,145	\$ 3,056	\$ 5,466	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 66,668	
(30) FINAL DESIGN+SPECIFICATIONS	\$ 37,280	\$ 36,264	\$ 8,496	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 82,040	
(35) THIRD PARTY	\$ 2,291	\$ 3,704	\$ 9,060	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 15,056	
(40) ROW ACQUISITION+PERMITS	\$ 80,849	\$ 66,053	\$ 19,218	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 166,119	
(50) CONSTRUCTION	\$ 79,668	\$ 159,727	\$ 347,953	\$ 197,225	\$ 132,902	\$ 0	\$ 0	\$ 0	\$ 917,475	
(55) CONSTRUCTION SERVICES	\$ 700	\$ 2,344	\$ 2,784	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,828	
(70) VEHICLES	\$ 0	\$ 0	\$ 0	\$ 76,000	\$ 19,000	\$ 0	\$ 0	\$ 0	\$ 95,000	
<b>TOTAL PHASES</b>	<b>\$ 291,389</b>	<b>\$ 288,245</b>	<b>\$ 395,305</b>	<b>\$ 273,225</b>	<b>\$ 151,902</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 1,400,067</b>	

**SYSTEM EXPANSION**

**STRIDE**

**T500050**

**I-405 BRT**

**Managed by: DEC**

Scope: Plan, design, and launch a Bus Rapid Transit (BRT) system from the Lynnwood Transit Center to the Burien Transit Center via I-5, I-405, and SR 518, to include new and upgraded transit centers, flyer stops, new park-and-ride capacity, and access improvements to the stations.

Realignment Update: The following parking components are part of the I-405 BRT project, but delivery is deferred, per Board Resolution R2021-05: NE 44th (2034), Renton Transit Center (2034), and Kingsgate (2035).

Changes to authorized allocation: Increased by \$162 million to fund an additional year of staff time, final design, WSDOT Agreement for Tukwila International Blvd. Station, ST contribution to City of Renton Park & Ride, re-establish construction unallocated contingency, and vehicle procurement.

Budget year activities: Completion of FD, continue construction by WSDOT (NE 44th, NE 85th Interchange and Brickyard to SR 527), execute agreements with WSDOT (TIBS) and City of Renton (P&R), begin procurement for station fit up and buses and acquisition of easements along the corridor.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	703,930
Current Year TIP	\$ 866,382

In Service Year	
Baseline	TBD
Prior Year	2027
Current Year	2027

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 1,224,556
Prior Year Cost Estimate	\$ 1,245,529
Current Year Cost Estimate	\$ 1,245,529

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 4,988	\$ 5,848	\$ 7,952	\$ 5,812	\$ 3,990	\$ 0	\$ 0	\$ 0	28,591
South King	\$ 31,137	\$ 36,509	\$ 49,642	\$ 36,282	\$ 24,906	\$ 0	\$ 0	\$ 0	178,475
East King	\$ 115,025	\$ 134,869	\$ 183,385	\$ 134,031	\$ 92,006	\$ 0	\$ 0	\$ 0	659,317
Subarea Allocation Total	\$ 151,149	\$ 177,226	\$ 240,979	\$ 176,125	\$ 120,902	\$ 0	\$ 0	\$ 0	866,382

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 15,628	\$ 7,432	\$ 832	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	23,892
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 41,424	\$ 3,036	\$ 4,720	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	49,181
(30) FINAL DESIGN+SPECIFICATIONS	\$ 11,500	\$ 6,674	\$ 891	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	19,065
(35) THIRD PARTY	\$ 1,120	\$ 896	\$ 70	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,086
(40) ROW ACQUISITION+PERMITS	\$ 28,357	\$ 8,548	\$ 1,927	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	38,833
(50) CONSTRUCTION	\$ 52,419	\$ 148,545	\$ 232,518	\$ 121,725	\$ 107,302	\$ 0	\$ 0	\$ 0	662,509
(55) CONSTRUCTION SERVICES	\$ 700	\$ 2,094	\$ 22	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,816
(70) VEHICLES	\$ 0	\$ 0	\$ 0	\$ 54,400	\$ 13,600	\$ 0	\$ 0	\$ 0	68,000
Total	\$ 151,149	\$ 177,226	\$ 240,979	\$ 176,125	\$ 120,902	\$ 0	\$ 0	\$ 0	866,382

**SYSTEM EXPANSION**  
**T500051**

**SR 522-NE 145th ST BRT**

**STRIDE**  
**Managed by: DEC**

Scope: Plan, design, and launch a Bus Rapid Transit (BRT) system from the South Shoreline light rail station to UW Bothell campus with connecting service to Woodinville, including park and ride, access improvements, and transit centers.

Realignment Update: The following parking components are part of the SR 522/NE 145th BRT project, but delivery is deferred, per Board Resolution R2021-05: Lake Forest Park Town Center (2044), Kenmore (2034), and Downtown Bothell (2034).

Changes to authorized allocation: Increased by \$41 million primarily to fund an additional year of staff time, final design, and vehicle fleet procurement.

Budget year activities: Completion of FD, continue construction of Shoreline roundabout, UW Bothell, Bothell NE 185th street rebuild, continue procurement process of Bus Operating Technology, start procurement of vehicle fleet, and continue ROW acquisition.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 209,128
Current Year TIP	\$ 250,648

In Service Year	
Baseline	TBD
Prior Year	2027
Current Year	2027

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 570,609
Prior Year Cost Estimate	\$ 650,766
Current Year Cost Estimate	\$ 651,101

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 51,974	\$ 49,418	\$ 25,073	\$ 12,553	\$ 3,351	\$ 0	\$ 0	\$ 0	142,368
East King	\$ 39,529	\$ 37,585	\$ 19,070	\$ 9,547	\$ 2,549	\$ 0	\$ 0	\$ 0	108,280
Subarea Allocation Total	\$ 91,503	\$ 87,003	\$ 44,142	\$ 22,100	\$ 5,900	\$ 0	\$ 0	\$ 0	250,648

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 11,642	\$ 5,821	\$ 607	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	18,071
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 15,260	\$ 0	\$ 222	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	15,482
(30) FINAL DESIGN+SPECIFICATIONS	\$ 19,000	\$ 17,084	\$ 5,465	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	41,549
(35) THIRD PARTY	\$ 1,057	\$ 2,162	\$ 8,925	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	12,144
(40) ROW ACQUISITION+PERMITS	\$ 17,344	\$ 51,054	\$ 16,002	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	84,399
(50) CONSTRUCTION	\$ 27,199	\$ 10,882	\$ 11,410	\$ 500	\$ 500	\$ 0	\$ 0	\$ 0	50,491
(55) CONSTRUCTION SERVICES	\$ 0	\$ 0	\$ 1,512	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,512
(70) VEHICLES	\$ 0	\$ 0	\$ 0	\$ 21,600	\$ 5,400	\$ 0	\$ 0	\$ 0	27,000
Total	\$ 91,503	\$ 87,003	\$ 44,142	\$ 22,100	\$ 5,900	\$ 0	\$ 0	\$ 0	250,648



**SYSTEM EXPANSION**  
**T500070**

**BRT MAINTENANCE BASE**

**STRIDE**  
**Managed by: DEC**

Scope: Design, build, and construct a storage and maintenance bus base in support of the bus rapid transit program and regional express buses accommodating up to 120 buses.

Changes to authorized allocation: Increased by \$219 million primarily to fund an additional year of staff time, FD, procurement of Bus Base North construction and some Construction UAC.

Budget year activities: Completion of FD, execute GEC task order for procurement / IFC / DSDC, start procurement process for Bus Base North, and payment of the CC&Rs.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 64,011
Current Year TIP	\$ 283,036

In Service Year	
Baseline	TBD
Prior Year	2026
Current Year	2026

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 231,478
Prior Year Cost Estimate	\$ 350,300
Current Year Cost Estimate	\$ 349,743

Cashflow (YOE \$000s)										
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
Snohomish	\$ 1,608	\$ 793	\$ 3,636	\$ 2,475	\$ 828	\$ 0	\$ 0	\$ 0	\$ 9,340	
South King	\$ 10,040	\$ 4,947	\$ 22,698	\$ 15,450	\$ 5,171	\$ 0	\$ 0	\$ 0	\$ 58,306	
East King	\$ 37,089	\$ 18,276	\$ 83,849	\$ 57,075	\$ 19,101	\$ 0	\$ 0	\$ 0	\$ 215,391	
Subarea Allocation Total	\$ 48,737	\$ 24,016	\$ 110,183	\$ 75,000	\$ 25,100	\$ 0	\$ 0	\$ 0	\$ 283,036	
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total	
(10) AGENCY ADMINISTRATION	\$ 5,186	\$ 3,843	\$ 888	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 9,918	
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 1,460	\$ 20	\$ 525	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,005	
(30) FINAL DESIGN+SPECIFICATIONS	\$ 6,780	\$ 12,507	\$ 2,140	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 21,426	
(35) THIRD PARTY	\$ 114	\$ 646	\$ 66	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 826	
(40) ROW ACQUISITION+PERMITS	\$ 35,148	\$ 6,450	\$ 1,289	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 42,887	
(50) CONSTRUCTION	\$ 50	\$ 300	\$ 104,025	\$ 75,000	\$ 25,100	\$ 0	\$ 0	\$ 0	\$ 204,475	
(55) CONSTRUCTION SERVICES	\$ 0	\$ 250	\$ 1,250	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,500	
Total	\$ 48,737	\$ 24,016	\$ 110,183	\$ 75,000	\$ 25,100	\$ 0	\$ 0	\$ 0	\$ 283,036	

**SYSTEM EXPANSION  
OTHER PROJECTS**  
(in thousands)

Cashflow by Project (YOE \$000s)									
Project Number and Name	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(T5X410) RESEARCH & TECHNOLOGY	\$ 15,191	\$ 325	\$ 0	\$ 0	\$ 0	\$ 1,475	\$ 0	\$ 2,829	\$ 19,820
(T600016) FARE ADMINISTRATION	\$ 5,910	\$ 2,715	\$ 2,275	\$ 2,064	\$ 1,460	\$ 536	\$ 0	\$ 0	\$ 14,959
(T600038) ORCA NEXT GENERATION	\$ 24,979	\$ 1,778	\$ 594	\$ 4,172	\$ 0	\$ 0	\$ 0	\$ 0	\$ 31,523
(T600073) TRANSIT SYSTEM ACCESS PROGRAM	\$ 19,688	\$ 12,700	\$ 10,700	\$ 8,700	\$ 4,550	\$ 3,050	\$ 2,950	\$ 79,801	\$ 142,139
(T600076) INNOVATION & TECHNOLOGY PROG	\$ 9,421	\$ 4,585	\$ 5,786	\$ 3,133	\$ 2,763	\$ 2,263	\$ 2,263	\$ 77,534	\$ 107,747
(T600132) EFFICIENCY & SUSTAINABILITY	\$ 1,299	\$ 1,358	\$ 1,358	\$ 1,358	\$ 1,358	\$ 1,358	\$ 1,358	\$ 15,553	\$ 25,000
(T600143) ENVIRONMENTAL REMEDIATION	\$ 1,431	\$ 773	\$ 700	\$ 500	\$ 500	\$ 69	\$ 0	\$ 0	\$ 3,973
(T600668) STart OPERATIONS & MAINTENANCE	\$ 2,376	\$ 299	\$ 260	\$ 187	\$ 201	\$ 218	\$ 237	\$ 15,568	\$ 19,344
(T6X668) ST ART	\$ 34,816	\$ 7,096	\$ 3,857	\$ 5,433	\$ 8,451	\$ 7,389	\$ 8,927	\$ 85,553	\$ 161,521
(T804100) TOD PROPERTY DISPOSITION	\$ 11,615	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 11,615
(T804302) TOD PLANNING PROGRAM CAPITAL	\$ 3,772	\$ 2,875	\$ 3,300	\$ 3,500	\$ 3,500	\$ 2,958	\$ 1,869	\$ 8,397	\$ 30,171
(T809100) ST3 PLANNING	\$ 33,172	\$ 2,751	\$ 2,330	\$ 1,015	\$ 1,015	\$ 552	\$ 0	\$ 690	\$ 41,525
<b>(SVX) SYSTEM EXPANSION</b>	<b>\$ 163,671</b>	<b>\$ 37,254</b>	<b>\$ 31,159</b>	<b>\$ 30,062</b>	<b>\$ 23,797</b>	<b>\$ 19,867</b>	<b>\$ 17,605</b>	<b>\$ 285,923</b>	<b>\$ 609,336</b>

Cashflow by Subarea (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
Snohomish	\$ 12,336	\$ 4,210	\$ 3,069	\$ 3,009	\$ 2,863	\$ 2,328	\$ 2,659	\$ 38,793	\$ 69,267
North King	\$ 28,223	\$ 5,548	\$ 4,084	\$ 3,938	\$ 4,024	\$ 2,977	\$ 3,359	\$ 46,519	\$ 98,673
South King	\$ 6,794	\$ 3,108	\$ 2,456	\$ 2,172	\$ 1,574	\$ 1,194	\$ 1,294	\$ 23,726	\$ 42,318
East King	\$ 12,053	\$ 4,153	\$ 3,038	\$ 2,966	\$ 2,798	\$ 2,270	\$ 2,590	\$ 38,025	\$ 67,893
Pierce	\$ 10,521	\$ 3,849	\$ 2,869	\$ 2,735	\$ 2,441	\$ 1,956	\$ 2,212	\$ 33,858	\$ 60,441
Systemwide	\$ 93,744	\$ 16,386	\$ 15,642	\$ 15,242	\$ 10,096	\$ 9,142	\$ 5,490	\$ 105,002	\$ 270,744
<b>Subarea Allocation Total</b>	<b>\$ 163,671</b>	<b>\$ 37,254</b>	<b>\$ 31,159</b>	<b>\$ 30,062</b>	<b>\$ 23,797</b>	<b>\$ 19,867</b>	<b>\$ 17,605</b>	<b>\$ 285,923</b>	<b>\$ 609,336</b>

Cashflow by Phase (YOE \$000s)									
Phase # and Description	Life to Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(01) OPERATION+MAINTENANCE	\$ 27,600	\$ 8,006	\$ 7,591	\$ 7,380	\$ 6,776	\$ 6,353	\$ 3,185	\$ 33,826	\$ 100,717
(02) OPERATION+MAINTENANCE-AGENCY	\$ 2,376	\$ 299	\$ 260	\$ 187	\$ 201	\$ 218	\$ 237	\$ 15,568	\$ 19,344
(09) ADMIN CAPITAL	\$ 1,482	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,482
(10) AGENCY ADMINISTRATION	\$ 15,998	\$ 5,297	\$ 2,513	\$ 1,967	\$ 1,917	\$ 1,958	\$ 1,905	\$ 12,577	\$ 44,134
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 29,686	\$ 4,653	\$ 5,724	\$ 3,014	\$ 2,664	\$ 1,701	\$ 1,164	\$ 61,939	\$ 110,545
(26) RESEARCH+TECHNOLOGY	\$ 32,046	\$ 1,442	\$ 258	\$ 4,172	\$ 0	\$ 0	\$ 0	\$ 504	\$ 38,422
(30) FINAL DESIGN+SPECIFICATIONS	\$ 60	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 3,108	\$ 3,768
(35) THIRD PARTY	\$ 18,311	\$ 12,815	\$ 10,815	\$ 8,000	\$ 4,000	\$ 2,500	\$ 2,500	\$ 64,690	\$ 123,632
(40) ROW ACQUISITION+PERMITS	\$ 4,045	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,045
(50) CONSTRUCTION	\$ 1,964	\$ 900	\$ 900	\$ 900	\$ 900	\$ 900	\$ 900	\$ 14,337	\$ 21,701
(61) ART	\$ 30,102	\$ 3,742	\$ 2,999	\$ 4,341	\$ 7,240	\$ 6,137	\$ 7,613	\$ 79,373	\$ 141,546
<b>TOTAL PHASES</b>	<b>\$ 163,671</b>	<b>\$ 37,254</b>	<b>\$ 31,159</b>	<b>\$ 30,062</b>	<b>\$ 23,797</b>	<b>\$ 19,867</b>	<b>\$ 17,605</b>	<b>\$ 285,923</b>	<b>\$ 609,336</b>

**SYSTEM EXPANSION**  
**T5X410**

**RESEARCH & TECHNOLOGY**

**OTHER PROJECTS**  
**Managed by: ITS**

Scope: Assess current implementation of the technology network, including capacity constraints, assess the new desired state as dictated by ST3, and develop a roadmap that provides remediation of design concerns, state of good repair for aging components, system expansion needs, and support for a new, ongoing operational model for network support.

Changes to authorized allocation: None.

Budget year activities: Emergent technology needs to support PSO applications. Discovery work for Enterprise Architecture team.

<b>Authorized Project Allocation (YOE \$000s)</b>	
Baseline	\$ 0
Prior Year TIP	\$ 19,820
Current Year TIP	\$ 19,820

<b>In Service Year</b>	
Baseline	N/A
Prior Year	2023
Current Year	2023

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

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
Systemwide	\$ 15,191	\$ 325	\$ 0	\$ 0	\$ 0	\$ 1,475	\$ 0	\$ 2,829	\$ 19,820
Subarea Allocation Total	\$ 15,191	\$ 325	\$ 0	\$ 0	\$ 0	\$ 1,475	\$ 0	\$ 2,829	\$ 19,820

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(01) OPERATION+MAINTENANCE	\$ 4,254	\$ 325	\$ 0	\$ 0	\$ 0	\$ 1,475	\$ 0	\$ 0	\$ 6,054
(09) ADMIN CAPITAL	\$ 1,482	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,482
(10) AGENCY ADMINISTRATION	\$ 201	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 521	\$ 722
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 465	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,804	\$ 2,269
(26) RESEARCH+TECHNOLOGY	\$ 8,789	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 504	\$ 9,293
Total	\$ 15,191	\$ 325	\$ 0	\$ 0	\$ 0	\$ 1,475	\$ 0	\$ 2,829	\$ 19,820

**SYSTEM EXPANSION**

**T600016**

**FARE ADMINISTRATION**

**OTHER PROJECTS**

**Managed by: FIN**

Scope: Manage the fares, pricing, and fare collection program for Sound Transit. Provide funding for the maintenance, upgrade, and installation of the existing regional smart card system (ORCA).

Additional elements of the program include monitoring fare revenues, tracking performance, and establishing pricing for cash fares, retail passes, and business accounts - includes managing the fare change process, administering the Sound Transit Fare Policy, and maintaining fare elasticity and revenue projection models.

Changes to authorized allocation: None.

Budget year activities: Management of fares program including implementation of fare changes, expanding outreach of the ORCA LIFT & Subsidized Annual Pass pilot, administration of Subsidized Annual Pass pilot, and Sound Transit-specific promotions of ORCA next generation system enhancements.

<b>Authorized Project Allocation (YOE \$000s)</b>	
Baseline	\$ 0
Prior Year TIP	\$ 14,959
Current Year TIP	\$ 14,959

<b>In Service Year</b>	
Baseline	N/A
Prior Year	2026
Current Year	2041

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

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
Systemwide	\$ 5,910	\$ 2,715	\$ 2,275	\$ 2,064	\$ 1,460	\$ 536	\$ 0	\$ 0	14,959
Subarea Allocation Total	\$ 5,910	\$ 2,715	\$ 2,275	\$ 2,064	\$ 1,460	\$ 536	\$ 0	\$ 0	14,959

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(01) OPERATION+MAINTENANCE	\$ 5,202	\$ 2,715	\$ 2,275	\$ 2,064	\$ 1,460	\$ 536	\$ 0	\$ 0	14,251
(26) RESEARCH+TECHNOLOGY	\$ 708	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	708
Total	\$ 5,910	\$ 2,715	\$ 2,275	\$ 2,064	\$ 1,460	\$ 536	\$ 0	\$ 0	14,959

**SYSTEM EXPANSION**

**T600038**

**ORCA NEXT GENERATION**

**OTHER PROJECTS**

**Managed by: FIN**

Scope: Funding for Sound Transit’s share of costs related to the planning, development, and implementation of a next generation ORCA fare collection system.

Changes to authorized allocation: None.

Budget year activities: Complete transition activities from Legacy to next generation ORCA including installation of new fare collection equipment, training, and back-end systems. Final testing of the DARE (Data Access and Reporting) data warehouse and complete transition of data.

<b>Authorized Project Allocation (YOE \$000s)</b>	
Baseline	\$ 0
Prior Year TIP	\$ 31,523
Current Year TIP	\$ 31,523

<b>In Service Year</b>	
Baseline	N/A
Prior Year	2023
Current Year	2024

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

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
Systemwide	\$ 24,979	\$ 1,778	\$ 594	\$ 4,172	\$ 0	\$ 0	\$ 0	\$ 0	31,523
Subarea Allocation Total	\$ 24,979	\$ 1,778	\$ 594	\$ 4,172	\$ 0	\$ 0	\$ 0	\$ 0	31,523

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(10) AGENCY ADMINISTRATION	\$ 1,743	\$ 336	\$ 336	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,415
(26) RESEARCH+TECHNOLOGY	\$ 22,549	\$ 1,442	\$ 258	\$ 4,172	\$ 0	\$ 0	\$ 0	\$ 0	28,421
(50) CONSTRUCTION	\$ 687	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	687
Total	\$ 24,979	\$ 1,778	\$ 594	\$ 4,172	\$ 0	\$ 0	\$ 0	\$ 0	31,523

**SYSTEM EXPANSION**

**T600073**

**TRANSIT SYSTEM ACCESS PROGRAM**

**OTHER PROJECTS**

**Managed by: PED**

Scope: Invest in additional non-motorized, transit, and pick-up/drop-off access improvements at and around Sound Transit passenger facilities, in partnership with host jurisdictions and operating partners.

Changes to authorized allocation: None.

Budget year activities: Negotiate funding agreements, process reimbursement invoices, monitor project progress, and close out completed projects related to the System Access Fund. Conduct various planning and design activities using consultant resources.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 142,139
Current Year TIP	\$ 142,139

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

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 131,093
Prior Year Cost Estimate	\$ 131,093
Current Year Cost Estimate	\$ 131,093

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 3,938	\$ 2,540	\$ 2,140	\$ 1,740	\$ 910	\$ 610	\$ 590	\$ 15,960	\$ 28,428
North King	\$ 3,938	\$ 2,540	\$ 2,140	\$ 1,740	\$ 910	\$ 610	\$ 590	\$ 15,960	\$ 28,428
South King	\$ 3,938	\$ 2,540	\$ 2,140	\$ 1,740	\$ 910	\$ 610	\$ 590	\$ 15,960	\$ 28,428
East King	\$ 3,938	\$ 2,540	\$ 2,140	\$ 1,740	\$ 910	\$ 610	\$ 590	\$ 15,960	\$ 28,428
Pierce	\$ 3,938	\$ 2,540	\$ 2,140	\$ 1,740	\$ 910	\$ 610	\$ 590	\$ 15,960	\$ 28,428
Subarea Allocation Total	\$ 19,688	\$ 12,700	\$ 10,700	\$ 8,700	\$ 4,550	\$ 3,050	\$ 2,950	\$ 79,801	\$ 142,139

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 1,788	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 908	\$ 2,696
(10) AGENCY ADMINISTRATION	\$ 899	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 4,705	\$ 7,404
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 408	\$ 400	\$ 400	\$ 400	\$ 250	\$ 250	\$ 150	\$ 4,042	\$ 6,300
(35) THIRD PARTY	\$ 16,593	\$ 12,000	\$ 10,000	\$ 8,000	\$ 4,000	\$ 2,500	\$ 2,500	\$ 64,392	\$ 119,985
(50) CONSTRUCTION	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,754	\$ 5,754
Total	\$ 19,688	\$ 12,700	\$ 10,700	\$ 8,700	\$ 4,550	\$ 3,050	\$ 2,950	\$ 79,801	\$ 142,139

Scope: Research, analysis, and implementation of innovative best practices, partnership and technologies to increase ridership, improve service, and enhance efficiency of regional mobility outside of new investments in large capital projects.

Changes to authorized allocation: None.

Budget year activities: Continue research and analysis of passenger facing technology, program development, data and analytics projects, mobility partnership projects, grant projects, and user-centered design.

<b>Authorized Project Allocation (YOE \$000s)</b>	
Baseline	\$ 0
Prior Year TIP	\$ 107,747
Current Year TIP	\$ 107,747

<b>In Service Year</b>	
Baseline	N/A
Prior Year	2046
Current Year	2046

<b>Financial Plan Project Estimate (2022 \$000s)</b>	
Voter-Approved Cost Estimate	\$ 98,320
Prior Year Cost Estimate	\$ 98,320
Current Year Cost Estimate	\$ 98,320

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
Systemwide	\$ 9,421	\$ 4,585	\$ 5,786	\$ 3,133	\$ 2,763	\$ 2,263	\$ 2,263	\$ 77,534	\$ 107,747
Subarea Allocation Total	\$ 9,421	\$ 4,585	\$ 5,786	\$ 3,133	\$ 2,763	\$ 2,263	\$ 2,263	\$ 77,534	\$ 107,747

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(01) OPERATION+MAINTENANCE	\$ 7,025	\$ 1,060	\$ 1,058	\$ 1,058	\$ 1,058	\$ 1,058	\$ 1,058	\$ 21,901	\$ 35,276
(10) AGENCY ADMINISTRATION	\$ 790	\$ 1,192	\$ 904	\$ 461	\$ 291	\$ 291	\$ 291	\$ 1,104	\$ 5,325
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 1,605	\$ 2,332	\$ 3,824	\$ 1,614	\$ 1,414	\$ 914	\$ 914	\$ 54,529	\$ 67,146
Total	\$ 9,421	\$ 4,585	\$ 5,786	\$ 3,133	\$ 2,763	\$ 2,263	\$ 2,263	\$ 77,534	\$ 107,747

**SYSTEM EXPANSION**

**T600132**

**EFFICIENCY & SUSTAINABILITY**

**OTHER PROJECTS**

**Managed by: PED**

Scope: System-wide resource conservation and pollution mitigation projects, with a focus on projects that reduce long-term operations & maintenance, utility and fuel costs. These projects will be focused on existing facilities and system wide improvements that provide resource conservation opportunities across new and existing facilities. The resource efficiency projects developed in this program will be managed by agency staff and planned, designed and constructed by consultants.

Changes to authorized allocation: None.

Budget year activities: Assess and prioritize energy efficiency audits, renewable energy assessments, and resource efficiency improvements in the PEPD Department and the Operations Department. Lighting upgrades (switching to LED bulbs).

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 25,000
Current Year TIP	\$ 25,000

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

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 1,299	\$ 1,358	\$ 1,358	\$ 1,358	\$ 1,358	\$ 1,358	\$ 1,358	\$ 15,553	\$ 25,000
Subarea Allocation Total	\$ 1,299	\$ 1,358	\$ 1,358	\$ 1,358	\$ 1,358	\$ 1,358	\$ 1,358	\$ 15,553	\$ 25,000

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 281	\$ 258	\$ 258	\$ 258	\$ 258	\$ 258	\$ 258	\$ 2,621	\$ 4,449
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 159	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 1,241	\$ 2,000
(30) FINAL DESIGN+SPECIFICATIONS	\$ 60	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 3,108	\$ 3,768
(50) CONSTRUCTION	\$ 800	\$ 900	\$ 900	\$ 900	\$ 900	\$ 900	\$ 900	\$ 8,583	\$ 14,783
Total	\$ 1,299	\$ 1,358	\$ 1,358	\$ 1,358	\$ 1,358	\$ 1,358	\$ 1,358	\$ 15,553	\$ 25,000



**SYSTEM EXPANSION**

**T600143**

**ENVIRONMENTAL REMEDIATION**

**OTHER PROJECTS**

**Managed by: PED**

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

Changes to authorized allocation: Increased by \$473 thousand to address identified remediation requirements of various Sound Transit owned properties.

Budget year activities: Identification of data gaps, identification of path toward regulatory closure, conducting additional investigation and/or remediation design where appropriate on various Sound Transit owned parcels.

<b>Authorized Project Allocation (YOE \$000s)</b>	
Baseline	\$ 0
Prior Year TIP	\$ 3,500
Current Year TIP	\$ 3,973

<b>In Service Year</b>	
Baseline	N/A
Prior Year	2021
Current Year	2026

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

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
North King	\$ 1,431	\$ 773	\$ 700	\$ 500	\$ 500	\$ 69	\$ 0	\$ 0	3,973
Subarea Allocation Total	\$ 1,431	\$ 773	\$ 700	\$ 500	\$ 500	\$ 69	\$ 0	\$ 0	3,973

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(01) OPERATION+MAINTENANCE	\$ 954	\$ 773	\$ 700	\$ 500	\$ 500	\$ 69	\$ 0	\$ 0	3,496
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 477	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	477
Total	\$ 1,431	\$ 773	\$ 700	\$ 500	\$ 500	\$ 69	\$ 0	\$ 0	3,973

**SYSTEM EXPANSION**

**T600668**

**Start OPERATIONS & MAINTENANCE**

**OTHER PROJECTS**

**Managed by: DEC**

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

Changes to authorized allocation: None.

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

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 19,344
Current Year TIP	\$ 19,344

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

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 536	\$ 67	\$ 59	\$ 42	\$ 45	\$ 49	\$ 54	\$ 3,515	\$ 4,368
North King	\$ 718	\$ 90	\$ 78	\$ 57	\$ 61	\$ 66	\$ 72	\$ 4,705	\$ 5,846
South King	\$ 182	\$ 23	\$ 20	\$ 14	\$ 15	\$ 17	\$ 18	\$ 1,196	\$ 1,486
East King	\$ 518	\$ 65	\$ 57	\$ 41	\$ 44	\$ 47	\$ 52	\$ 3,397	\$ 4,221
Pierce	\$ 421	\$ 53	\$ 46	\$ 33	\$ 35	\$ 38	\$ 42	\$ 2,755	\$ 3,424
Subarea Allocation Total	\$ 2,376	\$ 299	\$ 260	\$ 187	\$ 201	\$ 218	\$ 237	\$ 15,568	\$ 19,344

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(02) OPERATION+MAINTENANCE-AGENCY	\$ 2,376	\$ 299	\$ 260	\$ 187	\$ 201	\$ 218	\$ 237	\$ 15,568	\$ 19,344
Total	\$ 2,376	\$ 299	\$ 260	\$ 187	\$ 201	\$ 218	\$ 237	\$ 15,568	\$ 19,344

**SYSTEM EXPANSION**

**T6X668**

**ST ART**

**OTHER PROJECTS**

**Managed by: DEC**

Scope: Incorporate art into Sound Transit facilities reflecting the communities served and contribute to a positive experience for customers.

The Board supports a public art budget of one percent of construction costs excluding tunneling for all Sound Move, ST2, and ST3 projects.

Changes to authorized allocation: None.

Budget year activities: Fabrication and installation of art projects for East Link, Lynnwood Link, and Federal Way Link locations. Begin Sounder station design work and Bus Rapid Transit artist selections.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 161,521
Current Year TIP	\$ 161,521

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

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 71,096
Prior Year Cost Estimate	\$ 184,716
Current Year Cost Estimate	\$ 184,716

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 7,861	\$ 1,602	\$ 871	\$ 1,227	\$ 1,908	\$ 1,668	\$ 2,016	\$ 19,318	\$ 36,471
North King	\$ 10,521	\$ 2,144	\$ 1,166	\$ 1,642	\$ 2,554	\$ 2,233	\$ 2,698	\$ 25,854	\$ 48,812
South King	\$ 2,674	\$ 545	\$ 296	\$ 417	\$ 649	\$ 567	\$ 686	\$ 6,570	\$ 12,405
East King	\$ 7,597	\$ 1,548	\$ 842	\$ 1,185	\$ 1,844	\$ 1,612	\$ 1,948	\$ 18,668	\$ 35,244
Pierce	\$ 6,162	\$ 1,256	\$ 683	\$ 962	\$ 1,496	\$ 1,308	\$ 1,580	\$ 15,143	\$ 28,589
Subarea Allocation Total	\$ 34,816	\$ 7,096	\$ 3,857	\$ 5,433	\$ 8,451	\$ 7,389	\$ 8,927	\$ 85,553	\$ 161,521

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 4,714	\$ 3,354	\$ 858	\$ 1,091	\$ 1,211	\$ 1,252	\$ 1,314	\$ 6,180	\$ 19,975
(61) ART	\$ 30,102	\$ 3,742	\$ 2,999	\$ 4,341	\$ 7,240	\$ 6,137	\$ 7,613	\$ 79,373	\$ 141,546
Total	\$ 34,816	\$ 7,096	\$ 3,857	\$ 5,433	\$ 8,451	\$ 7,389	\$ 8,927	\$ 85,553	\$ 161,521

**SYSTEM EXPANSION**

**T804100**

**TOD PROPERTY DISPOSITION**

**OTHER PROJECTS**

**Managed by: PED**

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

Changes to authorized allocation: None.

Budget year activities: Continue on with planned work for Federal Way Transit Center, Operations Maintenance Facility East, Surrey Downs, and balance of strategic plan/property portfolio efforts.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 11,615
Current Year TIP	\$ 11,615

In Service Year	
Baseline	N/A
Prior Year	2024
Current Year	2024

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 11,615	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	11,615
Subarea Allocation Total	\$ 11,615	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	11,615

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 4,324	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	4,324
(10) AGENCY ADMINISTRATION	\$ 2,775	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,775
(40) ROW ACQUISITION+PERMITS	\$ 4,038	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	4,038
(50) CONSTRUCTION	\$ 477	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	477
Total	\$ 11,615	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	11,615

**SYSTEM EXPANSION**

**T804302**

**TOD PLANNING PROGRAM CAPITAL**

**OTHER PROJECTS**

**Managed by: PED**

Scope: Support Transit Oriented Development (TOD) planning and pre-development activities needed to identify, refine, and shape the offering of TOD properties targeted by ST3 plan.

Changes to authorized allocation: None.

Budget year activities: Support Transit Oriented Development (TOD) planning and pre-development activities by developing station area guidelines document and revolving loan fund business plan.

<b>Authorized Project Allocation (YOE \$000s)</b>	
Baseline	\$ 0
Prior Year TIP	\$ 30,171
Current Year TIP	\$ 30,171

<b>In Service Year</b>	
Baseline	N/A
Prior Year	2041
Current Year	2046

<b>Financial Plan Project Estimate (2022 \$000s)</b>	
Voter-Approved Cost Estimate	\$ 28,743
Prior Year Cost Estimate	\$ 28,743
Current Year Cost Estimate	\$ 28,743

**Cashflow (YOE \$000s)**

<b>Subarea</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
Systemwide	\$ 3,772	\$ 2,875	\$ 3,300	\$ 3,500	\$ 3,500	\$ 2,958	\$ 1,869	\$ 8,397	\$ 30,171
Subarea Allocation Total	\$ 3,772	\$ 2,875	\$ 3,300	\$ 3,500	\$ 3,500	\$ 2,958	\$ 1,869	\$ 8,397	\$ 30,171

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(01) OPERATION+MAINTENANCE	\$ 3,772	\$ 2,875	\$ 3,300	\$ 3,500	\$ 3,500	\$ 2,958	\$ 1,869	\$ 8,397	\$ 30,171
Total	\$ 3,772	\$ 2,875	\$ 3,300	\$ 3,500	\$ 3,500	\$ 2,958	\$ 1,869	\$ 8,397	\$ 30,171

Scope: Support system expansion activities that are not corridor specific, including but not limited to ridership forecasting, operation analysis, environmental analysis, and pre-project development for future projects.

Changes to authorized allocation: None.

Budget year activities: Continue transit integration agreements with King County Metro and Community Transit. Update various agreements, forecasts, and analyses with impact of expansion program decisions. Continue legal support for storm-water mitigation issues.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 41,525
Current Year TIP	\$ 41,525

In Service Year	
Baseline	N/A
Prior Year	2024
Current Year	2028

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 69,153
Prior Year Cost Estimate	\$ 40,094
Current Year Cost Estimate	\$ 40,094

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 33,172	\$ 2,751	\$ 2,330	\$ 1,015	\$ 1,015	\$ 552	\$ 0	\$ 690	\$ 41,525
Subarea Allocation Total	\$ 33,172	\$ 2,751	\$ 2,330	\$ 1,015	\$ 1,015	\$ 552	\$ 0	\$ 690	\$ 41,525

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 4,875	\$ 115	\$ 115	\$ 115	\$ 115	\$ 115	\$ 0	\$ 68	\$ 5,518
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 26,572	\$ 1,821	\$ 1,400	\$ 900	\$ 900	\$ 437	\$ 0	\$ 323	\$ 32,353
(35) THIRD PARTY	\$ 1,718	\$ 815	\$ 815	\$ 0	\$ 0	\$ 0	\$ 0	\$ 299	\$ 3,647
(40) ROW ACQUISITION+PERMITS	\$ 7	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 7
Total	\$ 33,172	\$ 2,751	\$ 2,330	\$ 1,015	\$ 1,015	\$ 552	\$ 0	\$ 690	\$ 41,525

**ENHANCEMENT**

**All Modes**

(in thousands)

**Cashflow by Project (YOE \$000s)**

Project Number and Name	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(T300038) SOUNDER AT GRADE	\$ 624	\$ 150	\$ 926	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,700
(T400033) LINK AT GRADE	\$ 905	\$ 321	\$ 2,180	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,406
(T400122) ESCALATOR MODERNIZATION PROG	\$ 3,036	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 368	3,404
(T4X340) NOISE ABATEMENT	\$ 11,242	\$ 840	\$ 690	\$ 228	\$ 0	\$ 0	\$ 0	\$ 0	13,000
(T600078) PINE STREET STUB SECURITY	\$ 270	\$ 30	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	300
(T600080) BIKE PARKING PROGRAM	\$ 3,218	\$ 1,400	\$ 1,160	\$ 330	\$ 330	\$ 330	\$ 330	\$ 2,606	9,703
(T600084) DIGITAL PASSENGER INFO SYSTEM	\$ 14,837	\$ 15,983	\$ 3,867	\$ 3,157	\$ 670	\$ 2,737	\$ 174	\$ 8,151	49,576
(T600085) SODO MLK HAZARD MITIGATION	\$ 1,404	\$ 290	\$ 185	\$ 1,257	\$ 0	\$ 0	\$ 0	\$ 0	3,136
(T600133) PARKING MANAGEMENT PROGRAM	\$ 1,024	\$ 560	\$ 1,303	\$ 1,230	\$ 695	\$ 380	\$ 380	\$ 8,120	13,692
(T600146) ENGINEERING STANDARDS UPDATE	\$ 3,100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,100
(T600147) PSO PROGRAMMATIC WORK	\$ 0	\$ 12,000	\$ 1,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	13,500
(T700665) VIDEO MNGMNT SYSTEM UPGRADE	\$ 929	\$ 320	\$ 320	\$ 311	\$ 0	\$ 0	\$ 0	\$ 0	1,880
(T700686) SECURITY RADIO SYSTEM	\$ 1,253	\$ 1,192	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,444
(T700793) SIGNAGE IMPROVEMENTS	\$ 606	\$ 339	\$ 227	\$ 227	\$ 458	\$ 0	\$ 0	\$ 0	1,856
(T700818) OMF SECURITY ENHANCEMENT	\$ 2,245	\$ 1,532	\$ 1,057	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	4,834
(T700844) CENTRAL LINK FIBER UPGRADE	\$ 1,785	\$ 2,785	\$ 2,785	\$ 2,844	\$ 2,094	\$ 0	\$ 0	\$ 12,934	25,227
(T700879) AT GRADE DYNAMIC WARNING SIGNS	\$ 0	\$ 607	\$ 520	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,127
(T700888) CROSSINGS PREPROJCT & OUTREACH	\$ 0	\$ 780	\$ 156	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	936
(T700889) CCTV ACS ADDITION	\$ 0	\$ 708	\$ 200	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	908
(T800111) FARE PAID ZONE	\$ 3,094	\$ 3,315	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 246	6,655
(T800112) LINK LINE RENAMING	\$ 62	\$ 280	\$ 280	\$ 280	\$ 266	\$ 0	\$ 0	\$ 0	1,168
(T803904) DATA MANAGEMENT PROGRAM	\$ 2,863	\$ 2,927	\$ 2,960	\$ 2,410	\$ 2,410	\$ 2,410	\$ 2,110	\$ 40,921	59,011
(T864169) STATION CODES	\$ 0	\$ 0	\$ 0	\$ 5,300	\$ 0	\$ 0	\$ 0	\$ 0	5,300
(T700766) OPS ENHANCEMENT PORTFOLIO	\$ 28,663	\$ 15,199	\$ 9,272	\$ 10,606	\$ 2,592	\$ 1,000	\$ 1,047	\$ 3,478	71,857
<b>(ENH) ENHANCEMENT</b>	<b>\$ 81,159</b>	<b>\$ 61,557</b>	<b>\$ 29,587</b>	<b>\$ 28,179</b>	<b>\$ 9,516</b>	<b>\$ 6,857</b>	<b>\$ 4,041</b>	<b>\$ 76,824</b>	<b>\$ 297,720</b>

**Cashflow by Subarea (YOE \$000s)**

Project Number and Name	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Total
Snohomish	\$ 1,436	\$ 291	\$ 1,080	\$ 221	\$ 5	\$ 0	\$ 0	\$ 0	3,033
North King	\$ 36,853	\$ 12,650	\$ 7,853	\$ 9,109	\$ 2,702	\$ 946	\$ 975	\$ 13,169	84,257
South King	\$ 12,101	\$ 9,234	\$ 6,135	\$ 5,067	\$ 1,454	\$ 276	\$ 294	\$ 5,362	39,923
East King	\$ 1,258	\$ 821	\$ 680	\$ 111	\$ 114	\$ 108	\$ 108	\$ 855	4,056
Pierce	\$ 1,207	\$ 752	\$ 642	\$ 1,067	\$ 15	\$ 0	\$ 0	\$ 0	3,683
Systemwide	\$ 28,304	\$ 37,808	\$ 13,197	\$ 12,605	\$ 5,226	\$ 5,527	\$ 2,664	\$ 57,438	162,769
<b>Subarea Allocation Total</b>	<b>\$ 81,159</b>	<b>\$ 61,557</b>	<b>\$ 29,587</b>	<b>\$ 28,179</b>	<b>\$ 9,516</b>	<b>\$ 6,857</b>	<b>\$ 4,041</b>	<b>\$ 76,824</b>	<b>\$ 297,720</b>

**Cashflow by Phase (YOE \$000s)**

<b>Phase # and Description</b>	<b>Life To Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future Years</b>	<b>Total</b>
(01) OPERATION+MAINTENANCE	\$ 11,879	\$ 19,316	\$ 8,105	\$ 4,042	\$ 2,648	\$ 2,557	\$ 1,820	\$ 4,458	\$ 54,824
(09) ADMIN CAPITAL	\$ 1,639	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 200	\$ 0	\$ 4,339
(10) AGENCY ADMINISTRATION	\$ 6,203	\$ 3,863	\$ 3,541	\$ 4,531	\$ 1,844	\$ 1,500	\$ 1,513	\$ 44,111	\$ 67,107
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 2,209	\$ 809	\$ 2,619	\$ 720	\$ 50	\$ 50	\$ 50	\$ 828	\$ 7,334
(30) FINAL DESIGN+SPECIFICATIONS	\$ 7,229	\$ 2,172	\$ 1,745	\$ 1,876	\$ 216	\$ 0	\$ 25	\$ 457	\$ 13,721
(35) THIRD PARTY	\$ 8,499	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,611	\$ 11,111
(40) ROW ACQUISITION+PERMITS	\$ 16	\$ 0	\$ 0	\$ 750	\$ 0	\$ 0	\$ 0	\$ 0	\$ 766
(50) CONSTRUCTION	\$ 36,967	\$ 34,281	\$ 12,081	\$ 15,610	\$ 4,227	\$ 2,250	\$ 433	\$ 24,358	\$ 130,208
(55) CONSTRUCTION SERVICES	\$ 3,020	\$ 616	\$ 207	\$ 150	\$ 30	\$ 0	\$ 0	\$ 0	\$ 4,023
(70) VEHICLES	\$ 3,499	\$ 0	\$ 789	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,288
<b>TOTAL PHASES</b>	<b>\$ 81,159</b>	<b>\$ 61,557</b>	<b>\$ 29,587</b>	<b>\$ 28,179</b>	<b>\$ 9,516</b>	<b>\$ 6,857</b>	<b>\$ 4,041</b>	<b>\$ 76,824</b>	<b>\$ 297,720</b>



Scope: Perform diagnostic analyses of Sounder station at-grade vehicle/pedestrian crossings of railroad and evaluations of at-grade crossings, evaluating hazards determining necessary upgrades to improve customer and public safety.

Changes to authorized allocation: None.

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

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 1,700
Current Year TIP	\$ 1,700

In Service Year	
Baseline	N/A
Prior Year	2021
Current Year	2023

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 260	\$ 63	\$ 386	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	709
South King	\$ 189	\$ 45	\$ 281	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	515
Pierce	\$ 175	\$ 42	\$ 259	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	476
Subarea Allocation Total	\$ 624	\$ 150	\$ 926	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,700

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 624	\$ 150	\$ 926	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,700
Total	\$ 624	\$ 150	\$ 926	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,700

Scope: Review, analyze, design and implement enhancements to existing Link at-grade stations to bring pedestrian crossings up to the established mitigation standards.

Changes to authorized allocation: None

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

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 3,406
Current Year TIP	\$ 3,406

In Service Year	
Baseline	N/A
Prior Year	2023
Current Year	2023

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 905	\$ 321	\$ 2,180	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,406
Subarea Allocation Total	\$ 905	\$ 321	\$ 2,180	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,406
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 105	\$ 21	\$ 3	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	129
(10) AGENCY ADMINISTRATION	\$ 0	\$ 0	\$ 108	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	108
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 800	\$ 300	\$ 2,068	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,168
Total	\$ 905	\$ 321	\$ 2,180	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,406

Scope: Design and implement modernization of escalators at University of Washington Station and upgrade emergency egress stairwells at University of Washington Station, Capitol Hill Station as well as all stations within the Downtown Seattle Transit Tunnel (DSTT).

Changes to authorized allocation: None.

Budget year activities: Project is complete. Future work will be managed under the Vertical Conveyance Program.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 3,404
Current Year TIP	\$ 3,404

In Service Year	
Baseline	N/A
Prior Year	2026
Current Year	2021

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 3,036	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 368	\$ 3,404
Subarea Allocation Total	\$ 3,036	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 368	\$ 3,404

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 666	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 33	\$ 699
(30) FINAL DESIGN+SPECIFICATIONS	\$ 307	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 95	\$ 402
(50) CONSTRUCTION	\$ 1,871	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 240	\$ 2,111
(55) CONSTRUCTION SERVICES	\$ 192	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 192
Total	\$ 3,036	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 368	\$ 3,404

Scope: Design and construct a noise wall along the Link elevated guideway in Tukwila. Funding for the completion of the Residential Sound Insulation Program (RSIP) for residences impacted by noise from operations of Central Link in the Rainier Valley is included in this project. Collect periodic noise and vibration data collection and testing, wheel/rail interaction investigation and correlation of track/vehicle interaction to noise, vibration and maintenance issues between the years 2018 and 2023.

Changes to authorized allocation: None.

Budget year activities: Noise and vibration data collection, wheel/rail interaction investigation and correlation of track/vehicle interaction to noise, vibration and maintenance issues. Includes specialized software and updates to that software each year.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 13,000
Current Year TIP	\$ 13,000

In Service Year	
Baseline	N/A
Prior Year	2024
Current Year	2024

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 7,676	\$ 574	\$ 471	\$ 155	\$ 0	\$ 0	\$ 0	\$ 0	8,876
South King	\$ 3,566	\$ 266	\$ 219	\$ 72	\$ 0	\$ 0	\$ 0	\$ 0	4,124
Subarea Allocation Total	\$ 11,242	\$ 840	\$ 690	\$ 228	\$ 0	\$ 0	\$ 0	\$ 0	13,000

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 1,118	\$ 70	\$ 70	\$ 42	\$ 0	\$ 0	\$ 0	\$ 0	1,300
(30) FINAL DESIGN+SPECIFICATIONS	\$ 2,143	\$ 770	\$ 620	\$ 185	\$ 0	\$ 0	\$ 0	\$ 0	3,718
(40) ROW ACQUISITION+PERMITS	\$ 16	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	16
(50) CONSTRUCTION	\$ 5,879	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	5,879
(55) CONSTRUCTION SERVICES	\$ 2,088	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,088
Total	\$ 11,242	\$ 840	\$ 690	\$ 228	\$ 0	\$ 0	\$ 0	\$ 0	13,000

**ENHANCEMENT**  
**T600078**

**PINE STREET STUB SECURITY**

**OTHER PROJECTS**  
**Managed by: SFT**

Scope: Design and install security mitigations at the Pine St Stub access way to the Downtown Seattle Transit Tunnel (DSTT) to include security fencing, cameras, lighting, and graffiti removal.

Changes to authorized allocation: None.

Budget year activities: Complete installation of lighting around Pine Street Stub Headhouse site, walkways, and door alcove. Complete installation of CCTV camera video surveillance around the perimeter of the headhouse. Commence project close out activities..

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 300
Current Year TIP	\$ 300

In Service Year	
Baseline	N/A
Prior Year	2023
Current Year	2023

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 270	\$ 30	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	300
Subarea Allocation Total	\$ 270	\$ 30	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	300

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 45	\$ 5	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	50
(30) FINAL DESIGN+SPECIFICATIONS	\$ 90	\$ 10	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	100
(50) CONSTRUCTION	\$ 135	\$ 15	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	150
Total	\$ 270	\$ 30	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	300

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

Changes to authorized allocation: None.

Budget year activities: Install and upgrade to existing and planned bike lockers. Existing lockers at Capitol Hill, Mercer island and Tukwila. Planned lockers at South Bellevue, University, Roosevelt, and Northgate.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 9,703
Current Year TIP	\$ 9,703

In Service Year	
Baseline	N/A
Prior Year	2022
Current Year	2041

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 2,162	\$ 941	\$ 779	\$ 222	\$ 222	\$ 222	\$ 222	\$ 1,751	\$ 6,520
East King	\$ 1,056	\$ 459	\$ 381	\$ 108	\$ 108	\$ 108	\$ 108	\$ 855	\$ 3,184
Subarea Allocation Total	\$ 3,218	\$ 1,400	\$ 1,160	\$ 330	\$ 330	\$ 330	\$ 330	\$ 2,606	\$ 9,703

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 3,208	\$ 1,200	\$ 1,160	\$ 330	\$ 330	\$ 330	\$ 330	\$ 2,546	\$ 9,434
(10) AGENCY ADMINISTRATION	\$ 5	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5
(50) CONSTRUCTION	\$ 4	\$ 200	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 60	\$ 264
Total	\$ 3,218	\$ 1,400	\$ 1,160	\$ 330	\$ 330	\$ 330	\$ 330	\$ 2,606	\$ 9,703

Scope: Design and implement a digital information system for sharing passenger usage data to create a better user experience and a more efficient multi-modal transit system.

Changes to authorized allocation: None.

Budget year activities: Install and integrate signage to relevant systems for various projects including Link light rail, Tacoma Link and Sounder (stations and onboard).

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 49,576
Current Year TIP	\$ 49,576

In Service Year	
Baseline	N/A
Prior Year	2025
Current Year	2025

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 14,837	\$ 15,983	\$ 3,867	\$ 3,157	\$ 670	\$ 2,737	\$ 174	\$ 8,151	\$ 49,576
Subarea Allocation Total	\$ 14,837	\$ 15,983	\$ 3,867	\$ 3,157	\$ 670	\$ 2,737	\$ 174	\$ 8,151	\$ 49,576

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 3,647	\$ 1,158	\$ 1,216	\$ 1,277	\$ 670	\$ 737	\$ 0	\$ 0	\$ 8,704
(10) AGENCY ADMINISTRATION	\$ 274	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,203	\$ 2,477
(50) CONSTRUCTION	\$ 10,916	\$ 14,825	\$ 2,651	\$ 1,880	\$ 0	\$ 2,000	\$ 174	\$ 5,948	\$ 38,395
Total	\$ 14,837	\$ 15,983	\$ 3,867	\$ 3,157	\$ 670	\$ 2,737	\$ 174	\$ 8,151	\$ 49,576

Scope: Assess safety performance of at-grade crossing system-wide to identify opportunities for enhancements. Includes planning and construction/installation of approved enhancements.

Changes to authorized allocation: None.

Budget year activities: Support the analysis and enhancement work of the At-Grade Crossing Core Team.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 3,136
Current Year TIP	\$ 3,136

In Service Year	
Baseline	N/A
Prior Year	2021
Current Year	2024

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 1,404	\$ 290	\$ 185	\$ 1,257	\$ 0	\$ 0	\$ 0	\$ 0	3,136
Subarea Allocation Total	\$ 1,404	\$ 290	\$ 185	\$ 1,257	\$ 0	\$ 0	\$ 0	\$ 0	3,136

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 445	\$ 240	\$ 135	\$ 1,036	\$ 0	\$ 0	\$ 0	\$ 0	1,856
(50) CONSTRUCTION	\$ 959	\$ 50	\$ 50	\$ 221	\$ 0	\$ 0	\$ 0	\$ 0	1,280
Total	\$ 1,404	\$ 290	\$ 185	\$ 1,257	\$ 0	\$ 0	\$ 0	\$ 0	3,136



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

Changes to authorized allocation: None.

Budget year activities: Parking utilization data collection; restart and potential expansion of permit parking program.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 13,692
Current Year TIP	\$ 13,692

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 1,024	\$ 560	\$ 1,303	\$ 1,230	\$ 695	\$ 380	\$ 380	\$ 8,120	\$ 13,692
Subarea Allocation Total	\$ 1,024	\$ 560	\$ 1,303	\$ 1,230	\$ 695	\$ 380	\$ 380	\$ 8,120	\$ 13,692
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 837	\$ 310	\$ 153	\$ 80	\$ 80	\$ 80	\$ 80	\$ 163	\$ 1,782
(10) AGENCY ADMINISTRATION	\$ 45	\$ 90	\$ 100	\$ 100	\$ 65	\$ 0	\$ 0	\$ 770	\$ 1,170
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 2	\$ 0	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 828	\$ 1,080
(35) THIRD PARTY	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 400	\$ 400
(50) CONSTRUCTION	\$ 80	\$ 160	\$ 1,000	\$ 1,000	\$ 500	\$ 250	\$ 250	\$ 5,960	\$ 9,200
(70) VEHICLES	\$ 61	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 61
Total	\$ 1,024	\$ 560	\$ 1,303	\$ 1,230	\$ 695	\$ 380	\$ 380	\$ 8,120	\$ 13,692

**ENHANCEMENT**

**T600146**

**ENGINEERING STANDARDS UPDATE**

**OTHER PROJECTS**

**Managed by: PSO**

Scope: Coordinate, review and update multiple standard documents including the Design Criteria Manual (DCM), Station Design Guidelines Manual, Engineering Procedures (EPs), Standard Specifications, Standard Plans, Quality procedures and many other documents in support of defining the look, quality and performance to ensure safe and efficient operations for all modes.

Changes to authorized allocation: None.

Budget year activities: Project is complete.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 3,100
Current Year TIP	\$ 3,100

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2024

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 3,100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,100
Subarea Allocation Total	\$ 3,100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,100

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 3,100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,100
Total	\$ 3,100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,100

Scope: Development and implementation of unified standards, processes, and procedures in support of project delivery; implementation of Board commitments in R2021-05; and fulfillment of the Design for Growth initiative to establish the Portfolio Services Office as a center of excellence in partnership with agency and project teams.

Changes to authorized allocation: New project of \$13.5 million for unification work.

Budget year activities: Staffing and consultant support for PSO programmatic work, including but not limited to: creating and updating technical standards and standard drawings, updating Project Control Policies and Procedures (PCPP), administering realignment implementation tasks (such as the Annual Program Review), establishing the project management playbook, and implementing Strategy 2024.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 0
Current Year TIP	\$ 13,500

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

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 0	\$ 12,000	\$ 1,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	13,500
Subarea Allocation Total	\$ 0	\$ 12,000	\$ 1,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	13,500

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 0	\$ 12,000	\$ 1,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	13,500
Total	\$ 0	\$ 12,000	\$ 1,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	13,500

Scope: Upgrade the existing Video Management System currently being used in the Security Operations Center to monitor and investigate incidents at all Sounder, Tacoma Link, ST Express Bus and Sound Transit office locations. Install video analytics software to maximize viewer attention to potential incidents.

Changes to authorized allocation: None.

Budget year activities: Installation of the video analytics software that will sit on top of the existing video management upgrade project.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 1,880
Current Year TIP	\$ 1,880

In Service Year	
Baseline	N/A
Prior Year	2021
Current Year	2023

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 929	\$ 320	\$ 320	\$ 311	\$ 0	\$ 0	\$ 0	\$ 0	1,880
Subarea Allocation Total	\$ 929	\$ 320	\$ 320	\$ 311	\$ 0	\$ 0	\$ 0	\$ 0	1,880

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(50) CONSTRUCTION	\$ 929	\$ 320	\$ 320	\$ 311	\$ 0	\$ 0	\$ 0	\$ 0	1,880
Total	\$ 929	\$ 320	\$ 320	\$ 311	\$ 0	\$ 0	\$ 0	\$ 0	1,880

Scope: Procure, upgrade and enhance Sound Transit 's security radio systems and equipment for expansion of security services. Radio upgrades will occur at Dupont, Lakewood, South Tacoma, Tacoma Dome, Puyallap and Sumner Stations, as well as the Security Operations Center in Union Station. Installation and commissioning of equipment at: Bellevue Transit Center, Edmonds, Mukilteo, Everett stations; mobile radio system for security vehicles; and mobile radios for security personnel.

Changes to authorized allocation: Increased by \$1.2 million for installation.

Budget year activities: Complete installation and commissioning of equipment at: Bellevue Transit Center, Edmonds, Mukilteo, Everett stations; mobile radio system for six security vehicles; and 75 mobile radios for security personnel.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 1,253
Current Year TIP	\$ 2,444

In Service Year	
Baseline	N/A
Prior Year	2020
Current Year	2023

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 1,253	\$ 1,192	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,444
Subarea Allocation Total	\$ 1,253	\$ 1,192	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,444
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 8	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	8
(50) CONSTRUCTION	\$ 1,244	\$ 1,192	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,436
Total	\$ 1,253	\$ 1,192	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,444

Scope: Install, modify, and upgrade signage at new and existing Link and Sounder stations and ticket vending machine (TVM) locations to improve wayfinding and reflect system expansion.

Changes to authorized allocation: None.

Budget year activities: Signage improvements at SeaTac Airport station; Real Time Link signage updates; Update Sounder customer panels; Reface exit signage at ULink & Central Link; Expand exit signage updates system-wide.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 1,856
Current Year TIP	\$ 1,856

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 2	\$ 1	\$ 1	\$ 1	\$ 1	\$ 0	\$ 0	\$ 0	6
North King	\$ 290	\$ 162	\$ 108	\$ 108	\$ 219	\$ 0	\$ 0	\$ 0	887
South King	\$ 311	\$ 174	\$ 116	\$ 116	\$ 235	\$ 0	\$ 0	\$ 0	952
East King	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1
Pierce	\$ 3	\$ 2	\$ 1	\$ 1	\$ 2	\$ 0	\$ 0	\$ 0	10
Subarea Allocation Total	\$ 606	\$ 339	\$ 227	\$ 227	\$ 458	\$ 0	\$ 0	\$ 0	1,856

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 121	\$ 22	\$ 22	\$ 22	\$ 23	\$ 0	\$ 0	\$ 0	209
(30) FINAL DESIGN+SPECIFICATIONS	\$ 238	\$ 9	\$ 15	\$ 15	\$ 15	\$ 0	\$ 0	\$ 0	292
(50) CONSTRUCTION	\$ 248	\$ 308	\$ 190	\$ 190	\$ 419	\$ 0	\$ 0	\$ 0	1,355
Total	\$ 606	\$ 339	\$ 227	\$ 227	\$ 458	\$ 0	\$ 0	\$ 0	1,856

Scope: Remove and replace fence at OMF-Central adding bollards, and construct a guardhouse with necessary entrance reconfigurations. The work will be partially reimbursed through a Homeland Security grant of \$857 thousand.

Changes to authorized allocation: Increased by \$2.7 million for construction of 500 linear feet of additional fencing.

Budget year activities: Design of the guard booth and associated internal lane gates, curb modifications to allow better alignment in and out of the south entry point, and the south parking lot modifications for one-way exit. Procurement/bid and begin construction for the guard booth.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 2,170
Current Year TIP	\$ 4,834

In Service Year	
Baseline	N/A
Prior Year	2023
Current Year	2023

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 1,387	\$ 947	\$ 653	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,987
South King	\$ 857	\$ 585	\$ 404	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,846
Subarea Allocation Total	\$ 2,245	\$ 1,532	\$ 1,057	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	4,834

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 85	\$ 32	\$ 37	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	153
(30) FINAL DESIGN+SPECIFICATIONS	\$ 500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	500
(50) CONSTRUCTION	\$ 1,645	\$ 1,500	\$ 1,021	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	4,166
(55) CONSTRUCTION SERVICES	\$ 15	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	15
Total	\$ 2,245	\$ 1,532	\$ 1,057	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	4,834

Scope: Upgrading the core fiber infrastructure network for a robust network that is highly reliable and supports the ST3 Capital Program. Sections of Link Light Rail must be surveyed and upgraded. This is necessary to support rail extensions to the South (Federal Way, Tacoma Dome) and to the North (Lynnwood, Everett).

Changes to authorized allocation: None.

Budget year activities: Pre-design and survey work of the existing infrastructure.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 25,227
Current Year TIP	\$ 25,227

In Service Year	
Baseline	N/A
Prior Year	2028
Current Year	2028

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 1,103	\$ 1,721	\$ 1,721	\$ 1,758	\$ 1,294	\$ 0	\$ 0	\$ 7,993	\$ 15,591
South King	\$ 682	\$ 1,064	\$ 1,064	\$ 1,086	\$ 800	\$ 0	\$ 0	\$ 4,941	\$ 9,637
Subarea Allocation Total	\$ 1,785	\$ 2,785	\$ 2,785	\$ 2,844	\$ 2,094	\$ 0	\$ 0	\$ 12,934	\$ 25,227

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 85	\$ 85	\$ 85	\$ 94	\$ 94	\$ 0	\$ 0	\$ 1,784	\$ 2,227
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 450	\$ 500	\$ 500	\$ 550	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,000
(30) FINAL DESIGN+SPECIFICATIONS	\$ 0	\$ 200	\$ 200	\$ 200	\$ 0	\$ 0	\$ 0	\$ 0	\$ 600
(50) CONSTRUCTION	\$ 1,250	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 0	\$ 0	\$ 11,150	\$ 20,400
Total	\$ 1,785	\$ 2,785	\$ 2,785	\$ 2,844	\$ 2,094	\$ 0	\$ 0	\$ 12,934	\$ 25,227



Scope: Design and install pedestrian warning signs along the Rainier Valley corridor and dynamic message signs at signalized intersections to be consistent with the latest Link design standards.

Changes to authorized allocation: New project of \$1.1 million for pedestrian warning signs.

Budget year activities: Invite bids, procurement process, select vendor, coordinate with Seattle Department of Transportation (SDOT), begin design work and sign procurement. Construction activities may begin depending on SDOT coordination lead time and design work.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 0
Current Year TIP	\$ 1,127

In Service Year	
Baseline	N/A
Prior Year	N/A
Current Year	2024

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 0	\$ 607	\$ 520	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,127
Subarea Allocation Total	\$ 0	\$ 607	\$ 520	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,127

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 0	\$ 211	\$ 172	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	383
(30) FINAL DESIGN+SPECIFICATIONS	\$ 0	\$ 48	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	48
(50) CONSTRUCTION	\$ 0	\$ 317	\$ 317	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	634
(55) CONSTRUCTION SERVICES	\$ 0	\$ 32	\$ 32	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	63
Total	\$ 0	\$ 607	\$ 520	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,127

Scope: Analyze and study activities related to safety at various modal at-grade crossings: includes feasibility studies, identification and mitigation of activities, public engagement, consulting to research peer agencies and industry best practices, communication and safety outreach activities.

Changes to authorized allocation: New project of \$936 thousand for at-grade crossings safety promotion.

Budget year activities: Conduct feasibility studies, identification and mitigation of activities, public engagement, consulting to research peer agencies and industry best practices, communication and safety outreach activities.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 0
Current Year TIP	\$ 936

In Service Year	
Baseline	N/A
Prior Year	N/A
Current Year	2023

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 0 \$	133 \$	27 \$	0 \$	0 \$	0 \$	0 \$	0 \$	159
North King	\$ 0 \$	255 \$	51 \$	0 \$	0 \$	0 \$	0 \$	0 \$	306
South King	\$ 0 \$	204 \$	41 \$	0 \$	0 \$	0 \$	0 \$	0 \$	245
East King	\$ 0 \$	66 \$	13 \$	0 \$	0 \$	0 \$	0 \$	0 \$	79
Pierce	\$ 0 \$	122 \$	24 \$	0 \$	0 \$	0 \$	0 \$	0 \$	147
Subarea Allocation Total	\$ 0 \$	780 \$	156 \$	0 \$	0 \$	0 \$	0 \$	0 \$	936
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 0 \$	780 \$	156 \$	0 \$	0 \$	0 \$	0 \$	0 \$	936
Total	\$ 0 \$	780 \$	156 \$	0 \$	0 \$	0 \$	0 \$	0 \$	936

Scope: Adding CCTV cameras and Access Control Systems (ACS) at stations, parking garages, OMFs, and Maintenance of Way (MOW) building in the Central and South Link corridors.

Changes to authorized allocation: New project of \$908 thousand for cameras and access control systems.

Budget year activities: Contractor proposal for equipment and installation, update as-built drawings for all stations and facilities, integrate with networking list (MAC address, IP address etc.), testing and commissioning, schedule development, device submittals, procure ACS licenses and camera licenses.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 0
Current Year TIP	\$ 908

In Service Year	
Baseline	N/A
Prior Year	N/A
Current Year	2024

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 0 \$	417 \$	118 \$	0 \$	0 \$	0 \$	0 \$	0 \$	535
South King	\$ 0 \$	290 \$	82 \$	0 \$	0 \$	0 \$	0 \$	0 \$	372
Subarea Allocation Total	\$ 0 \$	708 \$	200 \$	0 \$	0 \$	0 \$	0 \$	0 \$	908

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 0 \$	208 \$	200 \$	0 \$	0 \$	0 \$	0 \$	0 \$	408
(50) CONSTRUCTION	\$ 0 \$	500 \$	0 \$	0 \$	0 \$	0 \$	0 \$	0 \$	500
Total	\$ 0 \$	708 \$	200 \$	0 \$	0 \$	0 \$	0 \$	0 \$	908

Scope: Design and construct Fare Paid Zones at all Link stations. Provide for a clear division of paid and unpaid station areas at 16 active stations supporting more consistent passenger experience and fare enforcement.

Changes to authorized allocation: Increased by \$3.3 million due to higher than anticipated design cost and the addition of construction budget for the 12 stations outside of the DSTT.

Budget year activities: Completion of construction activities for the 12 stations outside of the DSTT.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 3,340
Current Year TIP	\$ 6,655

In Service Year	
Baseline	N/A
Prior Year	2022
Current Year	2023

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 3,094	\$ 3,315	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 246	\$ 6,655
Subarea Allocation Total	\$ 3,094	\$ 3,315	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 246	\$ 6,655
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 263	\$ 93	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 77	\$ 433
(30) FINAL DESIGN+SPECIFICATIONS	\$ 1,831	\$ 622	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 169	\$ 2,622
(50) CONSTRUCTION	\$ 1,000	\$ 2,600	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,600
Total	\$ 3,094	\$ 3,315	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 246	\$ 6,655

Scope: Implement revised Line Naming strategy and process throughout agency assets (Link, Sounder, Tacoma Link), allowing the agency to provide a consistent customer experience across our system.

Changes to authorized allocation: None.

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

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 1,168
Current Year TIP	\$ 1,168

In Service Year	
Baseline	N/A
Prior Year	2023
Current Year	2023

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 38	\$ 173	\$ 173	\$ 173	\$ 165	\$ 0	\$ 0	\$ 0	722
South King	\$ 24	\$ 107	\$ 107	\$ 107	\$ 102	\$ 0	\$ 0	\$ 0	446
Subarea Allocation Total	\$ 62	\$ 280	\$ 280	\$ 280	\$ 266	\$ 0	\$ 0	\$ 0	1,168

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 3	\$ 70	\$ 70	\$ 70	\$ 37	\$ 0	\$ 0	\$ 0	250
(30) FINAL DESIGN+SPECIFICATIONS	\$ 59	\$ 40	\$ 40	\$ 40	\$ 21	\$ 0	\$ 0	\$ 0	200
(50) CONSTRUCTION	\$ 0	\$ 170	\$ 170	\$ 170	\$ 208	\$ 0	\$ 0	\$ 0	718
Total	\$ 62	\$ 280	\$ 280	\$ 280	\$ 266	\$ 0	\$ 0	\$ 0	1,168

Scope: Program creating a data management capability to support the ISO certification for asset management and ongoing future data needs and requirements for the agency.

Changes to authorized allocation: None.

Budget year activities: Hire staff, engage contract labor for implementation of the Data Infrastructure and Layer to begin the aggregation of data and projects delivery for the asset management needs.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 59,011
Current Year TIP	\$ 59,011

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2026

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 2,863	\$ 2,927	\$ 2,960	\$ 2,410	\$ 2,410	\$ 2,410	\$ 2,110	\$ 40,921	\$ 59,011
Subarea Allocation Total	\$ 2,863	\$ 2,927	\$ 2,960	\$ 2,410	\$ 2,410	\$ 2,410	\$ 2,110	\$ 40,921	\$ 59,011
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 41	\$ 270	\$ 360	\$ 410	\$ 410	\$ 410	\$ 410	\$ 1,750	\$ 4,061
(09) ADMIN CAPITAL	\$ 1,639	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 200	\$ 0	\$ 4,339
(10) AGENCY ADMINISTRATION	\$ 1,184	\$ 2,157	\$ 2,100	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 39,171	\$ 50,612
Total	\$ 2,863	\$ 2,927	\$ 2,960	\$ 2,410	\$ 2,410	\$ 2,410	\$ 2,110	\$ 40,921	\$ 59,011

**ENHANCEMENT**

**T864169**

**STATION CODES**

**LINK**

**Managed by: EXE**

Scope: Revise and reprogram within existing back office systems a renaming of Link Stations that provides and supports Agency Strategic Priorities resulting in a consistent, efficient and affordable framework for back-of-house station codes for Link Operations, First Responders and Asset Management.

Changes to authorized allocation: None.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 5,300
Current Year TIP	\$ 5,300

In Service Year	
Baseline	N/A
Prior Year	2022
Current Year	2023

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 0 \$	0 \$	0 \$	3,275 \$	0 \$	0 \$	0 \$	0 \$	3,275
South King	\$ 0 \$	0 \$	0 \$	2,024 \$	0 \$	0 \$	0 \$	0 \$	2,025
Subarea Allocation Total	\$ 0 \$	0 \$	0 \$	5,300 \$	0 \$	0 \$	0 \$	0 \$	5,300

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 0 \$	0 \$	0 \$	1,100 \$	0 \$	0 \$	0 \$	0 \$	1,100
(30) FINAL DESIGN+SPECIFICATIONS	\$ 0 \$	0 \$	0 \$	550 \$	0 \$	0 \$	0 \$	0 \$	550
(50) CONSTRUCTION	\$ 0 \$	0 \$	0 \$	3,650 \$	0 \$	0 \$	0 \$	0 \$	3,650
Total	\$ 0 \$	0 \$	0 \$	5,300 \$	0 \$	0 \$	0 \$	0 \$	5,300

**ENHANCEMENT**

**OTHER PROJECTS**

**T700766**

**OPS ENHANCEMENT PORTFOLIO**

**Managed by: OPS**

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

Changes to authorized allocation: Increased by \$14 million for new projects.

Budget year activities: Proceed as planned per project.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 57,815
Current Year TIP	\$ 71,857

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2046

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 1,174	\$ 95	\$ 667	\$ 221	\$ 3	\$ 0	\$ 0	\$ 0	\$ 2,159
North King	\$ 19,487	\$ 6,534	\$ 3,073	\$ 2,160	\$ 803	\$ 724	\$ 753	\$ 3,057	\$ 36,591
South King	\$ 6,472	\$ 6,497	\$ 3,822	\$ 1,660	\$ 318	\$ 276	\$ 294	\$ 421	\$ 19,760
East King	\$ 202	\$ 296	\$ 286	\$ 3	\$ 6	\$ 0	\$ 0	\$ 0	\$ 792
Pierce	\$ 1,029	\$ 586	\$ 357	\$ 1,066	\$ 12	\$ 0	\$ 0	\$ 0	\$ 3,050
Systemwide	\$ 300	\$ 1,190	\$ 1,067	\$ 5,497	\$ 1,450	\$ 0	\$ 0	\$ 0	\$ 9,504
Subarea Allocation Total	\$ 28,663	\$ 15,199	\$ 9,272	\$ 10,606	\$ 2,592	\$ 1,000	\$ 1,047	\$ 3,478	\$ 71,857

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 317	\$ 3,427	\$ 2,631	\$ 1,946	\$ 1,157	\$ 1,000	\$ 1,000	\$ 0	\$ 11,478
(10) AGENCY ADMINISTRATION	\$ 1,903	\$ 586	\$ 443	\$ 567	\$ 125	\$ 0	\$ 13	\$ 73	\$ 3,710
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 912	\$ 4	\$ 1	\$ 120	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,036
(30) FINAL DESIGN+SPECIFICATIONS	\$ 2,061	\$ 474	\$ 870	\$ 886	\$ 180	\$ 0	\$ 25	\$ 194	\$ 4,690
(35) THIRD PARTY	\$ 8,499	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,211	\$ 10,711
(40) ROW ACQUISITION+PERMITS	\$ 0	\$ 0	\$ 0	\$ 750	\$ 0	\$ 0	\$ 0	\$ 0	\$ 750
(50) CONSTRUCTION	\$ 10,806	\$ 10,124	\$ 4,363	\$ 6,187	\$ 1,100	\$ 0	\$ 9	\$ 1,000	\$ 33,590
(55) CONSTRUCTION SERVICES	\$ 726	\$ 584	\$ 175	\$ 150	\$ 30	\$ 0	\$ 0	\$ 0	\$ 1,665
(70) VEHICLES	\$ 3,438	\$ 0	\$ 789	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,227
Total	\$ 28,663	\$ 15,199	\$ 9,272	\$ 10,606	\$ 2,592	\$ 1,000	\$ 1,047	\$ 3,478	\$ 71,857



**STATE OF GOOD REPAIR**

All Modes  
(in thousands)

**Cashflow by Project (YOE \$000s)**

Project Number and Name	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(T400046) CONVENTION PL SYSTEM RETROFIT	\$ 2,252	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,480	\$ 3,732
(T400089) BELLEVUE RIDER SERVICE CENTER	\$ 335	\$ 89	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 425
(T600002) PXO OPEX SOGR PROGRAM	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 100
(T600004) SAFETY OPEX SOGR PROGRAM	\$ 75	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 75
(T609001) ASO OPEX SOGR PROGRAM	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
(T700769) LRV OVERHAUL	\$ 2,042	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,958	\$ 5,000
(T803903) IT NETWORK REDESIGN-PHASE 2	\$ 4,647	\$ 7,436	\$ 8,786	\$ 4,906	\$ 4,536	\$ 0	\$ 0	\$ 38,608	\$ 68,920
(T803905) OT RISK MITIGATION PRGRM	\$ 466	\$ 298	\$ 101	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 865
(T803912) ERP RESEARCH	\$ 50	\$ 1,700	\$ 250	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,000
(T803925) EAMS REPLACEMENT	\$ 0	\$ 957	\$ 780	\$ 596	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,334
(T870100) IT TECH INFRASTRUCTURE	\$ 9,852	\$ 8,200	\$ 6,497	\$ 4,424	\$ 3,475	\$ 4,336	\$ 6,650	\$ 3,408	\$ 46,843
(T870115) HUB INTRANET REPLACE	\$ 410	\$ 538	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 948
(T700831) OPERATIONS SOGR PORTFOLIO (SOGR) STATE OF GOOD REPAIR	\$ 276,554	\$ 57,441	\$ 71,675	\$ 59,483	\$ 33,984	\$ 12,704	\$ 39,395	\$ 5,266	\$ 556,502
<b>Total</b>	<b>\$ 296,785</b>	<b>\$ 76,659</b>	<b>\$ 88,090</b>	<b>\$ 69,410</b>	<b>\$ 41,995</b>	<b>\$ 17,040</b>	<b>\$ 46,045</b>	<b>\$ 51,719</b>	<b>\$ 687,744</b>

**Cashflow by Subarea (YOE \$000s)**

Project Number and Name	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Total
Snohomish	\$ 36,798	\$ 3,133	\$ 4,236	\$ 2,781	\$ 1,990	\$ 668	\$ 2,129	\$ 353	\$ 52,089
North King	\$ 37,930	\$ 18,703	\$ 15,574	\$ 9,704	\$ 4,500	\$ 3,627	\$ 4,936	\$ 8,771	\$ 103,744
South King	\$ 51,859	\$ 14,301	\$ 14,019	\$ 7,017	\$ 4,518	\$ 3,562	\$ 10,307	\$ 3,162	\$ 108,745
East King	\$ 82,850	\$ 2,001	\$ 1,916	\$ 3,872	\$ 3,322	\$ 161	\$ 10	\$ 88	\$ 94,221
Pierce	\$ 62,761	\$ 7,619	\$ 9,002	\$ 3,754	\$ 3,875	\$ 1,703	\$ 5,498	\$ 737	\$ 94,949
Systemwide	\$ 24,586	\$ 30,903	\$ 43,343	\$ 42,283	\$ 23,789	\$ 7,320	\$ 23,164	\$ 38,608	\$ 233,996
<b>Subarea Allocation Total</b>	<b>\$ 296,785</b>	<b>\$ 76,659</b>	<b>\$ 88,090</b>	<b>\$ 69,410</b>	<b>\$ 41,995</b>	<b>\$ 17,040</b>	<b>\$ 46,045</b>	<b>\$ 51,719</b>	<b>\$ 687,744</b>

**Cashflow by Phase (YOE \$000s)**

Phase # and Description	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(01) OPERATION+MAINTENANCE	\$ 41,242	\$ 30,196	\$ 34,551	\$ 14,042	\$ 10,458	\$ 8,943	\$ 18,607	\$ 331	\$ 158,370
(09) ADMIN CAPITAL	\$ 7,815	\$ 5,042	\$ 2,796	\$ 2,493	\$ 2,029	\$ 1,186	\$ 3,500	\$ 704	\$ 25,566
(10) AGENCY ADMINISTRATION	\$ 6,418	\$ 7,704	\$ 6,886	\$ 5,308	\$ 4,481	\$ 1,550	\$ 4,032	\$ 42,463	\$ 78,843
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 1,032	\$ 283	\$ 6	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,321
(30) FINAL DESIGN+SPECIFICATIONS	\$ 4,757	\$ 3,839	\$ 4,929	\$ 2,953	\$ 1,350	\$ 150	\$ 3,533	\$ 87	\$ 21,599
(35) THIRD PARTY	\$ 0	\$ 1,832	\$ 1,944	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,777
(40) ROW ACQUISITION+PERMITS	\$ (0)	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ (0)
(50) CONSTRUCTION	\$ 44,813	\$ 18,827	\$ 18,059	\$ 13,185	\$ 6,588	\$ 4,748	\$ 14,629	\$ 5,093	\$ 125,943
(55) CONSTRUCTION SERVICES	\$ 12	\$ 239	\$ 177	\$ 74	\$ 0	\$ 0	\$ 0	\$ 332	\$ 834
(70) VEHICLES	\$ 190,140	\$ 8,669	\$ 18,692	\$ 31,354	\$ 17,089	\$ 464	\$ 0	\$ 2,708	\$ 269,115
(80) SYSTEM TESTING+STARTUP	\$ 555	\$ 27	\$ 50	\$ 0	\$ 0	\$ 0	\$ 1,745	\$ 0	\$ 2,377
<b>TOTAL PHASES</b>	<b>\$ 296,785</b>	<b>\$ 76,659</b>	<b>\$ 88,090</b>	<b>\$ 69,410</b>	<b>\$ 41,995</b>	<b>\$ 17,040</b>	<b>\$ 46,045</b>	<b>\$ 51,719</b>	<b>\$ 687,744</b>

Scope: Replace existing emergency generator and install electrical distribution equipment that is necessary for the operation and integration of the Pine Street facility with the University Link and the Downtown Seattle Transit Tunnel (DSTT).

Changes to authorized allocation: None.

Budget year activities: Project is complete.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 3,732
Current Year TIP	\$ 3,732

In Service Year	
Baseline	N/A
Prior Year	2021
Current Year	2021

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

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 2,252	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,480	\$ 3,732
Subarea Allocation Total	\$ 2,252	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,480	\$ 3,732

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 211	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 395	\$ 606
(30) FINAL DESIGN+SPECIFICATIONS	\$ 37	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 37
(50) CONSTRUCTION	\$ 2,004	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 753	\$ 2,757
(55) CONSTRUCTION SERVICES	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 332	\$ 332
Total	\$ 2,252	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,480	\$ 3,732

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

Changes to authorized allocation: None.

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

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 425
Current Year TIP	\$ 425

In Service Year	
Baseline	N/A
Prior Year	2022
Current Year	2022

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

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
East King	\$ 335	\$ 89	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	425
Subarea Allocation Total	\$ 335	\$ 89	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	425
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 35	\$ 17	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	52
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 300	\$ 73	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	373
Total	\$ 335	\$ 89	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	425

Scope: This program captures activities managed by the Passenger Experience Office (PXO) and are accounted for within the State of Good Repair (SOGR) plan. These SOGR activities are operating in nature, i.e. outside of the the Agency's capitalization guidelines and are in compliance with the Asset Management Policy.

Changes to authorized allocation: None.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 100
Current Year TIP	\$ 100

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	100
Subarea Allocation Total	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	100

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	100
Total	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	100

Scope: This program captures activities managed by the Safety department and are accounted for within the State of Good Repair (SOGR) plan. These SOGR activities are operating in nature, i.e. outside of the the Agency's capitalization guidelines and are in compliance with the Asset Management Policy.

Changes to authorized allocation: None.

Budget year activities: None.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 75
Current Year TIP	\$ 75

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 75	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	75
Subarea Allocation Total	\$ 75	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	75

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 75	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	75
Total	\$ 75	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	75

Scope: This program captures activities managed by the Administrative Services Office and are accounted for within the State of Good Repair (SOGR) plan. These SOGR activities are operating in nature, i.e. outside of the the Agency's capitalization guidelines and are in compliance with the Asset Management Policy.

Changes to authorized allocation: None.

Budget year activities: None.

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

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

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

Cashflow (YOE \$000s)									
Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Total	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0

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 allocation: None.

Budget year activities: None.

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

In Service Year	
Baseline	N/A
Prior Year	2021
Current Year	2021

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 1,366	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,979	\$ 3,345
South King	\$ 676	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 979	\$ 1,655
Subarea Allocation Total	\$ 2,042	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,958	\$ 5,000

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250	\$ 250
(70) VEHICLES	\$ 2,042	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,708	\$ 4,750
Total	\$ 2,042	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,958	\$ 5,000

Scope: Replace the existing fiber, cable and hardware equipment in support of the expansion of revenue service, resulting in high capacity, more resilient, flexible and reliable networks with a focus on improving security. Creation of the Network Operations Center (NOC) will provide 24x365 improved networks and system monitoring on all Sound Transit's mission critical system(s).

Changes to authorized allocation: None.

Budget year activities: Brocade replacement, security design implementation, planning for Network Operations Center (NOC) and Emergency Fire Network (EFN).

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 68,920
Current Year TIP	\$ 68,920

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2025

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 4,647	\$ 7,436	\$ 8,786	\$ 4,906	\$ 4,536	\$ 0	\$ 0	\$ 38,608	\$ 68,920
Subarea Allocation Total	\$ 4,647	\$ 7,436	\$ 8,786	\$ 4,906	\$ 4,536	\$ 0	\$ 0	\$ 38,608	\$ 68,920

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 50	\$ 900	\$ 2,600	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,550
(09) ADMIN CAPITAL	\$ 704	\$ 704	\$ 704	\$ 704	\$ 704	\$ 0	\$ 0	\$ 704	\$ 4,225
(10) AGENCY ADMINISTRATION	\$ 3,893	\$ 5,832	\$ 5,482	\$ 4,202	\$ 3,832	\$ 0	\$ 0	\$ 37,904	\$ 61,145
Total	\$ 4,647	\$ 7,436	\$ 8,786	\$ 4,906	\$ 4,536	\$ 0	\$ 0	\$ 38,608	\$ 68,920



Scope: Project to reduce and manage information security risks to the information systems that support revenue operations. Implement required and recommended changes identified in the 2019 Operating Technology (OT) external security assessment.

Changes to authorized allocation: None.

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

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 865
Current Year TIP	\$ 865

In Service Year	
Baseline	N/A
Prior Year	2023
Current Year	2023

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 466	\$ 298	\$ 101	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	865
Subarea Allocation Total	\$ 466	\$ 298	\$ 101	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	865
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 466	\$ 298	\$ 101	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	865
Total	\$ 466	\$ 298	\$ 101	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	865

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 allocation: None.

Budget year activities: Begin consultant search and review of qualifications, award contract. Begin review of current landscape, provide scope and solution proposals to help develop a statement of work.

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

In Service Year	
Baseline	N/A
Prior Year	2023
Current Year	2024

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 50	\$ 1,700	\$ 250	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,000
Subarea Allocation Total	\$ 50	\$ 1,700	\$ 250	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,000

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 50	\$ 1,700	\$ 250	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,000
Total	\$ 50	\$ 1,700	\$ 250	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,000

Scope: Procure consultant to review current enterprise asset management system (EAMS) 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 allocation: New project of \$2.33 million for planning.

Budget year activities: Begin consultant search and review of qualifications, award contract. Begin review of current landscape, provide scope and solution proposals to help develop a statement of work.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 0
Current Year TIP	\$ 2,334

In Service Year	
Baseline	N/A
Prior Year	N/A
Current Year	2027

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 0	\$ 957	\$ 780	\$ 596	\$ 0	\$ 0	\$ 0	\$ 0	2,334
Subarea Allocation Total	\$ 0	\$ 957	\$ 780	\$ 596	\$ 0	\$ 0	\$ 0	\$ 0	2,334

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 0	\$ 388	\$ 388	\$ 388	\$ 0	\$ 0	\$ 0	\$ 0	1,165
(09) ADMIN CAPITAL	\$ 0	\$ 288	\$ 192	\$ 189	\$ 0	\$ 0	\$ 0	\$ 0	669
(10) AGENCY ADMINISTRATION	\$ 0	\$ 281	\$ 200	\$ 19	\$ 0	\$ 0	\$ 0	\$ 0	500
Total	\$ 0	\$ 957	\$ 780	\$ 596	\$ 0	\$ 0	\$ 0	\$ 0	2,334

Scope: Provide lifecycle maintenance of the IT infrastructure across all agency and revenue systems including but not limited to: servers, storage area networks, networking equipment, backend for customer-facing systems (i.e. Video Messaging System) and other computer-based infrastructure, plus enhancements and maintenance for IT network and data security, including firewalls and other related technology systems.

This project encompasses the infrastructure systems for the entirety of the agency datacenters and network and the backend infrastructure systems for the Link light rail systems, including SCADA. The project also includes integration and upgrades of legacy hardware/software at Link light rail stations and control centers with upcoming future light rail expansion.

Changes to authorized allocation: None.

Budget year activities: Upgrade of majority of servers within the datacenters , network equipment within the LINK network and estimated 550 old workstations/laptops.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 46,843
Current Year TIP	\$ 46,843

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
North King	\$ 7,301	\$ 6,076	\$ 4,815	\$ 3,278	\$ 2,575	\$ 3,213	\$ 4,928	\$ 2,525	\$ 34,711
South King	\$ 2,552	\$ 2,124	\$ 1,683	\$ 1,146	\$ 900	\$ 1,123	\$ 1,722	\$ 883	\$ 12,132
Subarea Allocation Total	\$ 9,852	\$ 8,200	\$ 6,497	\$ 4,424	\$ 3,475	\$ 4,336	\$ 6,650	\$ 3,408	\$ 46,843

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 2,053	\$ 2,700	\$ 2,100	\$ 2,000	\$ 1,900	\$ 1,900	\$ 1,900	\$ 0	\$ 14,553
(09) ADMIN CAPITAL	\$ 7,111	\$ 4,050	\$ 1,900	\$ 1,600	\$ 1,325	\$ 1,186	\$ 3,500	\$ 0	\$ 20,672
(10) AGENCY ADMINISTRATION	\$ 689	\$ 350	\$ 350	\$ 300	\$ 250	\$ 1,250	\$ 1,250	\$ 3,408	\$ 7,847
(50) CONSTRUCTION	\$ 0	\$ 1,100	\$ 2,147	\$ 524	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,772
Total	\$ 9,852	\$ 8,200	\$ 6,497	\$ 4,424	\$ 3,475	\$ 4,336	\$ 6,650	\$ 3,408	\$ 46,843

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

Changes to authorized allocation: Increased by \$538 thousand to fund finalized quote.

Budget year activities: Replace the current ST Hub.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 410
Current Year TIP	\$ 948

In Service Year	
Baseline	N/A
Prior Year	2021
Current Year	2023

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 410	\$ 538	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	948
Subarea Allocation Total	\$ 410	\$ 538	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	948
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 38	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	38
(30) FINAL DESIGN+SPECIFICATIONS	\$ 372	\$ 538	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	910
Total	\$ 410	\$ 538	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	948

**STATE OF GOOD REPAIR**

**T700831**

**OPERATIONS SOGR PORTFOLIO**

**OTHER PROJECTS**

**Managed by: OPS**

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

Changes to authorized allocation: Increased by \$48.7 million; \$35.8 million for new projects, and \$12.9 million increase in funding for existing projects.

Budget year activities: Proceed as planned per project.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 507,800
Current Year TIP	\$ 556,502

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2046

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 36,798	\$ 3,133	\$ 4,236	\$ 2,781	\$ 1,990	\$ 668	\$ 2,129	\$ 353	\$ 52,089
North King	\$ 27,011	\$ 12,626	\$ 10,760	\$ 6,426	\$ 1,925	\$ 414	\$ 8	\$ 2,787	\$ 61,957
South King	\$ 48,632	\$ 12,177	\$ 12,336	\$ 5,871	\$ 3,618	\$ 2,439	\$ 8,585	\$ 1,300	\$ 94,958
East King	\$ 82,514	\$ 1,912	\$ 1,916	\$ 3,872	\$ 3,322	\$ 161	\$ 10	\$ 88	\$ 93,796
Pierce	\$ 62,761	\$ 7,619	\$ 9,002	\$ 3,754	\$ 3,875	\$ 1,703	\$ 5,498	\$ 737	\$ 94,949
Systemwide	\$ 18,838	\$ 19,974	\$ 33,425	\$ 36,780	\$ 19,253	\$ 7,320	\$ 23,164	\$ 0	\$ 158,754
Subarea Allocation Total	\$ 276,554	\$ 57,441	\$ 71,675	\$ 59,483	\$ 33,984	\$ 12,704	\$ 39,395	\$ 5,266	\$ 556,502

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 38,448	\$ 24,210	\$ 29,111	\$ 11,654	\$ 8,558	\$ 7,043	\$ 16,707	\$ 331	\$ 136,062
(10) AGENCY ADMINISTRATION	\$ 1,552	\$ 1,224	\$ 854	\$ 787	\$ 399	\$ 300	\$ 2,782	\$ 507	\$ 8,405
(20) PRELIM ENGINEERING/ENV REVIEW	\$ 732	\$ 210	\$ 6	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 948
(30) FINAL DESIGN+SPECIFICATIONS	\$ 4,348	\$ 3,301	\$ 4,929	\$ 2,953	\$ 1,350	\$ 150	\$ 3,533	\$ 87	\$ 20,652
(35) THIRD PARTY	\$ 0	\$ 1,832	\$ 1,944	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,777
(40) ROW ACQUISITION+PERMITS	\$ (0)	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ (0)
(50) CONSTRUCTION	\$ 42,809	\$ 17,727	\$ 15,912	\$ 12,661	\$ 6,588	\$ 4,748	\$ 14,629	\$ 4,340	\$ 119,415
(55) CONSTRUCTION SERVICES	\$ 12	\$ 239	\$ 177	\$ 74	\$ 0	\$ 0	\$ 0	\$ 0	\$ 502
(70) VEHICLES	\$ 188,098	\$ 8,669	\$ 18,692	\$ 31,354	\$ 17,089	\$ 464	\$ 0	\$ 0	\$ 264,365
(80) SYSTEM TESTING+STARTUP	\$ 555	\$ 27	\$ 50	\$ 0	\$ 0	\$ 0	\$ 1,745	\$ 0	\$ 2,377
Total	\$ 276,554	\$ 57,441	\$ 71,675	\$ 59,483	\$ 33,984	\$ 12,704	\$ 39,395	\$ 5,266	\$ 556,502

**ADMINISTRATIVE**

All Modes  
(in thousands)

**Cashflow by Project (YOE \$000s)**

Project Number and Name	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(TOX002) AGENCY ADMIN OPERATING	\$ 546,424	\$ 145,836	\$ 175,363	\$ 185,987	\$ 194,440	\$ 205,823	\$ 214,875	\$ 0	\$ 1,668,748
(T600025) ENVIRONMENTAL MITIGAT'N MONITR	\$ 855	\$ 48	\$ 33	\$ 32	\$ 30	\$ 30	\$ 25	\$ 425	\$ 1,476
(T700767) ADMINISTRATIVE POOL VEHICLES	\$ 1,228	\$ 520	\$ 500	\$ 314	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,561
(T700824) ADMIN FACILITIES	\$ 3,183	\$ 1,713	\$ 661	\$ 346	\$ 0	\$ 0	\$ 569	\$ 0	\$ 6,473
(T802000) ADMINISTRATIVE CAPTIAL	\$ 10,906	\$ 728	\$ 3,355	\$ 3,664	\$ 2,167	\$ 2,167	\$ 1,683	\$ 18,717	\$ 43,386
(T802003) REPLACEMENT ADMIN POOL VEHIC	\$ 1,122	\$ 250	\$ 250	\$ 400	\$ 241	\$ 0	\$ 0	\$ 0	\$ 2,263
(T864140) ADMIN SERVICES	\$ 4,853	\$ 1,696	\$ 100	\$ 100	\$ 425	\$ 426	\$ 0	\$ 0	\$ 7,600
(T803800) INFORMATION TECH PROGRAM	\$ 23,316	\$ 8,660	\$ 5,589	\$ 5,585	\$ 5,434	\$ 30	\$ 0	\$ 46,071	\$ 94,685
<b>(ADM) ADMINISTRATIVE</b>	<b>\$ 591,886</b>	<b>\$ 159,452</b>	<b>\$ 185,850</b>	<b>\$ 196,428</b>	<b>\$ 202,737</b>	<b>\$ 208,476</b>	<b>\$ 217,152</b>	<b>\$ 65,212</b>	<b>\$ 1,827,193</b>

**Cashflow by Subarea (YOE \$000s)**

Project Number and Name	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Total
Snohomish	\$ 150	\$ 8	\$ 6	\$ 6	\$ 5	\$ 5	\$ 4	\$ 74	\$ 258
South King	\$ 530	\$ 29	\$ 20	\$ 20	\$ 19	\$ 19	\$ 15	\$ 263	\$ 915
East King	\$ 50	\$ 3	\$ 2	\$ 2	\$ 2	\$ 2	\$ 1	\$ 25	\$ 86
Pierce	\$ 126	\$ 7	\$ 5	\$ 5	\$ 4	\$ 4	\$ 4	\$ 62	\$ 217
Systemwide	\$ 591,032	\$ 159,404	\$ 185,818	\$ 196,396	\$ 202,707	\$ 208,446	\$ 217,127	\$ 64,788	\$ 1,825,717
<b>Subarea Allocation Total</b>	<b>\$ 591,886</b>	<b>\$ 159,452</b>	<b>\$ 185,850</b>	<b>\$ 196,428</b>	<b>\$ 202,737</b>	<b>\$ 208,476</b>	<b>\$ 217,152</b>	<b>\$ 65,212</b>	<b>\$ 1,827,193</b>

**Cashflow by Phase (YOE \$000s)**

Phase # and Description	Life To Date	2023	2024	2025	2026	2027	2028	Future Years	Total
(01) OPERATION+MAINTENANCE	\$ 2,459	\$ 4,466	\$ 497	\$ 328	\$ 633	\$ 30	\$ 25	\$ 1,602	\$ 10,040
(09) ADMIN CAPITAL	\$ 36,403	\$ 5,212	\$ 8,603	\$ 9,146	\$ 7,422	\$ 2,623	\$ 2,236	\$ 63,408	\$ 135,052
(10) AGENCY ADMINISTRATION	\$ 550,676	\$ 149,004	\$ 176,001	\$ 186,240	\$ 194,440	\$ 205,823	\$ 214,891	\$ 202	\$ 1,677,277
(70) VEHICLES	\$ 2,349	\$ 770	\$ 750	\$ 714	\$ 241	\$ 0	\$ 0	\$ 0	\$ 4,824
<b>TOTAL PHASES</b>	<b>\$ 591,886</b>	<b>\$ 159,452</b>	<b>\$ 185,850</b>	<b>\$ 196,428</b>	<b>\$ 202,737</b>	<b>\$ 208,476</b>	<b>\$ 217,152</b>	<b>\$ 65,212</b>	<b>\$ 1,827,193</b>

Scope: Funds administrative overhead expenses that are charged to capital projects as well as 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 expenses are included in general and administrative (G&A) or fare and regional planning (FRP) expenses for the agency.

The agency uses a cost allocation plan approved by the Federal Transit Administration. (Use of this approved model makes the majority of indirect project expenses eligible for federal grant funding.)

Changes to authorized allocation: Increased by \$128.2 million: Comprised of a \$430.7 million increase for anticipated agency administrative operating costs from 2023 to 2028 with updated projections and by adding an additional year to 2028, offset by a \$302.5 million decrease with removal of costs through 2016 prior to ST3.

Budget year activities: Fund administrative overhead.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 1,540,556
Current Year TIP	\$ 1,668,748

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 546,424	\$ 145,836	\$ 175,363	\$ 185,987	\$ 194,440	\$ 205,823	\$ 214,875	\$ 0	\$ 1,668,748
Subarea Allocation Total	\$ 546,424	\$ 145,836	\$ 175,363	\$ 185,987	\$ 194,440	\$ 205,823	\$ 214,875	\$ 0	\$ 1,668,748

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(10) AGENCY ADMINISTRATION	\$ 546,424	\$ 145,836	\$ 175,363	\$ 185,987	\$ 194,440	\$ 205,823	\$ 214,875	\$ 0	\$ 1,668,748
Total	\$ 546,424	\$ 145,836	\$ 175,363	\$ 185,987	\$ 194,440	\$ 205,823	\$ 214,875	\$ 0	\$ 1,668,748



Scope: Monitor and maintain post-construction environmental mitigation including wetland hydrology, plant establishment, bird management and other site features. Duration depends upon permit conditions and may be 10 years or may last for the life of the property.

Changes to authorized allocation: None.

Budget year activities: Perform maintenance activities including weeding, plant replacement, and other minor maintenance work. Primarily focused on Tacoma Trestle & Central Link Tukwila segments.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 1,476
Current Year TIP	\$ 1,476

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Snohomish	\$ 150	\$ 8	\$ 6	\$ 6	\$ 5	\$ 5	\$ 4	\$ 74	258
South King	\$ 530	\$ 29	\$ 20	\$ 20	\$ 19	\$ 19	\$ 15	\$ 263	915
East King	\$ 50	\$ 3	\$ 2	\$ 2	\$ 2	\$ 2	\$ 1	\$ 25	86
Pierce	\$ 126	\$ 7	\$ 5	\$ 5	\$ 4	\$ 4	\$ 4	\$ 62	217
Subarea Allocation Total	\$ 855	\$ 48	\$ 33	\$ 32	\$ 30	\$ 30	\$ 25	\$ 425	1,476

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 855	\$ 48	\$ 33	\$ 32	\$ 30	\$ 30	\$ 25	\$ 425	1,476
Total	\$ 855	\$ 48	\$ 33	\$ 32	\$ 30	\$ 30	\$ 25	\$ 425	1,476

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

Changes to authorized allocation: Increased by \$1.0 million for vehicle purchases.

Budget year activities: Purchase six new fleet vehicles.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 1,561
Current Year TIP	\$ 2,561

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 1,228	\$ 520	\$ 500	\$ 314	\$ 0	\$ 0	\$ 0	\$ 0	2,561
Subarea Allocation Total	\$ 1,228	\$ 520	\$ 500	\$ 314	\$ 0	\$ 0	\$ 0	\$ 0	2,561

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(70) VEHICLES	\$ 1,228	\$ 520	\$ 500	\$ 314	\$ 0	\$ 0	\$ 0	\$ 0	2,561
Total	\$ 1,228	\$ 520	\$ 500	\$ 314	\$ 0	\$ 0	\$ 0	\$ 0	2,561

Scope: Funds capital expenditures for Sound Transit owned administrative facilities.

Changes to authorized allocation: None.

Budget year activities: Complete construction, testing, commissioning, and training for Fire Detection & Alarm System replacement at Union Station. Complete testing, inspection and commissioning of new HVAC equipment at Union Station. Install emergency lighting at Union Station.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 6,473
Current Year TIP	\$ 6,473

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2046

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 3,183	\$ 1,713	\$ 661	\$ 346	\$ 0	\$ 0	\$ 569	\$ 0	6,473
Subarea Allocation Total	\$ 3,183	\$ 1,713	\$ 661	\$ 346	\$ 0	\$ 0	\$ 569	\$ 0	6,473

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(09) ADMIN CAPITAL	\$ 3,034	\$ 1,687	\$ 506	\$ 93	\$ 0	\$ 0	\$ 553	\$ 0	5,873
(10) AGENCY ADMINISTRATION	\$ 149	\$ 27	\$ 154	\$ 253	\$ 0	\$ 0	\$ 16	\$ 0	600
Total	\$ 3,183	\$ 1,713	\$ 661	\$ 346	\$ 0	\$ 0	\$ 569	\$ 0	6,473

**ADMINISTRATIVE**  
**T802000**

**ADMINISTRATIVE CAPITAL**

**OTHER PROJECTS**  
**Managed by: FIN**

Scope: Funds capital expenditures for administrative assets that support agency staff, including leased and owned administrative facilities, office equipment, non revenue admin pool vehicles, space planning, and furnishings.

Changes to authorized allocation: Decreased by \$3.3 million to allow the transfer of funds to the following programs; \$600 thousand for Replacement of Administrative Vehicles and \$1.0 million for the Administrative Pool Vehicle program and \$1.7 million for Administrative Services program.

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

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 46,683
Current Year TIP	\$ 43,386

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 10,906	\$ 728	\$ 3,355	\$ 3,664	\$ 2,167	\$ 2,167	\$ 1,683	\$ 18,717	\$ 43,386
Subarea Allocation Total	\$ 10,906	\$ 728	\$ 3,355	\$ 3,664	\$ 2,167	\$ 2,167	\$ 1,683	\$ 18,717	\$ 43,386
Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(09) ADMIN CAPITAL	\$ 10,906	\$ 728	\$ 3,355	\$ 3,664	\$ 2,167	\$ 2,167	\$ 1,683	\$ 18,717	\$ 43,386
Total	\$ 10,906	\$ 728	\$ 3,355	\$ 3,664	\$ 2,167	\$ 2,167	\$ 1,683	\$ 18,717	\$ 43,386

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

Changes to authorized allocation: Increased by \$600 thousand for vehicle replacements.

Budget year activities: Purchase of four replacement vehicles.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 1,663
Current Year TIP	\$ 2,263

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 1,122	\$ 250	\$ 250	\$ 400	\$ 241	\$ 0	\$ 0	\$ 0	2,263
Subarea Allocation Total	\$ 1,122	\$ 250	\$ 250	\$ 400	\$ 241	\$ 0	\$ 0	\$ 0	2,263

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(70) VEHICLES	\$ 1,122	\$ 250	\$ 250	\$ 400	\$ 241	\$ 0	\$ 0	\$ 0	2,263
Total	\$ 1,122	\$ 250	\$ 250	\$ 400	\$ 241	\$ 0	\$ 0	\$ 0	2,263

Scope: Funds capital expenditures for administrative assets that support agency staff, including leased administrative facilities improvements, office equipment, space planning, and furnishings. Excludes expenditures pertaining to ST owned administrative building improvements.

Changes to authorized allocation: Increased by \$1.7 million for office decommissioning.

Budget year activities: Continue installing sit/stand desks within the core-campus and office decommissioning as ST reduces leases due to the hybrid workforce by releasing office space no longer needed by the agency.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 5,904
Current Year TIP	\$ 7,600

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2041

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

**Cashflow (YOE \$000s)**

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	\$ 4,853	\$ 1,696	\$ 100	\$ 100	\$ 425	\$ 426	\$ 0	\$ 0	7,600
Subarea Allocation Total	\$ 4,853	\$ 1,696	\$ 100	\$ 100	\$ 425	\$ 426	\$ 0	\$ 0	7,600

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	\$ 0	\$ 1,696	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,696
(09) ADMIN CAPITAL	\$ 4,850	\$ 0	\$ 100	\$ 100	\$ 425	\$ 426	\$ 0	\$ 0	5,901
(10) AGENCY ADMINISTRATION	\$ 3	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3
Total	\$ 4,853	\$ 1,696	\$ 100	\$ 100	\$ 425	\$ 426	\$ 0	\$ 0	7,600

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

Changes to authorized allocation: Decreased by \$18.9 million to close out sub-projects prior to 2021.

Budget year activities: Complete various systems implementation and integration projects such as the Operations Performance Reporting, EAMS-E1 Synch, Safety Management and Risk Tool, Livelink Migration/Decomm and more. Continue progress on other projects such as Wind and Wave and more. Initiate and plan multiple 2023 projects as resources and time permits.

<b>Authorized Project Allocation (YOE \$000s)</b>	
Baseline	\$ 0
Prior Year TIP	\$ 114
Current Year TIP	\$ 94,685

<b>In Service Year</b>	
Baseline	N/A
Prior Year	2041
Current Year	2041

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

<b>Subarea</b>	<b>Life to Date</b>	<b>Cashflow (YOE \$000s)</b>							<b>Total</b>
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	
Systemwide	\$ 23,316	\$ 8,660	\$ 5,589	\$ 5,585	\$ 5,434	\$ 30	\$ 0	\$ 46,071	\$ 94,685
Subarea Allocation Total	\$ 23,316	\$ 8,660	\$ 5,589	\$ 5,585	\$ 5,434	\$ 30	\$ 0	\$ 46,071	\$ 94,685

<b>Phase</b>	<b>Life to Date</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Future</b>	<b>Total</b>
(01) OPERATION+MAINTENANCE	\$ 1,604	\$ 2,723	\$ 464	\$ 296	\$ 603	\$ 0	\$ 0	\$ 1,178	\$ 6,868
(09) ADMIN CAPITAL	\$ 17,613	\$ 2,797	\$ 4,641	\$ 5,289	\$ 4,831	\$ 30	\$ 0	\$ 44,691	\$ 79,892
(10) AGENCY ADMINISTRATION	\$ 4,099	\$ 3,141	\$ 484	\$ 0	\$ 0	\$ 0	\$ 0	\$ 202	\$ 7,926
Total	\$ 23,316	\$ 8,660	\$ 5,589	\$ 5,585	\$ 5,434	\$ 30	\$ 0	\$ 46,071	\$ 94,685







**SOUNDTRANSIT**

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