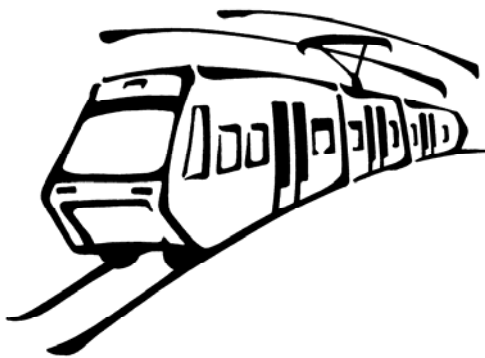
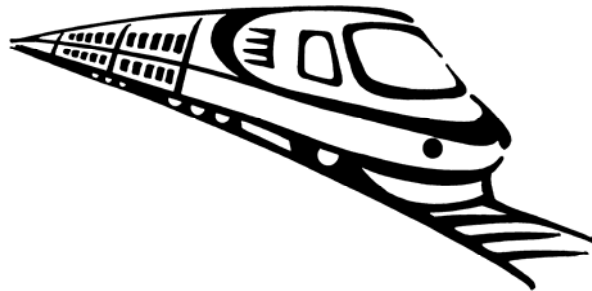




SOUNDTRANSIT

**Central Puget Sound
Regional Transit Authority**



**Quarterly Financial Report
First Quarter 2009
March 31, 2009**

**Quarterly Financial Report
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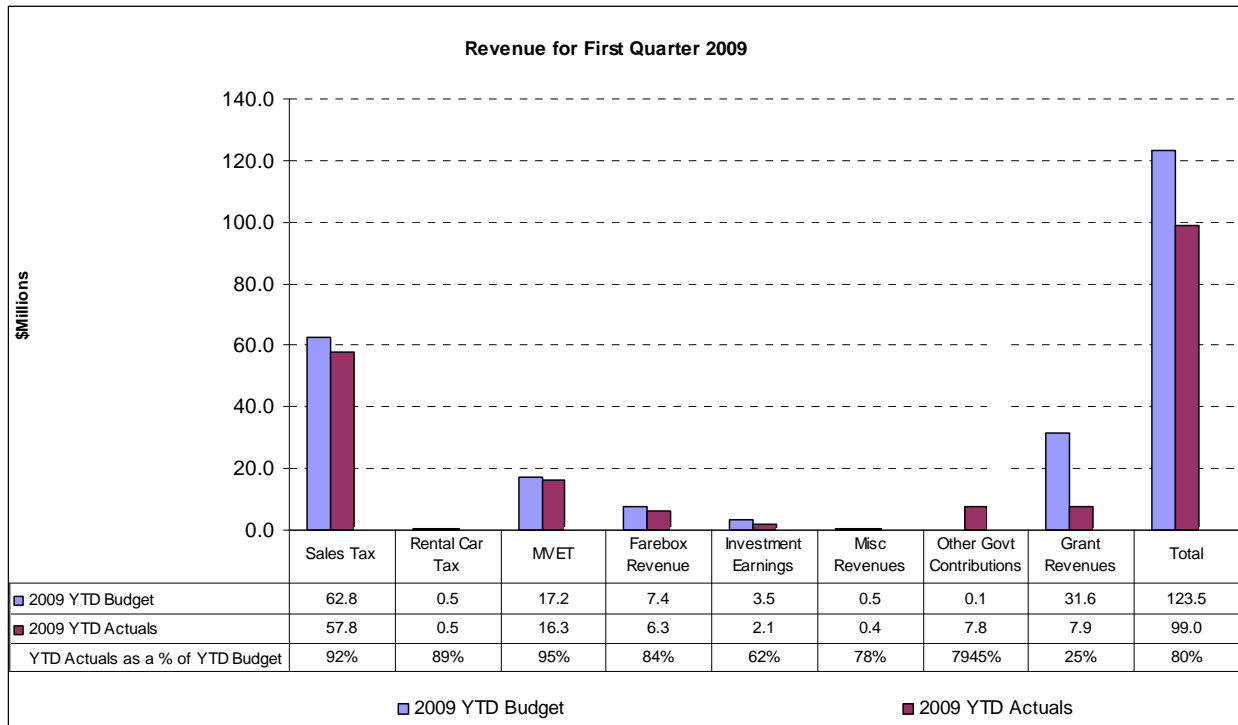
TO: Board of Directors
FROM: Joni Earl, *Chief Executive Officer*
 Brian McCartan, *Chief Financial Officer*
SUBJECT: First Quarter 2009 Financial Report

Executive Summary

This report summarizes Sound Transit's 2009 First quarter financial performance for revenues, transit operations, capital outlays and staff operations. The discussion and graphs below summarize the budget and financial results, followed by more detailed financial data with notes assessing the agency's performance to budget and summarized subarea information.

Revenues

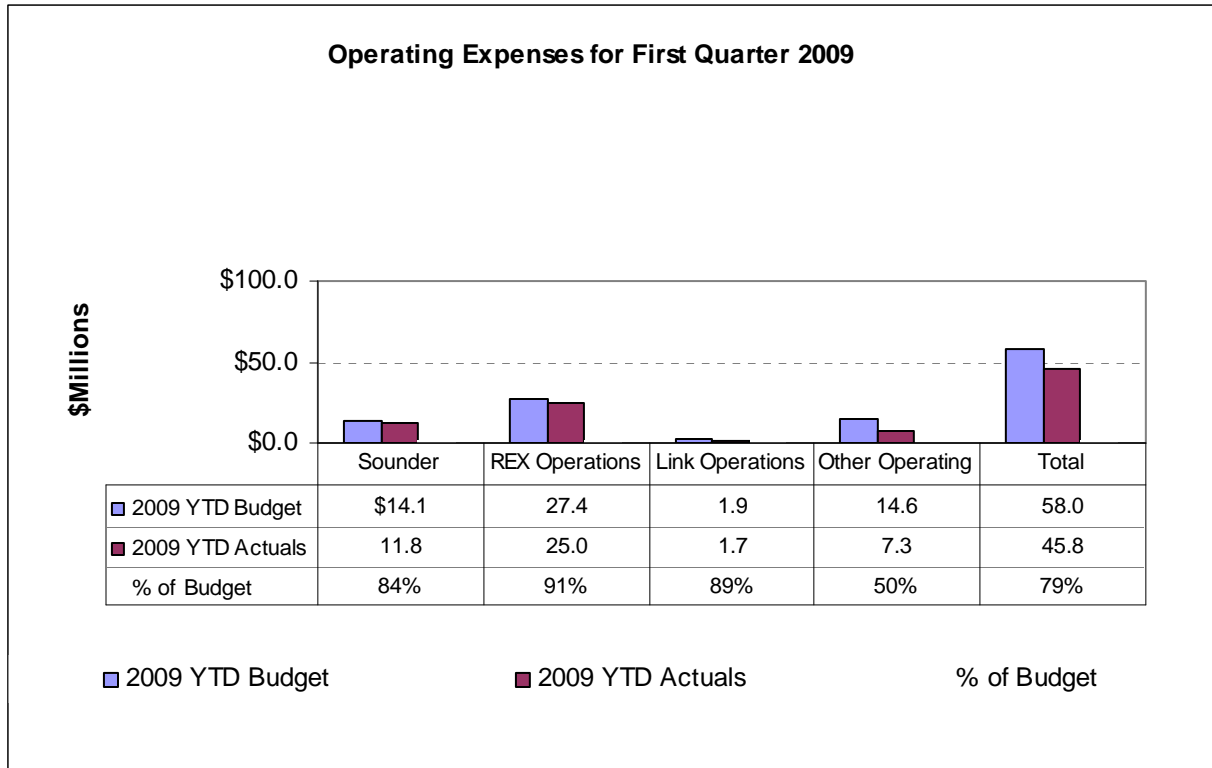
Total agency revenues for the quarter ending March 31, 2009 of \$99.0M is below budget by 20% or \$24.5M. This variance is mainly due to total federal grant revenues of \$7.9M that is 25% of budget. Tax revenues of \$74.6M were below budget by 7% and investment earnings of \$2.1M were below budget by \$1.3M. Farebox revenues of \$6.3M are \$1.1M or 16% under budget.



Expenses

Total agency expenses for the quarter of \$45.8M were below budget by \$12.2M or 21%. Transportation Services direct operating expenses as a percent of budget were: Sounder 84%, ST Express 91% and Tacoma Link 89%. Much of the under-spending was due to lower than budgeted fuel costs for the Sounder and ST express and temporary staff vacancies at Tacoma Link.

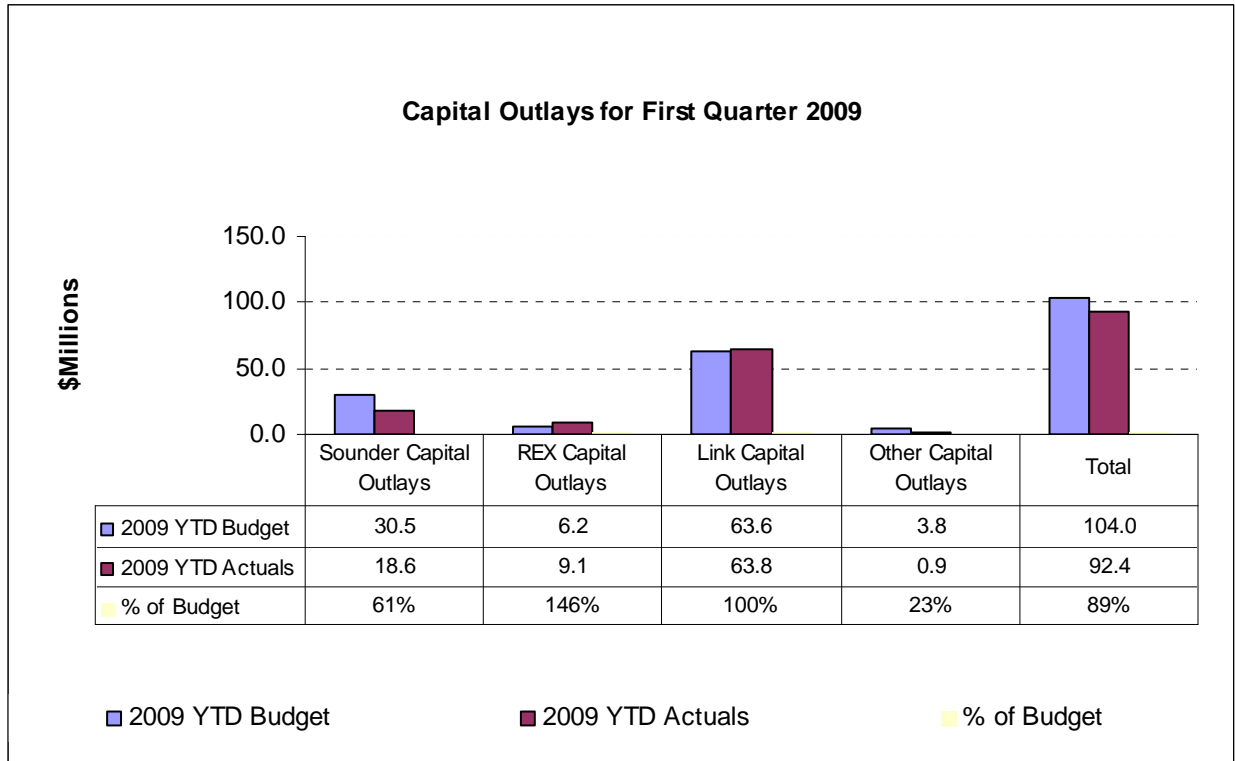
The combined Regional Fund, Staff and Other Operating Expenses of \$7.3M were at 50% of budget mainly due to lower spending for Non-Capitalizable LOB expense and Regional Fund projects. Much of the under-spending due to lower than anticipated expenditures for Consulting, OCIP, and Link spending on consultant contract.



Capital Outlays

Total agency capital outlays of \$92.4M were 89% of the annual budget. Capital outlays for Sounder came in at 61% of target due to lower spending than was budgeted in the Seattle – Tacoma and the M Street – Lakewood Track and Signal projects.

The actual outlays in Regional Express came in at 146% of target primarily due to higher than predicted spending in the construction phase of the Totem Lake Transit Center / Evergreen Medical Center project. Link Light Rail capital outlays through the first quarter of 2009 are 100% of the YTD 2009 budget plan.



Summary Income Statement

The following table summarizes Revenue and Expenses at quarter end. Net Revenues were under budget by \$12.3M or 19% primarily due to lower than budgeted revenues.

Total Revenues are below YTD Budget by \$24.5M or 20%. Lower Federal Grant primarily drove this variance for the quarter. Tax revenues, Farebox revenues, Investment Income, and Other Miscellaneous Revenues also all fell below budget while State & Local Contributions exceeded projections by \$7.7M.

Total expenses were below budget by \$12.2M or 21% of budget, with all major expense categories below their budgeted levels.

Income Statement (in thousands)					
For the Quarter Ending March 31, 2009					
Budget to Actuals					
	Q1 Actuals	YTD 2009 Actuals	YTD 2009 Budget	YTD Actuals to YTD Budget (over)/under	YTD Actuals as % of YTD Budget
REVENUES					
Tax Revenues	74,571	74,571	80,466	(5,895)	93%
Farebox Revenues	6,252	6,252	7,410	(1,158)	84%
Investment Income	2,135	2,135	3,458	(1,322)	62%
Other Miscellaneous	375	375	481	(107)	78%
State & Local Contributions	7,785	7,785	98	7,687	7951%
Federal Grants	7,854	7,854	31,563	(23,709)	25%
TOTAL REVENUES	\$ 98,971	\$ 98,971	\$ 123,476	\$ (24,504)	80%
EXPENSES					
Net Staff Operating Divisions	4,823	4,823	6,248	1,425	77%
Transit Operations	38,596	38,596	43,664	5,069	88%
Regional Fund & Other Operations	878	878	3,380	2,501	26%
Debt Service	-	-	713	713	0%
Non-Capitalizable LOB expenses	1,466	1,466	3,990	2,523	37%
TOTAL EXPENSES	\$ 45,764	\$ 45,764	\$ 57,995	\$ 12,231	79%
EXCESS REVENUE OVER EXP.	\$ 53,208	\$ 53,208	\$ 65,481	\$ 12,273	81%
Non-cash Expenses	-	-	-	-	-
NET REVENUE OVER EXP.	\$ 53,208	\$ 53,208	\$ 65,481	\$ 12,273	81%

Summary of Net Assets

The following table summarizes assets and liabilities at the quarter end and provides comparative data for the prior year. Total assets increased by \$243.1M from the same period in 2008, and liabilities decreased by \$34.7M. Current assets decreased by \$203.9M.

The strong spending on our capital program is evidenced by the amount invested in capital assets, which increased by \$468.3M reflecting the activity on capital programs, particularly the Link Light Rail Program.

Summary of Net Assets <i>(in millions)</i>				
	Mar-09	Mar-08	% Change	Prior Year Variance
Current Assets, excluding Restricted Assets	\$ 462.7	\$ 666.6	-31%	\$ (203.9)
Restricted Assets	114.2	123.3	-7%	(9.0)
Property, Vehicles and Equipment, Net of Accumulated Depreciation	1,503.0	1,350.3	11%	152.7
Capital Projects in Progress	2,490.8	2,158.5	15%	332.3
Capital Projects in Progress - non ST	20.9	59.0	-65%	(38.1)
Other Non-Current Assets	79.8	70.7	13%	9.0
Total Assets	\$ 4,671.5	\$ 4,428.4	5%	\$ 243.1
Current Liabilities, excluding Debt Services Payable from Restricted Assets	133.6	152.1	-12%	(18.6)
Debt Services Payable from Restricted Assets	40.4	37.1	9%	3.3
Long-Term Debt	1,198.4	1,220.8	-2%	(22.4)
Other Long-Term Liabilities	74.1	71.2	4%	2.9
Total Liabilities	\$ 1,446.6	\$ 1,481.3	-2%	\$ (34.7)
Net Assets	\$ 3,224.9	\$ 2,947.1	9%	\$ 277.8
Total Liabilities and Net Assets	\$ 4,671.5	\$ 4,428.4	5%	\$ 243.1
Invested in Capital Assets, Net of Related Debt	2,804.0	2,335.7	20%	468.3
Restricted Net Assets	93.8	105.5	-11%	(11.7)
Unrestricted Net Assets	327.1	505.9	-35%	(178.8)
Total Net Assets	\$ 3,224.9	\$ 2,947.1	9%	\$ 277.8

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FINANCIAL DETAIL

Revenue

Agencywide Revenues (in thousands) For the Quarter Ending March 31, 2009 Budget to Actuals					
	Q1 Actuals	YTD 2009 Actuals	YTD 2009 Budget	YTD Actuals over/(under) YTD Budget	YTD Actuals as % of YTD Budget
REVENUE SOURCES					
Retail Sales and Use Tax	57,806	57,806	62,753	(4,947)	92%
Rental Car Tax	466	466	523	(56)	89%
Motor Vehicle Excise Tax	16,298	16,298	17,190	(892)	95%
Farebox Revenue	6,252	6,252	7,410	(1,158)	84%
Investment Income	1,917	1,917	2,963	(1,046)	65%
Miscellaneous Revenues	593	593	976	(383)	61%
OTHER FINANCING					
Local & State Contributions	7,785	7,785	98	7,687	7951%
Federal Grants	7,854	7,854	31,563	(23,709)	25%
TOTAL SOURCES	\$ 98,971	\$ 98,971	\$ 123,476	\$ (24,504)	80%

Revenue Notes

Retail Sales and Use Tax revenues are \$4.9M or 8% below YTD budget. This variance reflects the impacts of the current economic recession.

Rental Car Tax revenues are \$56K or 11% below YTD budget. This variance reflects the impacts of the current economic recession.

Motor Vehicle Excise Tax revenues are \$892K or 5% below budget YTD. This reflects the current economic recession and particularly a slowdown in new vehicle sales.

Farebox Revenues of \$6.2M are below the YTD 2009 budget by \$1.2M or 16%. Ridership has grown by, 8% overall, but is below budget assumptions, yielding lower fare revenues than budget. Fuel prices have decreased dramatically, and combined with the regional economic decline, ridership has fallen behind budgeted assumptions.

Investment Income is at 65% of the YTD budget, with a variance of \$1.0M. GAAP accounting requires a "mark to market" of investment holdings. As investment are holding get closer to maturity, the unrealized gain recorded at year end 2008 has declined. The 1st quarter mark to market entry reduced interest revenue by \$930K. This was further compounded by dramatically lower interest rates, particularly on the cash balances at the Washington State Local Government Investment Pool.

Miscellaneous Revenues are below the YTD budget by \$0.4M or 39%. Included in this category are Sounder revenue vehicle income, advertising on the Sound Transit fleet, rental property income, user license fees and operating contributions from other governments for their share of facilities costs. Advertising revenues have fallen behind budgeted levels as the regional economic downturn has impacted demand for advertising space on ST property.

Local, State Contributions and Federal Grants are below YTD budget by \$16.0 million. In February, land bank credits totaling \$7.7 million were obtained for U-Link I-5 twin bore tunnel crossing and Airport Link which were not included in the budget. State contributions include grants as well as Land Bank credits. Federal Grants are lower than the first quarter budget by \$23.7 million or 75%.

Summary Operations and Capital Outlays

Capital Outlays by Line of Business (in thousands)

For the Quarter Ending March 31, 2009

Regional Express, Sounder, Link, & Other

Current Year 2009

	2009 Adopted Capital Plan <i>a</i>	YTD Capital Plan <i>b</i>	YTD Actuals <i>c</i>	YTD actuals (over)/under YTD Budget <i>[b - c]</i>	YTD actuals as % of YTD Budget <i>[c/b]</i>
Sounder Commuter Rail	154,254	30,463	18,585	11,878	61%
Link Light Rail	376,680	63,628	63,828	(200)	100%
Regional Express	37,569	6,191	9,070	(2,879)	146%
Other Capital	74,941	3,753	877	2,876	23%
TOTAL	\$ 643,444	\$ 104,035	\$ 92,359	\$ 11,675	89%
Lifetime Capital Plan					
	Adopted Capital Plan <i>d</i>	Life-to-date Outlays <i>e</i>	Remaining Contract <i>f</i>	Budget Remaining <i>[d-(e+f)]</i>	% Spent and Committed <i>[(e+f)/d]</i>
Sounder Commuter Rail	1,429,941	1,041,940	20,630	367,371	74%
Link Light Rail	4,384,230	2,531,676	275,163	1,577,390	64%
Regional Express	834,401	583,317	24,629	226,455	73%
Other Capital	359,741	178,609	15,271	165,860	54%
TOTAL	\$ 7,008,313	\$ 4,335,542	\$ 335,694	\$ 2,337,077	67%

Combined Transit Operations Summary (in thousands)

For the Quarter Ending March 31, 2009

ST Express, Sounder, Link, & Accessible Services

	Q1 Actuals	YTD Total Actuals	YTD 2009 Budget	YTD Actuals to YTD Budget (over)/under	YTD Actuals as a % of YTD Budget
Revenues					
Passenger Fares	6,252	6,252	6,823	571	92%
Other Operating Revenues	321	321	483	162	66%
Total Operating Revenues	6,573	6,573	7,306	733	90%
Direct Operating Expenses					
Salaries & Benefits	652	652	806	154	81%
Services	6,427	6,427	5,286	(1,142)	122%
Materials & Supplies	568	568	1,526	958	37%
Insurance	617	617	494	(124)	125%
Purchased Transportation Svcs	18,313	18,313	20,920	2,607	88%
Miscellaneous Expenses	59	59	1,229	1,170	5%
Leases & Rentals	104	104	157	53	66%
Other Expenses	499	499	473	(27)	106%
Total Direct Operating Expenses	\$ 27,240	\$ 27,240	\$ 30,890	\$ 3,650	88%
Agency Admin Allocations	1,763	1,763	2,412	649	73%
Fully Allocated Operating Expenses	\$ 29,003	\$ 29,003	\$ 33,302	\$ 4,299	87%
Net Subsidy from Fully Allocated Operations	\$ (22,430)	\$ (22,430)	\$ (25,995)	\$ 3,565	86%
Contingency	-	-	1,026	1,026	-
Depreciation & Amortization	9,593	9,593	9,337	(257)	103%
Net Subsidy from Operations after Depreciation and Amortization	\$ (32,023)	\$ (32,023)	\$ (36,358)	\$ 4,335	88%
Ridership					
Boardings	3,881,842	3,881,842	3,936,898	(55,056)	99%
Average Weekday Boardings	55,615	55,615	57,491	(1,876)	97%

Sounder Commuter Rail

Sounder Commuter Rail Transit Operations (in thousands)					
For the Quarter Ending March 31, 2009					
	Q1 Actuals	YTD 2009 Actuals	YTD 2009 Budget	YTD Actuals to YTD Budget (over)/under	YTD Actuals as a % of YTD Budget
Revenues					
Passenger Fares	1,886	1,886	2,443	(557)	77%
Other Operating Revenues	179	179	262	(83)	68%
Total Operating Revenues	\$ 2,065	\$ 2,065	2,705	\$ (641)	76%
Direct Operating Expenses					
Salaries & Benefits	172	172	245	73	70%
Services	3,666	3,666	3,638	(27)	101%
Materials & Supplies	482	482	1,337	854	36%
Insurance	500	500	411	(89)	122%
Purchased Transportation Svcs	1,507	1,507	1,818	310	83%
Miscellaneous Expenses	51	51	399	348	13%
Leases & Rentals	74	74	129	56	57%
Other Expenses	327	327	285	(42)	115%
Total Direct Operating Expenses	\$ 6,780	\$ 6,780	\$ 8,262	\$ 1,482	82%
Agency Admin Allocations	566	566	813	248	70%
Fully Allocated Operating Expenses	\$ 7,345	\$ 7,345	\$ 9,075	\$ 1,730	81%
Net Subsidy from Fully Allocated Operations	\$ (5,280)	\$ (5,280)	\$ (6,370)	\$ 1,090	83%
Contingency	-	-	314	314	0%
Depreciation & Amortization	4,482	4,482	4,736	254	95%
Net Subsidy from Operations after Depreciation and Amortization	\$ (9,762)	\$ (9,762)	\$ (11,420)	\$ (1,658)	85%
Ridership					
Boardings	614,956	614,956	700,897	(85,941)	88%
Average Weekday Boardings	9,761	9,761	9,891	(130)	99%

Revenues and Ridership: Ridership continued to rise, exceeding the ridership of the same period in 2008 by 7% but was under the YTD forecast by 12%. In January, Sounder lost one day of service in south line due to flooding on the Puyallup River. In addition, there were no special events scheduled in the first quarter. Passenger Fares were at 77% of the YTD budget. Non-transportation revenue, primarily the revenue associated with the leasing of Sounder vehicles to other jurisdictions, advertising and rental property revenues was at 68% of the budget. Revenues are expected to be at budgeted levels by year-end.

Services were over the YTD budget by 1%. Vehicle maintenance was at 97% of the YTD budget. Work on exit pathway lighting has started in the 1st quarter and is expected to be completed in the 2nd quarter. TVM expenses were over the budget by \$100K. TVM maintenance will be brought in-house over the course of 2009, but the implementation of this scope has been delayed, yielding higher service contract costs during Q1. Security costs, which include the King County Sheriff and private security services, were over the budget by \$56K. Maintenance of stations was at 45%. Expenses in this category are expected to rise as a couple of maintenance projects are going through the procurement process.

Materials & Supplies were under the YTD budget by \$854K or 64%. Fuel costs were under the budget by \$802K. Fuel costs are much lower than what were budgeted in 2009. The average price per gallon in the first quarter was \$1.47 while the budgeted price assumes \$4.08 per gallon. Since March, fuel prices have increased 25% but are still well under budgeted levels. It is expected the fuel prices will rise during the summer travel season.

Insurance was over the YTD budget by \$89K or 22%. This is a timing issue that should even out by year end when Link is in operation and absorbing increases to premiums related to that service. Claims experience continues to be more favorable than anticipated for Sounder.

Purchased Transportation Services were under the budget by 17%. The 2009 budget was constructed assuming the lower rates due to the completion of Phase 2 capital improvement in the South corridor but the actual rates turned out to be more favorable than expected.

Miscellaneous Expenses were at 13% of the YTD budget. More aggressive advertising and media promotion for additional services for special events provided by Sounder on weekends will take place in the middle and later part of the year. This category is expected to be at budget at year-end.

Other Expenses including taxes and utilities, were over the YTD budget by 15%. The primary expenses in the first quarter were the property taxes paid to BNSF. Taxes are expected to be at budget at year-end.

Agency Admin Allocations were at 70% of the YTD budget. This account includes the staff operating costs allocated from both corporate and line of business departments. The variance is due to Agency under-spending and a greater proportion allocated to capital.

ST Express

ST Express Transit Operations (in thousands)					
For the Quarter Ending March 31, 2009					
	Q1 Actuals	YTD Actuals	YTD Budget	YTD Actuals to YTD Budget (over)/under	YTD Actuals as % of YTD Budget
Revenues					
Passenger Fares	4,366	4,366	4,380	14	100%
Other Operating Revenues	140	140	221	81	63%
Total Operating Revenues	4,506	4,506	4,601	95	98%
Direct Operating Expenses					
Salaries & Benefits	27	27	52	25	52%
Services	2,505	2,505	1,281	(1,225)	196%
Materials & Supplies	4	4	127	123	3%
Insurance	12	12	6	(6)	210%
Purchased Transportation Svcs	16,806	16,806	19,102	2,296	88%
Miscellaneous Expenses	4	4	767	763	1%
Leases & Rentals	29	29	26	(3)	113%
Other Expenses	150	150	150		100%
Total Direct Operating Expenses	\$ 19,538	\$ 19,538	\$ 21,510	\$ 1,972	91%
Agency Admin Allocations	1,034	1,034	1,343	308	77%
Fully Allocated Operating Expenses	\$ 20,573	\$ 20,573	\$ 22,853	\$ 2,280	90%
Net Subsidy from Fully Allocated Operations	\$ (16,067)	\$ (16,067)	\$ (18,252)	\$ 2,185	88%
Contingency	-	-	665	665	-
Depreciation & Amortization	4,392	4,392	3,855	(537)	114%
Net Subsidy from Operations after Depreciation and Amortization	\$ (20,458)	\$ (20,458)	\$ (22,771)	\$ 2,313	90%
Ridership					
Boardings	3,039,556	3,039,556	3,027,517	12,039	100%
Average Weekday Boardings	42,775	42,775	44,749	(1,974)	96%

Passenger Fares and Ridership: Passenger Fares were under the YTD 2009 Budget by less than 1% while the ridership was higher than the budget by less than 1%. Advertising revenues are lower than plan as the weak local economy appears to be hurting sales of advertising.

Services were over the YTD budget by 96%. The largest variance was Downtown Seattle Transit Tunnel. Driven by the higher billing rates from KCM, the DSTT costs were over the budget by \$1.1M. When Central Link Light Rail begins operations in the tunnel and bears a proportionate share of the costs in July, the DSTT cost portion for Bus will be reduced but the costs for the services category are likely to be over the budgeted level at year-end. Security costs were over the budget by \$377K. Marketing services

were over the budget by \$18K due to Transit Guide printing, which occurs three times per year. Maintenance for stations was at 72% of the YTD budget.

Materials and Supplies were at 3% of YTD budget as there was no spending in marketing materials and in tools and equipment for buses. Provisions for Automatic passenger counters and radios for new buses will occur later this year.

Purchased Transportation Services were at 88% of the YTD budget. Actual billing rates for the partner operating agencies are lower than budget as they have lowered their estimates for fuel prices for 2009. ST had budgeted a fuel price of \$4.08 per gallon of diesel fuel, but average costs for the first quarter have been closer to \$2.00 per gallon. Prices are expected to rise over the latter three quarters of the year and staff will be monitoring fuel prices closely.

Miscellaneous Expenses were at 1% of YTD budget. The category is primarily for media marketing campaign which will take place in the summer. There will also be travel associated with training and inspections at bus manufacturing facilities occurring later this year.

Agency Admin Allocations were at 77% of the YTD budget. This account includes the staff operating costs allocated from both corporate and line of business departments. The variance is due to Agency under-spending and a greater proportion allocated to capital.

Tacoma Link Light Rail

Tacoma Link Transit Operations (in thousands)					
For the Quarter Ending March 31, 2009					
	Q1 Actuals	YTD Actuals	YTD Budget	YTD Actuals to YTD Budget (over)/under	YTD Actuals as % of YTD Budget
Revenues					
Passenger Fares	-	-	-	-	-
Other Operating Revenues	2	2	-	2	-
Total Operating Revenues	\$ 2	\$ 2	\$ -	\$ 2	-
Direct Operating Expenses					
Salaries & Benefits	400	400	457	56	88%
Services	207	207	206	()	100%
Materials & Supplies	82	82	50	(32)	165%
Insurance	106	106	77	(28)	137%
Purchased Transportation Svcs	-	-	1	1	-
Miscellaneous Expenses			52	51	1%
Leases & Rentals	1	1	1	1	55%
Other Expenses	22	22	37	16	58%
Total Direct Operating Expenses	\$ 817	\$ 817	\$ 881	\$ 64	93%
Agency Admin Allocations	136	136	214	78	64%
Fully Allocated Operating Expenses	\$ 954	\$ 954	\$ 1,095	\$ 141	87%
Net Subsidy from Fully Allocated Operations	\$ (951)	\$ (951)	\$ (1,095)	\$ 143	87%
Contingency	-	-	48	48	-
Depreciation & Amortization	720	720	746	26	96%
Net Subsidy	\$ (1,671)	\$ (1,671)	\$ (1,888)	\$ 217	89%
Ridership					
Boardings	227,330	227,330	208,484	18,846	109%
Average Weekday Boardings	3,079	3,079	2,851	228	108%

Ridership: Ridership was 6% higher than the same period of 2008 and above the forecast 2009 by 9%. There are no fare revenues on Tacoma Link.

Services were at 100% of YTD budget. Maintenance of stations and facilities was at 75% of the YTD budget. A major concrete repair project will take place later this year and will cause this budget area to be much closer to the annual estimates. Maintenance of Vehicles was at 33%. Security services were over budget by \$28K, or 25%, as security costs at Tacoma Dome garage have been higher than budgeted levels.

Material and Supplies were over the YTD budget by \$32K. The primary expenditure was a large purchase of spare parts for the light rail vehicles at a discount price. This line item, however, is expected to be at the budget at year-end.

Insurance was over budget by 28K, or 37%. Insurance premium for 2009 is higher than what has been budgeted, but is expected to be closer to budget after premiums are shared with Central Link. One potential claim is also outstanding but is not expected to result in additional liabilities to ST.

Agency Admin Allocations were at 64% of the YTD budget. The variance is due to Agency under-spending and a greater proportion allocated to capital.

Sounder Capital

Sounder Commuter Rail - Capital Outlays by Phase (in thousands) For the Quarter Ending March 31, 2009

Current Year 2009

Phase	2009 Adopted Capital Plan <i>a</i>	YTD Capital Plan <i>b</i>	YTD Actuals <i>c</i>	YTD actuals (over)/under YTD Budget <i>[b - c]</i>	YTD actuals as % of YTD Budget <i>[c / b]</i>
Agency Administration	3,645	1,142	1,080	62	95%
Preliminary Engineering	9	4	52	(49)	1479%
Final Design	6,213	3,040	603	2,437	20%
ROW Acq. & Permits	24,730	8,178	10,712	(2,534)	131%
Construction	119,657	18,101	6,139	11,962	34%
Vehicles	-	-	-	-	-
Contingency	-	-	-	-	-
TOTAL	\$ 154,254	\$ 30,463	\$ 18,585	\$ 11,878	61%

Lifetime Capital Plan

Phase	Adopted Capital Plan <i>d</i>	Life-to-date Outlays <i>e</i>	Contract Remaining <i>f</i>	Budget Remaining <i>[d-(e+f)]</i>	% Spent & Committed <i>[(e+f)/d]</i>
Agency Administration	52,125	44,306	26	7,793	85%
Preliminary Engineering	27,624	26,451	99	1,074	96%
Final Design	45,396	32,389	6,449	6,558	86%
ROW Acq. & Permits	385,110	360,910	980	23,220	94%
Construction	743,455	435,812	13,077	294,567	60%
Vehicles	134,505	134,505	-	-	-
Contingency	41,726	-	-	41,726	0%
Unabsorbed Overhead		7,566	-	(7,566)	
TOTAL	\$ 1,429,941	\$ 1,041,940	\$ 20,630	\$ 367,371	74%

Sounder Capital Notes

Agency Administration spending was at 95% of the year to date 2009 budget. This category includes the total line of business and administrative overhead charged to Sounder projects.

Preliminary Engineering was \$49 thousand over spent on the first quarter 2009 budget of \$4 thousand.

- Tukwila Station was \$79 thousand over spent because PE/ED was budgeted to be completed in 2008 but has now been extended until the fourth quarter of 2009.

Final Design was \$2.4 million under spent on the first quarter 2009 budget of \$3 million.

- Tukwila Station was under budget by \$249 thousand, final design is on hold until all station elements are agreed to by ST and City of Tukwila.
- D Street-M Street Track and Signal was \$2 million under budget, final design was scheduled to start in October of 2008 but did not begin until March 2009.

ROW is \$2.5 million over spent on the first quarter 2009 YTD budget of \$8.2 million.

- D Street – M Street Track and Signal was \$2.8 million over spent. Project acquisition work has been proceeding more quickly than was anticipated in the budget but is within its lifetime budget.
- Layover was \$105 thousand under budget, the L Street Layover project did not require any right of way and the Lakewood Layover operations building project has been delayed.

Construction was \$12 million under spent on the first quarter 2009 budget of \$18.1 million.

- Layover was \$582 thousand over spent due to construction proceeding ahead of schedule.
- Everett Station was \$1.5 million over spent. The 2009 budget assumed that the majority of the construction spending would be completed in 2008 but it has continued into 2009. The project is now expected to be completed in May and is within its lifetime budget.
- Edmonds Station was \$673 thousand under budget; project has been delayed since the City Council took action to change the station design from the current one to one that had been approved in 2002.
- Seattle-Tacoma Phase II Track and Signal was \$9.1 million under budget. Project is in the close out process, additional savings will be captured in the 2010 budget.
- M Street-Lakewood Track and Signal was \$4.7 million under budget. The notice to proceed with construction will be issued in May but was budgeted to begin the first of the year.
- South Tacoma Station was \$606 thousand over spent. The 2009 budget assumed that the majority of the construction spending would be completed in 2008, but due to a Buy America issue the platform shelters have been delayed. The project is now expected to be completed in October.

Regional Express Capital

Regional Express - Capital Outlays by Phase (in thousands)

For the Quarter Ending March 31, 2009

Current Year 2009

Phase	2009 Adopted Capital Plan	YTD Capital Plan	YTD Actuals	YTD actuals (over)/under YTD Budget	YTD actuals as % of YTD Budget
	a	b	c	[b - c]	[c/b]
Agency Administration	2,057	311	454	(143)	146%
Prelim. Engineering	65	13	94	(82)	750%
Final Design	6,616	984	576	408	59%
ROW Acq. & Permits	8,179	1,337	461	876	34%
Construction	20,047	3,534	7,484	(3,950)	212%
Vehicles			-	-	-
Contingency	605	12	-	12	0%
TOTAL	\$ 37,569	\$ 6,191	\$ 9,070	\$ (2,879)	146%

Lifetime Capital Plan

Phase	Adopted Capital Plan	Life-to-date Outlays	Contract Remaining	Budget Remaining	% Spent & Committed
	d	e	f	[d-(e+f)]	[(e+f)/d]
Agency Administration	46,160	31,804	214	14,141	69%
Prelim. Engineering	51,890	50,693	579	618	99%
Final Design	79,655	45,494	2,483	31,678	60%
ROW Acq. & Permits	61,311	48,639	887	11,785	81%
Construction	533,626	402,075	20,466	111,085	79%
Contingency	61,758	-	-	61,758	0%
Unabsorbed Overhead	-	4,612	-	(4,612)	-
TOTAL	\$ 834,401	\$ 583,317	\$ 24,629	\$ 226,455	73%

Regional Express Capital Notes

Agency Administration spending was at 146% on the first quarter 2009 budget. This category includes the total line of business and administrative overhead charged to Regional Express projects. Kirkland Transit Center was \$73 thousand and Mountlake Terrace Freeway Station was \$70 thousand over the phase level budget. Agency overhead is based on the percentage the project budget is of the total program budget; this percent is then used in the allocation of overhead costs. In both cases the first quarter allocation was higher than what had been budgeted in the project. The allocations will be recalculated at the end of the year based on actual expenditures.

Preliminary Engineering was \$82 thousand over budget on the first quarter 2009 budget of \$13 thousand.

- Rainier Avenue Arterial Improvements was \$78 thousand over budget. Due to a change in the scope of the project it is behind schedule which has resulted in higher spending in 2009 than had been anticipated in the budget. The city is the lead on this project and ST's costs are capped.

Final Design was \$408 thousand under spent on the first quarter 2009 budget of \$984 thousand.

- Rainier Avenue Arterial Improvements was \$348 thousand under budget. The City of Renton is lead on this project and they have delayed the schedule by a year due to a change in scope.

ROW was \$876 thousand under spent on the first quarter 2009 budget of \$1.3 million.

- Renton HOV Access was \$243 thousand under budget, with the failure of the roads and transit initiative in 2007, the future of the WSDOT project has not yet been determined and no work is currently being performed.
- Rainier Avenue Arterial Improvements was \$573 thousand under budget; right of way spending will not occur until final design is completed. Due to a change in scope the project is a year behind the original schedule.

Construction was \$4 million over budget on the first quarter 2009 budget of \$3.5 million.

- Totem Lake Transit Center/Evergreen Medical Center was \$3.3 million over spent. The final invoice was not paid until the closing documents were completed and signed which did not occur until this year. The construction budget in 2008 was \$3.2 million with only \$1.9 million budgeted in 2009.
- I-90 Two-way Transit & HOV Operations, Stage 1 was \$2.6 million over spent, the 2009 budget assumed that construction would be completed in 2008 and that plant establishment and wetland mitigation would be the only activity in 2009. Construction of the ITS system has extended into 2009.
- 85th Corridor, Kirkland was \$666 thousand under budget, the City is the lead on this project and they have delayed the start of construction until the 2nd quarter of 2010.
- Newcastle Transit Center was \$1.3 million under budget, ROW acquisition delayed bids until March 2009. Construction contract has been awarded and work is set to begin in May 2009.

Link Light Rail Capital Budget

Link Light Rail - Capital Outlays by Project					
As of March 31, 2009					
Current Year 2009					
Project	2009 Adopted Capital Plan	YTD Capital Plan	YTD Actuals	YTD actuals (over)/under YTD Budget	YTD actuals as % of YTD Budget
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
North Link - Northgate to 45th St	2,313,499	10,000	1,382	8,618	14%
North Link - ST2 Early Work	5,000,000	-	-	-	0%
University Link - PSST to UW Sta	138,711,452	11,204,302	11,845,663	(641,361)	106%
North Link - UW Sta to Brooklyn Sta	6,102,519	1,055	4,991	(3,936)	473%
Initial Segment - CPS to 154th St	156,125,800	30,889,189	34,910,487	(4,021,298)	113%
DSTT Capital Costs	-	-	-	-	0%
Initial Segment Project Reserve	-	-	-	-	0%
Airport Link - 154th St to 176th St	63,426,937	21,523,344	17,040,046	4,483,298	79%
Airport Link South - 176th St to 200th St	-	-	-	-	0%
Tacoma Link	-	-	-	-	0%
Puyallup Extension Study	-	-	-	-	0%
LRT Overhead Reserve	-	-	-	-	0%
TOTAL	371,680,207	63,627,889	63,802,569	(174,679)	100%
Lifetime Capital Plan 1997 - 2016					
Project	Adopted Capital Plan	Life-to-date Outlays	Contract Remaining	Budget Remaining	% Spent and Committed
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
North Link - Northgate to 45th St	19,548,000	17,006,304	1,265	2,540,431	87%
North Link - ST2 Early Work	5,000,000	-	-	5,000,000	0%
University Link - PSST to UW Sta	1,756,007,000	239,033,854	185,524,161	1,331,448,985	24%
North Link - UW Sta to Brooklyn Sta	26,443,957	18,904,394	7	7,539,556	71%
Initial Segment - CPS to 154th St	2,070,000,000	1,929,512,232	56,081,061	84,406,706	96%
DSTT Capital Costs	23,719,395	23,719,395	-	-	100%
Initial Segment Project Reserve	128,300,000	-	-	128,300,000	0%
Airport Link - 154th St to 176th St	269,100,000	217,226,380	32,840,780	19,032,840	93%
Airport Link South - 176th St to 200th St	4,014,030	4,014,030	15	(15)	100%
Tacoma Link	77,097,444	77,097,444	716,168	(716,168)	101%
Puyallup Extension Study	-	34,569	-	(34,569)	0%
LRT Overhead Reserve	-	5,102,293	-	(5,102,293)	0%
TOTAL	4,379,229,827	2,531,650,896	275,163,457	1,572,415,474	64%

Capital Outlays Notes

Link Light Rail capital outlays through the first quarter of 2009 are 100% of the YTD 2009 budget plan. A description of financial performance through March 2009 follows in detail by project. Projects that are complete or have no anticipated expenditures in 2009 are not shown.

North Link - Northgate to 45th St Project - Capital Outlays by Phase					
As of March 31, 2009					
Current Year 2009					
Phase	2009 Adopted Capital Plan	YTD Capital Plan	YTD Actuals	YTD actuals (over)/under YTD Budget	YTD actuals as % of YTD Budget
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
Agency Administration	1,225,053	10,000	1,382	8,618	14%
Preliminary Engineering	402,831	-	-	-	0%
Final Design	-	-	-	-	0%
ROW Acq. & Permits	8,614	-	-	-	0%
Construction	-	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	677,001	-	-	-	0%
TOTAL	2,313,499	10,000	1,382	8,618	14%
Lifetime Capital Plan 1997 - 2009					
Phase	Adopted Capital Plan	Life-to-date Outlays	Contract Remaining	Budget Remaining	% Spent and Committed
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	2,320,054	1,063,318	-	1,256,736	46%
Preliminary Engineering	5,367,218	4,811,847	1,265	554,107	90%
Final Design	1,033,727	1,033,727	-	-	100%
ROW Acq. & Permits	10,150,000	10,097,413	-	52,587	99%
Construction	-	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	677,001	-	-	677,001	0%
TOTAL	19,548,000	17,006,304	1,265	2,540,431	87%

North Link – Northgate to 45th Project - Capital Outlay Notes

North Link – Northgate to 45th project capital outlays through March 2009 are 14% of the YTD 2009 budget plan. Expenditures to this project are for work that is requested as needed.

Agency Administration includes: Link staff costs, agency costs allocated to projects, and direct charges. Staff work during this period is related to planning for O&M facility trackwork expansion for North Link projects. Capital outlays of \$1.4K through the first quarter of 2009 are 14% of the YTD 2009 budget plan.

Preliminary Engineering Activity planned for this phase represents consultant work that is contracted to provide studies for this project as requested. No activity was reported during this period.

Right of Way Activity planned for this phase includes property management for property acquired in late 2008 for the Roosevelt Station. No activity was reported during this period.

Contingency The Adopted 2009 Budget for this project includes \$0.7M set aside in the Contingency phase to address any additional or unforeseen costs.

North Link - ST2 Early Work - Capital Outlays by Phase
As of March 31, 2009

Current Year 2009

<u>Phase</u>	<u>2009 Adopted Capital Plan</u>	<u>YTD Capital Plan</u>	<u>YTD Actuals</u>	<u>YTD actuals (over)/under YTD Budget</u>	<u>YTD actuals as % of YTD Budget</u>
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
Agency Administration	-	-	-	-	0%
Preliminary Engineering	5,000,000	-	-	-	0%
Final Design	-	-	-	-	0%
ROW Acq. & Permits	-	-	-	-	0%
Construction	-	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
TOTAL	5,000,000	-	-	-	0%

Lifetime Capital Plan 1997 - 2016

<u>Phase</u>	<u>Adopted Capital Plan</u>	<u>Life-to-date Outlays</u>	<u>Contract Remaining</u>	<u>Budget Remaining</u>	<u>% Spent and Committed</u>
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	-	-	-	-	0%
Preliminary Engineering	5,000,000	-	-	5,000,000	0%
Final Design	-	-	-	-	0%
ROW Acq. & Permits	-	-	-	-	0%
Construction	-	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
TOTAL	5,000,000	-	-	5,000,000	0%

North Link – ST2 Early Work - Capital Outlay Notes

The North Link – ST2 Early Work project is a new project created to advance preliminary engineering in 2009 for the North Link segment from UW Station to Northgate. No activity was reported during this period.

Preliminary Engineering Activity planned for this phase represents consultant contract work to provide advance preliminary engineering services. No activity was reported during this period.

University Link - PSST to UW Station Project - Capital Outlays by Phase
As of March 31, 2009

Current Year 2009

Phase	2009 Adopted Capital Plan	YTD Capital Plan	YTD Actuals	YTD actuals (over)/under YTD Budget	YTD actuals as % of YTD Budget
	a	b	c	[b-c]	[c/b]
Agency Administration	8,885,254	1,200,000	1,125,309	74,691	94%
Preliminary Engineering	37,748	-	-	-	0%
Final Design	13,758,686	5,196,953	4,497,420	699,533	87%
ROW Acq. & Permits	19,429,991	2,348,649	2,549,831	(201,182)	109%
Construction	55,333,471	2,458,700	3,673,103	(1,214,403)	149%
Vehicles	41,266,301	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
TOTAL	138,711,452	11,204,302	11,845,663	(641,361)	106%

Lifetime Capital Plan 1997 - 2016

Phase	Adopted Capital Plan	Life-to-date Outlays	Contract Remaining	Budget Remaining	% Spent and Committed
	d	e	f	[d-(e+f)]	[(e+f)/d]
Agency Administration	115,229,000	13,563,045	660,952	101,005,003	12%
Preliminary Engineering	24,965,602	24,823,474	8,976	133,152	99%
Final Design	86,835,398	58,406,422	16,254,230	12,174,746	86%
ROW Acq. & Permits	167,332,000	117,866,529	7,158,223	42,307,248	75%
Construction	1,248,336,000	5,088,365	83,425,704	1,159,821,931	7%
Vehicles	103,909,000	19,286,019	78,016,075	6,606,906	94%
Test and Startup	9,400,000	-	-	9,400,000	0%
Contingency	-	-	-	-	0%
TOTAL	1,756,007,000	239,033,854	185,524,161	1,331,448,985	24%

University Link Project - Capital Outlay Notes

University Link project capital outlays of \$11.8M through March 2009 are 106% of the YTD 2009 budget plan. The FFGA for University Link was signed on January 15, 2009.

The adopted lifetime budget cash flow for this project includes the transfer of historical costs as having been completed in 2008, but the costs transfers were not entered into the agency's reporting system until January 2009. Current Year 2009 actual outlays shown here have been restated to reflect current year activities.

Agency Administration includes: Link staff costs and direct charges. The project budget does not include agency allocations after March 31, 2006. Outlays through March 2009 of \$1.1M are 94% of the YTD 2009 budget plan, or \$0.1M below plan: Link staff costs of \$1.0M are \$0.3M ahead of plan as a result of the enhanced effort to complete final design, OCIP/Builder's Risk insurance payments of \$1.8K are \$0.2M below plan, and direct charges of \$0.1M are \$0.2M below plan.

Preliminary Engineering is complete. Activity planned for this phase represents consultant work that is contracted for potential environmental studies in support of final design. No activity was reported during this period.

Final Design outlays of \$4.5M are 87% of the YTD 2009 budget plan, or \$0.7M below plan.

Right of Way acquisitions of \$2.5M are 109% of the YTD 2009 budget plan, or \$0.2M ahead of plan.

Activity during the first quarter of 2009 reflects accelerated processing of agreements and claims for tunnel easement parcels, anticipated to be completed on plan by year-end.

Construction outlays of \$3.7M are 149% of the YTD 2009 budget plan, or \$1.2M ahead of plan. This is due to an earlier than planned mobilization and first payment to the contractor for U215 I-5 Under-crossing Pits, \$1.5M in March 2009 as compared to \$0.5M in April 2009, as agreed to by ST. Advanced work on the early construction contracts is as follows:

- \$0.3M for U210 Advanced Utilities Relocation;
- \$1.1M for U211 Demolition & Environmental Remediation;

- \$1.2M for U215 I-5 Under-crossing Pits (Notice to Proceed issue 2/15/09); and
- \$1.1M for Consultant CM.

Vehicles The current payment plan for this contract is tied to specific deliverables for the University Link project. Since the 2009 budget plan was adopted, this plan has been revised: the first two payments were made in 2008, but the next payment is not anticipated until 2010.

North Link - UW Sta to Brooklyn Sta Project - Capital Outlays by Phase					
As of March 31, 2009					
Current Year 2009					
Phase	2009 Adopted Capital Plan	YTD Capital Plan	YTD Actuals	YTD actuals (over)/under YTD Budget	YTD actuals as % of YTD Budget
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
Agency Administration	371,592	1,055	4,991	(3,936)	473%
Preliminary Engineering	460,927	-	-	-	0%
Final Design	-	-	-	-	0%
ROW Acq. & Permits	-	-	-	-	0%
Construction	5,270,000	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
TOTAL	6,102,519	1,055	4,991	(3,936)	473%
Lifetime Capital Plan 1997 - 2016					
Phase	Adopted Capital Plan	Life-to-date Outlays	Contract Remaining	Budget Remaining	% Spent and Committed
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	1,681,200	1,211,873	-	469,327	72%
Preliminary Engineering	10,133,984	8,865,926	7	1,268,051	87%
Final Design	5,350,220	5,350,220	-	-	100%
ROW Acq. & Permits	2,132,686	2,132,686	-	-	100%
Construction	7,143,690	1,343,690	-	5,800,000	19%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	2,178	-	-	2,178	0%
TOTAL	26,443,957	18,904,394	7	7,539,556	71%

North Link – UW Station to Brooklyn Station Project - Capital Outlay Notes

North Link – UW Station to Brooklyn Station project capital outlays through March 2009 are ahead of the YTD 2009 budget plan.

Agency Administration includes: Link staff costs, agency costs allocated to projects, and direct charges. Staff work during this period is related to planning for O&M facility trackwork expansion for North Link projects. Capital outlays of \$5.0K through the first quarter of 2009 are \$3.9K ahead of the YTD 2009 budget plan.

Preliminary Engineering Activity planned for this phase represents consultant work that is contracted to provide studies for this project as requested. No activity was reported during this period.

Contingency The Adopted 2009 Budget for this project includes \$2.2M set aside in the Contingency phase to address any additional or unforeseen costs.

Initial Segment - CPS to 154th Project - Capital Outlays by Phase

As of March 31, 2009

Current Year 2009					
Phase	2009 Adopted Capital Plan	YTD Capital Plan	YTD Actuals	YTD actuals (over)/under YTD Budget	YTD actuals as % of YTD Budget
	a	b	c	[b-c]	[c/b]
Agency Administration	13,855,891	2,938,783	4,009,871	(1,071,088)	136%
Preliminary Engineering	28,035	-	-	-	0%
Final Design	2,184,619	5,406	496,931	(491,525)	9192%
ROW Acq. & Permits	2,160,000	-	243,596	(243,596)	0%
Construction	119,345,050	23,295,000	25,387,751	(2,092,752)	109%
Vehicles	11,920,207	3,500,000	1,791,591	1,708,409	51%
Test and Startup	6,632,000	1,150,000	2,980,745	(1,830,745)	259%
Contingency	-	-	-	-	0%
TOTAL	156,125,800	30,889,189	34,910,487	(4,021,298)	113%

Lifetime Capital Plan 1997 - 2009					
Phase	Adopted Capital Plan	Life-to-date Outlays	Contract Remaining	Budget Remaining	% Spent and Committed
	d	e	f	[d-(e+f)]	[(e+f)/d]
Agency Administration	189,213,036	169,797,320	1,135,502	18,280,214	90%
Preliminary Engineering	41,103,761	41,075,726	4,760	23,275	100%
Final Design	153,965,110	152,223,597	1,380,374	361,139	100%
ROW Acq. & Permits	207,171,000	202,323,893	217,137	4,629,970	98%
Construction	1,328,876,093	1,230,456,487	39,640,107	58,779,500	96%
Vehicles	132,307,000	122,178,384	9,500,271	628,345	100%
Test and Startup	17,364,000	11,456,826	4,202,910	1,704,264	90%
Contingency	-	-	-	-	0%
TOTAL	2,070,000,000	1,929,512,232	56,081,061	84,406,706	96%

Initial Segment Project - Capital Outlay Notes

Initial Segment project capital outlays of \$34.9M through the first quarter of 2009 are 113% of the YTD 2009 budget plan.

Agency Administration includes: Link staff costs, agency costs allocated to projects, and direct charges. Capital outlays through March 2009 of \$4.0M are 136% of the YTD 2009 budget plan, or \$1.1M ahead of plan. The three major contributors to the over-expenditure are OCIP/Builder's Risk insurance exceeding the annual 2009 budget plan by \$0.9M, and Link staff charges and agency cost allocations exceeding plan by \$0.2M and \$0.7M respectively, reflecting an increased effort to prepare for revenue service. Higher than planned outlays are partially off-set by direct charges being \$0.7M below plan, but advertising and marking costs are expected to increase ahead of the July 2009 opening.

Preliminary Engineering is complete. Activity planned for this phase represents environmental monitoring that will continue through construction.

Final Design phase activity represents design services provided in support of construction. Capital outlays through March 2009 for the Beacon Hill Tunnel and MLK Way design services during construction (DSDC) are ahead of the YTD 2009 budget plan by \$0.5M.

Right of Way acquisitions and permits outlays are ahead of the YTD 2009 budget plan by \$0.2M. Outlays during the first quarter of 2009 are for property management and construction easements for Beacon Hill.

Construction outlays of \$25.4M through March 2009 are 109% of the YTD 2009 budget plan, or \$2.1M ahead of plan, which reflects a push to regain float in the overall schedule for days lost in December 2008 due to adverse winter weather. Capital outlays for major construction during first quarter of 2009 include:

- \$14.0M for C710 Beacon Hill Tunnel construction and CM;
- \$8.0M for Systems construction and CM (Train Control, Communications, and Traction Power);
- \$1.3M for C759 Tukwila Roadwork and Parking and CM; and
- \$2.1M for miscellaneous construction and CM (procurements, permits and RSIP).

Vehicles The current payment plan for this contract is tied to specific deliverables for the Initial Segment project. Although outlays for the first quarter of \$1.8M are 51% of the YTD 2009 budget plan, or \$1.7M

below plan, overall procurement remains on schedule for Revenue Service. As of March 2009, all LRVs are at the O&M Facility, have been conditionally accepted, and are undergoing testing.

Testing and Start-Up Expenditures for startup are in accordance with the Intergovernmental Agreement between Sound Transit and King County Metro (KCM) to operate the Central Link Operations and Maintenance Facility, and are distributed between the Initial Segment and Airport Link projects. Outlays through March 2009 of \$3.0M are \$1.8M ahead of the YTD 2009 budget plan, and reflect double-shift train burn in testing, and integrated testing of overall systems, in preparation for Revenue Service in July 2009.

Airport Link - 154th to 176th Project - Capital Outlays by Phase					
As of March 31, 2009					
Current Year 2009					
Phase	2009 Adopted Capital Plan	YTD Capital Plan	YTD Actuals	YTD actuals (over)/under YTD Budget	YTD actuals as % of YTD Budget
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
Agency Administration	2,944,362	662,791	506,598	156,193	76%
Preliminary Engineering	185,391	78,516	15,000	63,516	19%
Final Design	935,561	269,962	248,412	21,550	92%
ROW Acq. & Permits	604,976	51,075	47,439	3,636	93%
Construction	55,463,914	19,979,040	14,665,099	5,313,941	73%
Vehicles	2,769,267	347,277	1,389,108	(1,041,831)	400%
Test and Startup	523,465	134,683	168,390	(33,707)	125%
Contingency	-	-	-	-	0%
TOTAL	63,426,937	21,523,344	17,040,046	4,483,298	79%
Lifetime Capital Plan 1997 - 2009					
Phase	Adopted Capital Plan	Life-to-date Outlays	Contract Remaining	Budget Remaining	% Spent and Committed
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	12,187,000	7,379,320	1,421	4,806,259	61%
Preliminary Engineering	4,805,823	4,666,895	50,347	88,581	98%
Final Design	15,813,072	15,075,923	476,494	260,655	98%
ROW Acq. & Permits	12,450,000	11,816,043	300,857	333,099	97%
Construction	208,257,058	164,458,243	31,082,898	12,715,917	94%
Vehicles	14,587,047	13,206,888	690,874	689,285	95%
Test and Startup	1,000,000	623,068	237,889	139,043	86%
Contingency	-	-	-	-	0%
TOTAL	269,100,000	217,226,380	32,840,780	19,032,840	93%

Airport Link Project - Capital Outlay Notes

Airport Link project capital outlays of \$17.0M through March 2009 are 79% of the YTD 2009 budget plan or \$4.5M below plan.

Agency Administration includes Link staff costs, agency allocations, OCIP/Builder's Risk insurance and other direct charges. Outlays of \$0.5M through March 2009 are 76% of the YTD 2009 budget plan, or \$0.2M below plan, primarily because combined labor and agency allocations are calculated as a percent of overall capital outlays. Link staff costs of \$0.2M are 86% of plan, and agency cost allocations of \$0.2M are 56% of plan. Direct charges during this reporting period are insignificant.

Preliminary Engineering Preliminary engineering is complete. Activity planned for this phase represents environmental monitoring that will continue as needed through construction. Outlays of \$15K during the first quarter of 2009 are 19% of the YTD 2009 budget plan, or \$64K below plan.

Final Design phase activity represents design services provided in support of construction. Capital outlays of \$0.2M through March 2009 are 92% of the YTD 2009 budget plan.

Right of Way acquisitions and permits outlays are primarily for payments to the port of Seattle to lease property for construction staging, and property management. Outlays of \$47K through March 2009 are 93% of the YTD 2009 budget plan.

Construction outlays of \$14.7M are 73% of the YTD 2009 budget plan, or \$5.3M below plan, due primarily to the C430R contract expenditures being lower than projected. However, the April 2009 invoice indicates expenditures during the second quarter will be per plan. Capital outlays for major construction during the first quarter of 2009 include:

- \$11.7M for C430R Station, Elevated Structure, Pedestrian Bridge and Kiss-and-Ride – 170th St. to 176th St construction and CM or 73% of plan;
- \$0.4M for TPSS Site Preparation, or 104% of plan; and
- \$2.6M for Systems construction and CM, or 74% of plan.

Vehicles The payment plan for this contract is tied to specific deliverables for the Airport Link project. Although outlays of \$1.4M through March 2009 are \$1.0M ahead of the YTD 2009 budget plan, contract payments reflect the current schedule. As of March 2009, all four LRVs for Airport Link are at the O&M Facility, have been conditionally accepted, and are undergoing testing. Overall procurement remains on schedule for Revenue Service in December 2009.

Testing and Startup Expenditures for startup are in accordance with the Intergovernmental Agreement between Sound Transit and King County Metro (KCM) to operate the Central Link Operations and Maintenance Facility, and are distributed between the Initial Segment and Airport Link projects. Outlays of \$0.2M through March 2009 are \$34K ahead of the YTD 2009 budget plan.

Agency Administration Express

Agency Summary by Department (in thousands)

Staff Operating Departments - Before Expense Transfers & Transfers to Other Govts
For the Quarter Ending March 31, 2009
Budget to Actuals

	Q1 Actuals	YTD 2009 Actuals	YTD 2009 Budget	YTD Actuals (over)/under YTD Budget	YTD Actuals as % of YTD Budget
Executive	964	964	1,388	424	69%
Policy Planning & Public Affairs	1,199	1,199	1,438	239	83%
Legal	626	626	812	186	77%
Finance & Information Technology	3,212	3,212	3,678	466	87%
Link Light Rail	2,957	2,957	3,300	343	90%
Capital Projects	712	712	807	96	88%
Corporate Services	1,683	1,683	2,301	618	73%
Transportation Services	1,351	1,351	1,644	292	82%
Non-Departmental	805	805	979	174	82%
TOTAL	\$ 13,509	\$ 13,509	\$ 16,347	\$ 2,838	83%

Staff & Other Expenses (in thousands)

For the Quarter Ending March 31, 2009

Budget to Actuals

	Q1 Actuals	YTD 2009 Actuals	YTD 2009 Budget	YTD Actuals (over)/under YTD Budget	YTD Actuals as % of YTD Budget
Salaries & Benefits	9,941	9,941	11,077	1,136	90%
Services	1,808	1,808	2,532	724	71%
Materials & Supplies	147	147	305	158	48%
Miscellaneous Expenses	198	198	760	562	26%
Leases & Rentals	491	491	492	2	100%
Other Expenses	490	490	607	117	81%
Depreciation	434	434	574	139	76%
Gross Staff Operating Expenses	\$ 13,509	13,509	16,347	2,838	83%
Expense Transfers	(8,686)	(8,686)	(10,099)	(1,414)	86%
Net Staff Operating Expenses	\$ 4,823	\$ 4,823	\$ 6,248	\$ 1,425	77%
Other Expenses					
Debt Service Costs	1	1	713	713	0.09%
Non-Capitalizable LOB expenses	1,466	1,466	3,990	2,523	37%
STart	11	11	51	39	22%
Transit-Oriented Development	8	8	66	58	13%
Regional Fund Projects	859	859	3,263	2,404	26%
Total Other Expenses	\$ 2,345	\$ 2,345	\$ 8,083	\$ 5,737	29%
Grand Total Operating Expenses	\$ 7,169	\$ 7,169	\$14,330	\$ 7,162	50%

Staff Operating Notes

Salaries and Benefits were under budget by \$1.1M or 10% of budget at the end of the quarter. The agency filled 382 positions of the total 431 budgeted.

Services were below budget by \$724K, or 29%, at the end of the quarter, mainly due to lower consultancy expenses.

Materials and Supplies were below budget by \$158K or 52%, at the end of the quarter. The largest variances were in small computer equipment purchases for Information Technology.

Miscellaneous Expenses were below budget by \$562K or 74%, at the end of the quarter. This was mainly due to low advertising spending by marketing division which will pick up from next quarter. This category also contains contingency funds of \$478K, including \$300K for early ST2 implementation expenses.

Leases & Rental expenses were at budget at the end of the quarter. This category also includes administrative facilities rent, parking garage lease and meeting space rentals.

Other Expenses were below budget by \$117K or 19%, at the end of the quarter. This category includes insurance, taxes and interest.

Depreciation was below budget by \$139K or 24%, at the end of the quarter. This category contains depreciation on assets such as fleet vehicles, Union Station building, furniture and fixtures, computer equipment, office equipment, software and capital leases.

Expense Transfers were below budget \$1.4M or 14% at end of the quarter. This category represents the allocated overhead dollars transferred to capital and operating projects.

Other Non-Operating Expense Notes

Debt Service Costs were at 0.1% of the YTD budget at the end of the quarter, reflecting a current assumption of full capitalization to capital projects. The capitalization of interest is subject to change upon analysis that occurs closer to year-end once all costs are incurred.

Non-Capitalizable LOB Expenses were below budget by \$2.5M or 63%, at the end of the quarter. This was caused by lower than anticipated non-capitalizable costs primarily in Consulting, Accounting / Auditing services and OCIP Insurance claims.

STart was below YTD budget by \$39K, or 78%, at the end of the quarter. The operating expense budget for STart is for repairing and maintaining art as needed. STart is developing a database of art assets and related maintenance needs to improve the forecasting of these operating expenses

Transit-Oriented Development spending was below YTD budget by \$58K or 87%. These funds are for transit-related studies and are spent as needed.

Regional Fund Projects were below budget by \$2.4M or 74% at the end of the quarter. This category includes operational spending for Research & Technology, Fare Integration, Phase 2 Planning, and East Corridor Planning. In Fare Integration, \$1.1M was budgeted to provide reimbursements to partner agencies for smart card implementation expenses in the first quarter. Only \$102K has been requested by partner agencies through that period with most of the reimbursements expected to occur late in the year. Total spending for Fare Integration was at 14% of the year to date budget through the first quarter. Phase 2 Planning expenses for the first quarter of 2009 came in at 9% of the year to date budget, spending on the Phase II Alternatives Analysis was below what was anticipated in the budget. The first quarter 2009 East Link spending trended below budget at 36% of the year to date budget due to lower than expected spending on the consultant's contract.

Subarea Quarter 2009 Summaries

Subarea Revenue Summary Millions YOES

2009 Tax Revenues	Snohomish	North King	South King	East King	Pierce	Regional Fund	Total
Mar YTD Budget	10.3	20.6	14.3	21.3	14.0	0.0	80.5
Mar YTD Actuals	8.7	20.4	13.0	19.7	12.8	0.0	74.6
\$ Variance	-1.6	-0.2	-1.3	-1.6	-1.2	0.0	-5.9
% Variance	-15.3%	-1.0%	-9.2%	-7.5%	-8.9%	-	-7.4%
2009 Farebox Revenues							
Mar YTD Budget	1.1	0.0	1.5	2.3	2.5	0.0	7.4
Mar YTD Actuals	1.0	0.0	1.1	2.4	1.8	0.0	6.3
\$ Variance	-0.1	0.0	-0.4	0.1	-0.7	0.0	-1.1
% Variance	-12.7%	-	-24.9%	3.5%	-28.2%	-	-15.5%
2009 Grant & Contribution Revenues							
Mar YTD Budget	1.9	18.5	10.3	0.0	0.9	0.0	31.6
Mar YTD Actuals	0.0	13.9	1.5	0.0	0.3	0.0	15.6
\$ Variance	-1.9	-4.6	-8.8	0.0	-0.6	0.0	-16.0
% Variance	-99.7%	-25.1%	-85.8%	-	-67.3%	-72.9%	-50.6%
2009 Other Revenues							
Mar YTD Budget	0.1	0.6	0.1	0.1	0.2	2.9	4.0
Mar YTD Actuals	0.1	0.4	0.3	0.1	0.3	1.3	2.4
\$ Variance	0.0	-0.2	0.2	0.0	0.1	-1.6	-1.6
% Variance	16.7%	-33.7%	187.7%	-26.4%	38.3%	-55.4%	-38.9%

Subarea Operating Expense & Capital Outlay Summary Millions YOES

2009 Transit Operating Expenses	Snohomish	North King	South King	East King	Pierce	Regional Fund	Total
Mar YTD Budget	6.4	-	9.5	13.4	13.3	-	42.6
Mar YTD Actuals	5.5	0.2	8.8	13.3	11.0	-	38.8
Percent Spent	86.6%	-	92.6%	99.6%	82.4%	-	91.1%
2009 Other Operating Expenses							
Mar YTD Budget	0.1	0.6	(0.3)	1.6	1.9	10.4	14.3
Mar YTD Actuals	0.0	0.0	(0.1)	0.1	0.0	4.4	7.2
Percent Spent	9.4%	1.9%	36.0%	3.5%	1.5%	42.5%	50.0%
2009 Capital Outlays							
Mar YTD Budget	5.6	36.8	31.7	7.4	26.5	2.1	110.2
Mar YTD Actuals	3.8	40.1	25.3	8.6	14.2	0.7	92.8
Percent Spent	68.3%	108.9%	79.9%	115.9%	53.7%	31.3%	84.2%
2009 Lifetime Capital Outlays							
LTD Budget	604.9	3,454.3	1,424.0	726.3	776.5	22.2	7,008.3
LTD Actual	503.3	1,720.6	1,149.2	402.2	506.4	53.8	4,335.5
Outstanding Contracts	6.7	230.5	48.5	21.4	23.6	5.0	335.7
Percent Spent or Committed	84.3%	56.5%	84.1%	58.3%	68.3%	264.5%	66.7%

Subarea Net Asset Summary Millions YOES

2009 Net Asset Summary	Snohomish	North King	South King	East King	Pierce	Regional Fund	Total
Invested Capital Assets	293.1	1,289.0	803.9	116.6	276.7	24.7	2,804.0
Restricted	4.2	24.6	26.8	-	18.0	20.2	93.8
Unrestricted	(3.8)	(55.2)	(110.8)	276.4	164.0	56.4	327.1
Total Net Assets	293.5	1258.4	719.9	392.9	458.7	101.4	3,224.9