



## Realigned Capital Program

Pursuant to Sound Transit Board action of Aug. 5, 2021

Project	Original ST3 Schedule <sup>1</sup>	Earliest Potential Schedule <sup>2</sup>	Affordable Schedule <sup>3</sup>	Initial Target Schedule <sup>4</sup>	Affordability Gap (2019\$M) to Meet Target <sup>5</sup>	Tier <sup>6</sup>
<b>Central Corridor</b>						
West Seattle Link—SODO to Alaska Junction	2030	2032	2032	2032		1
NE 130th St. Infill Station	2031	2031	2025	2025	\$70*	1
Graham St. Infill Station	2031	2031	2031	2031	\$10*	1
Ballard Link— Denny to Smith Cove	2035	2037	2037	2037		2
Ballard Link— Smith Cove to Ballard	2035	2037	2039	2037	\$1,800*	2
RapidRide C/D Investments (remaining)	2024	2025	2045	2045		4
<b>East Corridor</b>						
I-405 Stride South (no parking)	2024	2026	2026	2026		1
SR 522/NE 145th Stride (no parking)	2024	2026	2026	2026		1
I-405 Stride North – NE 85 <sup>th</sup> Station	2024	2026	2026	2026		1
S Kirkland - Issaquah Link	2041	2041	2044	2041	\$90*	2
I-405 Stride North (no parking) – all elements except NE 85 <sup>th</sup> Station	2024	2027	2027	2027		2
North Sammamish Park-and-Ride	2024	2024+	2045	2045		4
I-405 Stride – parking (all but Kingsgate)	2024	2026/27	2034	2034		4
I-405 Stride – Kingsgate parking	2024	2026/27	2035	2035		4
SR 522/NE 145th Stride – parking (all but Lake Forest Park)	2024	2026	2034	2034		4
SR 522/NE 145th Stride – Lake Forest Park parking	2024	2026	2044	2044		4
<b>North Corridor</b>						
Everett Link— Lynnwood to SW Everett (no parking)	2036	2037	2037	2037		1
Everett Link— SW Everett to Everett	2036	2037	2041	2037	\$600*	2
Everett Link - parking	2036	2036	2046	2046		4
Edmonds & Mukilteo Parking & Access	2024	2025	2034	2034		4
<b>South Corridor</b>						
Tacoma Dome Link (no parking)	2030	2032	2032	2032		1
Tacoma Community College Extension	2039	2039	2041	2039	\$20*	1
Sumner Station Parking & Access	2024	2025	2025	2025		1
Auburn Station Parking & Access	2024	2025	2025	2025		1
Kent Station Parking & Access	2024	2025	2025	2025		1
Lakewood Station Parking & Access	2030	2030	2032	2032		1
S Tacoma Station Parking & Access	2030	2030	2032	2032		1
Tacoma Dome Station Parking & Access	2030	2032	2032	2032		1

\* To be updated (see below)

Project	Original ST3 Schedule <sup>1</sup>	Earliest Potential Schedule <sup>2</sup>	Affordable Schedule <sup>3</sup>	Initial Target Schedule <sup>4</sup>	Affordability Gap (2019\$M) to Meet Target <sup>5</sup>	Tier <sup>6</sup>
Boeing Access Rd. Infill Station	2031	2031	2031	2031	\$20*	1
ST3 Sounder Access Improvements – Pierce	2031	2031	2031	2031		3
ST3 Sounder Access Improvements – South King	2031	2031	2041	2041		3
Platform Extensions	2031	2031	2036	2036		3
Sounder extension to DuPont	2036	2036	2045	2045		3
Sounder Additional Service	2036	2036	2046	2046		3
SR 162 Bus Investments	2024	2025+	2045	2045		4
Tacoma Dome Link - parking	2030	2032	2038	2038		3
Systemwide						
OMF South	2028	2029	2029	2029		1
OMF North	2033	2033	2034	2034		1
Bus Base North	2024	2025	2025	2025		1
Ballard Link: 2nd Downtown Tunnel	2035	2037	2037	2037		2
Sounder Maintenance Base	2026	2026	2034	2034		3
ST2 Bus Base	2026	2026	2045	2045		4
Bus on Shoulder – Snohomish & Pierce improvements	2024	2024+	2045	2045		4
Bus on Shoulder – South King improvements	2024	2024+	Suspended	Suspended		NA

\* To be updated (see below)

**Notes:**

- Schedule anticipated at the time the ballot measure was developed.
- Non-financial impacts have created delays of one to three years for some projects. The early months of the COVID-19 pandemic introduced delays in many projects' schedules. The pandemic affected not just Sound Transit, but also its government and community partners. Many were forced to shift resources to addressing the human impact of the pandemic and were justifiably unable to review planning and environmental documents for future transit projects during that time. When combined with other delays, these delays in individual agencies and organizations had a compounding effect on some project schedules.
- The adopted realignment plan transparently reflects estimated affordable delivery dates for each project under current revenue and cost projections—the Affordable Schedule. These timelines will be updated as revenue and cost projections evolve over time.
- For priority projects that face delays under current financial projections, the plan also establishes more ambitious completion targets that are based on plans to intensively pursue additional financial capacity and cost reductions.
- Where applicable, this column will be updated during the week of August 9 to show the combination of additional financial capacity and/or cost reduction required to move from the affordable schedule to the initial target schedule.
- The realignment plan prioritizes voter-approved projects by dividing them into four tiers. Projects in the top two tiers will be managed under the more ambitious completion targets unless or until it becomes necessary to fall back to affordable completion dates that allow more time to generate the required revenues. Tier 3 and 4 projects will be managed under their affordable schedules unless the program affordability gap is eliminated for Tier 1 and Tier 2 projects, and then shrinks still further to allow Tier 3 and Tier 4 projects to be delivered more quickly. Expenditures on any one individual project will be managed to protect the affordable schedule for all other projects.