



2015

Transit Improvement Plan

December 2014

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2015 TRANSIT IMPROVEMENT PLAN

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Agency Overview

Our Story

The Central Puget Sound Regional Transit Authority – better known as Sound Transit – was created by the Washington State legislature in 1993. Sound Transit plans, builds, and operates a regional mass transit system that connects people to their communities and jobs throughout urban areas of King, Pierce, and Snohomish counties. We have grown from a planning Agency to one that carried 30.4 million passengers in 2013; 33.0 million passengers in 2014; and an estimated 33.6 million passengers in 2015 on our trains and buses. We continue building extensions to light rail, transit centers, stations, and other transportation infrastructure.

In 1996 voters in the region approved implementation of the Sound Move plan. The plan includes a mix of transportation improvements: Sounder commuter rail, Link light rail, ST Express bus, new transit centers, park-and-ride lots, and high occupancy vehicle (HOV) access projects. As a result of Sound Move, ST Express bus service began in 1999 and by Sounder commuter rail in 2000. Light rail started with Tacoma Link in 2003 and Central Link light rail began service in 2009. The vast majority of Sound Move projects have been completed and closed or are pending close out. Active Sound Move projects include the University Link Extension from downtown Seattle to the University of Washington, scheduled for opening in 2016; completion of HOV lane work on I-90 to accommodate light rail across Lake Washington to Bellevue and Overlake; and Mukilteo Station South Platform.

In 2008, voters of the Central Puget Sound region approved the Sound Transit 2 (ST2) ballot measure. This new program includes the addition of 36 miles of track with 18 new stations to create a 50-mile regional light rail system. Due to the recession and resulting 30 percent reduction in tax revenues, the ST2 program was realigned to maintain affordability. Current ST2 light rail projects include extensions east to Bellevue and the Overlake area of Redmond, north to Northgate and Lynnwood, south to Kent/Des Moines in the area of Highline Community College as well as planning for future extensions south to Federal Way, and expansion of Tacoma Link. Regional Express bus projects include fleet expansion, a bus base, bus storage, and parking facilities. Sounder commuter rail projects include easements for four additional round trips in the south corridor, station access improvements, permanent stations for Tukwila, track and signal improvements, fleet expansion, and a Sounder yard and shops facility. ST2 also provided for the addition of ST Express bus and commuter rail service.

ST2 included funding to identify and evaluate additional regional high-capacity transit (HCT) alternatives – referred to as ST3 Planning. Studies to determine the feasibility for HCT are nearing completion for multiple corridors including: Federal Way to Tacoma, west to Ballard, West Seattle and Burien, Lynnwood to Everett, and east to downtown Redmond and Issaquah.

In association with the HCT studies, the Board has authorized an update to the Sound Transit Long-Range Plan and a programmatic Environmental Impact Statement (EIS) on plan elements.

Safeguarding Tax Dollars

Sound Transit takes its stewardship responsibilities very seriously and is committed to protecting taxpayers' money.

An 18-member Board made up of local elected officials and the Secretary of the Washington State Department of Transportation governs Sound Transit. The Board establishes policies and gives direction and oversight to Agency staff.

The Board's four committees dig into the details and provide strategic direction for capital projects, the operation of our trains and buses, and monitors our annual financial reports and external and internal audits.

In addition, an independent Citizen Oversight Panel (COP) was created in 1997 to independently monitor Sound Transit and make sure it meets its commitment to voters to build and operate a regional bus, light rail, and commuter rail transit system. COP members are appointed by the Sound Transit Board and are tasked with asking hard questions, reviewing details, and reporting findings back to the Board.

Both the Board and the COP receive regular briefings from Sound Transit staff.

For more information, please visit www.soundtransit.org then click on "About Sound Transit."



Dow Constantine, Chair
Sound Transit Board of Directors

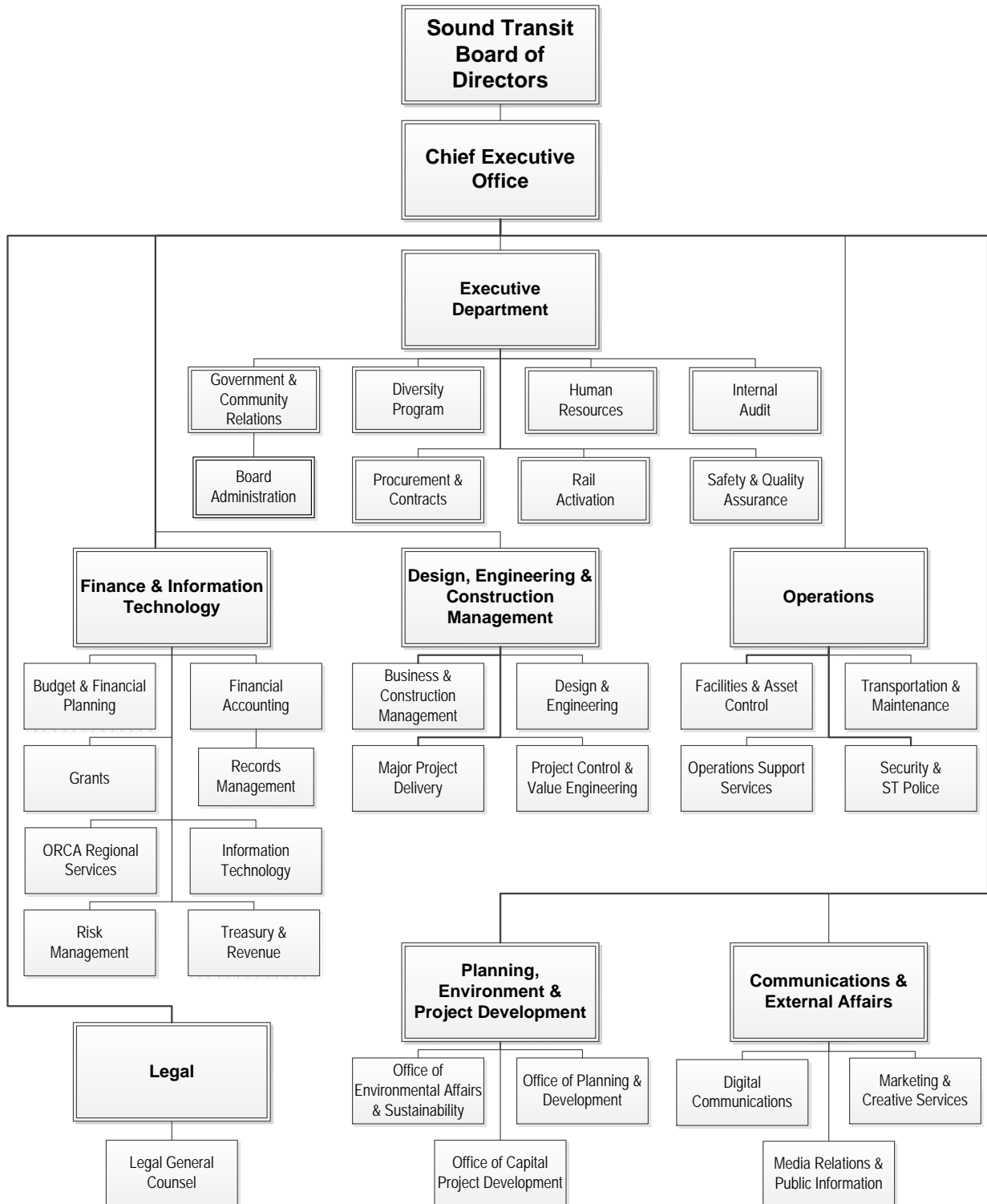
Our People

Sound Transit's departments are organized in a way that ensures taxpayer dollars are aligned with our mission of planning, building, and operating the regional transit system. (An organization chart follows the department descriptions.)

- Executive Department includes the Chief Executive Office as well as Board Administration, Diversity, Government & Community Relations, Human Resources, Internal Audit, Procurement & Contracts, Rail Activation, and Safety & Quality Assurance.
- Planning, Environment & Project Development (PEPD) leads the initial project activities that engage the public and inform Board decisions on projects' scope and alignment. Our ST3 planning effort, sustainability, and transit oriented development programs are led by PEPD.
- Design, Engineering & Construction Management (DECM) is principally responsible for final design and construction of all major capital projects. DECM supplies professional and technical resources throughout the design and construction phases of each project and also supports the Operations Department in design and delivery of small capital projects for our facilities. The department provides project control and real estate services for the entire Agency.
- Operations oversees transit service, maintenance, and security for Central Link light rail, Tacoma Link light rail, Sounder commuter rail, ST Express bus, and all Sound Transit facilities. The department also directly operates and maintains Tacoma Link light rail.
- Finance & Information Technology (FIT) is responsible for all financial activities including financial planning, budgeting, accounting, treasury, revenue collection, grants, records management, and risk management, as well as managing information technology. The Information Technology division manages the implementation of new technology and maintains our network and software for both transit operations and administrative systems.
- Communications & External Affairs (CEA) focuses on marketing and creative services, customer outreach and public involvement, media relations and public information, and digital communications.

- Legal provides analysis and advice on a variety of legal subjects including real estate, labor, environmental, construction, land use, permitting, litigation, contracts and interagency issues.

SOUND TRANSIT ORGANIZATION CHART



Our Key Financial Policies

Sound Transit's financial policies provide the framework for planning, building, and operating the regional transit system. Our key policies are outlined below.

Financial Policies

Sound Transit's Financial Policies were amended July 24, 2008. The "Financial Policies reflect Sound Transit's commitment to subarea equity while maintaining the flexibility necessary to manage the financing of the System Plan on a consolidated basis and within legal constraints."

Subarea equity is defined as utilizing local tax revenues for projects and services that provide transportation benefits to the residents and businesses in each of the subareas generally in proportion to the level of revenues each subarea generates. The Sound Transit District is divided into five geographic subareas: Snohomish County, Pierce County, and three subareas within King County – North King County, East King County, and South King County. The regional transit system plan addresses unique needs in each of these subareas.

The policies cover implementation of subarea equity and debt management for current and future phases. The full document can be found in the Appendices section.

Budgeting Policies

The budget policies, amended July 25, 2002 (Resolution No. R2002-08), outline the contents of the Agency's annual budget and the processes for its submittal, adoption, and modification.

Phase Gate

Phase Gate is a project management process designed around a series of eight defined gates. Gates represent key transition and/or decision points in a project's progression through planning and environmental review, design, construction, and transition to operations. Internally, management and staff representatives throughout the Agency review all aspects of a project including budget, schedule, risk mitigation, design, and operational startup plans to determine if the project is ready to advance. The process ensures that the Board and public have visibility into project scope, schedule, and budget through routine staff reporting. And, the process gives the Board control over key project decisions – specifically, approval of budget and project scope and schedule.

Basis of Budgeting and Accounting

Sound Transit maintains a financial reporting system that records expenditures on an accrual basis. Budgets are prepared on the same basis with a few exceptions. Tax revenues are recorded on a modified accrual basis. Principal payments on long-term debt are applied to the outstanding liability. Assets that are transferred to another governmental entity are expensed as a donation upon completion.

Balanced Budget

In a situation where Sound Transit's annual revenues are less than annual expenditures, the budget is balanced with a contribution from unrestricted cash balance. Because of Sound Transit's ability to borrow to build capital projects, revenues do not need to equal expenditures.

Enterprise Fund

Sound Transit uses a single or general fund to account and budget for operating and capital transactions. Funds are not segregated for specific purposes.

Financial Plan

Sound Transit maintains a financial plan that projects the total revenues and costs of Sound Move and ST2 plans through 2040. The plan is used to verify long-term viability of the programs and confirm the maintenance of subarea equity.

Procurement

Resolution No. 78-2 grants the Chief Executive Officer or his/her delegate authority to approve transactions of \$200 thousand or less within current budget authorization and \$50 thousand or less outside of budget authorization. Sound Transit's Capital Committee and the Operations and Administration Committee are authorized to approve the award of contracts when the contract value does not exceed \$5.0 million. The full Sound Transit Board must approve contracts above \$5.0 million.

Our Business Planning and Reporting

With guidance from the Board, Sound Transit's executive management establishes the Agency's objectives and priorities each year. Departments use these to create their annual scorecard – establishing their strategies and performance measures. Departments also update their business plans which enable us to align resource use with strategic priorities and strengthen collaboration within and across departments. The plans identify issues and opportunities, and specify the resources and inter-departmental support necessary to execute the initiatives and achieve the goals. Business planning is a critical step to building a more strategic and efficient budget.

Each year we set Agency milestones to establish accountability in the areas of customer service and communications, asset management, ridership growth, system-expansion planning, major infrastructure projects, and sustainability including transit oriented development and energy efficiency initiatives. Performance relative to these milestones is reported to the Board.

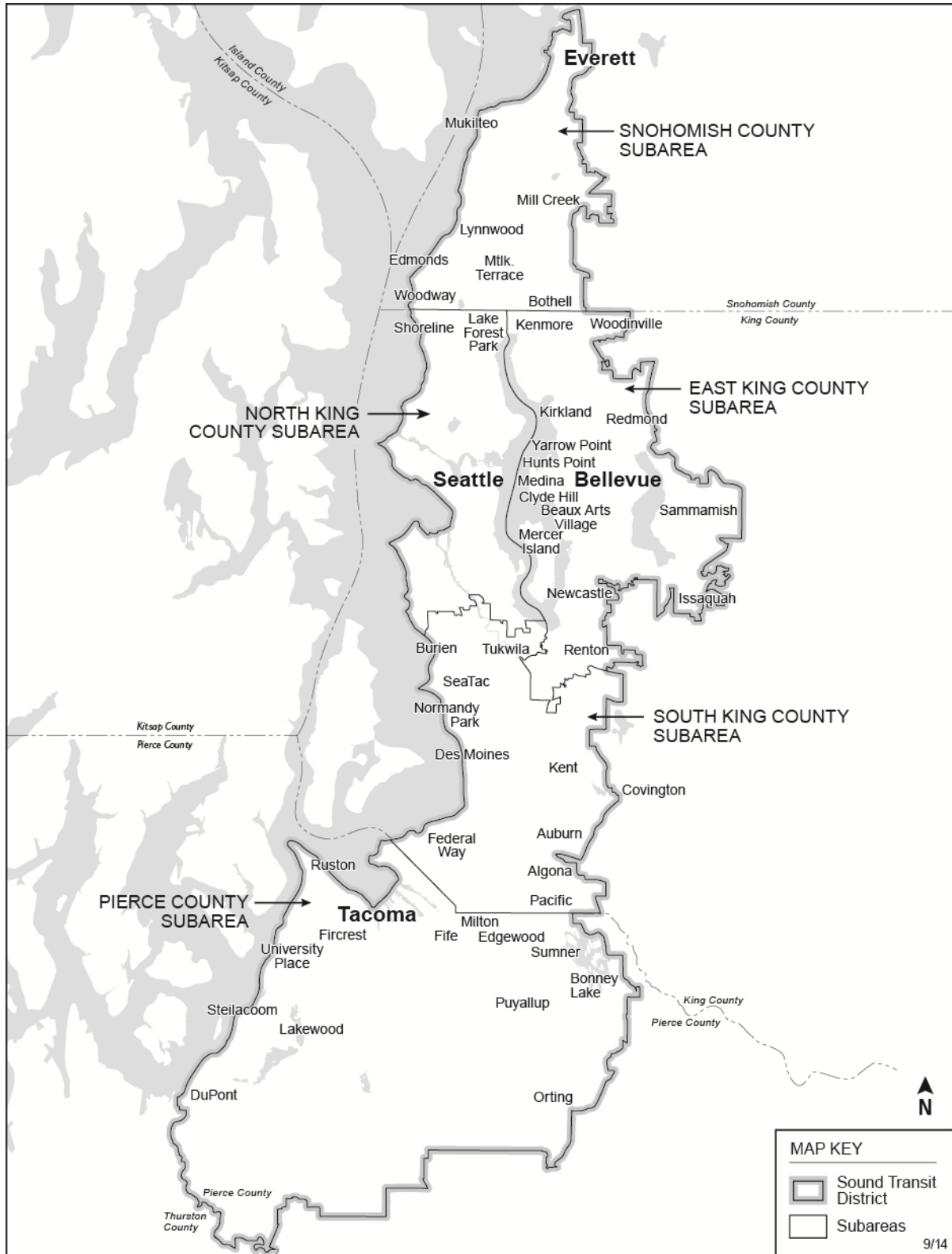
In close coordination with the Agency's budget and long-range financial plan, Sound Transit's service planning division prepares a Service Implementation Plan (SIP). The SIP describes service and revisions for the upcoming year and cost estimates for the subsequent five-year period.

Performance relative to the adopted budget is presented to the Audit and Reporting Committee and is published in the Agency's Quarterly Performance Report; Capital program performance is detailed in the Agency Progress Report. The performance reports and the Agency's milestones are available at www.soundtransit.org.

Sound Transit District

Sound Transit's boundaries, shown on the accompanying map, generally follow the urban-growth boundaries created by each county in accordance with Washington State's Growth Management Act. The Sound Transit District is divided into five subareas: Snohomish County, Pierce County, and three subareas within King County – North King County, East King County, and South King County. Revenues and expenses are allocated to the subareas. More detail on subarea allocations can be found in the Appendices. To learn more about Sound Transit, our district, and how we're organized, please visit www.soundtransit.org.

SOUND TRANSIT DISTRICT



The Region We Serve – Puget Sound

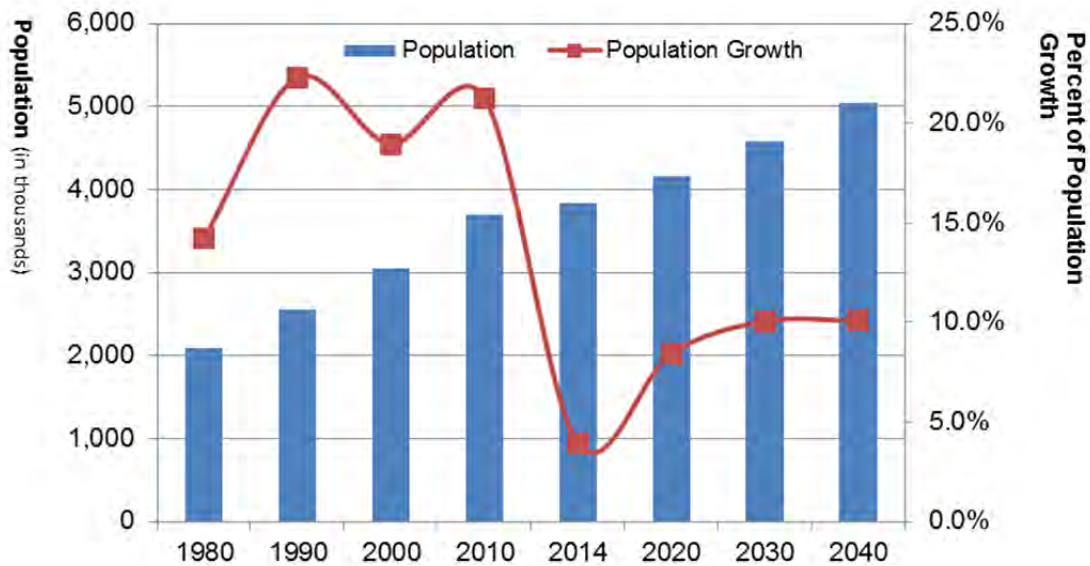
Sound Transit operates in a dynamic, growing, and geographically diverse metropolitan region. The Puget Sound area has long been considered one of America’s best places to live due to its natural beauty, recreational opportunities, ports, proximity to some of the world’s biggest and best companies, research institutes, and world-class universities. We continue to see tremendous job growth, residential and commercial construction, and immigration. Our natural and economic assets will continue to drive population growth and increase pressure on our region’s infrastructure. Sound Transit is working every day to expand the region’s public transportation system and carry more than 33 million transit riders every year.

Population and Where We Live

In 2013, the Central Puget Sound was the tenth fastest growing region in the United States.

- Four counties – King, Kitsap, Snohomish, and Pierce
- 6,267 square miles – 611 people per square mile
- Thirteenth most populated metro area in the U.S. (Source: U.S. Census Bureau)
- 2014 population estimate 3,835,450; forecasted 2020 population 4,158,500 (Source: Washington (WA) State Office of Financial Management and PRSC Economic and Demographic Forecast)
- 1.60 million housing units – average household size 2.41 (Source: US Census Bureau, WA State Office of Financial Management 2013 estimate)

SOUND TRANSIT DISTRICT POPULATION GROWTH



Source: U.S. Census Bureau, WA State Office of Financial Management

Traffic

Interstate 5 through Seattle is the fifth busiest highway section in the United States with 301,061 car trips per day. Seattle is ranked the eighth most traffic-congested city in North America. The Snohomish County to King County I-5 commute is the eleventh busiest in the United States. (Source: INRIX Traffic Scorecard 2012)

- 2.8 million licensed drivers (Source: State of Washington Office of Financial Management)
- 70 percent of commuters drive to work alone
- 11 percent carpool to work
- 9 percent use public transportation
- 4 percent walk to work
- 1 percent bike to work
- Remainder either work from home or use private transit options

Source: U.S. Census Bureau 2009

Local Economy

The Seattle area is the largest economy in the Pacific Northwest and sixth largest in exports for the U.S. Economic indicators show regional economic growth has increased by 7.0 percent since 2010.

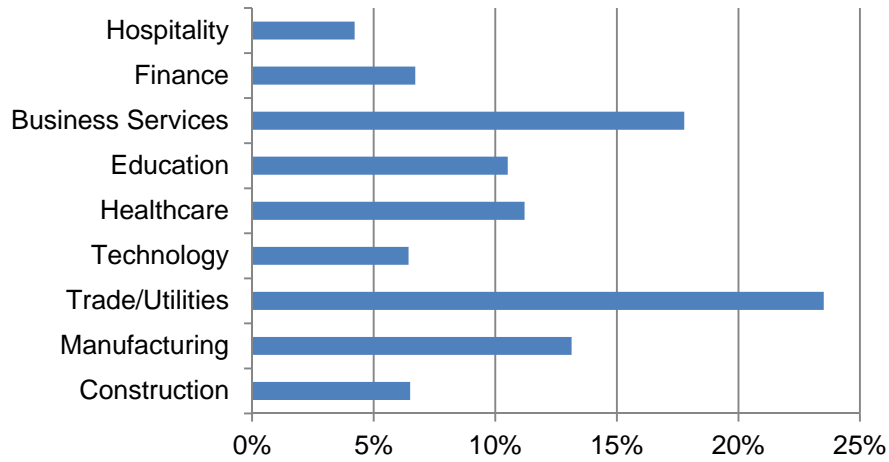
- Twelfth largest economy in the U.S. at \$259 Billion Gross Metropolitan Production (GMP) (Source: U.S. Mayors Conference, report by Global Insight July 2012)
- Fifty-third largest economy in the world (Source: U.S. Mayors Conference, report by Global Insight July 2012)
- Based on per capita production the fourth most productive economy in the U.S. (Source: U.S. Mayors Conference, report by Global Insight July 2012)
- Civilian labor force of 1.9 million (Source: Employment Security department, August 2014 Report)
- 2014 August unemployment rate of 5.0 percent (Source: Employment Security Department, August 2014 Report)
- Median household income of \$65,677 and the Sixth highest of the 25 most populous U.S. Metro areas (Source: U.S. Census Bureau for 2012)

The region has shown a strong recovery from the Great Recession. Average annual wage across all sectors was \$54,890 in 2013, which is higher than the national average. Personal income grew by 2.7 percent.

We are fortunate to have both diverse industries and significant employers represented within the Sound Transit district that have continued to add to their payrolls.

1. Boeing – 70,000
2. Microsoft – 40,000
3. University of Washington – 25,000
4. Amazon – 15,000
5. Weyerhaeuser – 10,000

WHERE WE WORK



Source: U.S. Census Bureau

2014 Sound Transit Service Profile

(Source: Fourth Quarter 2014 Sound Transit Service Delivery Quarterly Performance Report)

- 33.0 million boardings
- 110.3 thousand average weekday boardings
- 925.2 thousand vehicle hours
- 16.0 million vehicle miles



LINK LIGHT RAIL SEGMENT

Here is the first of about a thousand segments that will be used to build the elevated trackway for the S. 200th Link Extension. This segment was made in Sound Transit's casting yard in Enumclaw, Washington.

Transit Improvement Plan Overview

The 2015 Transit Improvement Plan (TIP) provides projected capital and operating expenditures for the construction and operation of the Sound Transit regional transit system in the central Puget Sound. The Agency's Board endorses the TIP and adopts the annual budget to authorize spending for 2015. This document contains information on scope and budget as well as changes in budget and schedule for all active phases of both capital and operating programs.

Service Delivery

The TIP includes summary-level, six-year annual forecasts of operating expenses for each of the Agency's transit modes. The expense forecasts reflect detailed service plans contained in the Adopted 2015 Service Implementation Plan (SIP).

Project Delivery

The TIP includes phase-level budget information for projects displayed as life-to-date costs, annual spending forecasts for the upcoming six years, summarized costs for years beyond this six-year period, and the total authorized lifetime budget. Only Board-approved budget amounts are included. Where a baseline budget has not been approved, the total budget only includes the authorized phase(s). The baseline budget reflects the estimated costs for the entire project and is used to measure actual project budget performance. For most projects, information on risk and phase gate status is also provided. For ST2 projects only, cost estimate information is shown in the project delivery section and in Appendix A. Lifetime budgets for active Sound Move projects are shown in Appendix B.

Agency Administration

The TIP includes administrative costs that support the Agency's project and service delivery programs as well as Agency reserves.

TRANSIT IMPROVEMENT PLAN SUMMARY (in millions)

Program	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total TIP
Service Delivery	\$ -	\$228	\$255	\$264	\$273	\$280	\$288	\$ -	\$1,589
Project Delivery	5,709	874	794	572	551	308	250	447	9,506
Agency Administration	500	106	138	142	149	146	139	438	1,757
Total	\$6,209	\$1,208	\$1,186	\$978	\$973	\$735	\$677	\$885	\$12,851

Responding to the Recession

Because of the recession which started in 2008, Sound Transit expects to receive significantly less revenue to implement the ST2 program through 2023 than was anticipated at the time voters in the region approved the program. In response to the severe reduction in projected revenues, the Sound Transit CEO directed staff in FY 2010 to undertake a comprehensive review of the Agency's capital and operating plans to realign them with projected revenues. The results of this review were presented to the Board through the fall of 2010. The Board adopted Program Realignment through Motion No. M2010-102 and it was implemented in the Adopted 2011 Budget and the endorsed 2011 TIP. As a result, the Agency announced at that time that it would no longer be able to complete the entire ST2 program within the original 15-year time period. The 2010 program realignment

suspended or delayed some elements of the ST2 plan, reduced administrative costs and found efficiencies in transit operational expenditures. With the 2010 realignment, the Agency anticipates completing the vast majority of the ST2 plan.

Since 2010, the Agency has continued to implement the build-out of the regional system, advancing design and environmental processes on key corridors, and adding back funding for corridor work as financial capacity is identified. Under the Agency's phase gate process, projects only receive construction authorization when the Agency is confident in the final cost estimates and availability of resources to fully fund the project. This approach recognizes that project management through the 2008 recession was not a one-year effort, but requires ongoing monitoring of costs and revenues through the full ST2 program period.

The Adopted 2015 Budget and 2015 TIP include moving ahead with the substantial majority of Sound Move and ST2 projects, and adding back the transit-related improvements in Bothell.

This year the Agency's updated revenue forecast predicts a decline in tax revenues for the period 2009 – 2023 of \$4.5 billion (28.5 percent) compared to the Agency's July 2008 forecast on which the ST2 plan was based. This represents a modest increase of \$79 million in tax revenues over that period from the revenues forecasted in 2013. The Agency will continue to monitor costs and revenues closely through the design phase for the capital program in order to determine final implementation schedules for the major programs.

Financial Plan

Sound Transit maintains a long-term Agency financial plan – a model of forecasted cash flows through 2040. A review of Agency programs against the financial plan ensures a balance of revenues and expenditures as well as affordability of the overall program. Sensitivity analysis, using the financial plan, gauges the impact of potential changes in the economy as well as changes in project schedule and scope on overall program affordability.

The TIP presents the projects and programs funded in the Agency's financial plan. The financial plan includes funding for projects and programs equal to the baseline budget. For projects that do not yet have a baseline, the current cost estimate is used.

The six-year spending plan for service delivery expenses represents the funding level for that period. Corresponding service levels are in the Adopted 2015 Service Implementation Plan.

In addition, the financial plan includes funding for future operational expenses through 2040 that includes current service and expected future projects and service.

Capital Budgeting

Capital Project Prioritization Process

During the development of the budget, the Agency follows an objective process to vet all proposed new projects and increases to existing projects that are not part of the Sound Move or ST2 programs. Projects are scored using objective criteria including: safety, sustainability, regulatory, financial, impact on asset "State of Good Repair," system enhancements, security, and impact on ridership. The goal is to identify high-value, high-priority projects and pair them with available resources.

During development of the Adopted 2015 Budget, 19 requests for new projects were reviewed: 12 were approved, 5 were denied, and 2 were tabled pending receipt of additional information.

Budget Approval and Phase Gate Process

Prior to 2010, the Sound Transit Board approved project lifetime budgets at the outset of a capital project. Since 2010, our approach to project budgeting has been modified to provide greater Board oversight and control. As capital projects reach key milestones, requests for budget approval to complete the next project phase are presented for Board approval. Phase Gate, our project management oversight process, confirms that the project is ready to move forward to the next phase and triggers the request to the Board for additional budget.

Typical budget requests include funding for:

- Project development including preliminary engineering and environmental investigation.
- Final design and right-of-way acquisition.
- Baseline or total project budget.

A baseline budget is established during final design when sufficient information is available to establish a project's cost through construction. Project spending is benchmarked against the baseline through completion of the project. Projects are fully funded when the Board approves the baseline.

Each year, with the adoption of the annual budget, the Board approves annual capital spending by program for the coming fiscal year.

Cost Estimates

Each ST2 capital project has a cost estimate that originated from the 2008 voter-approved plan. Original ST2 cost estimates, 2014 cost estimates, and 2015 cost estimates for ST2 projects appear in Appendix A.

Our cost estimates are maintained on a current year, constant dollar basis. For instance, in the 2015 TIP, full project cost estimates are presented in constant 2014 dollars. However, the Board approves budgets in year-of-expenditure dollars to take into account the fact that project spending occurs over several years and so must be adjusted for inflation.



CONSTRUCTING THE UNIVERSITY OF WASHINGTON STATION

The University of Washington Station is part of the 3.1-mile University Link Extension running between downtown Seattle, Capitol Hill, and the University of Washington. The extension is scheduled to open in the first quarter of 2016. More than 50,000 cubic yards of concrete and more than 7,800 tons of reinforcing steel are integrated into the station. In addition, the station platform is capable of holding up to 1,500 passengers.

Service Delivery

The 2015 Transit Improvement Plan (TIP) contains forecasted expenses to operate and maintain the regional transit system from 2015 – 2020. Operating expenses include the costs of third-party operators for light rail, commuter rail, and bus services, as well as Sound Transit’s direct costs for providing those services.

SERVICE DELIVERY SUMMARY (in thousands)

Mode	2015	2016	2017	2018	2019	2020	Total TIP
Central Link Light Rail	\$63,453	\$78,309	\$84,059	\$86,714	\$89,308	\$96,773	\$498,615
Tacoma Link Light Rail	4,623	5,036	5,241	5,318	5,498	6,607	32,323
Sounder Commuter Rail	43,552	48,079	51,773	54,304	55,818	\$58,289	311,815
ST Express Bus	116,785	123,272	122,993	126,612	129,756	126,817	746,235
Total	\$228,413	\$254,696	\$264,067	\$272,948	\$280,380	\$288,486	\$1,588,989

As a part of the annual budget, the Sound Transit Board approves spending for each of these modal services for the following fiscal year. The Agency also maintains a Service Implementation Plan (SIP) that forecasts service expenditures for a six-year period. The Adopted 2015 SIP provides the service plan on which the Adopted 2015 Budget is based. Reviewed and recommended by the Operations and Administration Committee, the Board adopted the 2015 SIP at the same time as adopting the 2015 budget. The TIP only includes summary spending information for the six-year period described in the SIP. The SIP can be read at www.soundtransit.org.

In 2015 service levels provided by each of Sound Transit’s four modes will remain essentially the same as in 2014. In 2016, two additional round trips for Sounder commuter rail service are planned. There are no changes planned for Tacoma Link light rail service through 2020. However, the extension of Tacoma Link service approved by voters in ST2 is moving through the planning process.

Central Link expansion approved in the ST2 program includes extensions of light rail service south of the Airport to Angle Lake Station at S. 200th Street and north to the University of Washington in the first quarter of 2016. In 2021 light rail service north to Northgate will begin. Additional extensions of light rail service are planned for 2023 north to Lynnwood, south to Kent/Des Moines in the vicinity of Highline Community College, and east to Overlake.





NORTHGATE STATION

The elevated Northgate Station will be located east of 1st Ave NE, spanning NE 103rd Street. Station entrances will be on the Northgate Mall property north of NE 103rd Street and near the Northgate Transit Center south of NE 103rd Street. This station will provide access to Northgate Mall, bus transfers at the transit center, adjacent park-and-ride facilities, North Seattle Community College, and nearby homes and businesses.

Project Delivery

The 2015 Transit Improvement Plan (TIP) contains all Board-authorized active project budgets for expanding and improving the regional transit system. The majority of Sound Transit's projects support the planning, design, and construction of light rail, commuter rail, and express bus transit infrastructure as described in the Sound Move and ST2 plans.

The 2015 TIP reports projects by categories which align with common industry practice and provide transparency into the Agency's investment in expanding service versus investment in existing assets. Within each of the following categories, projects are also identified by mode.

- System Expansion – Projects that expand the regional mass transit system and include the voter-approved ST2 and Sound Move programs.
- Enhancement – Projects that improve rider experience, increase the existing system's functionality, or reduce operating costs.
- Rehabilitation & Replacement – Projects that extend the life of the existing transit system or replace system assets at the end of their useful life.
- Administrative Projects – Projects that indirectly support the Agency's mission.

As the system expands and its years in service lengthen, investment in maintaining our assets in a state of good repair and improving existing facilities will increase. The first table below clearly delineates spending on system expansion from spending required to maintain existing assets. The second table is broken out by project mode.

PROJECT DELIVERY SUMMARY BY PROJECT TYPE

(in thousands)

	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total TIP
System Expansion									
Link	\$4,775,272	\$609,752	\$514,308	\$475,281	\$462,714	\$293,904	\$231,451	\$399,307	\$7,761,989
Sounder	531,475	93,928	117,538	24,533	-	-	-	-	767,473
Regional Express	180,610	79,345	87,881	35,087	18,707	-	-	-	401,629
Other	41,638	24,660	17,027	23,834	12,161	7,020	5,031	32,226	163,597
System Expansion Subtotal	\$5,528,995	\$807,684	\$736,754	\$558,734	\$493,581	\$300,924	\$236,483	\$431,533	\$9,094,688
Enhancement	57,934	35,230	26,152	2,010	711	808	415	-	123,260
Rehabilitation & Replacement	107,414	27,292	27,302	7,863	52,999	3,454	9,505	4,106	239,933
Administrative	14,977	3,963	3,952	3,638	3,295	3,209	3,122	11,544	47,700
Total	\$5,709,320	\$874,169	\$794,159	\$572,245	\$550,586	\$308,394	\$249,524	\$447,183	\$9,505,580

PROJECT DELIVERY SUMMARY BY MODE

(in thousands)

	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total TIP
Link	\$4,788,263	\$621,787	\$519,699	\$475,617	\$462,888	\$294,038	\$231,451	\$399,307	\$7,793,050
Sounder	559,841	122,500	131,238	30,184	2,516	-	-	-	846,279
Regional Express	297,256	95,750	117,784	37,231	67,595	1,249	8,123	-	624,987
Other	63,960	34,132	25,439	29,213	17,587	13,107	9,950	47,876	241,265
Total	\$5,709,320	\$874,169	\$794,159	\$572,245	\$550,586	\$308,394	\$249,524	\$447,183	\$9,505,580

The Project Delivery section of the TIP document displays project budgets primarily in terms of cash flow – what year dollars will be spent. Total project budget is not necessarily included in the TIP because the Agency’s Phase Gate process requires most project budgets be approved by the Board in phases, rather than all at once. There are a number of terms that require definition in order to clearly understand the tables in this section.

Life to Date – Sum of all project expenditures prior to the budget year.

Annual Cash Flow – Annual expected expenditures are shown for six years beginning with the budget year.

Future – Refers to the sum of approved budgets that is expected to be used in years seven and beyond.

Total TIP – Equivalent of the total Board-approved budget for a project. It may be just preliminary engineering, final design, and right-of way, or it could be baseline of the entire project budget.

Each of the project detail pages state the type and amount of the Board-approved lifetime budget. Lifetime budget is stated in year-of-expenditure dollars (YOE\$). Appendix B contains a summary of lifetime budgets for active Sound Move projects.

Cost Estimates – Most comparable to a baseline budget, cost estimates are for completion of an entire project. Costs estimates are periodically updated as new information becomes available. Estimates are also adjusted each year for inflation and stated in constant-year dollars.

For ST2 projects only, project detail pages in the following subsections show project cost estimates. Cost estimates for 2008 (the year ST2 was adopted by voters), 2014, and 2015 are stated in constant-2014 dollars. A summary of ST2 cost estimates is provided in Appendix A.

Summary of Changes from 2014 to 2015

The 2015 TIP contains the expenditures for active phases of capital and operating projects as authorized by the Board through the Agency’s Phase Gate process. The table below reconciles the changes in project lifetime budgets for each project category from 2014 to 2015.

PROJECT DELIVERY SUMMARY OF CHANGES BY PROJECT TYPE FROM 2014 TO 2015 (in thousands)

	2014 Lifetime Total	2014 Board Actions	2015 New Projects	Lifetime Budget Transfers	Lifetime Budget Inc/(Dec)	Transfer from Cost Estimates	2014 Closed Projects	2015 Lifetime Budget
System Expansion								
Link Light Rail	\$7,743,390	\$8,809	\$ -	\$ -	\$1,955	\$7,834	\$ -	\$7,761,989
Sounder Commuter Rail	629,630	56,468	-	6,455	121,600	204	(46,884)	767,473
Regional Express	389,822	163,778	5,040	-	-	293	(157,304)	401,629
Other	168,112	3,460	-	(6,455)	(1,521)	-	-	163,597
Subtotal	\$8,930,955	\$232,516	\$ 5,040	\$ -	\$122,034	\$8,331	(\$204,188)	\$9,094,687
Enhancement	126,288	-	1,583	-	2,294	-	(6,906)	123,260
Rehabilitation & Replacement	203,703	-	14,840	-	22,090	-	(700)	239,933
Administrative	47,700	-	-	-	-	-	-	47,700
Total	\$9,308,645	\$232,516	\$21,463	-	\$146,418	\$8,331	\$(211,794)	\$9,505,580

2014 Board Actions – An action to change a project’s lifetime budget taken by the Board after adoption of the 2014 TIP.

- Amendment creating a new project.
 - \$6.5 million was authorized to create the Point Defiance By-Pass Project. This project is in partnership with Washington Department of Transportation (WSDOT) to design and construct track and signal improvements on Sound Transit owned railway from Nisqually to Tacoma, with the goal of improving service times for Amtrak and other potential users of the line. These costs are reimbursable through the Federal High Speed Rail grant administered by WSDOT.
- Amendments changing existing capital projects.
 - Tacoma Trestle Track and Signal was increased by \$24.3 million for right-of-way purchases and completion of final design. This increase exceeds the resources estimated in ST2 and is part of an anticipated increase when the project is baselined.
 - ST Express Mid-Day Bus Storage was increased by \$2.4 million to baseline the project. These costs were included in the cost estimate for the Bus Maintenance Facility which project has been reduced by a like amount to fund this project.
 - Fare Collection project (previously Ticket Vending Machines) was increased by \$3.5 million to provide additional funding for hardware and software upgrades in support of digital chip technologies and electronic citation capabilities.
 - Sounder Yard Expansion project was increased by \$19.7 million to baseline the project. These costs were included in the cost estimate for the Sounder Yard and Shops Facility project which has been reduced by a like amount to fund this project.
 - I-90 Two Way Transit and HOV Stage 3 project was increased by \$161.4 million to baseline the project. This project is funded by both Sound Move and ST2 programs and additional Agency financial capacity of \$89.0 million.
 - Initial Segment project was increased by \$1.3 million to fund the settlement of a claim.
 - Link Operations and Maintenance Satellite Facility project was increased \$4.3 million to provide funding to complete preliminary engineering. This action increased the preliminary engineering phase beyond the ST2 cost estimate for that phase.
 - Sumner Station Access improvements project was increased by \$5.9 million through a Phase Gate action to allow for the purchase of a satellite parking facility (Bonney Lake Park and Ride) and complete the preliminary engineering and environmental requirements of the project. A portion of the increase was funded through a reduction in the D to M Street Track and Signal project.
 - The D to M Street Track and Signal project was decreased by \$2.8 million to provide funding for the purchase of the satellite parking facility (Bonney Lake Park and Ride) in the Sumner Station Improvements project.
 - The Overlake Village Bridge project was increased by \$3.3 million to provide funds for completion of final design, right of way and third party agreements.

2015 New Projects – Newly created project for the 2015 budget year.

- Six new projects are in the 2015 TIP:
 - Link Remote Switch Heaters project for \$200 thousand to install heaters for the exposed switches at the Rainier Beach and Stadium Station Link Light Rail locations.
 - IT Transit Systems project for \$5.9 million to address the rehabilitation and replacement of CCTV, message board and other systems at ST Express and Sounder Stations.
 - IT Link Light Rail project for \$3.9 million for the replacement of the information systems infrastructure of the existing SCADA system.
 - Bothell Transit Related Improvements for \$5.0 million was created for a fixed contribution to the city of Bothell for transit improvements, refunding an ST2 project that was suspended as part of the 2010 program realignment
 - Light Rail Vehicle (LRV) Overhaul project for \$5.0 million to fund necessary repairs to existing LRV Fleet.
 - Union Station Remodel project for \$1.38 million to perform infrastructure upgrades and furniture procurements in support of Agency personnel and consultant growth.

Budget Transfers – 2015 change in a project's lifetime budget including budget transfers between projects, and moving lifetime budget to new or existing projects.

- Ballard to Seattle HCT, Lynnwood to Everett HCT, South King County HCT, and South Corridor Alternative Planning projects, and the HCT Corridor Planning Studies project were reduced collectively by \$9.7 million and the budget savings transferred to the ST3 Planning project (Long-Range Plan update).
- Passenger Information Systems focuses on Sounder stations and will be completed in 2015. Budget was transferred to System Expansion – Sounder from Other.

Budget Increases/(Decreases) – 2015 changes in a project's lifetime budget that are an increase or decrease rather than a transfer.

- The Tacoma Link Expansion project was increased by \$1.96 million to fund the completion of the environmental assessment and preliminary engineering phase of the project.
- The Point Defiance Bypass project was baselined increasing the lifetime budget of that project by \$121.6 million.
- Central Link HVAC for Traction Power and Central Link HVAC Instrument House and UPS Room were increased by \$629 thousand to accommodate the need for additional right-of-way in support of these projects.
- Passenger Information Systems project was reduced by \$3.7 million to contribute to the creation of the IT Transit Systems project which will fund Rehabilitation and Replacement costs of computer and technology based systems at Sounder Stations and Regional Express Transit Centers.
- Non-Revenue Support Vehicles project was increased by \$1.23 million to recognize the maintenance vehicle replacement plan to replace aged maintenance fleet vehicles.
- Signage Improvements was increased by \$440 thousand to provide way-finding and TVM signage in the International District for the First Hill Street Car.

- Sounder Vehicle Overhaul project was increased \$1.8 million to support the matching fund requirements for the CMAQ Grant to improve air quality of the Sounder locomotive engines during overhaul.
- The ST Express Fleet Replacement program and the Small Works program were increased \$16.3 million to adjust for increased costs, changes of vehicle replacement types and to add an additional year to those programs.
- A transfer of \$1.61 million from various corridor studies to ST3 Planning \$898 thousand and to increase the South Corridor Alternative Planning project \$709 thousand to complete additional project requirements.

Transfer from Cost Estimate – Reflects an allocation to the lifetime budget under the Phase Gate process that is within the ST2 cost estimate.

- Lynnwood Link Extension and Federal Way Extension projects were increased \$7.8 million to fund right-of-way needs.
- Sounder Yard and Shops and ST Express Bus Base projects were increased \$497 thousand to fund the increased level of staff effort through the preliminary engineering phase.

Closed Projects – Completed and closed projects excluded from the 2015 TIP.

- Twenty-two projects were closed in August 2014 after completing Phase Gate 8.



Link Light Rail – East Link Extension
Downtown Bellevue Segment Drawing

Project Summary and Detail Pages

In the project delivery section, details pertaining to each project are provided as well as summaries of each program.

Summary Tables

Summary tables for all budgets approved by the Board include three views:

- Projects by budget approval phase. A few exceptions are programs that are comprised of a number of projects and reserves.
- Subarea, by allocation to Sound Transit's five geographic subareas.
- Project phase, by the Agency's work breakdown structure phases that group costs relative to activities and deliverables such as final design, construction, and startup and testing (see Appendix C for a list of project phases).

Project Detail

Each active project has a full page that covers scope, lifetime budget and cashflow detail, phase gate status, and schedule and budget risk information. For ST2 projects, cost estimate updates are included. The following is an explanation of terms used in the project pages.

Capital Budget (in YOE dollars)

Phase Gate Passed

The most recent gate passed indicates a project's progress. Certain Sound Move projects pre-date implementation of our Phase Gate process and are not required to pass through gates they would have, had the process been in place.

Pending – Projects that will pass through Gate 1 before the end of the coming year

Gate 1 – Enter Project Development	Gate 5 – Establish Baseline
Gate 2 – Identify Alternatives	Gate 6 – Proceed to Construction
Gate 3 – Identify Preferred Alternative	Gate 7 – Transition to Operations
Gate 4 – Enter Final Design	Gate 8 – Close Out Project

None – Projects that advanced through project development prior to implementation of Phase Gate (includes some Sound Move projects).

N/A – Projects not subject to the Phase Gate process, e.g., procurements, installation of equipment, etc.

Baseline

Baseline budget is the lifetime budget for the entire project in year of expenditure dollars. The baseline budget is established once the project scope and schedule are defined.

2014 TIP

Board-authorized project budget included in the 2014 TIP.

2015 TIP

Project lifetime budget included in the 2015 TIP.

ST2 Project Cost Estimate (in 2014 dollars)

This section of the project page is for ST2 projects only and provides a history of funded cost estimate updates in constant dollars. Cost estimates provided include the original 2008 estimate, prior to budget year estimate, and budget year estimate.

Budget Risk AssessmentEstimate Type

Basis of current budget estimate used for a project:

- Initial Estimate – Sound Move or ST2 program plans
- Planning – preliminary conceptual estimate developed for specific sites based on limited project information
- Conceptual Engineering
- Scoping – itemized right-of-way and construction costs on an estimated unit price basis
- PE/ED – preliminary engineering/environmental design
- Final Design
- Construction – full design drawings, specifications, and known unit prices
- Fixed Contribution – contractual amount of funds Sound Transit is to contribute to a project implemented by another transit Agency or governmental entity. This may not reflect a project's total cost estimate.

Budget Risk Level

Overall risk level for each project is classified as low, medium, or high, depending on the presence of uncertainties that could impact the scope or budget.

Schedule Risk AssessmentSchedule Risk Level

Overall risk level for each project is classified as low, medium, or high depending on the presence of risk factors that could impact the completion schedule for budgeted phases. If the project has a baseline budget, then risk is assessed at the level of the entire project through to putting the asset into service.

2014 Budget Schedule

The year anticipated for completion of the budgeted phases of the project as of the 2014 TIP.

2015 Budget Schedule

The year anticipated for completion of the budgeted phases of the project as of the 2015 TIP.

Project Risk Assessment

Explanation of the budget or schedule risk for the budgeted phases of the project.



SEA-TAC INTERNATIONAL AIRPORT

Travel to or from Sea-Tac International Airport has never been easier. The airport's light rail station is connected to the fourth floor of the main parking garage. Link light rail trains depart every 7-15 minutes; the trip from the airport to downtown Seattle takes about 35 minutes.

System Expansion – Link Light Rail

Sound Transit's regional light rail service began in 2003 with the completion of Tacoma Link, a 1.6-mile line between Tacoma Dome Station and downtown Tacoma. In July 2009, the initial segment, consisting of a 13.9-mile line between downtown Seattle and the city of Tukwila opened for service. In December 2009, a 1.7-mile extension known as Airport Link from Tukwila to Sea-Tac International Airport was also completed. Today, Link carries an increasing number of passengers each year with over 11.4 million expected in 2015.

Within the Link program, the TIP identifies budgets to continue construction of:

- University Link Extension from downtown Seattle to the University of Washington
- Extension from the Airport to S. 200th in SeaTac
- Extension north from the University of Washington to Northgate.

Also included are advance planning and design efforts for future extensions south to Federal Way, east to Bellevue and the Overlake area of Redmond and north to Lynnwood.

Costs to build the University Link, Northgate Link, and the S. 200th segment, and complete the design of the East Link segment make up the majority of our capital spending through 2016.

TIP Highlights

Major Link elements of the 2015 TIP include:

- Continue University Link Extension construction through 2015 with revenue service scheduled to begin in 2016
- Continue planning, design, and construction efforts for light rail extensions to the north, south, and east
- Preliminary engineering for the expansion of Tacoma Link

BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
Federal Way Link Extension	Phase Gate	Preliminary Engineering	Budget increased for right-of-way acquisition activities.	\$834
Lynnwood Link Extension	Phase Gate	Preliminary Engineering	Transfer of cost estimate funding to allow for an increase of \$1.0 million in Admin phase for community outreach consulting and \$6.0 million in ROW phase for continuing ROW administration and early acquisition of property near the Northgate Link terminus.	\$7,000
Tacoma Link Expansion	Phase Gate	Preliminary Engineering	The increased budget is a result of added field offices, increased staff cost, Value Engineering budget, and estimated cost to complete for the Preliminary Engineering.	\$1,955

SCHEDULE CHANGES

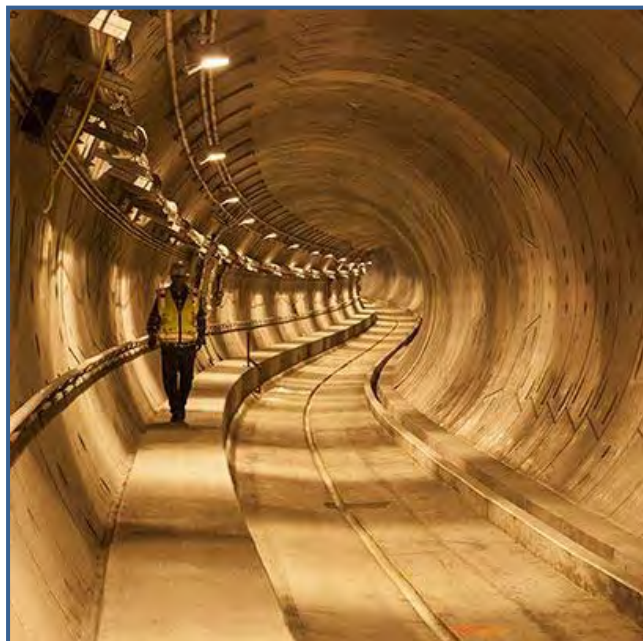
Project	Schedule Type	Explanation	Old Date	New Date
First Hill Streetcar	Completion & Closeout	Project schedule is extended for one year to complete processing of invoices related to final construction and systems testing.	2014	2015
Link Operations & Maintenance Satellite Facility	Preliminary Engineering	The preliminary engineering contract work will be completed on schedule at the end of 2015, schedule increased consistent with funding to begin a transition/procurement period to final design carrying over to early 2016.	2015	2016
Lynnwood Link Extension	Preliminary Engineering	The addition of the community outreach consultant contract, which spans preliminary engineering through the completion of final design, extends the lifetime budget and schedule through 2018. The budget for the outreach consultant contract does not impact project schedule. Remaining final design dollars will be added to the project budget at Phase Gate 4.	2016	2018
Tacoma Link Expansion	Preliminary Engineering	Preliminary engineering phase starts in 2014 and will be completed in 2015. Schedule is adjusted to reflect realistic time frames for environmental and other approvals.	2014	2015

Project Closures

No projects were closed in 2014.

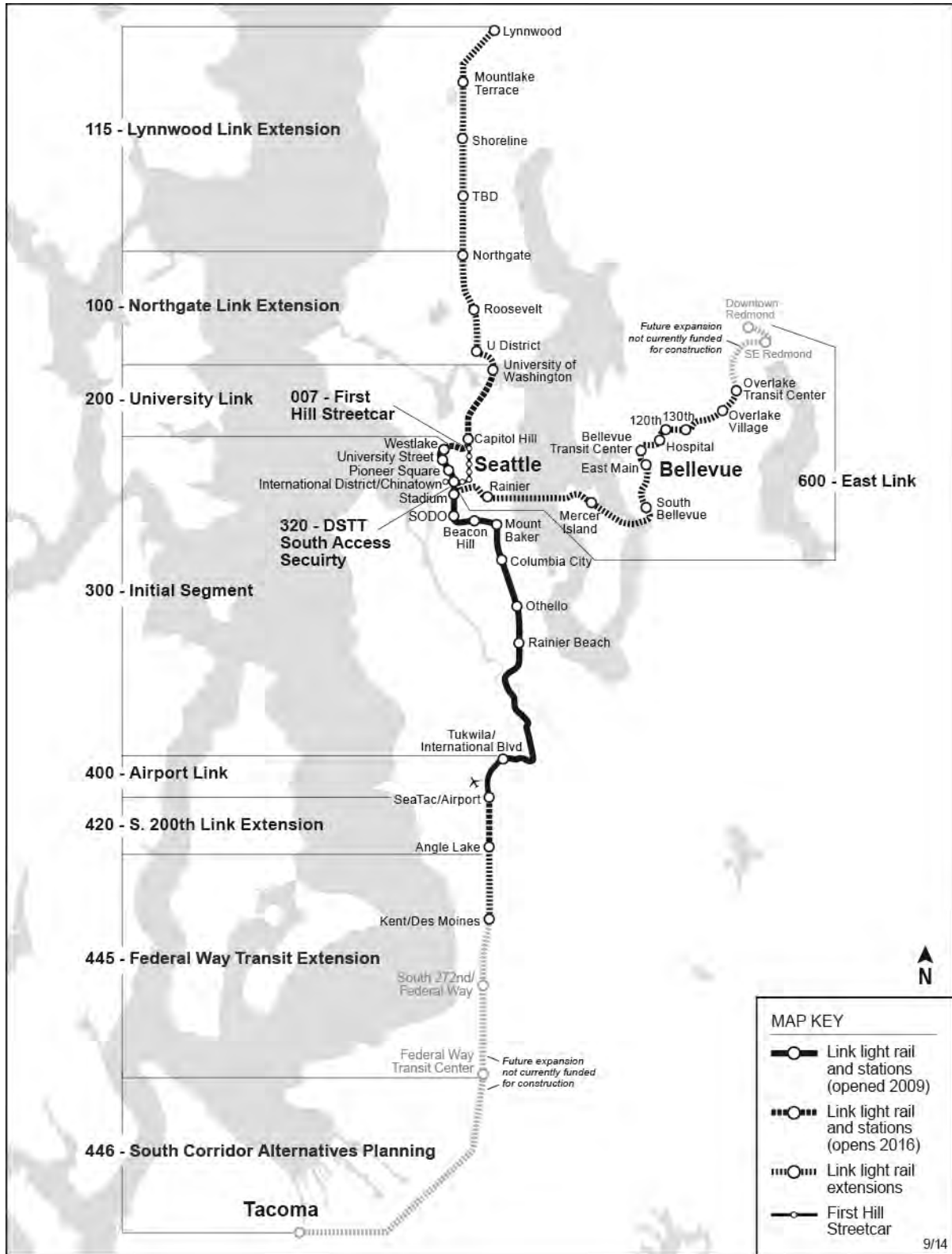
The following project is scheduled to be closed in 2015.

- Airport Link

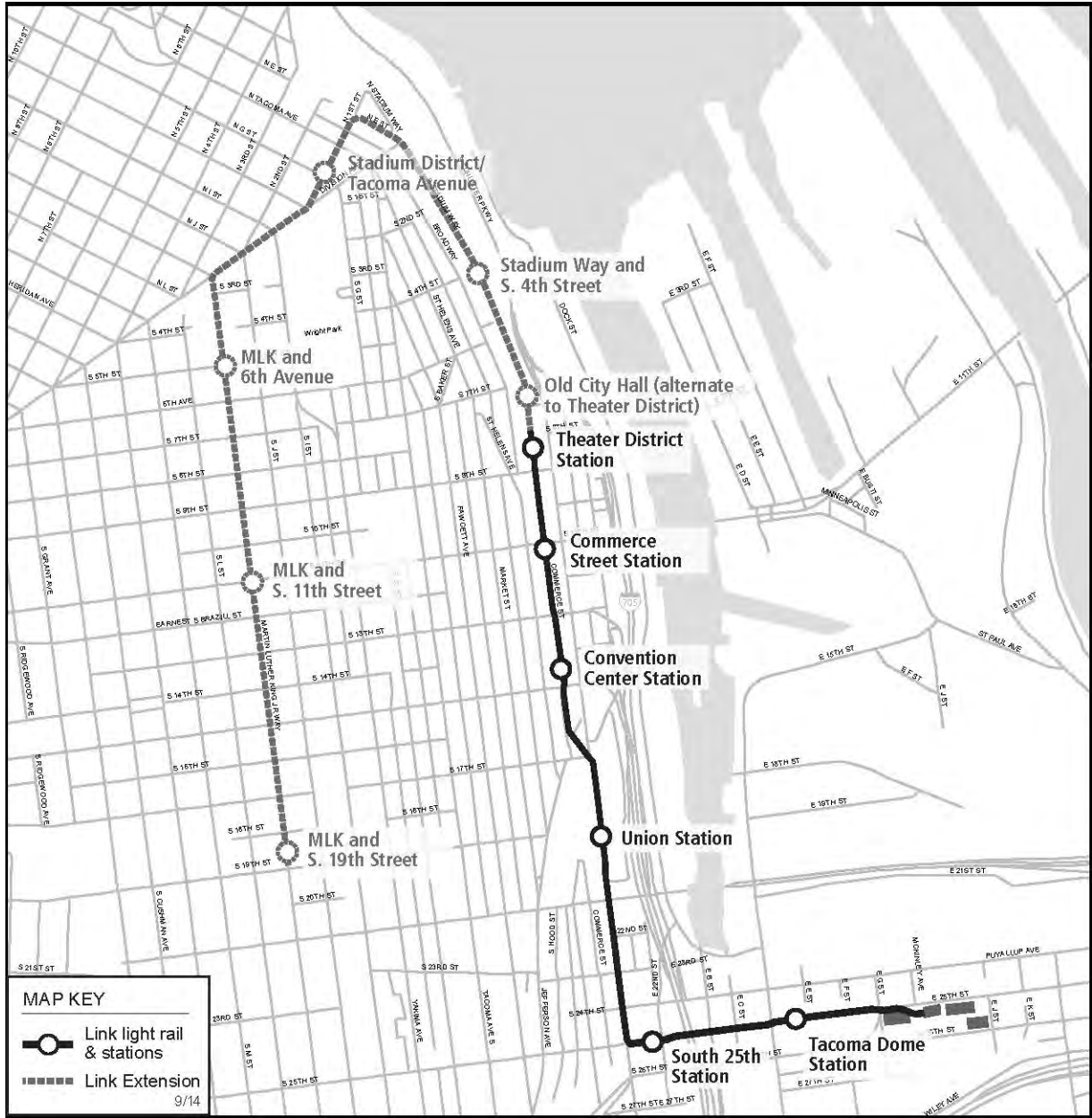


University Link – Tunnel Construction

CENTRAL LINK LIGHT RAIL CAPITAL PROJECTS



TACOMA LINK LIGHT RAIL CAPITAL PROJECTS



2015 TIP Cashflow by Budget Approval

(in thousands)

**System Expansion
LINK**

Project Number and Name	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Preliminary Engineering									
400008 Tacoma Link Expansion	3,856	3,225	705	0	0	0	0	0	7,786
400009 Link Operations & Maintenance Satellite Facility	27,434	6,673	2,722	0	0	0	0	0	36,828
4X115 Lynnwood Link Extension	37,190	16,325	10,004	300	300	0	0	0	64,119
4X445 Federal Way Link Extension	12,716	12,779	16,517	864	0	0	0	0	42,877
4X620 Overlake Village Bridge	422	1,163	1,084	778	788	755	113	83	5,186
Subtotal	81,618	40,165	31,032	1,943	1,088	755	113	83	156,796
Final Design & ROW									
4X600 East Link Extension	268,546	142,945	137,170	88,118	63,369	57,539	16,167	24,494	798,347
Subtotal	268,546	142,945	137,170	88,118	63,369	57,539	16,167	24,494	798,347
Baseline									
400007 First Hill Streetcar	125,273	7,507	0	0	0	0	0	0	132,780
4X100 Northgate Link Extension	392,156	208,165	220,971	258,732	275,865	235,610	215,172	324,729	2,131,400
4X200 University Link Extension	1,366,385	120,628	76,751	69,851	122,392	0	0	0	1,756,007
4X300 Initial Segment	2,090,903	300	565	0	0	0	0	0	2,091,768
4X400 Airport Link	261,104	0	546	0	0	0	0	0	261,650
4X420 So. 200th Link Extension	189,289	90,041	47,274	56,637	0	0	0	0	383,241
Subtotal	4,425,109	426,642	346,107	385,220	398,257	235,610	215,172	324,729	6,756,846
Reserve									
4X199 Northgate Link Extension Project Reserve	0	0	0	0	0	0	0	50,000	50,000
Subtotal	0	0	0	0	0	0	0	50,000	50,000
Total	\$4,775,272	\$609,752	\$514,308	\$475,281	\$462,714	\$293,904	\$231,451	\$399,307	\$7,761,989

2015 TIP Cashflow by Subarea
(in thousands)

System Expansion
LINK

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
1 - Snohomish	26,067	10,315	6,034	164	164	0	0	0	42,743
2 - North King	3,455,831	345,906	303,960	329,248	398,774	235,955	215,269	374,876	5,659,819
3 - South King	1,010,338	104,179	65,007	57,501	0	0	0	0	1,237,026
4 - East King	279,181	146,126	138,603	88,368	63,777	57,949	16,182	24,430	814,615
5 - Pierce	3,856	3,225	705	0	0	0	0	0	7,786
Total	\$4,775,272	\$609,752	\$514,308	\$475,281	\$462,714	\$293,904	\$231,451	\$399,307	\$7,761,989

2015 TIP Cashflow by Phase
(in thousands)

Phase # and Description	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	336,997	44,229	46,688	46,407	21,839	13,733	11,001	48,259	569,152
20-Prelim Engineering/Env Review	184,243	29,397	14,242	253	250	300	300	650	229,635
30-Final Design+Specifications	447,760	55,404	38,667	17,975	16,170	15,173	12,400	20,200	623,748
35-Third Party	208,211	16,017	10,876	12,780	6,259	4,937	4,644	10,898	274,621
40-Row Acquisition+Permits	513,548	102,319	130,346	102,814	42,867	41,083	1,813	7,426	942,217
50-Construction	2,609,366	318,013	230,443	261,628	349,481	151,626	52,877	187,410	4,160,844
55-Construction Services	211,257	36,863	35,589	26,256	13,424	10,504	6,819	20,050	360,763
70-Vehicles	245,956	410	3,759	7,168	12,425	55,331	136,531	47,767	509,348
80-System Testing+Startup	17,933	7,100	3,697	0	0	1,216	5,067	6,647	41,660
90-Contingency	0	0	0	0	0	0	0	50,000	50,000
Total	\$4,775,272	\$609,752	\$514,308	\$475,281	\$462,714	\$293,904	\$231,451	\$399,307	\$7,761,989

System Expansion

LINK

400008

Tacoma Link Expansion

Managed by: PEPD

Scope: Sound Transit, in cooperation with the city of Tacoma and Pierce Transit, is conducting conceptual and preliminary engineering and environmental review to expand Tacoma Link in the selected corridor. Federal Transit Administration guidance is being followed so that the project is eligible for future Small Starts grant funding consideration. Expansion is expected to require additional funding from other entities.

The estimated total project cost of \$165 million YOE is expected to be funded by \$50 million YOE of local Sound Transit revenues, \$75 million YOE of Small Starts funding, and \$40 million YOE of a local partnership.

Changes in lifetime budget since 2014: Project budget increased by \$2.0 million to complete Preliminary Engineering phase.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	3-Identify Preferred Alternative	2008 Cost Estimate:	\$96,646
Baseline:	\$0	2014 Cost Estimate:	\$131,267
2014 TIP:	\$5,831	2015 Cost Estimate:	\$131,267
2015 TIP:	\$7,786		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Pierce	3,856	3,225	705	0	0	0	0	0	7,786
Total	3,856	3,225	705	0	0	0	0	0	7,786

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	1,101	628	101	0	0	0	0	0	1,831
20-Prelim Engineering/Env Review	2,735	2,577	560	0	0	0	0	0	5,872
40-Row Acquisition+Permits	19	20	44	0	0	0	0	0	83
Total	3,856	3,225	705	0	0	0	0	0	7,786

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	High
Budget Risk Level:	High	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2015

Project Risk Assessment
Budget and Schedule Risk: Route alternatives may exceed budget. Project requires continued coordination with community stakeholders and contribution from public/private partners.

System Expansion

LINK

400009**Link Operations & Maintenance Satellite Facility****Managed by: PEPD**

Scope: Review and evaluate current and future light rail storage and maintenance requirements to support the development, design, and construction of a future light rail operations and maintenance facility for ST2 system expansion. In July 2014, the project lifetime budget was increased by \$4.3 million in the PE phase for completion of preliminary engineering work (Resolution No. R2014-13). It is anticipated that the total cost of this project when baselined will exceed the estimate of the original ST2 cost estimates. As the preliminary engineering of the project is completed, an understanding of the additional costs of the project will be identified.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	3-Identify Preferred Alternative	2008 Cost Estimate:	\$286,870
Baseline:	\$0	2014 Cost Estimate:	\$241,723
2014 TIP:	\$36,828	2015 Cost Estimate:	\$241,723
2015 TIP:	\$36,828		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	5,761	1,401	572	0	0	0	0	0	7,734
North King	4,581	1,114	455	0	0	0	0	0	6,150
South King	5,267	1,281	523	0	0	0	0	0	7,071
East King	11,824	2,876	1,173	0	0	0	0	0	15,873
Total	27,434	6,673	2,722	0	0	0	0	0	36,828

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	758	1,185	1,293	0	0	0	0	0	3,237
20-Prelim Engineering/Env Review	3,531	5,261	1,190	0	0	0	0	0	9,982
35-Third Party	0	165	220	0	0	0	0	0	385
40-Row Acquisition+Permits	23,144	62	19	0	0	0	0	0	23,225
Total	27,434	6,673	2,722	0	0	0	0	0	36,828

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	High
Budget Risk Level:	High	2014 Budget Schedule:	2015
		2015 Budget Schedule:	2016

Project Risk Assessment

Design challenges and coordination efforts with third parties, stakeholders, and jurisdictions have the potential to impact both the budget and the schedule for completing preliminary engineering resulting in potentially delayed schedule for opening of the facility in 2020 and increased costs to the project.

System Expansion

LINK

4X115**Lynnwood Link Extension****Managed by: PEPD**

Scope: The Lynnwood Link Extension project entails planning, permitting, design and construction of an extension of light rail from Northgate to Lynnwood with additional service in the cities of Shoreline, Mountlake Terrace and Lynnwood. Consistent with the FTA New Starts requirements, the project has undergone an alternatives analysis and environmental scoping. The draft environmental impact statement was completed in summer 2013, and preliminary engineering of the preferred alternative and the final environmental impact statement are scheduled for completion in 2015. The project will transition to Final Design including procurement in 2015.

Changes in lifetime budget since 2014: Project budget increased \$7.0 million for continuing outreach and ROW administration/early acquisition.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	3-Identify Preferred Alternative	2008 Cost Estimate:	\$1,614,198
Baseline:	\$0	2014 Cost Estimate:	\$1,375,063
2014 TIP:	\$57,119	2015 Cost Estimate:	\$1,375,063
2015 TIP:	\$64,119		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	20,306	8,913	5,462	164	164	0	0	0	35,009
North King	16,884	7,411	4,542	136	136	0	0	0	29,110
Total	37,190	16,325	10,004	300	300	0	0	0	64,119

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	4,839	3,149	3,150	300	300	0	0	0	11,738
20-Prelim Engineering/Env Review	31,758	12,049	528	0	0	0	0	0	44,334
35-Third Party	209	777	10	0	0	0	0	0	996
40-Row Acquisition+Permits	384	350	6,316	0	0	0	0	0	7,050
Total	37,190	16,325	10,004	300	300	0	0	0	64,119

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2014 Budget Schedule:	2016
		2015 Budget Schedule:	2018

Project Risk Assessment

Budget Risk: Remains a concern and should become clearer in Q2 2015, when alignment alternatives are reviewed and a record of decision (ROD) is issued.

Schedule Risk: Coordination efforts with multiple third parties, stakeholders, and jurisdictions, and complying with the requirements of the Federal Transit Administration's New Starts process have the potential to impact the schedule for preliminary engineering and transition to Final Design.

System Expansion

LINK

4X445	Federal Way Link Extension	Managed by: PEPD
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Scope: The Federal Way Link Extension extends approximately 7.6 miles from S. 200th Street in the city of SeaTac to the Federal Way Transit Center. The project has undergone alternatives analysis and environmental scoping. Publication of a draft environmental impact statement is anticipated in early 2015 and completion of a final environmental impact statement in 2016. The project scope includes conceptual engineering to support the environmental analysis. In addition, design of the preferred alternative will be advanced through preliminary engineering for the 2.3-mile segment from S. 200th Street to Kent/Des Moines.

Changes in lifetime budget since 2014: Project budget increased \$834 thousand for ROW activities.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	2-Identify Alternatives	2008 Cost Estimate:	\$474,331
Baseline:	\$0	2014 Cost Estimate:	\$422,448
2014 TIP:	\$42,043	2015 Cost Estimate:	\$422,448
2015 TIP:	\$42,877		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
South King	12,716	12,779	16,517	864	0	0	0	0	42,877
Total	12,716	12,779	16,517	864	0	0	0	0	42,877

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	2,003	2,682	3,836	864	0	0	0	0	9,385
20-Prelim Engineering/Env Review	10,404	9,075	11,405	0	0	0	0	0	30,883
35-Third Party	92	623	860	0	0	0	0	0	1,575
40-Row Acquisition+Permits	217	400	417	0	0	0	0	0	1,034
Total	12,716	12,779	16,517	864	0	0	0	0	42,877

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type: Planning	Schedule Risk Level: High
Budget Risk Level: High	2014 Budget Schedule: 2016
	2015 Budget Schedule: 2016

Project Risk Assessment
Project entering environmental review. Uncertainties exist in design, environmental, third party, and jurisdictional requirements that could present budget and schedule risks.

System Expansion

LINK

4X620

Overlake Village Bridge

Managed by: DECM

Scope: Overlake Village Bridge is a joint project with the City of Redmond to design a pedestrian bridge over SR-520 at the Overlake Village Station. Through the partnership with Sound Transit, the City of Redmond has been able to receive two grants, a Congestion Mitigation and Air Quality (CMAQ) and a Transportation Alternatives Program (TAP), for the design and construction of this pedestrian bridge. Work started in August 2013. In the second quarter of 2015 the project scope and budget will be integrated into East Link Extension project Baseline.

Changes in lifetime budget since 2014: Project budget increased \$3.3 million for ROW acquisitions, final design, and project administration related to Overlake Village Station improvements funded by the City of Redmond.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	4-Enter Final Design	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$5,186	2015 Cost Estimate:	N/A
2015 TIP:	\$5,186		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
East King	422	1,163	1,084	778	788	755	113	83	5,186
Total	422	1,163	1,084	778	788	755	113	83	5,186

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	7	25	44	68	88	167	113	83	595
30-Final Design+Specifications	416	500	707	710	700	587	0	0	3,621
35-Third Party	0	0	332	0	0	0	0	0	332
40-Row Acquisition+Permits	0	638	0	0	0	0	0	0	638
Total	422	1,163	1,084	778	788	755	113	83	5,186

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Final Design	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2015
		2015 Budget Schedule:	2015

Project Risk Assessment

Although the risk is low, there is always some risk in coordinating with other jurisdictions to complete the scope of work.

System Expansion

LINK

4X600**East Link Extension****Managed by: DECM**

Scope: East Link extends light rail to East King County via I-90 from Downtown Seattle to Downtown Bellevue and the Overlake area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and the Overlake Transit Center. The project is in Final Design. Revenue service to the Overlake Transit Center is forecasted for early 2023. In the second quarter of 2015, the project scope, schedule, and budget will be Baseline, and will include the Overlake Village Bridge, which is currently a separate project (4x620).

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	4-Enter Final Design	2008 Cost Estimate:	\$3,185,348
Baseline:	\$0	2014 Cost Estimate:	\$3,020,533
2014 TIP:	\$798,347	2015 Cost Estimate:	\$3,020,533
2015 TIP:	\$798,347		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	1,611	858	823	529	380	345	97	147	4,790
East King	266,934	142,087	136,347	87,590	62,989	57,194	16,070	24,347	793,557
Total	268,546	142,945	137,170	88,118	63,369	57,539	16,167	24,494	798,347

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	30,942	12,366	12,761	12,035	15	0	0	0	68,119
20-Prelim Engineering/Env Review	53,845	436	560	253	250	300	300	650	56,594
30-Final Design+Specifications	121,563	35,299	21,916	10,703	9,616	10,064	9,710	13,750	232,621
35-Third Party	3,589	2,826	4,785	4,417	4,850	4,400	4,344	10,094	39,305
40-Row Acquisition+Permits	52,636	84,056	76,866	59,224	48,038	42,775	1,813	0	365,408
50-Construction	5,852	2,912	13,961	675	600	0	0	0	24,000
55-Construction Services	118	5,050	6,322	810	0	0	0	0	12,300
Total	268,546	142,945	137,170	88,118	63,369	57,539	16,167	24,494	798,347

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	PE/ED	Schedule Risk Level:	High
Budget Risk Level:	High	2014 Budget Schedule:	2023
		2015 Budget Schedule:	2023

Project Risk Assessment

The project presents technical and third party approval challenges and requires close coordination with stakeholders and other governmental jurisdictions. Timely decision-making will be necessary in 2015 to maintain the schedule for project baselining and construction. Competitiveness in the construction market will influence project costs. Maintaining project affordability in the face of reduced ST2 revenues remains a challenge.

System Expansion

LINK

400007**First Hill Streetcar****Managed by: PEPD**

Scope: Sound Transit is financially supporting construction and operation of Seattle's First Hill Streetcar system. This system will provide transit connections between Capitol Hill and International District/Chinatown stations via the First Hill neighborhood. Substantial completion of the system was accomplished in 2014, with vehicle delivery, system testing, and revenue operations to occur in 2015.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	5-Establish Baseline	2008 Cost Estimate:	\$136,600
Baseline:	\$132,780	2014 Cost Estimate:	\$135,066
2014 TIP:	\$132,780	2015 Cost Estimate:	\$135,066
2015 TIP:	\$132,780		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	125,273	7,507	0	0	0	0	0	0	132,780
Total	125,273	7,507	0	0	0	0	0	0	132,780

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	189	530	0	0	0	0	0	0	719
35-Third Party	125,083	6,978	0	0	0	0	0	0	132,061
Total	125,273	7,507	0	0	0	0	0	0	132,780

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Fixed Contribution	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2015

Project Risk Assessment

The project schedule and budget risks remain low as the Agency is providing a fixed contribution based on completed progress of the project. Project schedule is extended for one year to complete processing of invoices related to final construction and systems testing.

System Expansion

LINK

4X100**Northgate Link Extension****Managed by: DECM**

Scope: The Northgate Link Extension extends light rail 4.3-miles from the University of Washington Station north under the campus via twin bored tunnels to an underground U-District Station along Brooklyn Avenue NE between NE 43rd and NE 45th Streets, and underground Roosevelt Station along 12th Avenue NE between NE 65th Street and NE 67th Street, and continuing to an elevated station in Northgate along 1st Avenue NE spanning NE 103rd Street. The Northgate Link Extension is scheduled to be completed in September 2021 and will provide an interim terminus for Link at Northgate until the Lynnwood Link Extension is in service, currently anticipated in 2023.

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	\$1,670,440
Baseline:	\$2,131,400	2014 Cost Estimate:	\$1,843,483
2014 TIP:	\$2,131,400	2015 Cost Estimate:	\$1,843,483
2015 TIP:	\$2,131,400		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	392,156	208,165	220,971	258,732	275,865	235,610	215,172	324,729	2,131,400
Total	392,156	208,165	220,971	258,732	275,865	235,610	215,172	324,729	2,131,400

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	26,538	8,220	9,577	14,505	16,031	13,565	10,888	48,176	147,500
20-Prelim Engineering/Env Review	15,077	0	0	0	0	0	0	0	15,077
30-Final Design+Specifications	75,938	13,510	14,492	5,215	5,708	4,521	2,690	6,450	128,523
35-Third Party	3,464	1,929	1,757	1,600	1,409	537	300	804	11,800
40-Row Acquisition+Permits	54,205	15,883	45,747	10,901	(5,171)	(1,691)	0	7,426	127,300
50-Construction	201,924	150,580	128,438	203,675	234,739	151,626	52,877	187,410	1,311,270
55-Construction Services	14,570	17,644	17,500	17,389	13,424	10,504	6,819	20,050	117,900
70-Vehicles	439	400	3,460	5,447	9,725	55,331	136,531	47,767	259,100
80-System Testing+Startup	0	0	0	0	0	1,216	5,067	6,647	12,930
Total	392,156	208,165	220,971	258,732	275,865	235,610	215,172	324,729	2,131,400

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2014 Budget Schedule:	2021
		2015 Budget Schedule:	2021

Project Risk Assessment

Risks associated with underground conditions, limited site access, deep stations and groundborne noise and vibration have the potential to impact costs and schedule. Currently TBM progress is slower than planned, which has the potential for delaying critical path work.

System Expansion

LINK

4X200**University Link Extension****Managed by: DECM**

Scope: University Link Extension is a 3.15-mile light rail extension located entirely underground extending east from the Downtown Seattle Transit Tunnel, under I-5 to an underground Capitol Hill Station that will serve the First Hill/Capitol Hill urban center. The tunnel route crosses under the Lake Washington Ship Canal to an interim terminus in an underground University of Washington Station near Husky Stadium. University Link Extension is expected to generate high ridership by connecting the three major population and employment centers of Downtown Seattle, Capitol Hill, and the University District when it opens in 2016.

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	N/A
Baseline:	\$1,756,007	2014 Cost Estimate:	N/A
2014 TIP:	\$1,756,007	2015 Cost Estimate:	N/A
2015 TIP:	\$1,756,007		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	1,366,385	120,628	76,751	69,851	122,392	0	0	0	1,756,007
Total	1,366,385	120,628	76,751	69,851	122,392	0	0	0	1,756,007

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	65,178	13,114	14,097	15,760	5,405	0	0	0	113,554
20-Prelim Engineering/Env Review	24,261	0	0	0	0	0	0	0	24,261
30-Final Design+Specifications	82,245	5,540	1,373	4	146	0	0	0	89,308
35-Third Party	10,718	1,900	2,292	3,736	0	0	0	0	18,646
40-Row Acquisition+Permits	125,592	20	5	26,715	0	0	0	0	152,332
50-Construction	886,129	83,793	48,440	16,280	114,141	0	0	0	1,148,783
55-Construction Services	72,692	9,250	8,237	5,635	0	0	0	0	95,814
70-Vehicles	99,179	10	299	1,721	2,700	0	0	0	103,909
80-System Testing+Startup	392	7,000	2,008	0	0	0	0	0	9,400
Total	1,366,385	120,628	76,751	69,851	122,392	0	0	0	1,756,007

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2016
		2015 Budget Schedule:	2016

Project Risk Assessment

Budget and schedule risks significantly decreased after the completion of tunneling work in 2013. Some low-level risk associated with tighter constraints and coordination between Civil station contractors and Systems contractor. Some additional risk have surfaced regarding the LRV retrofit project; although those risks are captured in that project, they do have the potential to force some mitigation measures for the pre-revenue service testing activities.

System Expansion

LINK

4X300	Initial Segment	Managed by: DECM
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Scope: The 13.9-mile Initial Segment of the Link light rail system connecting South 154th Street in Tukwila with downtown Seattle opened for service in July 2009. \$1.25 million added by approval of Board Resolution No. R2014-10 in May 2014 to settle a prevailing wage claim. The project is expected to close in 2015. Budget cash flow in 2016 reflects projected surplus budget.

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$2,070,000	2014 Cost Estimate:	N/A
2014 TIP:	\$2,091,768	2015 Cost Estimate:	N/A
2015 TIP:	\$2,091,768		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	1,548,941	222	419	0	0	0	0	0	1,549,582
South King	541,962	78	146	0	0	0	0	0	542,186
Total	2,090,903	300	565	0	0	0	0	0	2,091,768

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	186,344	300	86	0	0	0	0	0	186,730
20-Prelim Engineering/Env Review	33,268	0	0	0	0	0	0	0	33,268
30-Final Design+Specifications	143,989	0	72	0	0	0	0	0	144,061
35-Third Party	61,101	0	0	0	0	0	0	0	61,101
40-Row Acquisition+Permits	205,046	0	43	0	0	0	0	0	205,089
50-Construction	1,210,201	0	340	0	0	0	0	0	1,210,541
55-Construction Services	102,529	0	25	0	0	0	0	0	102,554
70-Vehicles	131,799	0	0	0	0	0	0	0	131,799
80-System Testing+Startup	16,625	0	0	0	0	0	0	0	16,625
Total	2,090,903	300	565	0	0	0	0	0	2,091,768

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type: Construction	Schedule Risk Level: Low
Budget Risk Level: Low	2014 Budget Schedule: 2009
	2015 Budget Schedule: 2009

Project Risk Assessment
N/A

System Expansion

LINK

4X400

Airport Link

Managed by: DECM

Scope: Airport Link, the 1.7-mile extension of the Initial Segment connecting Tukwila with Sea-Tac Airport, opened for service in December 2009. Project budget reflects the estimate to complete follow-on work in 2014 and close out the project. Budget cash flow in 2016 reflects projected surplus budget.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$269,100	2014 Cost Estimate:	N/A
2014 TIP:	\$261,650	2015 Cost Estimate:	N/A
2015 TIP:	\$261,650		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
South King	261,104	0	546	0	0	0	0	0	261,650
Total	261,104	0	546	0	0	0	0	0	261,650

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	9,869	0	11	0	0	0	0	0	9,880
20-Prelim Engineering/Env Review	3,666	0	0	0	0	0	0	0	3,666
30-Final Design+Specifications	15,707	0	5	0	0	0	0	0	15,713
35-Third Party	1,336	0	0	0	0	0	0	0	1,336
40-Row Acquisition+Permits	16,019	0	490	0	0	0	0	0	16,509
50-Construction	184,176	0	40	0	0	0	0	0	184,216
55-Construction Services	14,874	0	0	0	0	0	0	0	14,874
70-Vehicles	14,540	0	0	0	0	0	0	0	14,540
80-System Testing+Startup	917	0	0	0	0	0	0	0	917
Total	261,104	0	546	0	0	0	0	0	261,650

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	
Budget Risk Level:		2014 Budget Schedule:	2009
		2015 Budget Schedule:	2009

Project Risk Assessment

System Expansion

LINK

4X420

So. 200th Link Extension

Managed by: DECM

Scope: The So. 200th Link Extension will extend light rail approximately 1.6 miles south from Sea-Tac/Airport Station to Angle Lake Station at South 200th Street. The design features an elevated light rail guide way, an elevated station, and detached park-and-ride facility at So. 200th. The project is being delivered through a design-build (DB) delivery strategy and is expected to begin revenue service operation in 2016.

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	\$390,668
Baseline:	\$383,241	2014 Cost Estimate:	\$371,122
2014 TIP:	\$383,241	2015 Cost Estimate:	\$371,122
2015 TIP:	\$383,241		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
South King	189,289	90,041	47,274	56,637	0	0	0	0	383,241
Total	189,289	90,041	47,274	56,637	0	0	0	0	383,241

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	9,228	2,030	1,732	2,874	0	0	0	0	15,864
20-Prelim Engineering/Env Review	5,698	0	0	0	0	0	0	0	5,698
30-Final Design+Specifications	7,901	555	102	1,343	0	0	0	0	9,902
35-Third Party	2,618	820	620	3,027	0	0	0	0	7,085
40-Row Acquisition+Permits	36,286	890	400	5,973	0	0	0	0	43,549
50-Construction	121,084	80,728	39,224	40,997	0	0	0	0	282,033
55-Construction Services	6,475	4,919	3,506	2,422	0	0	0	0	17,322
80-System Testing+Startup	0	100	1,689	0	0	0	0	0	1,789
Total	189,289	90,041	47,274	56,637	0	0	0	0	383,241

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Medium	2014 Budget Schedule:	2016
		2015 Budget Schedule:	2016

Project Risk Assessment
Project being delivered through alternative design-build delivery strategy with which the Agency has limited experience, presents schedule and budget risks. Minor real property acquisitions remain to be completed; however, construction work has proceeded without delays. Some coordination issues between University Link and S.200th Systems work and testing may require further coordination between these two projects.

System Expansion

LINK

4X199 Northgate Link Extension Project Reserve Managed by: DECM

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 approval for its use requires super-majority approval by the Board.

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	N/A
Baseline:	\$50,000	2014 Cost Estimate:	N/A
2014 TIP:	\$50,000	2015 Cost Estimate:	N/A
2015 TIP:	\$50,000		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	0	0	0	0	0	0	0	50,000	50,000
Total	0	0	0	0	0	0	0	50,000	50,000

Phase	Life to Date	2015	2016	2017	2018	2019	2020	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

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2014 Budget Schedule:	2021
		2015 Budget Schedule:	2021

Project Risk Assessment
Reflects Northgate Link Extension project risk assessment.

System Expansion – Sounder Commuter Rail

Sounder commuter rail service between Seattle and Tacoma began in 2000. Service between Everett and Seattle began three years later in 2003. Presently, Sounder carries around 3.0 million passengers annually on four daily round trips between Everett and Seattle and nine daily round trips between Seattle and Lakewood. The north line travels between Everett and Seattle with stops at Edmonds, and Mukilteo. The south line travels between Lakewood and Seattle with stops at South Tacoma, Tacoma, Puyallup, Sumner, Auburn, Kent, and Tukwila. Four additional round trips were approved with the passage of ST2 for the Sounder south line; the schedule for implementing these trips is being developed.

Sound Transit has designed and built 12 commuter rail stations. Sound Transit compensated Burlington Northern Santa Fe Railway (BNSF) to upgrade track and signal systems along the 75-mile BNSF corridor between Everett and Tacoma to provide for weekday commuter rail service to the north and south Sound communities.

In addition, Sound Transit designed and built three train layover facilities and a fourth is being added in Lakewood. Construction is completed on an 8.4-mile rail corridor between Tacoma and Lakewood. Service to South Tacoma and Lakewood commenced in October 2012.

TIP Highlights

The 2015 TIP includes budgets to complete major elements of the Sounder commuter rail system, including:

- Complete the construction of the south platform at Mukilteo Station.
- Continue environmental analysis and preliminary engineering for a Sounder Yard and Shop Facility for train maintenance and storage and final design of the replacement for the Tacoma Trestle.
- Commence preliminary engineering and environmental review for access improvements at the Puyallup Station and Sumner commuter rail Station.
- Complete construction of the permanent Tukwila Station.
- Commencing construction on the high speed rail link between Lakewood and Nisqually to decrease travel times for passenger rail service.

BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
Layover	Cost Decrease	Baseline	Close out project.	(\$260)
Passenger Information System	Savings Transfer	Baseline	Reduction of lifetime budget to recognize project savings.	(\$3,688)
Point Defiance Bypass	New Project	Final Design & ROW	New project established in 2014 with \$6.4 million lifetime budget, all costs reimbursable through WSDOT.	\$121,600

Budget Changes Continued

Project	Reason	Budget Type	Explanation	Change
Sounder Yard & Shops Facility	Transfer	Preliminary Engineering	Higher level of staff effort required than anticipated, a transfer of funds from the cost estimate was executed to fund the Sounder Yard Expansion project.	\$204
South Tacoma Station	Cost Increase	Baseline	Close out project.	(\$121)

SCHEDULE CHANGES

Project	Schedule Type	Explanation	Old Date	New Date
Lakewood Station Improvements	Construction	Sound Transit has made a local grant match of \$100 thousand, extending ST's contribution to 2014.	2013	2014
Mukilteo Station, S Platform	Revenue Service	Schedule delay due to BNSF 4Q 2013 moratorium and temporary track crossing delay.	2014	2015
Passenger Information System	Construction	Project will be closed after the identified installations of CCTV and VMS in 2015.	2023	2015
Puyallup Station Improvements	Preliminary Engineering	Schedule increased and budget added to execute Phases 2 and 3 of design contract to include completion of conceptual and preliminary engineering which will continue through early 2016.	2014	2016
Sounder South Expanded Service	Completion	Schedule delayed to addressing the wetland mitigation requirements.	2014	2016
Sounder Yard & Shops Facility	Preliminary Engineering	Project was placed on hold in 2014 to determine financial feasibility of the project.	2015	2016
Sounder Yard Expansion	Preliminary Engineering	Established project baseline resulting in a schedule increase to 2017 to include project close out activities.	2015	2017
Sumner Station Improvements	Preliminary Engineering	Phase 1 of design completed in August 2014. Phases 2 and 3 to include completion of conceptual and preliminary engineering will continue through early 2016.	2014	2016
Tacoma Trestle Track & Signal	Preliminary Engineering	Schedule increased and budget added to begin final design in late 2014 and will complete in 2015. Construction Services are budgeted through 2017.	2014	2017

Schedule Changes Continued

Project	Schedule Type	Explanation	Old Date	New Date
Tukwila Station	Revenue Service	The cashflow reflects anticipated project savings in 2016. The project remains on schedule for completion in 2015.	2015	2016

Project Closures

The following projects were closed in 2014:

- Eastside Rail Partnership
- Layover
- Station Access and Demand Study
- South Tacoma Station

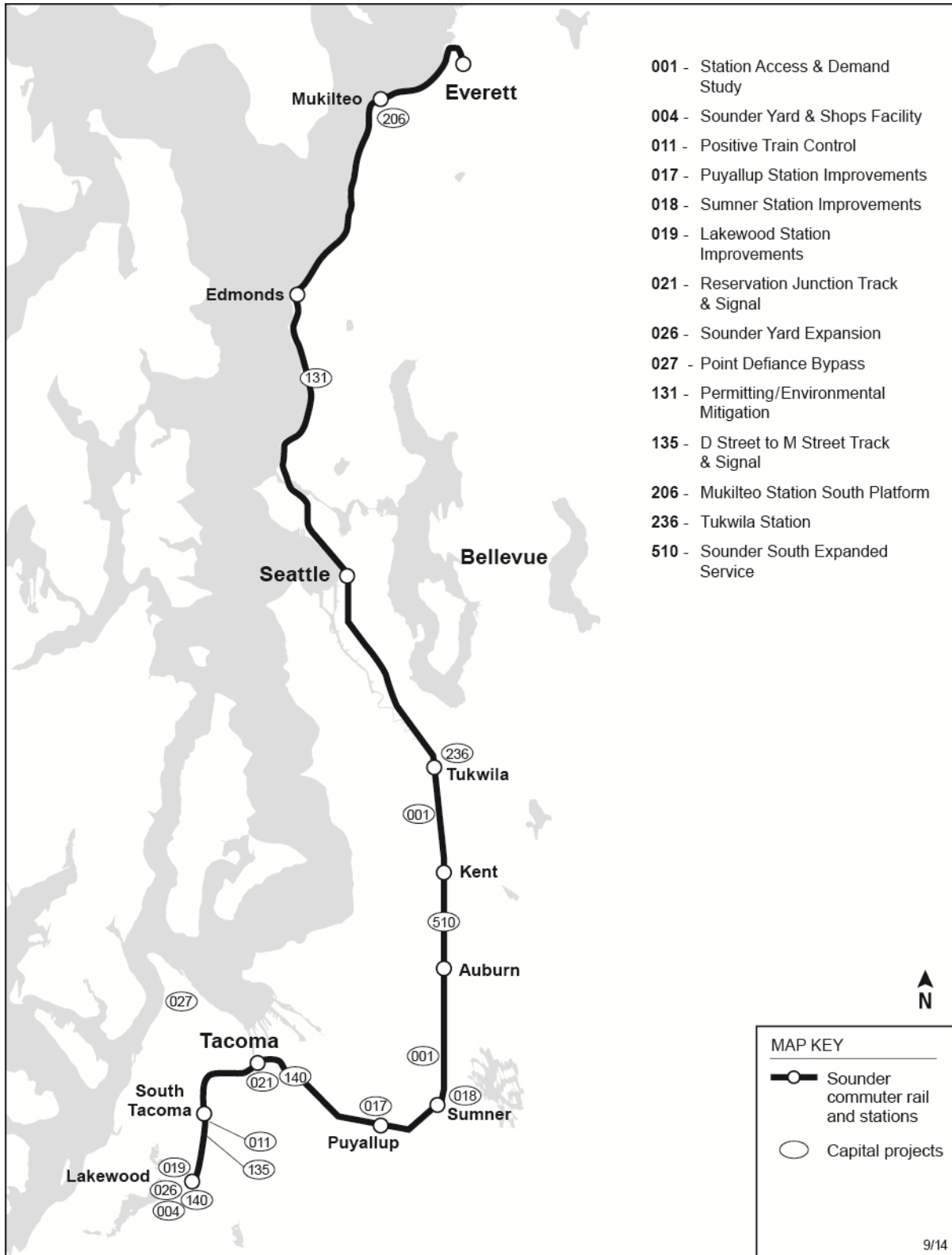
The following project is complete and scheduled to be closed in 2015:

- D St to M St Track and Signal



Sounder Commuter Rail – Lakewood Station Layover

SOUNDER COMMUTER RAIL CAPITAL PROJECTS



2015 TIP Cashflow by Budget Approval
(in thousands)

System Expansion
SOUNDER

Project Number and Name	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Preliminary Engineering									
300004 Sounder Yard & Shops Facility	1,459	3,120	1,701	0	0	0	0	0	6,281
300017 Puyallup Station Improvements	828	1,666	1,053	0	0	0	0	0	3,547
300018 Sumner Station Improvements	3,524	1,841	1,108	0	0	0	0	0	6,472
300019 Lakewood Station Improvements	262	141	0	0	0	0	0	0	404
Subtotal	6,073	6,768	3,862	0	0	0	0	0	16,703
Final Design & ROW									
300021 Tacoma Trestle Track & Signal	4,816	14,917	11,613	3,208	0	0	0	0	34,554
300027 Point Defiance Bypass	378	36,411	76,490	14,721	0	0	0	0	128,000
3X131 Permitting/Environmental Mitigation	4,772	0	1,743	0	0	0	0	0	6,516
3X510 Sounder South Expanded Service	187,500	7,744	6,723	0	0	0	0	0	201,968
Subtotal	197,467	59,073	96,570	17,928	0	0	0	0	371,038
Baseline									
300026 Sounder Yard Expansion	1,303	10,924	7,447	876	0	0	0	0	20,550
3X130 M St-Lakewood Track & Signal	80,429	0	224	0	0	0	0	0	80,654
3X135 D St-M St Track & Signal	152,054	429	50	5,729	0	0	0	0	158,262
3X206 Mukilteo Station, S Platform	11,779	5,688	846	0	0	0	0	0	18,313
3X216 Passenger Information System	6,108	347	0	0	0	0	0	0	6,455
3X236 Tukwila Station	36,033	691	9,245	0	0	0	0	0	45,969
7X755 Sounder ST2 Fleet Expansion	40,228	9,302	0	0	0	0	0	0	49,530
Subtotal	327,935	27,380	17,813	6,604	0	0	0	0	379,732
Total	\$531,475	\$93,220	\$118,245	\$24,533	\$0	\$0	\$0	\$0	\$767,473

2015 TIP Cashflow by Subarea
(in thousands)

System Expansion
SOUNDER

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
1 - Snohomish	18,187	6,236	2,845	0	0	0	0	0	27,268
3 - South King	38,520	6,539	13,163	461	0	0	0	0	58,682
5 - Pierce	474,768	80,445	102,238	24,072	0	0	0	0	681,522
Total	\$531,475	\$93,220	\$118,245	\$24,533	\$0	\$0	\$0	\$0	\$767,473

2015 TIP Cashflow by Phase
(in thousands)

Phase # and Description	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
02-Operation+Maintenance-Agency	42	0	0	0	0	0	0	0	42
10-Agency Administration	18,490	3,360	8,166	1,638	0	0	0	0	31,653
20-Prelim Engineering/Env Review	12,776	6,634	5,098	1	0	0	0	0	24,509
30-Final Design+Specifications	27,417	7,445	2,733	2,566	0	0	0	0	40,162
35-Third Party	835	206	175	240	0	0	0	0	1,456
40-Row Acquisition+Permits	255,176	9,467	9,195	1,786	0	0	0	0	275,624
50-Construction	149,761	50,888	85,639	12,707	0	0	0	0	298,994
55-Construction Services	7,798	6,020	7,239	5,530	0	0	0	0	26,587
70-Vehicles	58,135	9,202	0	0	0	0	0	0	67,336
80-System Testing+Startup	1,046	0	0	64	0	0	0	0	1,110
Total	\$531,475	\$93,220	\$118,245	\$24,533	\$0	\$0	\$0	\$0	\$767,473

System Expansion

SOUNDER

300004

Sounder Yard & Shops Facility

Managed by: PEPD

Scope: Sound Transit is evaluating operations and maintenance cost efficiencies associated with the development of commuter rail operations and maintenance facilities to support existing and future service levels. Funding has been approved for completing site selection, preliminary engineering (30% design), and environmental determination.

Changes in lifetime budget since 2014: Added \$204 thousand for staff labor hours through 2016.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	2-Identify Alternatives	2008 Cost Estimate:	\$163,979
Baseline:	\$0	2014 Cost Estimate:	\$162,192
2014 TIP:	\$6,077	2015 Cost Estimate:	\$142,601
2015 TIP:	\$6,281		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	219	469	254	0	0	0	0	0	942
Pierce	1,240	2,657	1,442	0	0	0	0	0	5,339
Total	1,459	3,126	1,696	0	0	0	0	0	6,281

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	259	369	232	0	0	0	0	0	860
20-Prelim Engineering/Env Review	1,164	2,488	1,464	0	0	0	0	0	5,116
40-Row Acquisition+Permits	36	269	0	0	0	0	0	0	305
Total	1,459	3,126	1,696	0	0	0	0	0	6,281

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	PE/ED	Schedule Risk Level:	High
Budget Risk Level:	High	2014 Budget Schedule:	2015
		2015 Budget Schedule:	2016

Project Risk Assessment
Uncertainties exist in siting, design, environmental, third party and jurisdictional requirements that present budget and schedule risks.

System Expansion

SOUNDER

300017

Puyallup Station Improvements

Managed by: PEPD

Scope: The Puyallup Station Access Improvement Project is evaluating potential capital investments to improve access to Puyallup Station for pedestrians, bicyclists, and drivers. Improvements include additional parking facilities, pedestrian access improvements, bicycle route improvements, and secure bicycle storage.

Board Resolution No. R2014-19 increased the budget by \$2.97 million for preliminary engineering and right-of-way activities for design work.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	3-Identify Preferred Alternative	2008 Cost Estimate:	\$65,796
Baseline:	\$0	2014 Cost Estimate:	\$55,672
2014 TIP:	\$3,547	2015 Cost Estimate:	\$55,672
2015 TIP:	\$3,547		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Pierce	828	1,666	1,053	0	0	0	0	0	3,547
Total	828	1,666	1,053	0	0	0	0	0	3,547

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	178	317	262	0	0	0	0	0	757
20-Prelim Engineering/Env Review	651	1,286	744	0	0	0	0	0	2,680
40-Row Acquisition+Permits	0	63	47	0	0	0	0	0	110
Total	828	1,666	1,053	0	0	0	0	0	3,547

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	PE/ED	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2016

Project Risk Assessment
Uncertainties exist in siting, design, environmental, third party and jurisdictional requirements that present budget and schedule risks.

System Expansion

SOUNDER

300018

Sumner Station Improvements

Managed by: PEPD

Scope: The Sumner Station Access Improvement Project is evaluating potential capital investments to improve access to Sumner Station for pedestrians, bicyclists, and drivers. Improvements include additional parking facilities, pedestrian access improvements, bicycle route improvements, and secure bicycle storage.

Board Resolution No.R2014-18 increased the budget by \$5.9 million for a property purchase, preliminary engineering and right-of-way activities for design work.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	3-Identify Preferred Alternative		
Baseline:	\$0	2008 Cost Estimate:	\$46,795
2014 TIP:	\$6,472	2014 Cost Estimate:	\$39,505
2015 TIP:	\$6,472	2015 Cost Estimate:	\$42,315

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Pierce	3,524	1,841	1,108	0	0	0	0	0	6,472
Total	3,524	1,841	1,108	0	0	0	0	0	6,472

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	177	317	268	0	0	0	0	0	762
20-Prelim Engineering/Env Review	655	1,286	744	0	0	0	0	0	2,685
40-Row Acquisition+Permits	2,692	125	95	0	0	0	0	0	2,912
50-Construction	0	113	0	0	0	0	0	0	113
Total	3,524	1,841	1,108	0	0	0	0	0	6,472

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2016

Project Risk Assessment
Uncertainties exist in siting, design, environmental, third party and jurisdictional requirements that present budget and schedule risks.

System Expansion

SOUNDER

300019**Lakewood Station Improvements****Managed by: PEPD**

Scope: Construction of a pedestrian bridge in the city of Lakewood connecting the community to the northwest of Lakewood Station with the station. This work is partly funded by a capped contribution from Sound Transit. Additional access improvements contemplated in ST2 and reflected in the ST2 cost estimate were evaluated through the Station Access and Demand Study project and may be proposed in the future.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	Pending	2008 Cost Estimate:	\$42,630
Baseline:	\$0	2014 Cost Estimate:	\$36,204
2014 TIP:	\$404	2015 Cost Estimate:	\$36,204
2015 TIP:	\$404		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Pierce	262	141	0	0	0	0	0	0	404
Total	262	141	0	0	0	0	0	0	404

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	24	16	0	0	0	0	0	0	40
35-Third Party	238	125	0	0	0	0	0	0	363
Total	262	141	0	0	0	0	0	0	404

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Fixed Contribution	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2013
		2015 Budget Schedule:	2014

Project Risk Assessment

N/A

System Expansion

SOUNDER

300021**Tacoma Trestle Track & Signal****Managed by: DECM**

Scope: Design and construction of additional track and new structures along an approximately 0.65 mile section of track between the existing Tacoma Dome Station and the vicinity of M Street in Tacoma. Scope elements proposed at this time include limited site investigations to gather site-specific information (e.g., geotechnical data) and completion of preliminary engineering. The results of this effort will be used to inform final design, validate ST2 cost estimate assumptions, and explore constructability issues such as construction sequencing to minimize the potential for the project to disrupt Sounder service. Initial project cost estimates have indicated the project cost will exceed original ST2 cost estimates for the project. Currently, a range of \$40-\$60 million of excess cost is anticipated. This estimate is very early in the design process and as the design proceeds, a more refined cost estimate will be developed for review.

Resolution Nos. R2014-02 and R2014-15 increased the budget by \$24.3 million to add funds to complete preliminary engineering phase as well as to commence final design, increase the right-of-way phase for acquisitions and construction services phase for necessary services.

This project was previously named Reservation Junction Track and Signal, and was renamed in July 2013.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	4-Enter Final Design	2008 Cost Estimate:	\$72,245
Baseline:	\$0	2014 Cost Estimate:	\$61,110
2014 TIP:	\$34,554	2015 Cost Estimate:	\$61,110
2015 TIP:	\$34,554		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Pierce	4,816	15,047	11,483	3,208	0	0	0	0	34,554
Total	4,816	15,047	11,483	3,208	0	0	0	0	34,554

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	869	840	97	0	0	0	0	0	1,806
20-Prelim Engineering/Env Review	3,358	750	927	0	0	0	0	0	5,035
30-Final Design+Specifications	221	6,930	2,011	1,213	0	0	0	0	10,374
40-Row Acquisition+Permits	369	5,340	6,205	0	0	0	0	0	11,914
55-Construction Services	0	1,187	2,243	1,995	0	0	0	0	5,425
Total	4,816	15,047	11,483	3,208	0	0	0	0	34,554

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	PE/ED	Schedule Risk Level:	High
Budget Risk Level:	High	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2017

Project Risk Assessment

Sound Transit has been awarded a \$10 million USDOT TIGER grant for construction which is obligated to be expended by Fall 2017. The schedule has been accelerated in order to meet the Fall 2017 completion date. Board approval of Resolution Nos. R2014-02 and R2014-15 resulted in Preliminary Engineering, Final Design, Right-of-Way, and Construction Services phases exceeding the ST2 Cost Estimate for those phases.

System Expansion

SOUNDER

300027**Point Defiance Bypass****Managed by: DECM**

Scope: Sound Transit will administer the construction of the Point Defiance Bypass Project which will construct a new second track adjacent to Sound Transit's existing main line between South Tacoma (South 66th Street Bridge) and Lakewood (Bridgeport Way) and install new rails, ties, and ballast on Sound Transit's existing track between Lakewood and Nisqually. Improvements will be made at the connection to BNSF's main line near Nisqually and safety improvements will be made at some existing at-grade crossings within the project corridor.

The project started in 2014 with \$6.4 million lifetime budget which is used for the procurement of a construction services contract, right-of-way acquisition, and associated staff costs to administer the same in support of the construction of a second track between South Tacoma and Lakewood. These costs are reimbursable through the Federal High Speed Rail grant administered by the Washington State Department of Transportation (WSDOT).

Changes in lifetime budget since 2014: Resolution 2015-01 increased the lifetime budget by \$121.6 million when the project is baselined. This increase will complete final design and commence construction.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	5-Establish Baseline	2008 Cost Estimate:	N/A
Baseline:	\$128,000	2014 Cost Estimate:	\$6,400
2014 TIP:	\$6,400	2015 Cost Estimate:	\$6,400
2015 TIP:	\$128,000		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Pierce	378	36,411	76,490	14,721	0	0	0	0	128,000
Total	378	36,411	76,490	14,721	0	0	0	0	128,000

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
02-Operation+Maintenance-Agency	42	0	0	0	0	0	0	0	42
10-Agency Administration	245	840	1,000	574	0	0	0	0	2,658
30-Final Design+Specifications	49	45	60	46	0	0	0	0	200
40-Row Acquisition+Permits	40	579	290	91	0	0	0	0	1,000
50-Construction	0	31,380	71,475	11,645	0	0	0	0	114,500
55-Construction Services	3	3,567	3,665	2,365	0	0	0	0	9,600
Total	378	36,411	76,490	14,721	0	0	0	0	128,000

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Initial Estimate	Schedule Risk Level:	High
Budget Risk Level:	Low	2014 Budget Schedule:	2017
		2015 Budget Schedule:	2017

Project Risk Assessment

Due to ARRA grant requirements, the project is on a very tight schedule.

System Expansion

SOUNDER

3X131	Permitting/Environmental Mitigation	Managed by: DECM
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Scope: Track and Signal improvements to accommodate Sounder commuter rail service between Seattle and Everett were completed by BNSF. Sound Transit assumed responsibility for all environmental permitting and mitigation required for these improvements. Required mitigation included the purchase of three properties in the Snohomish River Estuary, assistance with the Christofferson property purchase, Deer Creek Stream restoration, Kiwanis Ravine enhancement, a freshwater wetland enhancement in Woodway, and a bridge over Willow Creek to support a future day-lighting project. Track and Signal improvements were completed in 2008; remaining mitigation efforts include the ongoing construction of the Christofferson fill pad. Project anticipates closing by the end of 2014.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$6,516	2014 Cost Estimate:	N/A
2014 TIP:	\$6,516	2015 Cost Estimate:	N/A
2015 TIP:	\$6,516		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	4,772	0	1,743	0	0	0	0	0	6,516
Total	4,772	0	1,743	0	0	0	0	0	6,516

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	519	0	44	0	0	0	0	0	563
20-Prelim Engineering/Env Review	1,007	0	64	0	0	0	0	0	1,071
30-Final Design+Specifications	193	0	226	0	0	0	0	0	419
40-Row Acquisition+Permits	1,358	0	104	0	0	0	0	0	1,461
50-Construction	1,695	0	1,305	0	0	0	0	0	3,001
Total	4,772	0	1,743	0	0	0	0	0	6,516

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Final Design	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2014

Project Risk Assessment
N/A

System Expansion

SOUNDER

3X510**Souder South Expanded Service****Managed by: DECM**

Scope: Purchase of four additional commuter rail easements between Seattle and Lakewood from BNSF. BNSF is responsible for track and signal improvements; Sound Transit maintains responsibility for environmental permitting and mitigation. The fourth easement payment occurred in 2013.

Sound Transit is working with BNSF and the Federal and local environmental regulatory agencies on environmental impacts and mitigation.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	4-Enter Final Design	2008 Cost Estimate:	\$181,390
Baseline:	\$0	2014 Cost Estimate:	\$233,473
2014 TIP:	\$201,968	2015 Cost Estimate:	\$233,473
2015 TIP:	\$201,968		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Pierce	187,500	7,744	6,723	0	0	0	0	0	201,968
Total	187,500	7,744	6,723	0	0	0	0	0	201,968

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	1,035	30	4,584	0	0	0	0	0	5,650
20-Prelim Engineering/Env Review	386	335	285	0	0	0	0	0	1,007
30-Final Design+Specifications	0	300	100	0	0	0	0	0	400
40-Row Acquisition+Permits	185,182	74	1,229	0	0	0	0	0	186,485
50-Construction	897	7,005	524	0	0	0	0	0	8,426
Total	187,500	7,744	6,723	0	0	0	0	0	201,968

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Final Design	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2016

Project Risk Assessment

Budget risks may be presented by environmental mitigation requirements. Additional environmental studies are being performed to verify mitigation requirements and establish appropriate mitigation budget/schedule.

System Expansion

SOUNDER

300026

Sounder Yard Expansion

Managed by: PEPD

Scope: Increase track capacity at the layover facility in Lakewood to store up to seven train sets. The project will also complete drainage improvements and increase electrical power to accommodate additional wayside power and yard lighting. The increase in capacity is needed for the additional ST2 Sounder South service that begins in 2016 before the Sounder Yard & Shops Facility project is complete.

Board Resolution Nos. R2014-07 and R2014-14 increased the project budget by \$19.7 million to establish the project baseline.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	5-Establish Baseline	2008 Cost Estimate:	N/A
Baseline:	\$20,550	2014 Cost Estimate:	\$848
2014 TIP:	\$20,550	2015 Cost Estimate:	\$20,440
2015 TIP:	\$20,550		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
South King	685	5,746	3,917	461	0	0	0	0	10,809
Pierce	618	5,178	3,530	415	0	0	0	0	9,741
Total	1,303	10,924	7,447	876	0	0	0	0	20,550

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	268	366	305	261	0	0	0	0	1,200
20-Prelim Engineering/Env Review	1,021	390	739	0	0	0	0	0	2,150
40-Row Acquisition+Permits	14	30	356	0	0	0	0	0	400
50-Construction	0	9,338	5,572	490	0	0	0	0	15,400
55-Construction Services	0	800	475	125	0	0	0	0	1,400
Total	1,303	10,924	7,447	876	0	0	0	0	20,550

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Medium
Budget Risk Level:	Low	2014 Budget Schedule:	2015
		2015 Budget Schedule:	2017

Project Risk Assessment

Materials requiring long lead time could create potential for delays in construction as busy rail construction market could affect availability.

System Expansion

SOUNDER

3X130**M St-Lakewood Track & Signal****Managed by: DECM**

Scope: Reconstruction of approximately seven miles of rail track between M Street in Tacoma and Lakewood was completed in 2010. Remaining project elements include restoration of the South 66th Street Bridge and installation of the Centralized Train Control system. Commuter rail service began in 2012 following the completion of the D Street to M Street Track and Signal project (Project 3x135). Project is closing in 2014.

Changes in lifetime budget since 2014: Project is being reduced by an estimated \$200K and is in close out.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$78,630	2014 Cost Estimate:	N/A
2014 TIP:	\$80,654	2015 Cost Estimate:	N/A
2015 TIP:	\$80,654		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Pierce	80,429	0	224	0	0	0	0	0	80,654
Total	80,429	0	224	0	0	0	0	0	80,654

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	3,652	0	113	0	0	0	0	0	3,765
20-Prelim Engineering/Env Review	1,496	0	0	0	0	0	0	0	1,496
30-Final Design+Specifications	2,982	0	3	0	0	0	0	0	2,985
40-Row Acquisition+Permits	12,767	0	48	0	0	0	0	0	12,815
50-Construction	50,579	0	60	0	0	0	0	0	50,639
70-Vehicles	8,953	0	0	0	0	0	0	0	8,953
Total	80,429	0	224	0	0	0	0	0	80,654

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2010
		2015 Budget Schedule:	2010

Project Risk Assessment

N/A

System Expansion

SOUNDER

3X135

D St-M St Track & Signal

Managed by: DECM

Scope: The project completed construction and began Sounder service between Lakewood and Tacoma in October 2012. Follow-on work continues and is anticipated to be completed by the end of 2015.

Board Resolution No. R2014-20 reduced the project budget by \$2.81 million of savings in the project.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	\$161,581
Baseline:	\$161,581	2014 Cost Estimate:	\$161,581
2014 TIP:	\$158,262	2015 Cost Estimate:	\$158,262
2015 TIP:	\$158,262		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Pierce	152,054	429	50	5,729	0	0	0	0	158,262
Total	152,054	429	50	5,729	0	0	0	0	158,262

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	8,692	60	50	804	0	0	0	0	9,606
20-Prelim Engineering/Env Review	1,733	0	0	1	0	0	0	0	1,734
30-Final Design+Specifications	17,304	0	0	1,308	0	0	0	0	18,612
35-Third Party	597	9	0	240	0	0	0	0	846
40-Row Acquisition+Permits	41,934	0	0	1,695	0	0	0	0	43,629
50-Construction	66,622	360	0	572	0	0	0	0	67,554
55-Construction Services	5,173	0	0	1,045	0	0	0	0	6,218
70-Vehicles	8,953	0	0	0	0	0	0	0	8,953
80-System Testing+Startup	1,046	0	0	64	0	0	0	0	1,110
Total	152,054	429	50	5,729	0	0	0	0	158,262

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2014

Project Risk Assessment
N/A

System Expansion

SOUNDER

3X206

Mukilteo Station, S Platform

Managed by: DECM

Scope: The Mukilteo Station South Platform project includes the 2nd platform, stair, and elevator towers for both platforms and the pedestrian bridge connecting them. Construction began in the first quarter of 2014.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	N/A
Baseline:	\$18,313	2014 Cost Estimate:	N/A
2014 TIP:	\$18,313	2015 Cost Estimate:	N/A
2015 TIP:	\$18,313		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	11,779	6,260	274	0	0	0	0	0	18,313
Total	11,779	6,260	274	0	0	0	0	0	18,313

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	817	173	138	0	0	0	0	0	1,128
30-Final Design+Specifications	2,212	158	77	0	0	0	0	0	2,447
35-Third Party	0	72	59	0	0	0	0	0	131
40-Row Acquisition+Permits	428	3,037	0	0	0	0	0	0	3,465
50-Construction	7,196	2,365	0	0	0	0	0	0	9,560
55-Construction Services	1,126	456	0	0	0	0	0	0	1,582
Total	11,779	6,260	274	0	0	0	0	0	18,313

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2015

Project Risk Assessment
Coordination with BNSF to permit work in active right-of-way caused some delays in allowing the contractor to begin work.

System Expansion

SOUNDER

3X216

Passenger Information System

Managed by: FIT

Scope: Sounder is expanding its station communications and all CCTV and Passenger Information Systems to future stations. The system includes communications between stations and Union Station for a number of CCTV cameras; audible rail announcements capabilities; variable message signs; customer emergency stations; and onboard, automated vehicle location. There is an existing security operations central control and monitoring system for all devices. Completion of the project is dependent on completion of all Sounder stations.

Changes in lifetime budget since 2014: \$3.7 million reduction in lifetime budget to transfer savings to support the Fare Collection project.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	None	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$10,142	2015 Cost Estimate:	N/A
2015 TIP:	\$6,455		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	1,417	80	0	0	0	0	0	0	1,497
South King	1,802	102	0	0	0	0	0	0	1,904
Pierce	2,889	164	0	0	0	0	0	0	3,053
Total	6,108	347	0	0	0	0	0	0	6,455

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	210	0	0	0	0	0	0	0	210
20-Prelim Engineering/Env Review	204	0	0	0	0	0	0	0	204
50-Construction	5,694	347	0	0	0	0	0	0	6,040
Total	6,108	347	0	0	0	0	0	0	6,455

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2023
		2015 Budget Schedule:	2015

Project Risk Assessment
N/A

System Expansion

SOUNDER

3X236**Tukwila Station****Managed by: DECM**

Scope: Construction of a new permanent commuter rail station to replace the existing temporary Tukwila Sounder Station on Sound Transit owned property at Longacres Way in Tukwila. The project includes two 600-foot-long platforms with shelters, ADA compliant ramps, stairs, ticket vending machines, improvements to the underpass connecting the two platforms, a bus transit area with shelters, 390 car parking stalls, 68 bicycle parking spaces, and underground water quality and stormwater detention facilities. Project is anticipated to complete in 2015 well under budget and has put anticipated savings in 2016 cashflow.

Changes in lifetime budget since 2014: Shifted funds from Construction Phase UAC to Flagging and Construction Misc. to cover costs of follow-on contract work to repair platform cracks and re-grade and fence south end of site.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	\$39,346
Baseline:	\$45,969	2014 Cost Estimate:	\$45,162
2014 TIP:	\$45,969	2015 Cost Estimate:	\$45,162
2015 TIP:	\$45,969		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
South King	36,033	691	9,245	0	0	0	0	0	45,969
Total	36,033	691	9,245	0	0	0	0	0	45,969

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	1,545	161	1,067	0	0	0	0	0	2,773
20-Prelim Engineering/Env Review	1,101	0	0	0	0	0	0	0	1,101
30-Final Design+Specifications	4,456	15	253	0	0	0	0	0	4,724
40-Row Acquisition+Permits	10,357	5	647	0	0	0	0	0	11,009
50-Construction	17,078	500	6,703	0	0	0	0	0	24,281
55-Construction Services	1,496	10	575	0	0	0	0	0	2,081
Total	36,033	691	9,245	0	0	0	0	0	45,969

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Final Design	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2015
		2015 Budget Schedule:	2016

Project Risk Assessment

N/A

System Expansion

SOUNDER

7X755

Sounder ST2 Fleet Expansion

Managed by: Operations

Scope: Fleet expansion to add train sets to support additional trips between Seattle and Lakewood. The number of coaches and cab cars that will be procured will be refined based on ridership trends and forecasts. In 2012, three locomotives were ordered and received from Motive Power, Inc. Nine cabs were ordered in 2013 from Bombardier and will be received in 2015 through 2016.

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	\$35,842
Baseline:	\$0	2014 Cost Estimate:	\$45,979
2014 TIP:	\$49,530	2015 Cost Estimate:	\$45,979
2015 TIP:	\$49,530		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Pierce	40,228	9,302	0	0	0	0	0	0	49,530
Total	40,228	9,302	0	0	0	0	0	0	49,530

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	0	0	0	0	0	0	0	0	0
20-Prelim Engineering/Env Review	0	100	0	0	0	0	0	0	100
70-Vehicles	40,228	9,202	0	0	0	0	0	0	49,430
Total	40,228	9,302	0	0	0	0	0	0	49,530

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Scoping	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2014 Budget Schedule:	2016
		2015 Budget Schedule:	2016

Project Risk Assessment

With a large lead-time from purchase to delivery, there are risks of time delays or unforeseen challenges.

System Expansion – Regional Express

The Regional Express program consists of 12 capital projects including design and construction of direct-access freeway ramps to existing High Occupancy Vehicle (HOV) lanes, park-and-ride lots, HOV improvements to arterials, transit centers, and freeway in-line transit stations to support Sound Transit's ST Express regional bus system.

The 2015 TIP includes funds to continue infrastructure development to support ST Express bus services, which began service in 1999 and now carries around 16.2 million passengers a year.

TIP Highlights

The 2015 TIP includes budgets for the following elements of the Regional Express program including:

- Begin construction of I-90 Two-Way Transit and HOV Operations Stage 3, which will complete outer roadway HOV lanes eastbound and westbound from Mercer Island to Seattle.
- Continue environmental assessment and preliminary engineering for the ST Express Bus Base.
- Contribute to transit improvement projects led by third parties in Bothell and Renton.

BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
Bothell Transit Related Improvements	New Project	Final Design & ROW	The ST2 voter approved plan was suspended during the 2010 program realignment and is re-funded as a fixed contribution.	\$5,040
I-90 Two-Way Transit & HOV Operations, Stage 2	Cost Decrease	Baseline	Completed and being closed out.	(\$541)
Regional Express Bus Program Reserve	Transfer	Program	Surplus budget from East King County projects was defunded and transferred to this program reserve.	(\$27,131)
ST Express Bus Base	Cost Increase	Preliminary Engineering	Higher level of staff effort than anticipated.	\$293
Totem Lake Freeway Station	Savings Transfer	Baseline	Budget is adjusted to equal estimated costs and recognize savings to be transferred to East King County Program Reserve at project closeout.	(\$34)

SCHEDULE CHANGES

Project	Schedule Type	Explanation	Old Date	New Date
85th Corridor, Kirkland	Completion	City of Kirkland led construction schedule is delayed. City is delayed while pursuing TIB funding to complete the project.	2013	2015
I-90 Two-Way Transit & HOV Operations, Stage 3	Completion	Schedule increased and budget added as project baselined and now is scheduled project completion in 2017.	2016	2017
Kirkland Transit Center/3rd	Completion & Closeout	Delay in receiving permits has extended the completion of Bay Shelter #4 to the first quarter of 2015.	2014	2015
Mountlake Terrace Freeway Station	Completion & Closeout	Project in service. Schedule increased to complete follow on work.	2013	2014
ST Express Bus Base	Preliminary Engineering	Project was placed on hold in 2014 to review business case and determine feasibility of the project.	2014	2016
ST Express Mid-Day Bus Storage	Construction	Schedule increased and budget added as project baselined. Schedule changed to 2015 to include project close out activities.	2014	2015
Strander Boulevard Extension	Revenue Service	Project schedule increased to complete closeout activities in 2014.	2013	2014

Project Closures

The following projects were closed in 2014:

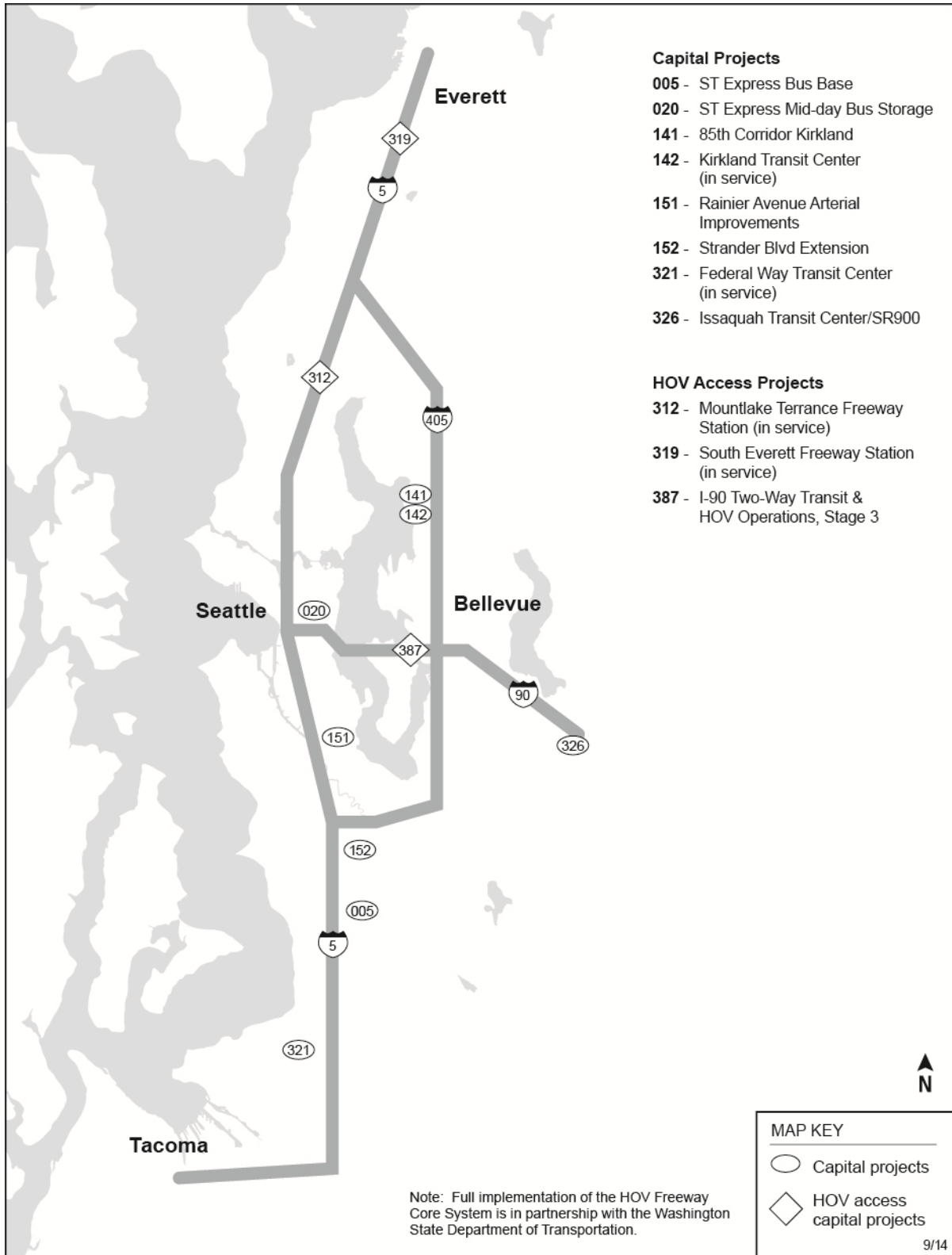
- I-90 Two-Way Transit and HOV Operations, Stage 1
- I-90 Two-Way Transit and HOV Operations, Stage 2
- Renton HOV Access/N 8th
- REX Program Reserve
- Totem Lake Freeway Station
- Totem Lake Transit Center

The following project is complete and scheduled to be closed in 2015:

- ST Express Midday Bus Storage



REGIONAL EXPRESS CAPITAL PROJECTS



2015 TIP Cashflow by Budget Approval
(in thousands)

System Expansion
REGIONAL EXPRESS

Project Number and Name	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Preliminary Engineering									
500005 ST Express Bus Base	1,127	2,813	1,868	0	0	0	0	0	5,808
Subtotal	1,127	2,813	1,868	0	0	0	0	0	5,808
Final Design & ROW									
500030 Bothell Transit Related Improvements	0	5,040	0	0	0	0	0	0	5,040
Subtotal	0	5,040	0	0	0	0	0	0	5,040
Baseline									
500020 ST Express Mid-Day Bus Storage	778	1,813	537	0	0	0	0	0	3,128
5X141 85th Corridor, Kirkland	4,560	860	170	0	0	0	0	0	5,590
5X142 Kirkland Transit Center/3rd	10,601	254	104	0	0	0	0	0	10,959
5X151 Rainier Avenue Arterial Improvements	15,348	0	0	0	0	0	0	0	15,348
5X152 Strander Boulevard Extension	3,808	0	265	0	0	0	0	0	4,073
5X312 Mountlake Terrace Freeway Station	28,675	0	585	0	0	0	0	0	29,260
5X319 S. Everett Freeway Station	28,216	0	143	0	0	0	0	0	28,358
5X321 Federal Way Transit Center	38,560	0	894	0	0	0	0	0	39,455
5X326 Issaquah Transit Center/SR900	28,950	0	12	0	0	0	0	0	28,962
5X387 I-90 Two-Way Transit & HOV Operations, Stage 3	19,987	68,564	83,304	35,087	18,707	0	0	0	225,648
Subtotal	179,483	71,492	86,013	35,087	18,707	0	0	0	390,781
Total	\$180,610	\$79,345	\$87,881	\$35,087	\$18,707	\$0	\$0	\$0	\$401,629

2015 TIP Cashflow by Subarea
(in thousands)

System Expansion
REGIONAL EXPRESS

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
1 - Snohomish	57,092	504	1,062	0	0	0	0	0	58,658
3 - South King	38,691	326	1,111	0	0	0	0	0	40,128
4 - East King	83,778	76,026	84,723	35,087	18,707	0	0	0	298,321
5 - Pierce	1,049	2,488	985	0	0	0	0	0	4,522
Total	\$180,610	\$79,345	\$87,881	\$35,087	\$18,707	\$0	\$0	\$0	\$401,629

2015 TIP Cashflow by Phase
(in thousands)

Phase # and Description	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	11,094	1,332	1,108	670	196	0	0	0	14,400
20-Prelim Engineering/Env Review	15,020	2,540	1,410	0	0	0	0	0	18,970
30-Final Design+Specifications	31,750	1,470	2,888	0	780	0	0	0	36,888
35-Third Party	0	5,000	0	0	0	0	0	0	5,000
40-Row Acquisition+Permits	11,520	35	172	0	0	0	0	0	11,727
50-Construction	111,200	68,810	82,187	34,417	17,730	0	0	0	314,345
55-Construction Services	26	158	16	0	0	0	0	0	200
90-Contingency	0	0	100	0	0	0	0	0	100
Total	\$180,610	\$79,345	\$87,881	\$35,087	\$18,707	\$0	\$0	\$0	\$401,629

System Expansion

REGIONAL EXPRESS

500005

ST Express Bus Base

Managed by: PEPD

Scope: Sound Transit is evaluating constructing an ST Express Bus Base for operating and maintaining the ST Express bus fleet. The Board has approved initial project development activities including confirmation of fleet operating assumptions, development of facilities and site programming evaluations and review of alternative project delivery methods.

Changes in lifetime budget since 2014: Added \$293 thousand for staff labor hours through 2016.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	1-Enter Project Development	2008 Cost Estimate:	\$188,164
Baseline:	\$0	2014 Cost Estimate:	\$182,001
2014 TIP:	\$5,515	2015 Cost Estimate:	\$182,001
2015 TIP:	\$5,808		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	202	504	334	0	0	0	0	0	1,040
South King	131	326	217	0	0	0	0	0	674
East King	524	1,308	869	0	0	0	0	0	2,701
Pierce	270	675	448	0	0	0	0	0	1,394
Total	1,127	2,813	1,868	0	0	0	0	0	5,808

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	326	243	290	0	0	0	0	0	859
20-Prelim Engineering/Env Review	798	2,540	1,410	0	0	0	0	0	4,748
40-Row Acquisition+Permits	3	30	168	0	0	0	0	0	201
Total	1,127	2,813	1,868	0	0	0	0	0	5,808

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2016

Project Risk Assessment
Uncertainties exist in siting, design, environmental, third party and jurisdictional requirements that present budget and schedule risks.

System Expansion

REGIONAL EXPRESS

500030

Bothell Transit Related Improvements

Managed by: PEPD

Scope: Capital contribution to transit center/park-and-ride project near SR 527/Bothell Way NE and NE 185th Street in the downtown Bothell area. Sound Transit and the city of Bothell would enter into an agreement confirming the responsibilities of each party, the project capital component(s) to receive funding, and the schedule for the contribution to the project.

Changes in lifetime budget since 2014: Voter approved ST2 project created with a lifetime budget of \$5.04 million.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	\$5,884
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$0	2015 Cost Estimate:	\$4,923
2015 TIP:	\$5,040		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
East King	0	5,040	0	0	0	0	0	0	5,040
Total	0	5,040	0	0	0	0	0	0	5,040

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	0	40	0	0	0	0	0	0	40
35-Third Party	0	5,000	0	0	0	0	0	0	5,000
Total	0	5,040	0	0	0	0	0	0	5,040

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Fixed Contribution	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2015
		2015 Budget Schedule:	2015

Project Risk Assessment
N/A

System Expansion

REGIONAL
EXPRESS

500020

ST Express Mid-Day Bus Storage

Managed by: DECM

Scope: The ST Express Mid-Day Bus Storage Project will replace temporary bus storage at the Link Operations Maintenance Facility employee parking area with a more permanent facility. Currently 30, forty-five foot buses are stored in the mid-day lot at the Link OMF during periods of non use. The buses need to be relocated from the employee parking area in 2014 prior to implementing testing on the University Link. Project is on target to be completed when bus storage is required in late 2014.

Board Resolution No. R2014-04 increased the budget by \$2.4 million to proceed to construction.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	\$853
2014 TIP:	\$3,128	2015 Cost Estimate:	\$3,224
2015 TIP:	\$3,128		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Pierce	778	1,813	537	0	0	0	0	0	3,128
Total	778	1,813	537	0	0	0	0	0	3,128

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	150	49	74	0	0	0	0	0	273
20-Prelim Engineering/Env Review	229	0	0	0	0	0	0	0	229
30-Final Design+Specifications	372	62	21	0	0	0	0	0	455
40-Row Acquisition+Permits	1	5	4	0	0	0	0	0	10
50-Construction	0	1,539	422	0	0	0	0	0	1,961
55-Construction Services	26	158	16	0	0	0	0	0	200
Total	778	1,813	537	0	0	0	0	0	3,128

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2015

Project Risk Assessment
N/A

System Expansion

REGIONAL EXPRESS

5X141

85th Corridor, Kirkland

Managed by: DECM

Scope: Street widening, traffic signal and bus shelter installations, and sidewalk improvements at various intersections in the city of Kirkland to enhance reliability and connections to transit. This project is being led by the city of Kirkland; transit elements are funded by capped contribution from Sound Transit. Project is being closed out.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	5-Establish Baseline	2008 Cost Estimate:	N/A
Baseline:	\$6,015	2014 Cost Estimate:	N/A
2014 TIP:	\$5,590	2015 Cost Estimate:	N/A
2015 TIP:	\$5,590		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
East King	4,560	860	170	0	0	0	0	0	5,590
Total	4,560	860	170	0	0	0	0	0	5,590

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	443	6	12	0	0	0	0	0	460
20-Prelim Engineering/Env Review	1,124	0	0	0	0	0	0	0	1,124
30-Final Design+Specifications	554	0	0	0	0	0	0	0	554
40-Row Acquisition+Permits	876	0	0	0	0	0	0	0	876
50-Construction	1,562	854	158	0	0	0	0	0	2,575
Total	4,560	860	170	0	0	0	0	0	5,590

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Fixed Contribution	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2013
		2015 Budget Schedule:	2015

Project Risk Assessment
N/A

System Expansion

REGIONAL EXPRESS

5X142

Kirkland Transit Center/3rd

Managed by: DECM

Scope: Design and construct, and place into service, a new regional transit center in Kirkland on Third Street, south of Central Way to accommodate existing and anticipated bus service by King County Metro and ST Express routes. The project also includes a capped contribution for intersection improvements near the transit center to enhance bus service speed and reliability. These improvements were to be completed in 2013.

Changes in lifetime budget since 2014: There will be an estimated project savings of \$100 thousand.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$13,300	2014 Cost Estimate:	N/A
2014 TIP:	\$10,959	2015 Cost Estimate:	N/A
2015 TIP:	\$10,959		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
East King	10,601	254	104	0	0	0	0	0	10,959
Total	10,601	254	104	0	0	0	0	0	10,959

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	919	0	4	0	0	0	0	0	923
20-Prelim Engineering/Env Review	1,154	0	0	0	0	0	0	0	1,154
30-Final Design+Specifications	1,574	0	0	0	0	0	0	0	1,574
40-Row Acquisition+Permits	187	0	0	0	0	0	0	0	187
50-Construction	6,767	254	0	0	0	0	0	0	7,021
90-Contingency	0	0	100	0	0	0	0	0	100
Total	10,601	254	104	0	0	0	0	0	10,959

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2015

Project Risk Assessment
N/A

System Expansion

REGIONAL EXPRESS

5X151

Rainier Avenue Arterial Improvements

Managed by: DECM

Scope: Addition of Business and Transit Access (BAT) Lanes, sidewalks, and medians on Hardie Avenue in the city of Renton between Rainier Avenue and Sunset Boulevard. The project is being led by the city of Renton; preliminary engineering, final design, right-of-way/permits and construction is funded by a capped contribution from Sound Transit. The project is being closed out.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	5-Establish Baseline	2008 Cost Estimate:	N/A
Baseline:	\$15,675	2014 Cost Estimate:	N/A
2014 TIP:	\$15,348	2015 Cost Estimate:	N/A
2015 TIP:	\$15,348		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
East King	15,348	0	0	0	0	0	0	0	15,348
Total	15,348	0	0	0	0	0	0	0	15,348

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	448	0	0	0	0	0	0	0	448
20-Prelim Engineering/Env Review	2,499	0	0	0	0	0	0	0	2,499
30-Final Design+Specifications	1,700	0	0	0	0	0	0	0	1,700
40-Row Acquisition+Permits	2,800	0	0	0	0	0	0	0	2,800
50-Construction	7,900	0	0	0	0	0	0	0	7,900
Total	15,348	0	0	0	0	0	0	0	15,348

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Fixed Contribution	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2014

Project Risk Assessment
N/A

System Expansion

REGIONAL EXPRESS

5X152

Strander Boulevard Extension

Managed by: DECM

Scope: Extend Strander Boulevard in the city of Renton to a five-lane arterial between the East Valley Highway and the West Valley Highway. The project is being led by the city of Renton; Sound Transit is contributing to the first phase of this project which is construction of an underpass (bridge) at the BNSF tracks & Strander Blvd. Upon completion of future phases of the project, including a crossing at the Union Pacific Railroad (UPRR), the underpass will enhance commuter access to the Sounder Tukwila Station. The project is being closed out.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	5-Establish Baseline	2008 Cost Estimate:	N/A
Baseline:	\$4,208	2014 Cost Estimate:	N/A
2014 TIP:	\$4,073	2015 Cost Estimate:	N/A
2015 TIP:	\$4,073		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
East King	3,808	0	265	0	0	0	0	0	4,073
Total	3,808	0	265	0	0	0	0	0	4,073

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	35	0	38	0	0	0	0	0	73
30-Final Design+Specifications	1,000	0	0	0	0	0	0	0	1,000
50-Construction	2,773	0	227	0	0	0	0	0	3,000
Total	3,808	0	265	0	0	0	0	0	4,073

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Fixed Contribution	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2013
		2015 Budget Schedule:	2014

Project Risk Assessment
N/A

System Expansion

REGIONAL EXPRESS

5X312

Mountlake Terrace Freeway Station

Managed by: DECM

Scope: This project is being closed out.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$40,869
2014 TIP:	\$29,260
2015 TIP:	\$29,260

ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
2008 Cost Estimate:	N/A
2014 Cost Estimate:	N/A
2015 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	28,675	0	585	0	0	0	0	0	29,260
Total	28,675	0	585	0	0	0	0	0	29,260

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	1,548	0	10	0	0	0	0	0	1,558
20-Prelim Engineering/Env Review	2,402	0	0	0	0	0	0	0	2,402
30-Final Design+Specifications	3,275	0	50	0	0	0	0	0	3,325
40-Row Acquisition+Permits	39	0	0	0	0	0	0	0	39
50-Construction	21,410	0	525	0	0	0	0	0	21,936
Total	28,675	0	585	0	0	0	0	0	29,260

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2014 Budget Schedule:	2013
2015 Budget Schedule:	2014

Project Risk Assessment
N/A

System Expansion

5X319	S. Everett Freeway Station	Managed by: DECM
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Scope: Project is being closed out.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$31,209	2014 Cost Estimate:	N/A
2014 TIP:	\$28,358	2015 Cost Estimate:	N/A
2015 TIP:	\$28,358		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	28,216	0	143	0	0	0	0	0	28,358
Total	28,216	0	143	0	0	0	0	0	28,358

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	1,880	0	14	0	0	0	0	0	1,894
20-Prelim Engineering/Env Review	2,863	0	0	0	0	0	0	0	2,863
30-Final Design+Specifications	2,328	0	129	0	0	0	0	0	2,457
40-Row Acquisition+Permits	28	0	0	0	0	0	0	0	28
50-Construction	21,117	0	0	0	0	0	0	0	21,117
Total	28,216	0	143	0	0	0	0	0	28,358

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type: Construction	Schedule Risk Level: Low
Budget Risk Level:	2014 Budget Schedule: 2008
	2015 Budget Schedule: 2008

Project Risk Assessment
N/A

System Expansion

REGIONAL EXPRESS

5X321

Federal Way Transit Center

Managed by: DECM

Scope: Project is complete and pending closeout.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$39,455	2014 Cost Estimate:	N/A
2014 TIP:	\$39,455	2015 Cost Estimate:	N/A
2015 TIP:	\$39,455		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
South King	38,560	0	894	0	0	0	0	0	39,455
Total	38,560	0	894	0	0	0	0	0	39,455

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	2,375	0	51	0	0	0	0	0	2,426
20-Prelim Engineering/Env Review	1,553	0	0	0	0	0	0	0	1,553
30-Final Design+Specifications	1,701	0	0	0	0	0	0	0	1,701
40-Row Acquisition+Permits	6,541	0	0	0	0	0	0	0	6,541
50-Construction	26,391	0	843	0	0	0	0	0	27,234
Total	38,560	0	894	0	0	0	0	0	39,455

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2006
		2015 Budget Schedule:	2006

Project Risk Assessment
N/A

System Expansion

REGIONAL EXPRESS

5X326

Issaquah Transit Center/SR900

Managed by: DECM

Scope: Project is in service and is being closed out.

Changes in lifetime since 2014: Project is reduced by an estimated \$11K and will be transferred to the East King County Program Reserve.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$29,482	2014 Cost Estimate:	N/A
2014 TIP:	\$28,962	2015 Cost Estimate:	N/A
2015 TIP:	\$28,962		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
East King	28,950	0	12	0	0	0	0	0	28,962
Total	28,950	0	12	0	0	0	0	0	28,962

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	1,798	0	0	0	0	0	0	0	1,798
20-Prelim Engineering/Env Review	848	0	0	0	0	0	0	0	848
30-Final Design+Specifications	2,000	0	0	0	0	0	0	0	2,000
40-Row Acquisition+Permits	1,045	0	0	0	0	0	0	0	1,045
50-Construction	23,259	0	12	0	0	0	0	0	23,271
Total	28,950	0	12	0	0	0	0	0	28,962

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level: Low
Budget Risk Level: Low	2014 Budget Schedule: 2008
	2015 Budget Schedule: 2008

Project Risk Assessment
N/A

System Expansion

REGIONAL
EXPRESS

5X387

I-90 Two-Way Transit & HOV Operations, Stage 3

Managed by: DECM

Scope: Stage 3 of the I-90 Two-way Transit and HOV Operations project will provide 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. This stage will also include the installation of screening on the shared pathway on the I-90 floating bridge. Upon completion of the Stage 3 project, the center roadway will be closed to allow the construction of East Link to proceed.

Board Resolution No. R2014-09 baselined the project in May of 2014, increasing the project budget from \$64.2 million to \$225.6 million.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	N/A
Baseline:	\$225,648	2014 Cost Estimate:	N/A
2014 TIP:	\$225,648	2015 Cost Estimate:	N/A
2015 TIP:	\$225,648		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
East King	19,987	68,564	83,304	35,087	18,707	0	0	0	225,648
Total	19,987	68,564	83,304	35,087	18,707	0	0	0	225,648

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	1,174	993	615	670	196	0	0	0	3,648
20-Prelim Engineering/Env Review	1,549	0	0	0	0	0	0	0	1,549
30-Final Design+Specifications	17,245	1,408	2,688	0	780	0	0	0	22,121
50-Construction	20	66,163	80,000	34,417	17,730	0	0	0	198,330
Total	19,987	68,564	83,304	35,087	18,707	0	0	0	225,648

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Medium
Budget Risk Level:	High	2014 Budget Schedule:	2016
		2015 Budget Schedule:	2017

Project Risk Assessment

Fire Life Safety in a tunnel retrofit does create risk in cost and in schedule. Commissioning of the fire life safety will require a multi-phase detailed plan through commissioning. Other construction risks are known and suitable contingencies and project schedule float included in the baseline budget.

System Expansion – Other

Projects that are part of the Sound Move and ST2 plans to expand the regional transit system but are not mode-specific are grouped as “other”. These include planning studies and infrastructure projects that cut across modes.

TIP Highlights

The 2015 TIP includes budgets for the following planning studies along with continuation of the Agency’s public art program.

- Completion of Ballard-to-Downtown Seattle HCT Planning Study in collaboration with the city of Seattle, focusing on potential transit routes between downtown and the community of Ballard.
- Completion of HCT Corridor Planning Studies looking to explore options to expand the regional transit system. These corridors studies include; Central and East HCT Study, Lynnwood to Everett Corridor Study and the South King County HCT Study, which includes Federal Way to Tacoma corridor.
- Continuation of the Long-Range Planning Study (part of the ST3 Planning project) once the corridor studies are complete. The study addresses future expansion of the regional transit system beyond the voter approved Sound Move and ST2 programs.
- Research and Technology is moving forward with a four-year, \$9.0 million plan focused on developing and deploying transit rider technologies to improve customer experience.

BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
Ballard-to-Downtown Seattle HCT Planning Study	Savings Transfer	Preliminary Engineering	Project will be completed by the end of 2014 and remaining funds will be transferred to ST3 Planning.	(\$1,633)
Central & East HCT Study	Savings Transfer	Preliminary Engineering	Funds transferred to the ST3 Planning project for long-range planning needs.	(\$200)
Fare Collection	Cost Increase	Baseline	Hardware and software upgrades to support digital chip technology, the new standard for credit cards.	\$2,192
HCT Corridor Planning Studies	Savings Transfer	Preliminary Engineering	Funds transferred to the ST3 Planning project for long-range planning needs.	(\$5,215)
Lynnwood to Everett HCT Study	Savings Transfer	Preliminary Engineering	Project will be completed by the end of 2014 and remaining funds will be transferred to ST3 Planning project.	(\$1,186)

Budget Changes Continued

Project	Reason	Budget Type	Explanation	Change
South Corridor Alternatives Planning	Savings Transfer	Preliminary Engineering	Project will be completed by the end of 2015 and remaining funds will be transferred to ST3 Planning project.	(\$1,026)
South King County HCT Study	Savings Transfer	Preliminary Engineering	Project will be completed by the end of 2014 and remaining funds will be transferred to ST3 Planning project.	(\$466)
ST3 Planning	Transfer	Preliminary Engineering	Funds transferred from the South Corridor Alternatives Planning, Ballard to Downtown HCT, HCT Corridor Planning Studies, Lynnwood to Everett HCT Study and South King County HCT Study.	\$9,725

SCHEDULE CHANGES

Project	Schedule Type	Explanation	Old Date	New Date
Central & East HCT Study	Preliminary Engineering	Project schedule is extended for one year to accommodate possible Board inquires.	2014	2015
HCT Corridor Planning Studies	Preliminary Engineering	Schedule reduced as planning focus shifted to long range planning.	2016	2015
South Corridor Alternatives Planning	Planning	Schedule extended to accommodate additional project requirements.	2014	2015



Long-Range Plan Public Meeting

2015 TIP Cashflow by Budget Approval
(in thousands)

System Expansion
OTHER

Project Number and Name	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Preliminary Engineering									
4X446 South Corridor Alternatives Planning	1,748	1,069	221	0	0	0	0	0	3,038
809100 ST3 Planning	4,852	14,352	10,206	19,515	0	0	0	0	48,925
809101 Ballard-to-Downtown Seattle HCT Planning Study	1,169	0	0	0	0	0	0	0	1,169
809102 HCT Corridor Planning Studies	65	500	0	0	0	0	0	0	565
809103 Central & East HCT Study	2,107	2,131	286	0	0	0	0	0	4,525
809104 Lynnwood to Everett HCT Study	1,445	224	0	0	0	0	0	0	1,670
809105 South King County HCT Study	1,782	592	0	0	0	0	0	0	2,374
Subtotal	13,169	18,868	10,713	19,515	0	0	0	0	62,265
Baseline									
3X212 Fare Collection	7,683	765	993	585	555	1,023	555	2,710	14,870
5X410 Research & Technology	5,257	2,056	1,755	674	179	685	190	3,859	14,656
6X668 STart	14,148	1,200	1,559	2,259	5,569	4,622	3,895	16,016	49,267
Subtotal	27,088	4,021	4,308	3,518	6,304	6,330	4,641	22,584	78,794
Operating									
600668 STart Operations & Maintenance	643	272	245	201	184	192	200	2,990	4,927
Subtotal	643	272	245	201	184	192	200	2,990	4,927
Program									
600016 Fare Administration	764	1,499	1,762	600	5,673	498	190	6,625	17,611
Subtotal	764	1,499	1,762	600	5,673	498	190	6,625	17,611
Total	\$41,665	\$24,660	\$17,027	\$23,834	\$12,161	\$7,020	\$5,031	\$32,200	\$163,597

2015 TIP Cashflow by Subarea
(in thousands)

System Expansion
OTHER

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
1 - Snohomish	4,600	538	397	371	687	699	525	2,464	10,282
2 - North King	4,515	1,410	565	576	1,346	1,126	958	4,447	14,944
3 - South King	7,351	1,146	699	676	1,288	1,279	975	4,570	17,985
4 - East King	7,289	1,686	905	1,017	2,357	1,988	1,682	7,811	24,736
5 - Pierce	5,802	1,472	737	405	630	745	511	2,423	12,725
6 - Systemwide	12,108	18,407	13,723	20,789	5,852	1,183	380	10,484	82,927
Total	\$41,665	\$24,660	\$17,027	\$23,834	\$12,161	\$7,020	\$5,031	\$32,200	\$163,597

2015 TIP Cashflow by Phase
(in thousands)

Phase # and Description	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
01-Operation+Maintenance	26	0	0	0	0	0	0	0	26
02-Operation+Maintenance-Agency	826	150	119	71	49	52	55	2,394	3,715
10-Agency Administration	2,048	1,931	1,629	4,704	1,014	1,036	1,057	4,374	17,793
20-Prelim Engineering/Env Review	13,885	18,511	10,535	16,204	483	298	190	1,139	61,245
26-Research+Technology	3,681	2,464	2,868	700	5,190	700	0	8,984	24,588
50-Construction	7,254	705	633	225	195	663	195	1,593	11,463
61-Art	13,943	900	1,243	1,931	5,230	4,271	3,534	13,716	44,767
Total	\$41,665	\$24,660	\$17,027	\$23,834	\$12,161	\$7,020	\$5,031	\$32,200	\$163,597

System Expansion

OTHER

4X446	South Corridor Alternatives Planning	Managed by: PEPD
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Scope: The project includes identification and evaluation of high-capacity transit (HCT) alternatives for the corridor between Federal Way and Tacoma. It also includes an examination of potential projects for Pierce and South King subareas to enhance transit use and operational efficiencies. This is one of the HCT Corridor Planning studies that will serve as a resource for the Board and public during the update of the Long-Range Plan.

Changes in lifetime budget since 2014: Project budget decreased by \$1.0 million. Project is expected to be complete by the end of 2015 and remaining funds will be transferred to ST3 Planning. Funding displayed in 2016 is considered surplus funds and will also be transferred to ST3 Planning project upon project completion.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	1-Enter Project Development	2008 Cost Estimate:	\$81,996
Baseline:	\$0	2014 Cost Estimate:	\$4,086
2014 TIP:	\$4,064	2015 Cost Estimate:	\$2,351
2015 TIP:	\$3,038		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Pierce	1,748	1,069	221	0	0	0	0	0	3,038
Total	1,748	1,069	221	0	0	0	0	0	3,038

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	183	50	38	0	0	0	0	0	271
20-Prelim Engineering/Env Review	1,565	1,019	182	0	0	0	0	0	2,767
Total	1,748	1,069	221	0	0	0	0	0	3,038

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2015

Project Risk Assessment
N/A

System Expansion

OTHER

809100**ST3 Planning****Managed by: PEPD**

Scope: ST3 Planning project provides funding for the study of future regional transit system expansion beyond the Sound Move and ST2 capital programs. The ST2 plan and subsequently adopted budgets included funding for studying public transit expansion options in nine corridors. These studies were split into their own projects reducing the scope to long-range transit planning beyond the Sound Move and ST2 programs. The project is moving forward into the HCT Systems Planning phase.

Changes in lifetime budget since 2014: Project budget increased by \$9.7 million to reflect transfer of surplus budget from multiple corridor planning studies projects.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	1-Enter Project Development	2008 Cost Estimate:	\$67,204
Baseline:	\$0	2014 Cost Estimate:	\$27,954
2014 TIP:	\$39,200	2015 Cost Estimate:	\$36,762
2015 TIP:	\$48,925		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Systemwide	4,852	14,352	10,206	19,515	0	0	0	0	48,925
Total	4,852	14,352	10,206	19,515	0	0	0	0	48,925

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	285	627	565	3,712	0	0	0	0	5,188
20-Prelim Engineering/Env Review	4,568	13,726	9,641	15,804	0	0	0	0	43,738
Total	4,852	14,352	10,206	19,515	0	0	0	0	48,925

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2018
		2015 Budget Schedule:	2018

Project Risk Assessment

N/A

System Expansion

OTHER

809101

Ballard-to-Downtown Seattle HCT Planning Study

Managed by: PEPD

Scope: In partnership with the city of Seattle, this project will focus on identifying and evaluating high-capacity transit improvements between downtown Seattle and Ballard.

Changes in lifetime budget since 2014: Project budget decreased by \$1.6 million. Project was completed in 2014 and remaining funds are transferred to ST3 Planning.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	1-Enter Project Development	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	\$2,817
2014 TIP:	\$2,800	2015 Cost Estimate:	\$1,950
2015 TIP:	\$1,167		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Systemwide	1,169	0	0	0	0	0	0	0	1,169
Total	1,169	0	0	0	0	0	0	0	1,169

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	55	0	0	0	0	0	0	0	55
20-Prelim Engineering/Env Review	1,113	0	0	0	0	0	0	0	1,113
Total	1,169	0	0	0	0	0	0	0	1,169

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2014

Project Risk Assessment
N/A

System Expansion

OTHER

809102

HCT Corridor Planning Studies

Managed by: PEPD

Scope: ST2 includes funding for identifying and evaluating potential high-capacity transit improvements beyond those identified in ST2. These studies have been budgeted separately under other projects. The remaining budget will fund additional ST3 corridor planning work as requested by the Sound Transit Board of Directors during the ST3 planning process as related to the High-Capacity Transit corridor studies.

Changes in lifetime budget since 2014: Project budget decreased by \$5.2 million reflecting the transfer of remaining funds to ST3 Planning.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	1-Enter Project Development	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	\$5,706
2014 TIP:	\$5,779	2015 Cost Estimate:	\$554
2015 TIP:	\$565		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Systemwide	65	500	0	0	0	0	0	0	565
Total	65	500	0	0	0	0	0	0	565

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	65	50	0	0	0	0	0	0	114
20-Prelim Engineering/Env Review	0	450	0	0	0	0	0	0	450
Total	65	500	0	0	0	0	0	0	565

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2016
		2015 Budget Schedule:	2015

Project Risk Assessment
N/A

System Expansion

OTHER

809103

Central & East HCT Study

Managed by: PEPD

Scope: Identify and evaluate alternative high-capacity transit (HCT) modes, routes, and potential station areas along high-capacity transit corridors.

Changes in lifetime budget since 2014: Project budget decreased by \$200 thousand reflecting the transfer of funds to ST3 Planning.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	1-Enter Project Development	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	\$4,736
2014 TIP:	\$4,725	2015 Cost Estimate:	\$4,736
2015 TIP:	\$4,525		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	1,054	1,065	143	0	0	0	0	0	2,262
East King	1,054	1,065	143	0	0	0	0	0	2,262
Total	2,107	2,131	286	0	0	0	0	0	4,525

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	142	519	54	0	0	0	0	0	715
20-Prelim Engineering/Env Review	1,966	1,612	232	0	0	0	0	0	3,810
Total	2,107	2,131	286	0	0	0	0	0	4,525

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Initial Estimate	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2015

Project Risk Assessment
N/A

System Expansion

OTHER

809104

Lynnwood to Everett HCT Study

Managed by: PEPD

Scope: Identify and evaluate alternative high-capacity transit modes, routes, and potential station areas along high-capacity transit corridors.

Changes in lifetime budget since 2014: Project budget decreased by \$1.2 million. Project was completed in 2014 and the remaining funds are transferred to ST3 Planning.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	1-Enter Project Development	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	\$2,865
2014 TIP:	\$2,856	2015 Cost Estimate:	\$2,512
2015 TIP:	\$1,670		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	1,445	224	0	0	0	0	0	0	1,670
Total	1,445	224	0	0	0	0	0	0	1,670

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	47	24	0	0	0	0	0	0	70
20-Prelim Engineering/Env Review	1,399	201	0	0	0	0	0	0	1,599
Total	1,445	224	0	0	0	0	0	0	1,670

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Initial Estimate	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2014

Project Risk Assessment
N/A

System Expansion

OTHER

809105

South King County HCT Study

Managed by: PEPD

Scope: Identify and evaluate alternative high-capacity transit modes, routes, and potential station areas along high-capacity transit corridors.

Changes in lifetime budget since 2014: Project budget decreased by \$466 thousand. Project was completed in 2014 and remaining funds are transferred to ST3 Planning.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	1-Enter Project Development	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	\$2,865
2014 TIP:	\$2,840	2015 Cost Estimate:	\$2,596
2015 TIP:	\$2,374		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
South King	1,782	592	0	0	0	0	0	0	2,374
Total	1,782	592	0	0	0	0	0	0	2,374

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	100	15	0	0	0	0	0	0	115
20-Prelim Engineering/Env Review	1,682	577	0	0	0	0	0	0	2,258
Total	1,782	592	0	0	0	0	0	0	2,374

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Initial Estimate	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2014

Project Risk Assessment
N/A

System Expansion

OTHER

3X212

Fare Collection

Managed by: FIT

Scope: Automated Fare Collection systems are essential for any transit agency to collect fare revenue. Sound Transit currently has two systems to provide this function – Ticket Vending Machines (TVMs) and ORCA. In order to perform fare inspection and enforcement, a handheld electronic device is used to validate proof of payment. This project encompasses all types of fare collection systems; TVMs, payment security requirement, and electronic citations for fare enforcement.

In 2014, Board Resolution No. R2014-05 increases the project budget by \$3.5 million to fund purchase of 20 ticket vending machines.

Additionally, a lifetime budget increase is requested to allocate funds to maintain TVMs already placed in service by installing systemwide upgrades and software enhancement that prolong the useful life of the TVM systems and bring machines' performance on par with new models and installations, and to develop the software and purchase the hardware necessary to provide electronic citation equipment to fare enforcement officers.

The project's name is being changed to Fare Collection from Ticket Vending Machines beginning in the 2015 budget year.

Changes in lifetime budget since 2014: \$2.2 million is added for credit card readers requiring a hardware and software upgrade to read cards with digital chips. Additional costs were the addition of electronic-citations/Fare Enforcement project, consulting and temporary services in support of projects.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	None	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$12,679	2015 Cost Estimate:	N/A
2015 TIP:	\$14,870		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	1,706	170	221	130	123	227	123	602	3,301
South King	2,774	276	359	211	200	369	200	978	5,368
East King	215	21	28	16	16	29	16	76	416
Pierce	2,989	297	386	228	216	398	216	1,054	5,785
Total	7,683	765	993	585	555	1,023	555	2,710	14,870

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	279	60	360	360	360	360	360	1,117	3,257
20-Prelim Engineering/Env Review	150	0	0	0	0	0	0	0	150
50-Construction	7,254	705	633	225	195	663	195	1,593	11,463
Total	7,683	765	993	585	555	1,023	555	2,710	14,870

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Medium
Budget Risk Level:	High	2014 Budget Schedule:	2023
		2015 Budget Schedule:	2023

Project Risk Assessment

The current budget and schedule is based on early planning estimates for rehabilitation and replacement for these assets. The costs are at high risk until more detailed assessment of the condition of the fielded assets and associated repair and replacement costs are developed.

System Expansion

OTHER

5X410

Research & Technology

Managed by: FIT

Scope: The Research and Technology Program was created to assess and implement new transit technologies to improve the Agency's operational effectiveness and efficiency. This program focuses on systemwide security and safety technology, real-time service information and passenger communications, and deploying applications to better manage operations. The ST2 Research and Technology Program Phase 1 (2012-2015) focuses on developing and deploying Transit Rider Technologies to improve the customer experience.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$14,656	2015 Cost Estimate:	N/A
2015 TIP:	\$14,656		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Systemwide	5,231	2,056	1,755	674	179	685	190	3,885	14,656
Total	5,231	2,056	1,755	674	179	685	190	3,885	14,656

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
02-Operation+Maintenance-Agency	276	0	0	0	0	0	0	0	276
10-Agency Administration	595	164	169	174	179	185	190	387	2,044
20-Prelim Engineering/Env Review	679	228	75	0	0	0	0	251	1,232
26-Research+Technology	3,681	1,664	1,511	500	0	500	0	3,247	11,103
Total	5,231	2,056	1,755	674	179	685	190	3,885	14,656

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	High
Budget Risk Level:	Medium	2014 Budget Schedule:	2023
		2015 Budget Schedule:	2023

Project Risk Assessment

Elements of this program are in various stages of design and include new technologies that require custom software development which creates budget and schedule risk while a project goes from an idea or concept to a fully scoped project. Extensive coordination with external agencies adds level of schedule risk.

System Expansion

OTHER

6X668

STart

Managed by: DECM

Scope: The Sound Transit Art Program (STart) incorporates art into Sound Transit facilities. The artwork is intended to reflect 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 and ST2 projects. In 2010, Resolution No. R2010-21 consolidated the Sound Move and ST2 Art programs and established an Art Policy. Ten percent of the total Art program funding is earmarked for the maintenance of the art collection (see project 600668).

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	\$26,458
2014 TIP:	\$49,267	2015 Cost Estimate:	\$26,458
2015 TIP:	\$49,267		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	1,386	118	153	221	546	453	382	1,570	4,828
North King	3,311	281	365	529	1,303	1,081	911	3,748	11,529
South King	2,674	227	295	427	1,053	873	736	3,027	9,312
East King	5,758	488	635	919	2,267	1,881	1,585	6,518	20,052
Pierce	1,019	86	112	163	401	333	280	1,153	3,547
Total	14,148	1,200	1,559	2,259	5,569	4,622	3,895	16,016	49,267

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	204	300	316	328	339	351	362	2,300	4,500
61-Art	13,943	900	1,243	1,931	5,230	4,271	3,534	13,716	44,767
Total	14,148	1,200	1,559	2,259	5,569	4,622	3,895	16,016	49,267

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2023
		2015 Budget Schedule:	2023

Project Risk Assessment
N/A

System Expansion

OTHER

600668

STart Operations & Maintenance

Managed by: DECM

Scope: Maintenance and occasional replacement of the Agency's art installations. As part of the Sound Transit Art program (STart), the lifetime budget is set at ten percent of the total STart program.

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	\$2,940
2014 TIP:	\$4,927	2015 Cost Estimate:	\$2,940
2015 TIP:	\$4,927		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	63	27	24	20	18	19	20	293	483
North King	151	64	57	47	43	45	47	700	1,153
South King	122	51	46	38	35	36	38	565	931
East King	262	111	100	82	75	78	82	1,217	2,005
Pierce	46	20	18	14	13	14	14	215	355
Total	643	272	245	201	184	192	200	2,990	4,927

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
02-Operation+Maintenance-Agency	550	150	119	71	49	52	55	2,394	3,439
10-Agency Administration	94	122	126	130	135	140	145	597	1,488
Total	643	272	245	201	184	192	200	2,990	4,927

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2023
		2015 Budget Schedule:	2023

Project Risk Assessment
N/A

System Expansion

OTHER

600016

Fare Administration

Managed by: FIT

Scope: This project manages fare system enhancements to the existing regional smart card system and fare collection systems. The program manages fares and pricing for Sound Transit.

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$17,611	2015 Cost Estimate:	N/A
2015 TIP:	\$17,611		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Systemwide	764	1,499	1,762	600	5,673	498	190	6,625	17,611
Total	764	1,499	1,762	600	5,673	498	190	6,625	17,611

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	0	0	0	0	0	0	0	0	0
20-Prelim Engineering/Env Review	764	699	405	400	483	298	190	888	4,127
26-Research+Technology	0	800	1,357	200	5,190	200	0	5,737	13,484
Total	764	1,499	1,762	600	5,673	498	190	6,625	17,611

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Initial Estimate	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	
		2015 Budget Schedule:	

Project Risk Assessment
N/A



ARTSPACE USA

Artspace USA was nearing completion of the Mount Baker Lofts when this photo was taken. This is a mixed-use building with 57 artist-family residences near the Mount Baker light rail station. The building is on property that became surplus after the station was built. It includes a community room and spaces for non-profits, creative enterprises, and community-serving businesses. This transit-oriented development project is part of Sound Transit's policy that encourages development, including housing, business, and other amenities near its transit stations.

Enhancement Projects

Although the majority of Sound Transit's projects are related to expanding the regional transit system, work is planned and ongoing to improve operating efficiency and effectiveness.

TIP Highlights

- Complete installation of additional bike storage and bike access improvements at Sounder, Link, and Regional Express facilities.
- Design and install positive train control to increase operational safety along Sounder's route between Everett and Lakewood.
- Complete noise abatement program along light rail tracks in Tukwila and Rainier Valley.
- Upgrade radios in Sound Transit buses operated by Pierce Transit to meet Federal Communications Commission (FCC) compliance standards.
- Evaluate TOD opportunities for Sound Transit surplus properties.
- Install way-finding signs at International District Station to connect to First Hill Streetcar.
- Replace thirteen (13) Link maintenance support vehicles which have reached the end of their useful life.
- Renovate lower level of Union Station to accommodate increasing numbers of employees and consultants.

BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
LINK				
Central Link HVAC - Instrument House and UPS Room	Cost Increase	Baseline	Acquire right-of-way f and improve design..	\$151
Central Link HVAC for Traction Power	Cost Increase	Baseline	Required improvements identified during design.	\$478
Central Link OMF UPS Room Improvement	Cost Decrease	Baseline	Close out project.	(\$1)
Link Remote Switch Heaters	New Project	Preliminary Engineering	New project created to enhance all-weather capability of Link operations.	\$200
Non-revenue Support Vehicles	Cost Increase	Program	Additional funding for scheduled replacement of maintenance vehicles through 2020.	\$1,225

Budget Changes Continued

Project	Reason	Budget Type	Explanation	Change
Signage Improvements	Cost Increase	Preliminary Engineering	Expanded scope to upgrade signs at King Street and International District/Chinatown station to improve wayfindings and reface TVMs systemwide to include system expansion.	\$440
OTHER				
Union Station Garden Level Remodel	New Project	Preliminary Engineering	New project in 2015	\$1,383

SCHEDULE CHANGES

Project	Schedule Type	Explanation	Old Date	New Date
LINK				
Central Link HVAC - Instrument House and UPS Room	Construction	Project deferred to 2015.	2014	2015
Central Link HVAC for Traction Power	Construction	Project is delayed due to limited resources but is expected to be completed in 2015.	2014	2015
Noise Abatement	Construction	Residential Soundwall Improvements Program to be completed in 2015.	2014	2015
Signage Improvements	Construction	Expanded scope to be completed in 2015.	2014	2015
Tacoma Link Fare Collection	Preliminary Engineering	Implementation of fares was deferred until 2016.	2014	2016
REGIONAL EXPRESS				
ST Express Mobile Communications	Completion & Closeout	Coordination of staff partners delayed until the end of 2014.	2013	2014
OTHER				
Transit Oriented Development Planning	Preliminary Engineering	Ongoing project. Project schedule is contingent on market conditions and other Agency strategic objectives.	2016	2017

Schedule Changes Continued

Project	Schedule Type	Explanation	Old Date	New Date
Transit Oriented Development Property Disposition	Preliminary Engineering	Ongoing project. Project schedule is contingent on market conditions and other Agency strategic objectives.	2019	2020

Project Closures

The following projects were closed in 2014:

- Auburn Garage Lighting Retrofit
- Central Link Benchtest Equipment
- Central Link OMF UPS Room Improvements
- Central Link Radio Upgrade
- DSTT South Security Access
- Federal Way Transit Center Lighting Retrofit
- Parking Enhancements
- Security Radios
- ST Express Camera Retrofit

The following projects are complete and scheduled to be closed in 2015:

- Noise Abatement
- Security Enhancements
- ST Express Mobile Communications

2015 TIP Cashflow by Budget Approval
(in thousands)

Enhancement
ALL MODES

Project Number and Name	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Preliminary Engineering									
4X210 LRV On Board Energy Storage	1,488	0	155	0	0	0	0	0	1,643
5X261 Bus Maintenance Facility	7,377	2,448	10,935	1,273	0	0	0	0	22,033
600029 Tacoma Link Fare Collection	64	0	449	0	0	0	0	0	514
700736 Union Station Garden Level Remodel	0	1,383	0	0	0	0	0	0	1,383
700784 Regional Parking Pilot Project	51	424	0	0	0	0	0	0	475
700790 Pierce Transit Radio System Upgrade	562	438	0	0	0	0	0	0	1,000
700793 Signage Improvements	11	861	59	0	0	0	0	0	931
700798 Link Remote Switch Heaters	0	200	0	0	0	0	0	0	200
Subtotal	9,554	5,754	11,598	1,273	0	0	0	0	28,179
Baseline									
300011 Positive Train Control	23,105	21,369	8,580	0	0	0	0	0	53,054
4X340 Noise Abatement	8,902	600	3,498	0	0	0	0	0	13,000
700773 Central Link HVAC for Traction Power	687	591	0	0	0	0	0	0	1,278
700774 Central Link HVAC - Instrument House and UPS Room	268	303	0	0	0	0	0	0	571
700775 Central Link Card Readers	17	406	0	0	0	0	0	0	423
700777 Central Link Overhead Catenary System Tie Switch	5	2,870	125	0	0	0	0	0	3,000
7X743 Security Enhancements	2,230	268	0	0	0	0	0	0	2,498
7X745 ST Express Mobile Communications	10,311	220	0	0	0	0	0	0	10,531
7X753 Bike Locker Program	648	460	246	0	0	0	0	0	1,355
Subtotal	46,175	27,087	12,448	0	0	0	0	0	85,710
Program									
700781 Non-revenue Support Vehicles	0	1,175	311	336	174	134	0	0	2,130
804100 Transit Oriented Development Property Disposition	1,059	1,115	1,450	351	537	674	415	0	5,601
8X100 Transit Oriented Development Planning	1,146	100	344	50	0	0	0	0	1,640
Subtotal	2,206	2,390	2,105	737	711	808	415	0	9,372
Total	\$57,934	\$35,230	\$26,152	\$2,010	\$711	\$808	\$415	\$0	\$123,260

2015 TIP Cashflow by Subarea
(in thousands)

Enhancement
ALL MODES

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
1 - Snohomish	4,640	1,959	2,344	201	0	0	0	0	9,145
2 - North King	12,980	7,685	4,778	624	653	763	415	0	27,898
3 - South King	6,209	3,768	2,945	254	58	45	0	0	13,279
4 - East King	8,250	1,269	5,187	603	0	0	0	0	15,309
5 - Pierce	25,803	20,126	10,899	327	0	0	0	0	57,155
6 - Systemwide	51	424	0	0	0	0	0	0	475
Total	\$57,934	\$35,230	\$26,152	\$2,010	\$711	\$808	\$415	\$0	\$123,260

2015 TIP Cashflow by Phase
(in thousands)

Phase # and Description	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	2,393	1,099	1,306	0	0	0	0	0	4,799
20-Prelim Engineering/Env Review	1,324	261	344	50	0	0	0	0	1,979
30-Final Design+Specifications	589	241	109	0	0	0	0	0	940
35-Third Party	2,510	300	1,457	0	0	0	0	0	4,267
40-Row Acquisition+Permits	1,083	915	1,336	251	515	674	415	0	5,188
50-Construction	42,915	28,282	15,860	1,373	22	0	0	0	88,452
55-Construction Services	2,366	1,008	3,986	0	0	0	0	0	7,360
70-Vehicles	4,748	1,175	404	336	174	134	0	0	6,970
80-System Testing+Startup	7	1,200	283	0	0	0	0	0	1,490
90-Contingency	0	750	1,067	0	0	0	0	0	1,817
Total	\$57,934	\$35,230	\$26,152	\$2,010	\$711	\$808	\$415	\$0	\$123,260

Enhancement

LINK

4X210

LRV On Board Energy Storage

Managed by: DECM

Scope: This pilot project entails the design, procurement, and installation of energy storage units on up to five light rail vehicles to capture and store energy generated by vehicle braking for reuse to improve vehicle operational efficiencies and leading to lower energy consumption and reduced operating costs. The project is partially funded by a Transit Investment for Greenhouse Gas and Energy Reduction (TIGGER) grant awarded to Sound Transit in 2011. Work completed in June 2014; however, the project will not close until contract warranty support is closed out in 2016.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	N/A
Baseline:	\$1,643	2014 Cost Estimate:	N/A
2014 TIP:	\$1,643	2015 Cost Estimate:	N/A
2015 TIP:	\$1,643		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	1,488	0	155	0	0	0	0	0	1,643
Total	1,488	0	155	0	0	0	0	0	1,643

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	7	0	53	0	0	0	0	0	60
30-Final Design+Specifications	0	0	10	0	0	0	0	0	10
70-Vehicles	1,481	0	93	0	0	0	0	0	1,573
Total	1,488	0	155	0	0	0	0	0	1,643

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2014

Project Risk Assessment
Low - All units have been installed and are in service.

Enhancement

REGIONAL EXPRESS

5X261

Bus Maintenance Facility

Managed by: Operations

Scope: The budget for the bus maintenance facility was established to fund expansion of Sound Transit's fleet maintenance capacity through addition of maintenance capacity or contributions to maintenance capacity expansions at facilities managed by third party service providers. This program does not include ST2 ST Express Bus Base scope or budget to build one or more bus maintenance facilities (Project 500005).

Sound Transit partnered with Community Transit to expand the Kasch Park Maintenance Base. This work was completed in 2011.

In 2013, Community Transit requested for Sound Transit participation in a concrete rehabilitation project that CT plans to undertake at KPMB in 2014. Currently, the project agreement is in pending. The 2015 budget reflects this agreement.

Work for KCM and PT bases is currently on hold and no project scope is currently in discussion.

Changes in lifetime since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	None	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$22,033	2015 Cost Estimate:	N/A
2015 TIP:	\$22,033		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	1,166	387	1,728	201	0	0	0	0	3,481
South King	819	272	1,214	141	0	0	0	0	2,446
East King	3,497	1,160	5,183	603	0	0	0	0	10,444
Pierce	1,896	629	2,810	327	0	0	0	0	5,662
Total	7,377	2,448	10,935	1,273	0	0	0	0	22,033

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	22	24	481	0	0	0	0	0	527
20-Prelim Engineering/Env Review	8	0	0	0	0	0	0	0	8
40-Row Acquisition+Permits	59	0	0	0	0	0	0	0	59
50-Construction	7,288	2,424	10,454	1,273	0	0	0	0	21,439
Total	7,377	2,448	10,935	1,273	0	0	0	0	22,033

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	
Budget Risk Level:	Low	2014 Budget Schedule:	
		2015 Budget Schedule:	

Project Risk Assessment
N/A

Enhancement

LINK

600029

Tacoma Link Fare Collection

Managed by: FIT

Scope: Sound Transit was scheduled to begin collecting fares on the Tacoma Link light rail service beginning in the fourth quarter of 2014; however, the implementation of fares was postponed until 2016. The project includes installation and commissioning of eight ticket vending machines at Tacoma Link stations. Additionally, the project will establish a spare parts inventory, setup fare enforcement support, and conduct public outreach.

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	Pending	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$514	2015 Cost Estimate:	N/A
2015 TIP:	\$514		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Pierce	64	0	449	0	0	0	0	0	514
Total	64	0	449	0	0	0	0	0	514

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
50-Construction	64	0	382	0	0	0	0	0	447
90-Contingency	0	0	67	0	0	0	0	0	67
Total	64	0	449	0	0	0	0	0	514

Budget Risk Assessment	
Estimate Type:	Initial Estimate
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2014 Budget Schedule:	2014
2015 Budget Schedule:	2016

Project Risk Assessment
Key project risks include fare system contractor timelines for software development and ability to reach intergovernmental agreements for fare enforcement.

Enhancement

OTHER

700736 Union Station Garden Level Remodel Managed by: Operations

Creation of a new project to initiate and complete the renovation of Union Station's Garden Level. The renovation includes converting cubicle space from 8X8 to 6X8 configuration, adding 7 enclosed offices, relocating 3 offices, renovating and creating a new mailroom, new carpet, purchase and installation 132 cubicles, and installation of new data cabling in support of the renovation.

Change in lifetime budget since 2014: New project with \$1.383 million for the renovation of the Garden Level in Union Station to accommodate growing requirements in space and support anticipated staff projections.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	None	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$0	2015 Cost Estimate:	N/A
2015 TIP:	\$1,383		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	0	1,383	0	0	0	0	0	0	1,383
Total	0	1,383	0	0	0	0	0	0	1,383

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
20-Prelim Engineering/Env Review	0	10	0	0	0	0	0	0	10
50-Construction	0	1,373	0	0	0	0	0	0	1,373
Total	0	1,383	0	0	0	0	0	0	1,383

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2015
		2015 Budget Schedule:	

Project Risk Assessment

Enhancement

OTHER

700784

Regional Parking Pilot Project

Managed by: Operations

Scope: Sound Transit staff to conduct testing and evaluation of parking management strategies under the system implementation of customer parking permits to include; vanpool customer parking, community outreach activities and real time parking availability monitoring. This project is anticipated to be completed in 2015.

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$475	2015 Cost Estimate:	N/A
2015 TIP:	\$475		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Systemwide	51	424	0	0	0	0	0	0	475
Total	51	424	0	0	0	0	0	0	475

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
20-Prelim Engineering/Env Review	51	151	0	0	0	0	0	0	202
50-Construction	0	273	0	0	0	0	0	0	273
Total	51	424	0	0	0	0	0	0	475

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2014

Project Risk Assessment
N/A

Enhancement

REGIONAL EXPRESS

700790

Pierce Transit Radio System Upgrade

Managed by: Operations

Scope: Replace all ST owned mobile radios currently installed in Pierce Transit-operated buses and necessary radio infrastructure components to be compliant with F.C.C. 6.25 MHZ narrow band, digital technology effective December 31, 2016. The project will cover 118 radios for installation on ST Express buses, plus 13 mobile/portable radios assigned to supervisors/mechanics.

Change since 2014: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:			
Baseline:	\$0	2008 Cost Estimate:	N/A
2014 TIP:	\$1,000	2014 Cost Estimate:	N/A
2015 TIP:	\$1,000	2015 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Pierce	562	438	0	0	0	0	0	0	1,000
Total	562	438	0	0	0	0	0	0	1,000

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
50-Construction	562	438	0	0	0	0	0	0	1,000
Total	562	438	0	0	0	0	0	0	1,000

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2014 Budget Schedule:
	2015 Budget Schedule:

Project Risk Assessment
N/A

Enhancement

LINK

700793

Signage Improvements

Managed by: Operations

Scope: Sound Transit is modifying and updating signage at existing Link and Sounder stations and TVM locations to improve wayfinding and reflect system expansion. Work includes design, fabrication, and installation of new signage elements.

Changes in lifetime budget since 2014: Addition of \$440.3 thousand to modify and update signage at Sounder King Street and International District/Chinatown station locations and TVM refacing systemwide to improve wayfinding and reflect system expansion.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$491	2015 Cost Estimate:	N/A
2015 TIP:	\$931		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	0	3	0	0	0	0	0	0	3
North King	5	412	28	0	0	0	0	0	445
South King	6	442	30	0	0	0	0	0	478
East King	0	1	0	0	0	0	0	0	1
Pierce	0	5	0	0	0	0	0	0	5
Total	11	861	59	0	0	0	0	0	931

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	8	37	6	0	0	0	0	0	51
30-Final Design+Specifications	0	73	21	0	0	0	0	0	94
50-Construction	3	693	32	0	0	0	0	0	728
55-Construction Services	0	58	0	0	0	0	0	0	58
Total	11	861	59	0	0	0	0	0	931

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2015

Project Risk Assessment
N/A

Enhancement

LINK

700798

Link Remote Switch Heaters

Managed by: Operations

Scope: Installation of remote switch heaters at Rainier Beach Station and Stadium Station interlockings to enhance the capabilities of providing all-weather service.

Changes in lifetime budget since 2014: This is a new project created in 2015 with a lifetime budget of \$200 thousand.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$0	2015 Cost Estimate:	\$200
2015 TIP:	\$200		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	0	200	0	0	0	0	0	0	200
Total	0	200	0	0	0	0	0	0	200

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
50-Construction	0	200	0	0	0	0	0	0	200
Total	0	200	0	0	0	0	0	0	200

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Initial Estimate	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	
		2015 Budget Schedule:	2015

Project Risk Assessment
Remote switch heaters will be installed by Sound Transit maintenance staff keeping costs low and on time for completion.

Enhancement

SOUNDER

300011

Positive Train Control

Managed by: DECM

Scope: Positive Train Control (PTC) systems are integrated command, control, communications, and information systems for controlling passenger train movements with safety, security, precision, and efficiency. Federal regulations mandate that PTC be operational on passenger rail systems by December 2015. These systems will improve railroad safety by significantly reducing the probability of collisions between trains, casualties to roadway workers and damage to their equipment, and over speed accidents.

Changes in lifetime budget since 2014: Although no changes were made in the lifetime budget, the project did baseline in 2014.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	N/A
Baseline:	\$53,054	2014 Cost Estimate:	N/A
2014 TIP:	\$53,054	2015 Cost Estimate:	N/A
2015 TIP:	\$53,054		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	1,640	1,517	609	0	0	0	0	0	3,767
South King	1,017	940	378	0	0	0	0	0	2,334
Pierce	20,448	18,912	7,593	0	0	0	0	0	46,953
Total	23,105	21,369	8,580	0	0	0	0	0	53,054

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	844	744	650	0	0	0	0	0	2,238
30-Final Design+Specifications	226	28	24	0	0	0	0	0	279
35-Third Party	2,510	300	1,457	0	0	0	0	0	4,267
50-Construction	19,189	17,622	2,184	0	0	0	0	0	38,995
55-Construction Services	330	750	2,982	0	0	0	0	0	4,062
80-System Testing+Startup	7	1,200	283	0	0	0	0	0	1,490
90-Contingency	0	725	1,000	0	0	0	0	0	1,725
Total	23,105	21,369	8,580	0	0	0	0	0	53,054

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	High
Budget Risk Level:	High	2014 Budget Schedule:	2015
		2015 Budget Schedule:	2015

Project Risk Assessment
Limited contractor technical staffing availability and procurement of long-lead items.

Enhancement

LINK

4X340

Noise Abatement

Managed by: DECM

Scope: Sound Transit has designed and is constructing a noise wall along the Link elevated guideway in Tukwila. In addition, 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. Construction of the noise wall was completed in 2013. The project is expected to close in 2015. Budget cash flow in 2016 reflects projected surplus budget.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	N/A
Baseline:	\$13,000	2014 Cost Estimate:	N/A
2014 TIP:	\$13,000	2015 Cost Estimate:	N/A
2015 TIP:	\$13,000		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	6,079	410	2,388	0	0	0	0	0	8,876
South King	2,824	190	1,109	0	0	0	0	0	4,124
Total	8,902	600	3,498	0	0	0	0	0	13,000

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	1,010	100	90	0	0	0	0	0	1,200
30-Final Design+Specifications	5	0	55	0	0	0	0	0	60
40-Row Acquisition+Permits	15	50	35	0	0	0	0	0	100
50-Construction	5,835	300	2,315	0	0	0	0	0	8,450
55-Construction Services	2,036	150	1,004	0	0	0	0	0	3,190
Total	8,902	600	3,498	0	0	0	0	0	13,000

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2015

Project Risk Assessment
Budget and schedule risks decreased with the completion of noise wall construction in 2013. Work in 2015 is for completion of the Residential Soundwall Improvements Program (RSIP) construction.

Enhancement

LINK

700773

Central Link HVAC for Traction Power

Managed by: DECM

Scope: Air conditioning is required in the Traction Power Sub Station (TPSS) buildings to protect and enhance the life of temperature sensitive electronic equipment.

Changes in lifetime budget since 2014: Improvements to design work added \$478 thousand to project budget after detailed engineering plan review.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$800	2015 Cost Estimate:	N/A
2015 TIP:	\$1,278		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	460	395	0	0	0	0	0	0	855
South King	228	196	0	0	0	0	0	0	423
Total	687	591	0	0	0	0	0	0	1,278

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	113	17	0	0	0	0	0	0	130
30-Final Design+Specifications	156	40	0	0	0	0	0	0	196
50-Construction	418	534	0	0	0	0	0	0	952
Total	687	591	0	0	0	0	0	0	1,278

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2015

Project Risk Assessment
N/A

Enhancement

LINK

700774**Central Link HVAC - Instrument House and UPS Room****Managed by: DECM**

Scope: Air conditioning is required in the uninterruptible power supply (UPS) rooms and signal houses to protect and enhance the life of temperature sensitive electronic equipment.

Changes in lifetime budget since 2014: Additional right-of-way procurement, improvement to design work added \$151 thousand to project budget.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$420	2015 Cost Estimate:	N/A
2015 TIP:	\$571		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	179	203	0	0	0	0	0	0	382
South King	89	100	0	0	0	0	0	0	189
Total	268	303	0	0	0	0	0	0	571

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	50	35	0	0	0	0	0	0	85
30-Final Design+Specifications	103	40	0	0	0	0	0	0	143
40-Row Acquisition+Permits	0	50	0	0	0	0	0	0	50
50-Construction	114	178	0	0	0	0	0	0	293
Total	268	303	0	0	0	0	0	0	571

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2015

Project Risk Assessment

There was a limit on resources to plan and manage the project in 2014. With resources on board, the project is expected to be completed in 2015.

Enhancement

LINK

700775

Central Link Card Readers

Managed by: DECM

Scope: Install card readers on all doors at Central Link stations' public areas. Card readers are required to ensure secure premises, eliminate the need to issue keys to a large number of staff and ensure consistency in key control.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$423	2015 Cost Estimate:	N/A
2015 TIP:	\$423		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	11	272	0	0	0	0	0	0	283
South King	6	134	0	0	0	0	0	0	140
Total	17	406	0	0	0	0	0	0	423

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	17	33	0	0	0	0	0	0	50
30-Final Design+Specifications	0	50	0	0	0	0	0	0	50
50-Construction	0	249	0	0	0	0	0	0	249
55-Construction Services	0	50	0	0	0	0	0	0	50
90-Contingency	0	25	0	0	0	0	0	0	25
Total	17	406	0	0	0	0	0	0	423

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2015
		2015 Budget Schedule:	2015

Project Risk Assessment
N/A

Enhancement

LINK

700777 Central Link Overhead Catenary System Tie Switch Managed by: Operations

Scope: This project is created to install the mechanical means to electrically bridge the OCS section insulators at approximately 34 various locations throughout the Central Link alignment.

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$3,000	2015 Cost Estimate:	N/A
2015 TIP:	\$3,000		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	3	1,920	84	0	0	0	0	0	2,007
South King	2	950	41	0	0	0	0	0	993
Total	5	2,870	125	0	0	0	0	0	3,000

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	0	0	0	0	0	0	0	0	0
50-Construction	5	2,870	125	0	0	0	0	0	3,000
Total	5	2,870	125	0	0	0	0	0	3,000

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2015
		2015 Budget Schedule:	2015

Project Risk Assessment
N/A

Enhancement

OTHER

7X743

Security Enhancements

Managed by: FIT

Scope: Sounder commuter rail has an extensive legacy CCTV system for monitoring commuter rail platforms, assets, and facilities. This system was installed in 2005 and includes 95 analog cameras and 8 digital video recorders with a central monitoring application. With a Homeland Security grant, Sound Transit upgraded to its current standard of networked video recorders with six times the amount of video storage with high quality digital video capabilities. In addition, the 62 cameras were upgraded to either a megapixel IP camera or a higher quality encoded video camera which allows such features as video analytics, high definition viewing, and a streamlined video administration and video sharing capability. These upgrades have been almost completed, pending final upgrades in Union Station in 2014.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$2,498	2015 Cost Estimate:	N/A
2015 TIP:	\$2,498		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	2,230	268	0	0	0	0	0	0	2,498
Total	2,230	268	0	0	0	0	0	0	2,498

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
20-Prelim Engineering/Env Review	162	0	0	0	0	0	0	0	162
50-Construction	2,068	268	0	0	0	0	0	0	2,336
Total	2,230	268	0	0	0	0	0	0	2,498

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2015
		2015 Budget Schedule:	2015

Project Risk Assessment
N/A

Enhancement

REGIONAL EXPRESS

7X745 ST Express Mobile Communications Managed by: Operations

Scope: As part of the operation of the ST Express bus fleet, mobile communications are necessary to ensure driver and passenger safety, to enhance the customer service information, and to improve the information available to the service planning function. The existing mobile communications systems are aging and in need of upgrades. In addition, this investment allows the ST Express bus fleet to be compatible with partner communication systems. A signed project participation agreement with Pierce Transit was executed in 2007. This project is in service. It was tested and accepted in 2010. Agreements for ST project participation with King County Metro and Community Transit projects were approved by the Board in 2008. These projects were completed in 2014 and the entire project is expected to be closed in 2015.

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$10,531	2015 Cost Estimate:	N/A
2015 TIP:	\$10,531		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	1,815	39	0	0	0	0	0	0	1,853
South King	1,041	22	0	0	0	0	0	0	1,064
East King	4,743	101	0	0	0	0	0	0	4,844
Pierce	2,712	58	0	0	0	0	0	0	2,770
Total	10,311	220	0	0	0	0	0	0	10,531

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
50-Construction	7,044	220	0	0	0	0	0	0	7,264
70-Vehicles	3,267	0	0	0	0	0	0	0	3,267
Total	10,311	220	0	0	0	0	0	0	10,531

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2013
		2015 Budget Schedule:	2014

Project Risk Assessment
N/A

Enhancement

OTHER

7X753

Bike Locker Program

Managed by: DECM

Scope: Install new bicycle parking at various Sounder commuter rail, ST Express bus, and Link light rail stations. In addition, project funded the design and construction of a bicycle plaza adjacent to the light rail Columbia City station. In King County, Sound Transit will add bicycle parking spaces at six light rail and commuter rail stations (Tukwila Station, Kent Station, Auburn Station, Columbia City Station, Othello Station, and Rainier Beach Station). In Pierce County, Sound Transit will expand secured bicycle parking at Puyallup and Sumner Stations. The project will also add benches, lighting, signage, and other pedestrian and bicycle amenities at the commuter rail stations.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$1,355	2015 Cost Estimate:	N/A
2015 TIP:	\$1,355		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	19	14	7	0	0	0	0	0	41
North King	320	227	121	0	0	0	0	0	668
South King	180	127	68	0	0	0	0	0	375
East King	10	7	4	0	0	0	0	0	20
Pierce	120	85	46	0	0	0	0	0	251
Total	648	460	246	0	0	0	0	0	1,355

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	215	39	27	0	0	0	0	0	281
30-Final Design+Specifications	98	10	0	0	0	0	0	0	108
40-Row Acquisition+Permits	11	6	5	0	0	0	0	0	23
50-Construction	324	405	214	0	0	0	0	0	944
Total	648	460	246	0	0	0	0	0	1,355

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2015
		2015 Budget Schedule:	2015

Project Risk Assessment
N/A

Enhancement

LINK

700781**Non-revenue Support Vehicles****Managed by: Operations**

Scope: Purchase and replace maintenance vehicles to improve maintenance efficiencies for the Link light rail system. In 2015 this will include the addition of a tandem-axle, flatbed truck equipped with an insulated boom and bucket apparatus capable of picking up copper reels and poles necessary for maintaining Link OCS equipment and power poles and the traction power grid. Lifetime expectancy of these trucks is 15 to 20 years. These vehicle specifications are being completed in 2014 and the vehicle will be delivered in 2015. In 2015 this budget also includes 13 maintenance vehicles that will be replaced and an additional 3 vehicles that will be purchased and added to the fleet in support of operations.

Changes in lifetime budget since 2014: Project budget is increased by \$1,225,289 to include the scheduled replacement of maintenance vehicles through 2019 and anticipated purchase of additional vehicles as increased support is required to support a growing system.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	\$905
2014 TIP:	\$905	2015 Cost Estimate:	\$2,130
2015 TIP:	\$2,130		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	0	781	207	223	116	89	0	0	1,416
South King	0	394	104	113	58	45	0	0	713
Total	0	1,175	311	336	174	134	0	0	2,130

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
70-Vehicles	0	1,175	311	336	174	134	0	0	2,130
Total	0	1,175	311	336	174	134	0	0	2,130

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2019
		2015 Budget Schedule:	2019

Project Risk Assessment

N/A

Enhancement

OTHER

804100

Transit Oriented Development Property Disposition

Managed by: PEPD

Scope: For properties acquired to build Link light rail (Initial Segment project) that are no longer required, this project funds property due diligence, evaluation for potential real estate development opportunities, and other activities associated with sales/transfer of surplus property to interested parties. The program only includes properties suitable for transit oriented development based on size and proximity to transit stations.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:			
Baseline:	\$0	2008 Cost Estimate:	N/A
2014 TIP:	\$5,601	2014 Cost Estimate:	N/A
2015 TIP:	\$5,601	2015 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	1,059	1,115	1,450	351	537	674	415	0	5,601
Total	1,059	1,115	1,450	351	537	674	415	0	5,601

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	63	72	0	0	0	0	0	0	134
40-Row Acquisition+Permits	997	808	1,296	251	515	674	415	0	4,956
50-Construction	0	235	154	100	22	0	0	0	511
Total	1,059	1,115	1,450	351	537	674	415	0	5,601

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2019
		2015 Budget Schedule:	2020

Project Risk Assessment
N/A

Enhancement

OTHER

8X100**Transit Oriented Development Planning****Managed by: PEPD**

Scope: The program budget funds transit oriented development planning within the Sound Transit District including external technical assistance to local jurisdictions and internal project support to help identify and shape TOD and joint development opportunities.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:			
Baseline:	\$0	2008 Cost Estimate:	N/A
2014 TIP:	\$1,640	2014 Cost Estimate:	N/A
2015 TIP:	\$1,640	2015 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	1,146	100	344	50	0	0	0	0	1,640
Total	1,146	100	344	50	0	0	0	0	1,640

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	43	0	0	0	0	0	0	0	43
20-Prelim Engineering/Env Review	1,103	100	344	50	0	0	0	0	1,597
Total	1,146	100	344	50	0	0	0	0	1,640

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2016
		2015 Budget Schedule:	2017

Project Risk Assessment

N/A



IMAGINARY LANDSCAPE

Installation of artist Sheila Klein's piece, "Imaginary Landscape," was completed at the Tukwila Sounder station in August 2014. The artwork is part of Sound Transit's public art program, called *STart*, which has already created more than 80 permanent works of art across the region.

Rehabilitation & Replacement Projects

Projects that replace existing bus and commuter rail fleet and major maintenance of stations and vehicles are the key to managing efficient and cost effective transit services.

The 2015 TIP includes projects to perform maintenance at facilities with more than ten years of service, overhaul Sounder vehicles, and replace retiring ST Express buses. In addition, the TIP includes a Small Works Program to fund small capital projects, each with lifetime budgets under \$200,000.

TIP Highlights

- ST Express bus replacements are anticipated in 2015 through 2020.
- Sounder Vehicle Overhaul Program is funded through 2017.
- IT Link Light Rail project to replace the information systems network infrastructure supporting the SCADA System which has reached the end of its useful life.
- IT Transit Systems project to replace the aged closed circuit video systems, messages boards and other information systems at ST Express and Sounder stations.
- LRV Overhaul project to repair and replace gear boxes on light rail fleet vehicles

BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
LINK				
Central Link Control Center Phone Network	Cost Decrease	Baseline	Project cancelled.	(\$199)
Link Station Paver Replacement	Cost Decrease	Baseline	Close out project.	(\$155)
LRV Overhaul	New Project	Operating	Complete emergency repairs to the light rail vehicles (LRVs) to be initially funded from Systemwide Contingency, pending further evaluation.	\$5,000
SOUNDER				
Sounder Vehicle Overhaul Program	Cost Increase	Program	Lifetime budget increase due to costs of overhauling four additional locomotives to Tier-3 engine emission standards partial offset by a CMAQ Grant.	\$1,851

Budget Changes Continued

Project	Reason	Budget Type	Explanation	Change
REGIONAL EXPRESS				
ST Express Fleet Replacement	Cost Increase	Program	Increase due to increase base cost of vehicles, changes in vehicle types and adding one additional year to the bus replacement schedule.	\$19,260
OTHER				
IT Link Light Rail	New Project	Preliminary Engineering	New project.	\$3,935
IT Transit Systems	New Project	Program	New project.	\$5,905
Small Works Program	Cost Increase	Program	Extend the program another year.	\$979

SCHEDULE CHANGES

Project	Schedule Type	Explanation	Old Date	New Date
SOUNDER				
Sounder Vehicle Overhaul Program	Preliminary Engineering	The addition of four locomotives being upgraded to Tier 3 engine overhaul standard resulted in a slight extension of the schedule to accommodate the more extensive overhaul.	2017	2018
REGIONAL EXPRESS				
ST Express Fleet Replacement	Cost Increase	Added one year to the replacement schedule	2019	2020
OTHER				
Small Works Program	Preliminary Engineering	Added one year to the program.	2019	2020

Project Closures

The following projects were closed in 2014:

- Central Link Control Center Phone Network
- Link Station Paver Replacement

The following projects are complete and scheduled to be closed in 2015

- Beacon Avenue Paving
- Tacoma Link Announcement/Sign System

2015 TIP Cashflow by Budget Approval

(in thousands)

Rehabilitation and Replacement

ALL MODES

Project Number and Name	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Preliminary Engineering									
870100 IT Link Light Rail	0	250	330	525	845	605	255	1,125	3,935
Subtotal	0	250	330	525	845	605	255	1,125	3,935
Baseline									
4X360 Beacon Avenue Paving	1,207	0	793	0	0	0	0	0	2,000
7X356 Tacoma Dome Station	0	414	0	0	0	0	0	0	414
7X758 Tacoma Link Announcement/Sign System	342	29	0	0	0	0	0	0	371
7X768 Federal Way Post Tension Cable Repair	4	521	0	0	0	0	0	0	525
Subtotal	1,552	964	793	0	0	0	0	0	3,310
Operating									
700769 LRV Overhaul	0	5,000	0	0	0	0	0	0	5,000
Subtotal	0	5,000	0	0	0	0	0	0	5,000
Program									
700770 Sounder Vehicle Overhaul Program	4,686	6,898	4,550	5,652	2,516	0	0	0	24,301
700771 Station Midlife Refurbishment Program	575	305	570	0	0	0	0	0	1,450
7X701 ST Express Fleet Replacement	98,392	12,779	18,968	871	48,889	1,249	8,123	0	189,269
7X740 Small Works Program	2,209	656	656	656	614	979	992	0	6,763
870101 IT Transit Systems	0	440	1,434	160	135	620	135	2,981	5,905
Subtotal	105,862	21,078	26,178	7,338	52,154	2,849	9,250	2,981	227,688
Total	\$107,414	\$27,292	\$27,302	\$7,863	\$52,999	\$3,454	\$9,505	\$4,106	\$239,933

2015 TIP Cashflow by Subarea
(in thousands)

Rehabilitation and Replacement
ALL MODES

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
1 - Snohomish	18,246	3,279	4,047	1,013	9,029	347	1,559	0	37,520
2 - North King	1,538	3,638	1,136	487	718	595	338	833	9,284
3 - South King	13,111	7,439	4,864	3,284	6,567	430	1,035	292	37,023
4 - East King	45,680	6,003	8,850	525	22,605	761	3,925	0	88,349
5 - Pierce	28,838	6,493	6,970	2,394	13,944	701	2,513	0	61,853
6 - Systemwide	0	440	1,434	160	135	620	135	2,981	5,905
Total	\$107,414	\$27,292	\$27,302	\$7,863	\$52,999	\$3,454	\$9,505	\$4,106	\$239,933

2015 TIP Cashflow by Phase
(in thousands)

Phase # and Description	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	428	129	75	33	23	0	0	0	688
20-Prelim Engineering/Env Review	24	36	13	41	13	0	0	0	126
30-Final Design+Specifications	97	91	138	113	10	0	0	0	449
50-Construction	7,704	2,484	3,595	3,050	2,075	2,205	1,382	4,106	26,600
55-Construction Services	166	0	64	0	0	0	0	0	230
70-Vehicles	98,995	24,552	23,416	4,627	50,879	1,249	8,123	0	211,839
Total	\$107,414	\$27,292	\$27,302	\$7,863	\$52,999	\$3,454	\$9,505	\$4,106	\$239,933

Rehabilitation and Replacement

OTHER

870100

IT Link Light Rail

Managed by: FIT

Scope: The lifecycle maintenance of the IT infrastructure behind the Link light rail (LLR) SCADA system is important in mitigating equipment failure of an operationally-critical system. This project will provide for lifecycle maintenance of SCADA systems including, but not limited to, servers, SANs, networking equipment, Video Messaging Systems/backend and other computer-based infrastructure. This will also entail enhancements and maintenance for IT SCADA security.

Changes in lifetime budget since 2014: Addition of a new project and establish a lifetime budget of \$3.9 million.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$0	2015 Cost Estimate:	N/A
2015 TIP:	\$3,935		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	0	185	244	389	626	448	189	833	2,915
South King	0	65	86	136	219	157	66	292	1,020
Total	0	250	330	525	845	605	255	1,125	3,935

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
50-Construction	0	250	330	525	845	605	255	1,125	3,935
Total	0	250	330	525	845	605	255	1,125	3,935

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Medium	2014 Budget Schedule:	2023
		2015 Budget Schedule:	2023

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

Rehabilitation and Replacement

LINK

4X360

Beacon Avenue Paving

Managed by: DECM

Scope: As agreed with the city of Seattle, Sound Transit is performing roadway improvements on Beacon Avenue between South McClellan Street and South Landers Street. The roadway was impacted by construction of the Initial Segment: work includes full-depth replacement of pavement, drainage improvements, reconstruction of portions of sidewalks, sidewalk widening, addition of raised roadway median, and increased crosswalk widths. Work completed in 2014 and the project is being closed out. Budget cash flow in 2016 reflects projected surplus budget.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	N/A
Baseline:	\$2,000	2014 Cost Estimate:	N/A
2014 TIP:	\$2,000	2015 Cost Estimate:	N/A
2015 TIP:	\$2,000		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	1,207	0	793	0	0	0	0	0	2,000
Total	1,207	0	793	0	0	0	0	0	2,000

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	108	0	42	0	0	0	0	0	150
30-Final Design+Specifications	79	0	46	0	0	0	0	0	125
50-Construction	855	0	640	0	0	0	0	0	1,495
55-Construction Services	166	0	64	0	0	0	0	0	230
Total	1,207	0	793	0	0	0	0	0	2,000

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Initial Estimate	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2014
		2015 Budget Schedule:	2014

Project Risk Assessment
Low - Work is completed.

Rehabilitation and Replacement

OTHER

7X356

Tacoma Dome Station

Managed by: Operations

Scope: The Tacoma Dome Station project was completed in 2002. Per agreement with Pierce Transit, Sound Transit has maintained a capital budget for major maintenance for use as necessary during the useful life of the facility. Per the terms of the agreement with Pierce Transit, the Sound Transit contribution for major maintenance is \$275 thousand in 1998 dollars, inflated to the year of expenditure. Current projections are for spending in 2015.

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOY dollars)	
Phase Gate Passed:	None
Baseline:	\$0
2014 TIP:	\$414
2015 TIP:	\$414

ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
2008 Cost Estimate:	N/A
2014 Cost Estimate:	N/A
2015 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Pierce	0	414	0	0	0	0	0	0	414
Total	0	414	0	0	0	0	0	0	414

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
50-Construction	0	414	0	0	0	0	0	0	414
Total	0	414	0	0	0	0	0	0	414

Budget Risk Assessment	
Estimate Type:	
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2014 Budget Schedule:	2015
2015 Budget Schedule:	2015

Project Risk Assessment
N/A

Rehabilitation and Replacement

LINK

7X758 **Tacoma Link Announcement/Sign System** **Managed by: Operations**

Scope: Procurement and installation of a new communications system for Tacoma Link. System replacement is necessary due to the limited availability of replacement parts and technical support for the existing technology. This project will be closed in 2015.

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$371	2015 Cost Estimate:	N/A
2015 TIP:	\$371		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Pierce	342	29	0	0	0	0	0	0	371
Total	342	29	0	0	0	0	0	0	371

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	2	0	0	0	0	0	0	0	2
50-Construction	340	29	0	0	0	0	0	0	369
Total	342	29	0	0	0	0	0	0	371

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2014 Budget Schedule:
	2015 Budget Schedule:

Project Risk Assessment
N/A

Rehabilitation and Replacement

REGIONAL
EXPRESS**7X768****Federal Way Post Tension Cable Repair****Managed by: DECM**

Scope: Repair post tension cables that provide structural reinforcement of the Federal Way parking garage. Grease has been leaking out of the post tension cable grout pockets indicating water penetration. The budget funds complete remediation. At a minimum, removal of failed grout pockets and replacement of the grease-filled caps is required; however, more extensive remediation may be needed. The project schedule is on hold pending the results of engineering study to determine the best course of action.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$525	2015 Cost Estimate:	N/A
2015 TIP:	\$525		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
South King	4	521	0	0	0	0	0	0	525
Total	4	521	0	0	0	0	0	0	525

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	4	96	0	0	0	0	0	0	100
50-Construction	0	425	0	0	0	0	0	0	425
Total	4	521	0	0	0	0	0	0	525

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2015
		2015 Budget Schedule:	2015

Project Risk Assessment

N/A

Rehabilitation and Replacement

LINK

700769

LRV Overhaul

Managed by: DECM

Scope: In December 2014, the Sound Transit Board ratified a declaration of the existence of an emergency regarding the discovery of problems with the gear units and traction motors on Sound Transit's fleet of light rail vehicles (LRVs), and authorized the purchase of materials, equipment, services, and labor necessary to complete emergency repairs. A new project LRV Overhaul was created to capture expenditures related to the repairs, which is to be initially funded from Systemwide Contingency, pending further evaluation.

Changes in lifetime budget since 2014: Addition of \$5.0 million to purchase materials, equipment, services, and labor necessary to complete emergency repairs to the light rail vehicles (LRVs).

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	Pending	2008 Cost Estimate:	\$5,000
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$0	2015 Cost Estimate:	\$5,000
2015 TIP:	\$5,000		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	0	3,354	0	0	0	0	0	0	3,354
South King	0	1,646	0	0	0	0	0	0	1,646
Total	0	5,000	0	0	0	0	0	0	5,000

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
70-Vehicles	0	5,000	0	0	0	0	0	0	5,000
Total	0	5,000	0	0	0	0	0	0	5,000

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Initial Estimate	Schedule Risk Level:	High
Budget Risk Level:	High	2014 Budget Schedule:	
		2015 Budget Schedule:	2015

Project Risk Assessment

Repairs to eliminate wear of the bearings in the traction motors and gear units are required to ensure that Sound Transit will have a sufficient number of LRVs to allow University Link operations to commence in the first quarter of 2016. Required materials must be delivered in time to implement the necessary repairs to commence pre-revenue testing in October 2015. The current schedule for retrofit of the vehicles does not support having all the vehicles ready for pre-revenue service testing of University Link; alternate strategies are being reviewed.

Rehabilitation and Replacement

SOUNDER

700770

Sounder Vehicle Overhaul Program

Managed by: Operations

Scope: This project is a preservation project to maintain, preserve, and extend the life of existing assets (locomotives). It does not significantly change the program use of the assets.

Engine Overhauls: Currently there are 11 locomotives operating within Sounder Fleet that are required to be overhauled to ensure the continued performance of the asset. The locomotives were purchased in 2000 and 2001 and have continued to perform over the past 13 years without a major overhaul. The completion of upgrades to these locomotives will continue through 2018. In 2014, two locomotives were upgraded to Tier 3 quality engine. In 2015, seven more locomotives are planned for the engine overhaul.

Truck Overhauls: A five-year project, which is expected to be completed in 2017, includes 48 cars. Since 2012, twenty-two cars have been overhauled. Ten are expected to be completed in 2014 and another 12 are planned to be overhauled in 2015.

HVAC Overhauls: Seventy-eight HVAC systems on the train cars need to be overhauled. This is a five-year project. Thirty-eight HVAC systems have been overhauled since 2012: 12 are expected to be overhauled in 2014 and another 16 are planned for 2015. This project is expected to be completed in 2016.

Change in lifetime budget since 2014: Lifetime budget increased by \$1.8M to reflect the cost of four additional locomotives to Tier 3 overhaul partially funded by a CMAQ grant award.

Board Approved Capital Budget (in thousands of YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	\$0
2014 TIP:	\$22,450
2015 TIP:	\$24,301

ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
2008 Cost Estimate:	N/A
2014 Cost Estimate:	N/A
2015 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	642	945	623	774	345	0	0	0	3,329
South King	2,455	3,614	2,384	2,962	1,318	0	0	0	12,734
Pierce	1,588	2,338	1,543	1,916	853	0	0	0	8,238
Total	4,686	6,898	4,550	5,652	2,516	0	0	0	24,301

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	0	11	11	11	0	0	0	0	32
20-Prelim Engineering/Env Review	0	23	0	28	0	0	0	0	51
30-Final Design+Specifications	0	91	91	113	10	0	0	0	305
50-Construction	4,313	0	0	1,745	516	0	0	0	6,573
70-Vehicles	373	6,773	4,448	3,756	1,990	0	0	0	17,341
Total	4,686	6,898	4,550	5,652	2,516	0	0	0	24,301

Budget Risk Assessment	
Estimate Type:	Initial Estimate
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2014 Budget Schedule:	2017
2015 Budget Schedule:	2018

Project Risk Assessment
N/A

Rehabilitation and Replacement

SOUNDER

700771

Station Midlife Refurbishment Program

Managed by: Operations

Scope: Sound Transit facilities have been in service for more than ten years, and are now reaching their midlife maintenance stage. This is a multi-location midlife program with projects scheduled over the lifetime of the project.

Projects completed in 2014 including:

- Concrete repairs at Auburn Station, Sumner Station, Puyallup Station, and South Hill P&R

- Projects are planned for 2015 including painting of shelters at Kent Station, Puyallup Station, South Hill P&R

- Kent Garage top deck sealing Kent and Auburn Pedestrian Bridge Sealing.

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$1,450	2015 Cost Estimate:	N/A
2015 TIP:	\$1,450		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
South King	383	203	380	0	0	0	0	0	967
Pierce	191	102	190	0	0	0	0	0	483
Total	575	305	570	0	0	0	0	0	1,450

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	8	0	0	0	0	0	0	0	8
50-Construction	567	305	570	0	0	0	0	0	1,442
Total	575	305	570	0	0	0	0	0	1,450

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Scoping	Schedule Risk Level:	Medium
Budget Risk Level:	Low	2014 Budget Schedule:	2016
		2015 Budget Schedule:	2016

Project Risk Assessment

Continued changes and refinement of the scope of work at the various station locations as identified in the scope of work could affect both the budget and schedule as already evidenced in the minor schedule delays of some of the work anticipated earlier in the project.

Rehabilitation and Replacement

REGIONAL
EXPRESS**7X701****ST Express Fleet Replacement****Managed by: Operations**

Scope: The project funds the bus replacement program for the ST Express Fleet.

Current Assumptions: FTA guidelines indicate that buses are to be replaced no earlier than either 12 years of service or 500,000 miles. Due to the unique service characteristics of the ST Express fleet, Sound Transit buses typically reach 500,000 miles after only 10 years of operations. Replacement decisions are informed by specific fleet performance in consultation with our operating partner agencies. During the period from 2013-2020, more than 185 buses will be replaced. The current fleet size is 280.

Changes in lifetime since 2014: Increase of \$19.3 million to adjust for changes in vehicle cost estimates, changes in vehicle replacement types increase fleet size in support of the SR520 overload, and extending the fleet replacement plan into 2020.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$170,009	2015 Cost Estimate:	N/A
2015 TIP:	\$189,269		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	17,317	2,249	3,338	153	8,604	220	1,430	0	33,311
South King	9,938	1,291	1,916	88	4,938	126	820	0	19,116
East King	45,260	5,878	8,725	400	22,489	575	3,736	0	87,064
Pierce	25,877	3,361	4,988	229	12,858	328	2,136	0	49,778
Total	98,392	12,779	18,968	871	48,889	1,249	8,123	0	189,269

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
50-Construction	6	0	0	0	0	0	0	0	6
70-Vehicles	98,386	12,779	18,968	871	48,889	1,249	8,123	0	189,263
Total	98,392	12,779	18,968	871	48,889	1,249	8,123	0	189,269

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Scoping	Schedule Risk Level:	Low
Budget Risk Level:	Medium	2014 Budget Schedule:	2019
		2015 Budget Schedule:	2020

Project Risk Assessment

Budget risk is a concern as the cost estimates and vehicle types are annually reviewed as replacements are identified and the Agency adopts on-board technologies to be included in future replacements.

Rehabilitation and Replacement

OTHER

7X740

Small Works Program

Managed by: Operations

Scope: Projects completed under the small works program include modification/repairs of operating facilities and systems with an estimated total cost of less than \$200,000 per project. Facility repairs/modifications exceeding \$200,000 are identified as separate projects in the capital plan. The budget for this program is based on number of sites maintained, age of facilities, and amount of use.

Changes in lifetime budget since 2014: Project budget increased by \$979 thousand to extend the program another year.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$5,784	2015 Cost Estimate:	N/A
2015 TIP:	\$6,763		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	287	85	85	85	80	127	129	0	879
North King	331	98	98	98	92	147	149	0	1,014
South King	331	98	98	98	92	147	149	0	1,014
East King	420	125	125	125	117	186	188	0	1,285
Pierce	840	249	249	249	233	372	377	0	2,570
Total	2,209	656	656	656	614	979	992	0	6,763

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	307	23	23	23	23	0	0	0	398
20-Prelim Engineering/Env Review	24	13	13	13	13	0	0	0	75
30-Final Design+Specifications	19	0	0	0	0	0	0	0	19
50-Construction	1,623	621	621	621	579	979	992	0	6,036
70-Vehicles	236	0	0	0	0	0	0	0	236
Total	2,209	656	656	656	614	979	992	0	6,763

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Scoping	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2019
		2015 Budget Schedule:	2020

Project Risk Assessment
N/A

Rehabilitation and Replacement

OTHER

870101

IT Transit Systems

Managed by: FIT

Scope: Sounder stations and Regional Express transit centers require maintenance on multiple computer and technology-based systems to keep them safe, secure, and functional for our customers. This project includes two major categories of systems; however, other categories may be included as technologies change.

Sounder stations and Regional Express transit centers require suitable security systems in order to provide a safe experience for passengers riding Sound Transit vehicles and other regional bus services. Additionally, a security system in good repair helps partner security and law enforcement agencies support Sound Transit in providing passenger and employee safety at the stations. This project would track the capital spent for the repair, replacement/upgrade, and rehabilitation of the security systems, which include, but are not limited to, CCTV, Access Control, and Customer Emergency Stations.

Passenger Information Management Systems (PIMS) are integral to the passenger experience and can also provide data to Sound Transit. These systems are present both in stations and on Sounder heavy rail cars. This project would track the capital spent for repair, replacement/upgrade, and rehabilitation of the PIMS, which include, but are not limited to, Automated Passenger Counters (APC), Video Messaging Signs (VMS), and Public Address audio systems (PA) systems.

Changes in lifetime budget since 2014: Addition of a new project and establish a lifetime budget of \$5.9 million.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$0	2015 Cost Estimate:	N/A
2015 TIP:	\$5,905		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Systemwide	0	440	1,434	160	135	620	135	2,981	5,905
Total	0	440	1,434	160	135	620	135	2,981	5,905

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
50-Construction	0	440	1,434	160	135	620	135	2,981	5,905
Total	0	440	1,434	160	135	620	135	2,981	5,905

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2014 Budget Schedule:	2023
		2015 Budget Schedule:	2023

Project Risk Assessment
Information technology is ever changing and could adversely affect both the cost of the equipment and the availability of the equipment.



SOUNDER SIGN

A vinyl sign points the way to the Jackson Street Sounder entrance near Union Station in Seattle. The sign went up to clearly identify the entrance for Sounder riders. Sounder trains to and from Everett and Lakewood provide about 12,600 rides every weekday.



Administrative Projects

Administrative Projects are not specific to any transit mode or capital program, but include Agency assets such as real estate not required for construction and operations, administrative equipment and facilities, and technology critical to the successful operation of the Agency.

TIP Highlights

- Environmental Mitigation, Monitoring, and Maintenance project will fund follow on work to allow completed projects to be closed.
- Administrative vehicle replacement purchases.
- Continued development of the Agency information technology infrastructure in support of operational efficiencies and Agency growth.

SCHEDULE CHANGES

Project	Schedule Type	Explanation	Old Date	New Date
OTHER				
Environmental Mitigation, Monitoring & Maintenance	Completion	Budget is expected to be sufficient to fund the program until the end of the ST2 program and beyond.	2019	2030
Surplus Property Disposition	Preliminary Engineering	Ongoing project. Project schedule is contingent on market conditions and other Agency strategic objectives.	2015	2017



Geotechnical drilling in Mountlake Terrace as part of the environmental review process for Lynnwood Link Extension

2015 TIP Cashflow by Budget Approval
(in thousands)

Administrative
ALL MODES

Project Number and Name	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Program									
600025 Environmental Mitigation, Monitoring & Maintenance	236	133	145	58	48	60	12	731	1,423
802000 Administrative Capital	4,695	765	748	664	631	688	798	4,345	13,334
803800 Information Technology Program	9,906	2,835	2,854	2,784	2,616	2,460	2,312	6,468	32,235
804500 Surplus Property Disposition	140	230	205	132	0	0	0	0	708
Subtotal	14,977	3,963	3,952	3,638	3,295	3,209	3,122	11,544	47,700
Total	\$14,977	\$3,963	\$3,952	\$3,638	\$3,295	\$3,209	\$3,122	\$11,544	\$47,700

2015 TIP Cashflow by Subarea
(in thousands)

Administrative
ALL MODES

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
1 - Snohomish	41	23	25	10	8	11	2	128	249
2 - North King	140	230	205	132	0	0	0	0	708
3 - South King	146	82	90	36	30	37	7	453	882
4 - East King	14	8	8	3	3	4	1	43	83
5 - Pierce	35	20	21	9	7	9	2	107	209
6 - Systemwide	14,601	3,600	3,602	3,448	3,247	3,148	3,110	10,813	45,569
Total	\$14,977	\$3,963	\$3,952	\$3,638	\$3,295	\$3,209	\$3,122	\$11,544	\$47,700

2015 TIP Cashflow by Phase
(in thousands)

Phase # and Description	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
09-Admin Capital	14,099	3,450	3,352	3,198	2,997	2,898	2,885	10,061	42,940
10-Agency Administration	380	0	0	0	0	0	0	0	380
20-Prelim Engineering/Env Review	357	233	245	158	148	160	112	1,075	2,488
40-Row Acquisition+Permits	140	230	205	132	0	0	0	0	708
90-Contingency	0	50	150	150	150	150	125	409	1,184
Total	\$14,977	\$3,963	\$3,952	\$3,638	\$3,295	\$3,209	\$3,122	\$11,544	\$47,700

Administrative

OTHER

600025 **Environmental Mitigation, Monitoring & Maintenance** **Managed by: PEPD**

Scope: Post construction monitoring of wetland areas at or adjacent to capital project construction sites. Permit obligations require wetland sites to be monitored for 5 to 10 years after the completion of construction.

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	\$1,423
2014 TIP:	\$1,423	2015 Cost Estimate:	\$1,423
2015 TIP:	\$1,423		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Snohomish	41	23	25	10	8	11	2	128	249
South King	146	82	90	36	30	37	7	453	882
East King	14	8	8	3	3	4	1	43	83
Pierce	35	20	21	9	7	9	2	107	209
Total	236	133	145	58	48	60	12	731	1,423

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
20-Prelim Engineering/Env Review	236	133	145	58	48	60	12	731	1,423
Total	236	133	145	58	48	60	12	731	1,423

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2019
		2015 Budget Schedule:	2030

Project Risk Assessment
N/A

Administrative

OTHER

802000

Administrative Capital

Managed by: FIT

Scope: This program funds capital expenditures for assets that support Agency staff through 2023. Such items include administrative facilities, non-revenue administrative fleet, office equipment, space planning, and furnishings that meet the accounting threshold for recognizing capital assets.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$13,334	2015 Cost Estimate:	N/A
2015 TIP:	\$13,334		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Systemwide	4,695	765	748	664	631	688	798	4,345	13,334
Total	4,695	765	748	664	631	688	798	4,345	13,334

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
09-Admin Capital	4,695	715	598	514	481	538	673	3,936	12,150
90-Contingency	0	50	150	150	150	150	125	409	1,184
Total	4,695	765	748	664	631	688	798	4,345	13,334

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2023
		2015 Budget Schedule:	2023

Project Risk Assessment
N/A

Administrative

OTHER

803800 Information Technology Program Managed by: FIT

Scope: The Program supports agencywide hardware and software infrastructure and development and implementation of technology solutions to improve administrative efficiency through 2023.

Changes in lifetime budget since 2014: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$32,235	2015 Cost Estimate:	N/A
2015 TIP:	\$32,235		

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Systemwide	9,906	2,835	2,854	2,784	2,616	2,460	2,312	6,468	32,235
Total	9,906	2,835	2,854	2,784	2,616	2,460	2,312	6,468	32,235

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
09-Admin Capital	9,404	2,735	2,754	2,684	2,516	2,360	2,212	6,124	30,790
10-Agency Administration	380	0	0	0	0	0	0	0	380
20-Prelim Engineering/Env Review	122	100	100	100	100	100	100	343	1,065
Total	9,906	2,835	2,854	2,784	2,616	2,460	2,312	6,468	32,235

Budget Risk Assessment	
Estimate Type:	Conceptual Engineering
Budget Risk Level:	High

Schedule Risk Assessment	
Schedule Risk Level:	High
2014 Budget Schedule:	2023
2015 Budget Schedule:	2023

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

Administrative

OTHER

804500	Surplus Property Disposition	Managed by: DECM
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Scope: Prepare surplus properties for sale that due to their size or location do not lend themselves to Transit Oriented Development opportunities. Surplus properties represent remnant properties that may have been used during construction or were acquired and no longer need for transit use.

Changes in lifetime budget since 2014: None

Board Approved Capital Budget (in thousands of YOY dollars)	ST2 Total Project Cost Estimate (in thousands of 2014 dollars)
Phase Gate Passed: N/A	2008 Cost Estimate: N/A
Baseline: \$0	2014 Cost Estimate: N/A
2014 TIP: \$708	2015 Cost Estimate: N/A
2015 TIP: \$708	

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
North King	140	230	205	132	0	0	0	0	708
Total	140	230	205	132	0	0	0	0	708

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
40-Row Acquisition+Permits	140	230	205	132	0	0	0	0	708
Total	140	230	205	132	0	0	0	0	708

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type: Planning	Schedule Risk Level: Low
Budget Risk Level: Low	2014 Budget Schedule: 2015
	2015 Budget Schedule: 2017

Project Risk Assessment
N/A



UND RIVER'S LICENSE

A big thanks to our troops for everything they do! Sound Transit visited Joint Base Lewis-McChord and issued 166 Undriver Licenses. When being issued an Undriver License, the holder pledges to use their cars less by "getting creative about getting around".

Agency Administration

The 2015 TIP includes history and forecasts for agency administrative operating expenses and reserve fund contributions through 2023, to support the Agency's current system expansion programs – Sound Move and ST2.

AGENCY ADMINISTRATION SUMMARY (in thousands)

Program	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total TIP
Operating	\$209,995	\$57,172	\$62,197	\$63,891	\$65,702	\$67,716	\$67,238	\$198,008	\$791,918
Reserves	289,754	48,365	75,326	78,145	83,335	78,040	71,615	240,060	964,640
Total	\$499,749	\$105,537	\$137,523	\$142,036	\$149,037	\$145,756	\$138,853	\$438,068	\$1,756,558

Agency Administrative Operating Expenses

This budget funds Agency staff salaries and benefits and staff-related costs that are not directly charged to projects or allocated to service delivery. It also includes costs excluded from overhead allocations – marketing, CEO's office, government and community affairs, and board administration division costs and the tax collection fees paid to the Department of Revenue and Department of Licensing. Costs for Sound Transit staff that work directly on capital projects or in service delivery are included in the budgets for those specific projects or mode of operations, respectively. The remaining costs are charged to the agency administration operating program. The costs for Agency staff that work indirectly on capital projects is capitalized and the remainder is expensed as a general and administrative expense for the Agency.

Agency Reserves

Systemwide Contingency

The systemwide contingency was established as part of the Sound Move program and was supplemented in the ST2 plan. This fund is set aside to be available for use by the Board to deal with any unforeseen events. On December 18, 2014, the Board approved Motion No. M2014-105 which provisionally commits the Systemwide Contingency to fund that action. The action further states that in 2015, staff will identify the final budget allocation for that action and will seek final Board authorization which will potentially restore the budget for the Systemwide Contingency.

Capital Replacement

The capital replacement reserve is increased over time to replace Agency capital assets. A replacement schedule, based on expected useful life and future cost of assets, is part of the Agency's financial plan.

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, the Board, on a case-by-case basis, could authorize use of the emergency/loss fund.

Insurance Systemwide

The insurance systemwide reserve is forecasted to be funded beginning in 2016, when major new construction gets underway. It will be available to partially pay for builders' risk insurance in conjunction with funds provided by building contractors.

Operation & Maintenance

Sound Transit's financial policies require the Agency to maintain a two-month operation and maintenance reserve. At all times the reserve should equal two months of expenses including transit operations and other non-capitalizable Agency expenses.



TRACKING THE TUNNEL

A worker is shown here in the University Link Extension light rail tunnel near the Capitol Hill Station. Construction on the 3.1-mile segment will connect the University of Washington and Capitol Hill to downtown Seattle and the airport. Trains are expected to be running in the first quarter of 2016.

2015 TIP Cashflow by Budget Approval
(in thousands)

Agency Administration

Project Number and Name	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Operating									
0X002 Agency Administration Operating	\$209,995	\$57,172	\$62,197	\$63,891	\$65,702	\$67,716	\$67,238	\$198,008	\$791,918
Subtotal	209,995	57,172	62,197	63,891	65,702	67,716	67,238	198,008	791,918
Reserve									
0X005 Systemwide Contingency	0	0	0	5,000	0	0	0	0	5,000
1X900 Emergency/Loss	9,928	2,000	3,000	3,000	3,000	3,000	3,000	11,000	37,928
1X901 Insurance Systemwide	0	0	5,625	5,625	5,625	6,425	0	0	23,300
8X500 Capital Replacement	279,826	46,365	66,701	64,520	74,710	68,615	68,615	229,060	898,412
Subtotal	289,754	48,365	75,326	78,145	83,335	78,040	71,615	240,060	964,640
Total	\$499,749	\$105,537	\$137,523	\$142,036	\$149,037	\$145,756	\$138,853	\$438,068	\$1,756,558

Agency Administration

OTHER

0X002

Agency Administration Operating

Managed by: FIT

Scope: Agency Administration Operating funds overhead costs that support our capital program and agency costs that are not eligible to be allocated to service delivery. This is for the period 2010 - 2023.

Changes in lifetime budget since 2014: Budget is reduced by \$55 million. Beginning in 2014, the agency is implementing a fully-allocated cost methodology. As a result, more administrative costs will be allocated to Service Delivery and to the capital program, with fewer costs retained centrally. The budget change reflects the updated forecast for the overhead costs that support our capital program and agency costs.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2014 dollars)	
Phase Gate Passed:	N/A		
Baseline:	\$0	2008 Cost Estimate:	N/A
2014 TIP:	\$846,892	2014 Cost Estimate:	N/A
2015 TIP:	\$791,918	2015 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
Systemwide	209,995	57,172	62,197	63,891	65,702	67,716	67,238	198,008	791,918
Total	209,995	57,172	62,197	63,891	65,702	67,716	67,238	198,008	791,918

Phase	Life to Date	2015	2016	2017	2018	2019	2020	Future	Total
10-Agency Administration	209,995	57,172	62,197	63,891	65,702	67,716	67,238	198,008	791,918
Total	209,995	57,172	62,197	63,891	65,702	67,716	67,238	198,008	791,918

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2014 Budget Schedule:	2023
		2015 Budget Schedule:	2023

Project Risk Assessment
N/A

APPENDIX A

Sound Transit 2 Cost Estimates

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Sound Transit 2 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 (2007\$). To enable comparisons between cost estimates, the figures in this appendix have been updated to 2014 constant-year dollars (referred to as "2014\$") based on the Agency's August 2014 inflation forecasts. The table on the following page includes information on:

- 2008 cost estimates are from the initial ST2 plan approved by voters in November 2008.
- 2014 cost estimates match the Board-endorsed 2014 TIP.
- 2015 cost estimates include all ST2 projects currently funded in the Agency's financial plan.

The changes to the cost estimates between 2014 and 2015 include:

- The transfer of cost estimate from Sounder Yard and Shop Facility to Sounder Yard Expansion which was baselined in 2014.
- The increase in Sumner Station Improvements to fund the purchase of a remote parking facility which would feed riders to the Sounder Sumner Station.
- The transfer of cost savings from the various corridor studies to ST3 Planning to fund ST3 long-range planning.
- The transfer of cost estimate from Bus Maintenance Facility to the Mid-Day Bus Storage project which was baselined in 2014.
- The decrease of the I-90 Contribution to contribute partial funding to the I-90 Two-Way Transit and HOV Operations Stage 3 project which baselined in 2014.

ST2 CAPITAL ESTIMATES

(constant 2014 dollars in thousands)

	2008 Estimate	Inc/(Dec)	2014 Estimate	Inc/(Dec)	2015 Estimate
2014 Constant Dollars					
<i>Link Light Rail</i>					
East Link	\$ 3,185,348	\$ (164,815)	\$ 3,020,533	\$ -	\$ 3,020,533
Northgate Link Extension	1,670,440	173,043	1,843,483	-	1,843,483
Lynnwood Link Extension	1,614,198	(239,136)	1,375,063	-	1,375,063
First Hill Link Connector	136,600	(1,534)	135,066	-	135,066
South 200th Street Link Extension	390,668	(19,546)	371,122	-	371,122
South Corridor HCT - So. 200th to KDM Rd	474,331	(51,884)	422,448	-	422,448
South Corridor HCT - KDM Rd to So. 272nd	516,133	(516,133)	-	-	-
HCC to Tacoma Dome - P/E & ROW	43,388	(43,388)	-	-	-
South Corridor Alternatives Analysis	81,996	(77,909)	4,086	(1,043)	3,043
Tacoma Link Expansion	96,646	34,621	131,267	-	131,267
Link Maintenance & Storage	286,870	(45,146)	241,723	-	241,723
Link Fleet Expansion	577,069	(252,477)	324,591	-	324,591
Total Link Light Rail	\$ 9,073,687	\$ (1,204,305)	\$ 7,869,382	\$ (1,043)	\$ 7,868,339
<i>Sounder Commuter Rail</i>					
Station Access & Demand Study	\$ 144,002	\$ (84,946)	\$ 59,056	\$ -	\$ 59,056
Sumner Station Improvements	46,795	(7,290)	39,505	2,810	42,315
Puyallup Station Improvements	65,796	(10,125)	55,672	-	55,672
Lakewood Station Improvements	43,126	(6,491)	36,635	-	36,635
Sounder Yard & Shop Facility	163,979	(1,787)	162,192	(19,592)	142,601
Sounder Yard Expansion	-	848	848	19,592	20,440
Tukwila Permanent Station	39,708	(3,685)	36,024	-	36,024
Edmonds Permanent Station	26,182	(26,182)	-	-	-
Seattle to Lakewood - Expanded Service	181,390	52,083	233,473	-	233,473
Sounder ST2 Fleet Expansion	36,443	(6,344)	30,098	-	30,098
Tacoma Trestle - Track & Signal	72,245	(11,135)	61,110	-	61,110
Tacoma Track & Signal	29,557	(296)	29,262	-	29,262
Platform Extensions - South King/Pierce	59,854	(59,854)	-	-	-
Eastside Rail Partnership	56,941	(56,940)	1	-	1
Total Sounder Commuter Rail	\$ 966,018	\$ (222,142)	\$ 743,876	\$ 2,810	\$ 746,686
<i>Regional Express</i>					
ST Express Bus Base	\$ 188,164	\$ (6,163)	\$ 182,001	\$ (2,371)	\$ 179,630
Mid-Day Bus Storage	-	853	853	2,371	3,224
ST Express Fleet Expansion	40,583	4,132	44,715	-	44,715
ST Express Capital Reserve Program	27,850	(27,850)	-	-	-
I-90 Contribution	53,203	-	53,203	(53,203)	-
Burien - Parking Garage/Transit Center	15,813	(276)	15,537	-	15,537
Bothell - Parking Garage/Transit Center	5,933	(5,933)	-	4,923	4,923
Total Regional Express	\$ 331,547	\$ (35,238)	\$ 296,308	\$ (48,280)	\$ 248,028
ST3 Planning	64,099	-	37,346	9,598	46,944
Ballard to Downtown Seattle HCT Planning Study	-	-	2,817	(1,635)	1,182
HCT Corridor Planning Studies	-	-	5,706	(5,152)	554
Central and East HCT Study	-	-	4,736	(200)	4,536
Lynnwood to Everett HCT Study	-	-	2,865	(893)	1,972
South King County Study	-	-	3,189	(793)	2,396
STart Program	-	26,397	26,397	-	26,397
Total Other	\$ 64,099	\$ 26,397	\$ 83,056	\$ 926	\$ 83,982
TOTAL ST2 Capital Estimate	\$ 10,435,351	\$ (1,435,288)	\$ 8,992,622	\$ (45,587)	\$ 8,947,035

Note:

The cost estimates included in the table above reflect the amount funded in the Agency's Long-Term Financial Plan. Projects proposed to proceed with only limited engineering activity are funded only to the extent that activity requires. Projects proposed to be suspended or deleted have no funding in the current Long-term Financial Plan.

APPENDIX B

Sound Move Lifetime Budgets

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Sound Move Lifetime Budgets

The Agency has two voter-approved system expansion programs, Sound Transit 2 (ST2) approved in 2008 and the earlier Sound Move program approved in 1996. Appendix A reflects the cost estimates in constant-year dollars for all projects funded under the ST2 program. This appendix displays adopted lifetime budgets in year-of-expenditure dollars for active Sound Move system expansion projects.

Lifetime 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 projects in Appendix A, Sound Move lifetime budgets are shown for 2008, 2014, and 2015.

The changes between 2014 and 2015 include:

Link Light Rail

Increase of the Initial Segment was to fund a settlement resulting in a reduction of project savings which has been recognized during the life of the project.

We closed the Airport Link project in 2014. Project savings have been recognized during the life of the project when practicable.

Souder Commuter Rail

The reduction of the D Street to M Street Track and Signal project was a transfer of savings to fund a cost increase in the Sumner Station Improvement project, an ST2 project.

We expect to close the following projects in 2015 and realize the following project savings:

- Permitting and Environmental Mitigation
- M Street to Lakewood Track and Signal

Regional Express

Decrease of the Regional Express Program Reserve is a transfer of funds to the I-90 Two-Way Transit and HOV Operations, Stage 3 project which was baselined in 2014.

Increase of the I-90 Two-Way Transit and HOV Operations, Stage 3 project which was baselined in 2014. This project is funded by Sound Move, ST2, Regional Express Reserve, and Agency financial capacity.

I-90 TWO-WAY AND HOV OPERATIONS, STAGE 3 TOTAL FUNDING

(in thousands)

Sound Move	\$64,222
I-90 Contribution (ST2)	45,000
REX Program Reserve	27,126
Agency Financial Capacity	89,300
Total Project Cost	\$225,648

ADOPTED LIFETIME BUDGETS FOR ACTIVE SOUND MOVE PROJECTS

Year of Expenditure (YOE) Dollars (in thousands)

	2008	Inc/(Dec)	2014	Inc/(Dec)	2015
<i>Link Light Rail</i>					
University Link	\$ 1,614,007	\$ 142,000	\$1,756,007	\$ -	\$1,756,007
Initial Segment	2,070,000	20,518	2,090,518	1,250	2,091,768
Airport Link	243,600	18,050	261,650	-	261,650
Total Link Light Rail	3,927,607	180,568	4,108,175	1,250	4,109,425
<i>Sounder Commuter Rail</i>					
M Street to Lakewood Track and Signal	73,601	7,053	80,654	-	80,654
D Street to M Street Track and Signal	76,025	85,047	161,072	(2,810)	158,262
Mukilteo Station, South Platform	9,371	8,942	18,313	-	18,313
Tukwila Station (see Notes)	-	-	-	-	-
Permitting and Mitigation	10,288	(3,772)	6,516	-	6,516
Total Sounder Commuter Rail	169,285	97,270	266,555	(2,810)	263,745
<i>Regional Express</i>					
Regional Express Program Reserve	22,620	3,141	27,126	(27,126)	-
I-90 2-Way Transit & HOV Op, Stage 3 (see note)	1,722	62,500	64,222	161,426	225,648
85th Corridor, Kirkland	6,015	(425)	5,590	-	5,590
Kirkland Transit Center	13,300	(2,341)	10,959	-	10,959
Rainier Avenue Arterial Improvements	15,717	(359)	15,358	-	15,358
Strander Boulevard Improvements	4,219	(146)	4,073	-	4,073
Mountlake Terrace Freeway Station	25,545	3,715	29,260	-	29,260
S Everett Freeway Station	31,209	(2,851)	28,358	-	28,358
Federal Way Transit Center	39,455	-	39,455	-	39,455
Issaquah Transit Center/SR900	29,482	(520)	28,962	-	28,962
Total Regional Express	189,284	62,714	253,363	134,300	387,663
STart Program	18,100	16,100	34,200	-	34,200
Total Active Sound Move Projects	\$ 4,304,276	\$ 356,652	\$4,662,293	\$ 132,740	\$4,795,033

Notes: Numbers may not add due to rounding.

Sound Move Project lifetime budgets are expressed in Year of Expenditure (YOE) dollars.

Table includes Sound Move projects only.

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

APPENDIX C

Sound Transit Project Phases

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Sound Transit Project Phases

Capital projects are typically planned and executed in phases. Project teams track and report on project costs relative to the activities and deliverables in each. The phases of capital projects include:

01 – Operations+Maintenance

Costs to operate and maintain capital assets where the budget to do so is part of an established lifetime budget. Currently used to maintain Sound Transit's public art assets.

02 – Operations+Maintenance-Agency

Project costs that cannot be capitalized. Currently used for Research and Technology project costs incurred prior to the establishment of project scope.

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 expenditures 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

The budget for this phase also includes 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

Implement new transit technologies focused on systemwide safety, security and communications with passengers.

30 – Final Design & Specification

The final design phase 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 expenditures 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

This phase tests 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

Contingency provides 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.

APPENDIX D

Subarea Allocations

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Subarea Allocations

The Central Puget Sound Regional Transit Authority (Sound Transit) has implemented an accounting and reporting system consistent with the financial policies approved in the ST2 voter-approved program. Annually, Sound Transit (the Agency) prepares a Schedule of Sources and Uses of Funds by Subarea (the schedule) that is based on the Agency's audited financial statements and the Agency's long-term Financial Plan. The schedule reports actual tax revenues received by subarea and an allocation to each subarea of other sources and uses earned.

This system is integrated into the Agency's system of internal control over financial reporting, ensuring the integrity of the information reported and providing management, the Board, and the Citizen Oversight Panel required information to monitor progress against Sound Transit's subarea commitments to its voters.

Annually, the Agency's financial statement auditors perform agreed upon procedures which look at the allocation of sources and uses of funds presented. These procedures were developed by management, reviewed by the Citizen Oversight Panel, and approved by the Audit and Reporting Committee of the Board. All results from independent examinations are presented to the Board.

This appendix provides the drivers that will be used to allocate sources and uses to subareas in 2014 as well as new projects for 2015. Any additional projects are added at the end of the year when subarea allocations are calculated.

Revenues and Financing Sources

SOURCES

Description	Driver
Bond Proceeds	Financial Plan
Capital Grants	Project Costs or Board Designation
Interest Earnings	Financial Plan
Motor Vehicle Excise Tax	Zip Code Location
Operating Grants	Operating Uses by Mode
Other Revenue	Location/Modal Operating Use Drivers (see Operating Uses section below)
Passenger Fares	(see next section)
Rental Car Tax	Department of Revenue Location Code/County Level
Sales & Use Tax	Department of Revenue Location Code

PASSENGER FARES

Description	Driver
Central Link Light Rail Fares	Station Boardings
Souder Fares	Station Boardings
ST Express Fares	Route Boardings/Platform Hours
Tacoma Link Light Rail Fares	Station Boardings

Operating Uses

LINK LIGHT RAIL SERVICES OPERATING USES

Description	Driver
Central Link Operations	Track Miles/Boardings
Tacoma Link Operations	Location

SOUNDER COMMUTER RAIL SERVICES OPERATING USES

Description	Driver
BNSF North Line	Track Miles
BNSF South Line	Track Miles
All Other Souder Operations	Vehicle Miles

ST EXPRESS SERVICES OPERATING USES

Description	Driver
Bus Operations	Platform Hours
DSTT Operations	Location

OTHER USES

Description	Driver
Art Maintenance	Location
Other Expenses	Location or Board Designation

Capital Project Uses (Outlays)

System Expansion – Link Light Rail Projects	Driver
Airport Link	Location
East Link Extension	ST2 Adopted Financial Plan Location
Federal Way Transit Extension	Location
First Hill Link Streetcar	Location
Initial Segment	2009 Sound Move Reported Rules
Link Operations & Maintenance Satellite Facility	ST2 Adopted Financial Plan
Lynnwood Link Extension	ST2 Adopted Financial Plan
Northgate Link Extension	Location
Overlake Village Bridge	Location
S. 200 th Link Extension	Location
Tacoma Link Expansion	Location
University Link Extension	Location

System Expansion – Sounder Commuter Rail Projects	Driver
D St-M St Track & Signal	Location
Lakewood Station	Location
Lakewood Station Improvements	Location
M St.-Lakewood Track & Signal	Location
Mukilteo Station, South Platform	Location
Passenger Information System/CCTV	Location
Permitting/Environmental Mitigation	Location
Point Defiance Bypass	Location
Puyallup Station Improvements	Location
Sounder South Expanded Service	ST2 Adopted Financial Plan
Sounder ST2 Fleet Expansion	ST2 Adopted Financial Plan

System Expansion – Sounder Commuter Rail Projects	Driver
Sounder Yard & Shops Facility	ST2 Adopted Financial Plan
Sounder Yard Expansion	Track Miles
Sumner Station Improvements	Location
Tacoma Trestle Track & Signal	Location
Tukwila Station	Location

System Expansion – ST Express Projects	Driver
85 th Corridor, Kirkland	Location
Bothell Transit Related Improvements	Location
Federal Way Transit Center	Location
I-90 Two-Way Transit & HOV Operations, Stage 3	Location
Issaquah Transit Center/SR900	Location
Kirkland Transit Center/3 rd	Location
Mountlake Terrace Freeway Station	Location
Rainier Avenue Arterial Improvements	Location
S. Everett Freeway Station	Location
ST Express Bus Base	ST2 Adopted Financial Plan
ST Express Mid-Day Bus Storage	Location
Strander Boulevard Extension	Location

System Expansion – Other	Driver
Ballard to Downtown Seattle HCT Planning Study	Financial Policies
Central & East HCT Study	Financial Policies
Fare Administration	Financial Policies
Fare Collection	Location
HCT Corridor Planning Studies	Financial Policies
Lynnwood to Everett HCT Study	Financial Policies
Research and Technology	Financial Policies
South Corridor Alternatives Planning	Location
South King County HCT Study	Financial Policies
ST3 Planning	Financial Policies
STart	Location

Enhancement Projects	Driver
Bike Locker Program	Location
Bus Maintenance Facility	Platform Hours
Central Link Card Readers	Boardings/Track Miles

Enhancement Projects	Driver
Central Link HVAC – Instrument House & UPS Room	Boardings/Track Miles
Central Link HVAC for Traction Power	Boardings/Track Miles
Central Link Overhead Catenary System Tie Switch	Boardings/Track Miles
LRV On Board Energy Storage	Location
Noise Abatement	Location
Non Revenue Support Vehicles	Boarding/ Track Miles
Pierce Transit Radio System Upgrade	Platform Hours
Positive Train Control	Location
Regional Parking Pilot Project	Financial Policies
Remote Switch Heaters	Location
Security Enhancements	Location
Signage Improvements	Location
ST Express Mobile Communications	Platform Hours
Tacoma Link Fare Collection	Location
TOD Planning	Location
TOD Property Disposition	Location
Union Station Remodel – Renovation of Garden Level Remodel	Location

Rehabilitation & Replacement Projects	Driver
Beacon Avenue Paving	Location
Federal Way: Post Tension Cable Repair	Location
IT Link Light Rail	Financial Policies
IT Transit Systems	Financial Policies
LRV Overhaul	Track Miles/Boardings
Small Works Program	Location
Sounder Vehicle Overhaul Program	Vehicle Miles
ST Express Fleet Replacement	Platform Hours
Station Midlife Refurbishment Program	Location
Tacoma Dome Station	Location
Tacoma Link Auxiliary Power Supply Replacement	Location
Tacoma Link LRV Communications Upgrade	Location

Administrative Projects	Driver
Administrative Capital	Financial Policies
Environmental Mitigation, Monitoring and Maintenance	Modal Operating Expense Rules
Information Technology Program	Financial Policies
Surplus Property Disposition	Location

Systemwide Uses

Description	Driver
Agency Administration	Financial Policies

Debt Service

Description	Driver
Debt Service	Financial Plan

APPENDIX E

Reconciliation of the Proposed 2015 Transit Improvement Plan to the 2015 Transit Improvement Plan

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Reconciliation of the Proposed 2015 Transit Improvement Plan to the 2015 Transit Improvement

The Proposed 2015 Transit Improvement Plan (TIP) was submitted for Board review in September 2014. The TIP contains the projected expenditures for active phases of capital and operating projects and lifetime budgets for baselined capital project and operating projects with fixed lifetime budgets. The TIP also includes summary level six year forecasts for Service Delivery expenses by mode that reflect detailed service plans contained in the 2015 Service Implementation Plan (SIP). By Resolution No. R2014-36, the Board endorsed the 2015 TIP on December 18, 2014.

There are four circumstances when the lifetime project budget would change from the Proposed to the endorsed 2015 TIP:

1. Changes to project budgets due to non-material errors.
2. Projects that are completed and in closeout, when updating project cashflows to reflect actual historic capital outlays results in a project surplus or deficit.
3. Projects for which budget amendments to the proposed budget were adopted by the Board.
4. Other budget amendments adopted by the Board prior to or subsequent to budget adoption.

1. Changes to Project Budgets Due to Non-material Corrections

Resolution No. R2014-36, section 4, authorizes the CEO to correct the budget for “non-material errors” to be consistent with Board actions. The following projects had non-material corrections.

Project	Lifetime Budget as reported in Proposed TIP (\$000) *	Revised Lifetime Budget (\$000)	Change to Project Budget (\$000)	Comments
System Expansion - Regional Express				
5X151 - RAINIER AVE ARTERIAL IMPROVEMENTS	15,358	15,348	-10	Proposed 2015 lifetime budget was \$10,000 higher than it should have been.
System Expansion - Other				
809101 - BALLARD-SEATTLE HCT PLANNING	1,167	1,169	1	2014 actual expenses were \$1,355 higher than estimated.
809100 - ST3 PLANNING	48,925	48,924	-1	Lower project savings from Ballard-Seattle HCT Planning.

* Lifetime budget shown in this table for these projects reflect any amendments approved by the board, the changes here therefore only reflect budget in addition to these approved amendments. Numbers may not sum due to rounding.

2. Updated Project Cashflows Based on Actual Expenditures in 2014

There were no projects that had changes to the total lifetime budget as a result of incorporating actual 2014 capital outlays into the project.

As a result of incorporating actual 2014 capital outlays, the following projects contain changes to the project cashflow between individual phases, with no change to the total project lifetime budget.

PROJECTS WITH CHANGES TO CASHFLOW BETWEEN PHASES WITH NO CHANGE TO LIFETIME BUDGETS

System Expansion:	Enhancement
300004 - SOUNDER YARD & SHOPS FACILITY	700773 - CENTRAL LINK HVAC FOR TRACTION POWER
300018- SUMNER STATION IMPROVEMENTS	700774 - CENTRAL LINK HVAC INSTRUMRNT HSE/UPS RM
300021 - TACOMA TRESTLE TRACK & SIGNAL	700793 - SIGNAGE IMPROVEMENTS
3X135 - D ST TO M ST TRACK AND SIGNAL	
3X206 - MUKILTEO STATION-S PLATFORM	Rehabilitation & Replacement:
3X510 - SOUNDER SOUTH EXPANDED SERVICE	
4X300 - INITIAL SEGMENT	4X360 - BEACON AVENUE PAVING
4X600 - EAST LINK	
804100 - TOD PROPERTY DISPOSITION	

3. Changes to Lifetime Project Budgets Reflected in Amendments (Attachment C, Resolution No. R2014-36)

As a part of the TIP review process, Board committees reviewed the Proposed 2015 TIP amendments, and cash flow change requests before the final approval of the TIP. These changes approved by the Board as part of the review process are included in the following reconciliation.

Project	Lifetime Budget as reported in Proposed TIP (\$000)	Revised Lifetime Budget (\$000)	Change to Project Budget (\$000)	Comments
System Expansion - Link				
4X620 - OVERLAKE VILLAGE BRIDGE	1,898	5,186	3,288	Recognizes Resolution 2014-22 which amended the lifetime budget by \$3.3M.
System Expansion - ST Express				
7X701 - ST EXPRESS FLEET REPLACEMENT	185,269	189,269	4,000	Amended lifetime budget to include funding for 4 additional buses approved by the Board but overlooked in replacement funding schedule.
System Expansion - Other				
4X446 - S CORRIDOR ALTERNATIVES PLAN	2,328	3,038	710	Request for further study within the Pierce subarea extends the project into 2015 and reduces project savings recognized in the Proposed 2015 TIP.
809100 - ST3 PLANNING	48,027	48,925	898	Reflects surplus of project savings from specific HCT studies.
809101 - BALLARD-SEATTLE HCT PLANNING	1,935	1,167	-768	Projected to close in 2014 with project savings.
809103 - CENTRAL & EAST HCT STUDY	4,725	4,525	-200	Projected to close in 2015 with project savings.
809104 - LYNNWOOD TO EVERETT HCT STUDY	2,210	1,670	-540	Projected to close in 2014 with project savings.
809105 - SOUTH KING COUNTY HCT STUDY	2,474	2,374	-100	Projected to close in 2014 with project savings.

Project	Lifetime Budget as reported in Proposed TIP (\$000)	Revised Lifetime Budget (\$000)	Change to Project Budget (\$000)	Comments
Enhancement				
700736 - UNION STN GARDEN LEVEL REMODEL	0	1,383	1,383	Renovation of Union Station in support of agency growth beyond anticipated staff projections and consultant support. Additionally several staff divisions have out grown planned allocated space.

4. Other Budget Amendments Adopted by the Board

The following lifetime project budget amendments were adopted by the Board subsequent to budget adoption:

Project	Lifetime Budget as reported in Proposed TIP (\$000)	Revised Lifetime Budget (\$000)	Change to Project Budget (\$000)	Comments
System Expansion - Sounder				
300027 - PT DEFIANCE BYPASS	6,400	128,000	121,600	Project was baselined in January 2015 by Resolution No. R2015-01.
Rehabilitation & Replacement				
700769 - LRV OVERHAUL	0	5,000	5,000	Ratification and authorization to complete emergency repairs to Sound Transit fleet of light rail vehicles (Motion No. M2014-105).

Note: There may be insignificant variances due to rounding.



HIGH FIVE'N ZAP



Zap Gridlock, Sound Transit's mascot, was on Link light rail trains the morning of July 18th giving riders a high five for Link's fifth birthday. July 18, 2009, was the start of light rail service in this region and over the past five years Link has provided more than 36 million rides between downtown Seattle and Sea-Tac Airport. Link extensions north, south, and east will add more than 31 miles of light rail to the region by 2023.

APPENDIX F

Resolution No. R2014-36

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RESOLUTION NO. R2014-36

Proposed 2015 Budget

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Board	12/18/2014	Final Action	Brian McCartan, Executive Director Finance & Information Technology Pete Rogness, Director, Budget and Financial Planning

PROPOSED ACTION

Adopts an annual budget for the period from January 1 through December 31, 2015.

KEY FEATURES SUMMARY

- The Proposed 2015 Budget requests funding authorization of \$1.2 billion; \$229.0 million for Service Delivery, \$813.9 million for Project Delivery, and \$169.9 million for Agency Administration (including debt service).
- The Proposed 2015 Budget would be funded by an estimated \$932.9 million in revenue and \$155.0 million in projected unrestricted cash balances at the end of 2014.
- The Proposed 2015 Budget is fully affordable within the agency's existing revenue projections and financial policies.

BACKGROUND

The Sound Transit Board adopts Sound Transit's annual budget, which contains the agency's budget for revenue and financing, administrative expenses, transit operations, and capital and other projects. Sound Transit annual budgets are organized by three primary program areas: Service Delivery, Project Delivery, and Agency Administration. Sound Transit's budget and fiscal year runs from January to December.

The Sound Transit Board endorses an annual Transit Improvement Plan (TIP) that provides projected capital and operating expenditures for the construction and operation of the Sound Transit regional high-capacity transit system. The TIP contains information on scope, budget, and risk as well as changes in budget and schedule for all active phases of both capital and operating programs. Also included in the TIP are summary-level six-year forecasts for Service Delivery expenses by mode that reflect detailed service plans in the annual Service Implementation Plan.

The resolution approves the following expenditures for 2015:

- \$229.0 million for service delivery made up of \$4.6 million for Tacoma Link, \$63.3 million for Central Link, \$44.3 million for Sounder and \$116.8 million for ST Express. The resolution authorizes expenditures at the modal level to exceed these levels by up to 2% so long as the total service delivery budget of \$229.0 million is not exceeded.
- \$1.95 million for ORCA Regional costs
- \$107.2 million for staff operations

- \$108.1 million for debt service

- \$813.9 million for the delivery of projects, made up of:
 - System Expansion - \$756.0 million which includes:
 - \$55.7 million for Sounder
 - \$600.6 million for Link
 - \$76.8 million for ST Express projects
 - \$22.9 million Other non-mode specific projects

 - Enhancements - \$31.7 million
 - Rehabilitation and Replacement - \$22.3 million
 - Administrative Projects - \$4.0 million

The resolution also provides for the agency to reserve funds for the following purposes:

- \$48.4 million for the Capital Replacement Fund
- \$2.0 million for the Emergency/Loss Fund

The resolution also includes estimated revenues of:

- \$651.8 million from Retail Sales and Use Tax
- \$78.5 million from Motor Vehicle Excise and Rental Car Taxes
- \$121.4 million from federal grants
- \$3.9 million from State and Local contributions
- \$58.5 million from farebox revenues
- \$6.9 million in interest earnings
- \$11.8 million in miscellaneous revenues

This resolution also authorizes amendments and cashflow change requests as endorsed and forwarded by the Capital and Operating and Administration Committees and those adopted by the Board through a separate action.

For 2015 budget management, staff will continue providing quarterly briefings to the Audit and Reporting Committee on progress to date.

FISCAL INFORMATION

There is no action outside of the Board-adopted budget; there are no contingency funds required, no subarea impacts, or funding required from other parties other than what is already assumed in the financial plan. The Proposed 2015 Budget is fully affordable within the agency's existing revenue projections and financial policies.

Sound Transit's Proposed 2015 Budget requests funding authorization totaling \$1,212,820,349 in operating expenditures and capital outlays. The agency's expenses and outlays will be funded by an estimated \$932,876,454 in revenue and other financing sources (on an accrual basis) and by a projected positive cash position in January 2015 of \$155,000,000.

SMALL BUSINESS/DBE PARTICIPATION

Not applicable to this action.

EQUAL EMPLOYMENT WORKFORCE PROFILE

Not applicable to this action.

PUBLIC INVOLVEMENT

The Sound Transit Board reviewed the Proposed 2015 Budget in public session in September, October, and November. On October 23, 2014 a public hearing was held in order to provide an opportunity for testimony from interested members of the public.

TIME CONSTRAINTS

A one-month delay would postpone adoption of the Proposed 2015 Budget into the 2015 fiscal year.

PRIOR BOARD/COMMITTEE ACTIONS

Resolution No. R72-1: Superseded Resolution 72, and amending the financial policies to include a strategic property acquisition program as an enumerated purpose of the Regional Fund.

Resolution No. R2002-08: Adopted revised budget policies and superseded Resolution No. 98-4.

ENVIRONMENTAL REVIEW

JI 11/24/2014

LEGAL REVIEW

JW 12/12/2014

**RESOLUTION NO. R2014-36**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting an annual budget for the period from January 1 through December 31, 2015.

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit District on November 5, 1996 and November 4, 2008, voters approved local funding to implement a regional high-capacity transportation system for the central Puget Sound region; and

WHEREAS, Sound Transit is successfully building and operating the first phase of the regional transit system plan that was approved by voters in 1996; and

WHEREAS, Sound Transit is implementing the second phase of the regional transit system plan that was approved by voters in 2008; and

WHEREAS, Sound Transit is meeting a high standard of public accountability through effective monthly progress reports and quarterly financial reporting; and

WHEREAS, the Sound Transit Board adopted financial policies to govern the financing and implementation of the regional transit system and to specify budgetary guidelines for providing subarea equity in accomplishing the same; and

WHEREAS, through Motion No. M2014-28, the Board authorized the payment of shared expenses related to the Interlocal Cooperation Agreement for the Design, Implementation, Operation and Maintenance of the Regional Fare Coordination System, now known as ORCA, based on the annual amount approved by the Sound Transit Board through adoption of the annual budget; and

WHEREAS, the chief executive officer submitted a Proposed 2015 Budget for Board consideration; and

WHEREAS, the Proposed 2015 Budget is consistent with and affordable under Sound Transit Financial Policies as adopted by Resolution No. R2008-10 and is in compliance with the Budget Policies as adopted by Resolution No. R2002-08; and

WHEREAS, in 2010 the Sound Transit Board designated the Capital Committee and the Operations and Administration Committee as permanent committees with specific responsibilities, including reviewing proposed annual budgets and providing recommendations to the Board; and

WHEREAS a public hearing was held on November 6, 2014 to take testimony on the Proposed 2015 Budget; and

WHEREAS, at its December 4, 2014 meeting, the Operations and Administration Committee recommended the Proposed 2015 Service Delivery and Agency Administration budgets and amendments approved by the Committee to the Board; and

WHEREAS, at its December 11, 2014 meeting, the Capital Committee recommended the Proposed 2015 Project Delivery budget and amendments and cash flow changes approved by the Committee to the Board; and

WHEREAS, a two-thirds affirmative vote of the entire membership of the Sound Transit Board is required to adopt the 2015 Budget.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that:

Section 1a – Debt Service. Sound Transit is authorized to incur \$73,104,450 in interest expense and fees on debt and \$34,985,000 in principal repayments for a total of \$108,089,450 for debt service on outstanding bonds, or such amounts as are contained in amendments to the 2015 Budget as adopted by the Board.

Section 1b – Agency Administration. Sound Transit is authorized to incur \$107,165,073 in staff operating expenses, \$5,000,000 in cash donations to other governments and \$178,081,154 for depreciation and other non-cash expenses or such amounts as are contained in amendments to the 2015 Budget as adopted by the Board.

Section 1c – Service Delivery. Sound Transit is authorized to incur \$116,784,774 for ST Express service delivery expenses; \$4,608,894 for Tacoma Link operations expenses; \$63,346,682 for Central Link service delivery expenses; \$44,253,525 for Sounder service delivery expenses; or such amounts as are contained in amendments to the 2015 Budget as adopted by the Board. Expenditures against the Service Delivery budgets for Sounder, Central Link, ST Express and Tacoma Link may exceed the levels contained in the Adopted 2015 Budget for that mode by up to 2% provided the total Service Delivery expenses do not exceed the total Board approved budget amount of \$228,993,875, or such amount as is contained in amendments to the 2015 Budget as adopted by the Board. If expenditures for a mode are forecast to exceed the modal budget by more than 2%, the CEO will seek Board adoption of a budget amendment.

Section 1d – Project Delivery. Sound Transit is authorized to incur the following amounts for Project Delivery: \$813,920,576 in project outlays (including allocations) comprised of System Expansion outlays of \$76,838,353 in ST Express, \$55,688,046 in Sounder, \$600,639,463 in Link, and \$22,875,146 for Other related projects for System Expansion; \$31,662,345 for Enhancement projects; \$22,254,163 for Rehabilitation and Replacement projects; and \$3,963,059 in Administrative projects, or such amounts as are contained in amendments to the 2015 Budget as adopted by the Board.

Section 1e – Reserves. Sound Transit is authorized to place in reserve \$46,365,378 for the Capital Replacement Fund; \$2,000,000 for the Emergency/Loss Fund; and \$52,976,152 for the Operations and Maintenance Fund.

Section 1f – Revenues. The 2015 Budget projects the collection of \$932,876,454 in total revenues including \$651,824,613 in Sales and Use Tax and \$78,483,028 in Motor Vehicle Excise

Tax and Rental Car Tax, \$121,419,648 in federal grants, \$3,934,393 in state and local contributions, \$58,461,000 in farebox collections, \$6,952,266 in interest earnings and \$11,801,506 in miscellaneous revenues or such amounts as are contained in amendments to the Proposed 2015 Budget as adopted by the Board.

Section 1g – ORCA. The chief executive officer is authorized incur \$1,949,871 for the regionally shared operation and maintenance costs under the interlocal agreement for the ORCA fare collection system.

Section 2. The budget for the period January 1, 2015 to December 31, 2015 as set forth in Attachment A (Proposed 2015 Budget document) and the approved amendments and cash flow change requests to the Proposed 2015 Budget in Attachment C together constitute the Adopted 2015 Budget as adopted by this Resolution.

Section 3. The Adopted 2015 Budget is not an exclusive authorization of expenses, except as specified in Section 1a – Debt Service and Section 1g - ORCA, as authorization of expenditures must comply with Resolution No. 78-2.

Section 4. The chief executive officer is authorized to conform and reformat the budget document as necessary to uniformly present the information, and to revise the Adopted 2015 Budget to correct nonmaterial errors and to update Appendix C: Subarea Allocations, to be consistent with Board actions.

Section 5. The chief executive officer is authorized to amend the Adopted 2015 Budget to allow for transfers between capital budgets and operating budgets with no net change in overall budgetary level, in order to comply with Generally Accepted Accounting Principles and Governmental Accounting Standards Board pronouncements. Staff will report any such changes to the Board on a quarterly basis.

Section 6. The chief executive officer is authorized to amend the fiscal year budget reflected in the published Adopted 2015 Budget to reflect actual expenditures for 2014, including

shifting of budget authority between 2014 and 2015 for projects anticipated to be completed in 2015, provided the adopted total lifetime budget is not changed.

Section 7. The Proposed 2015 Transit Improvement Plan (Attachment B) is hereby endorsed. Such endorsement does not constitute capital project authorization under Section 8 of Resolution No. 78-2.

Section 8. The chief executive officer is directed to submit the Adopted 2015 Budget and the 2015 Transit Improvement Plan to the Sound Transit Board Chair to ensure any amendments are accurately reflected.

Section 9. The chief executive officer is directed to provide the Board with regular budget reports and such information as may be necessary to compare actual financial performance with the Adopted 2015 Budget and to ensure conformance with the Financial Policies.

Section 10. The Board further authorizes the chief executive officer to take any actions necessary to implement the policies and determinations of the Board pursuant to this Resolution.

ADOPTED by no less than a two-thirds affirmative vote of the entire membership of the Sound Transit Board at a regular meeting thereof held on December 18, 2014.


Paul Roberts
Vice Board Chair

ATTEST:


Marcia Walker
Board Administrator

Resolution No. R2014-36
Attachment C – Approved Amendments

Amendments approved by the Operations and Administration Committee on December 4, 2014

Rail Operations Insurance Program – Increased Program Cost

Total Amendment: \$172,186

Funding Source: New Appropriation

Description: The Rail Operations Insurance Program (ROIP), which includes heavy rail commuter train operations and light rail operations (Sounder, Tacoma Link, and Central Link). The services also include the overall marketing, placement, negotiation and completion of new and renewal insurance policies, risk control services, and claims administration support services. The costs of this program are distributed by formula to the modes referenced above – Central Link \$106,239, Tacoma Link \$13,775 and Sounder \$52,172 for a total of \$172,186.

Justification: Initial request did not include current ridership projections. New ridership growth was applied to the premium formula, an increase to program cost resulted.

Budget / Schedule Risk: Low/Low

Transit Operations – Revenue Increase

Total Amendment: \$1,601,200

Funding Source: n/a

Description: Sound Transit's updated ridership forecast has impacted revenue projections for 2015. The revised ridership totals increased fare revenue in Link Light Rail by \$568,000, Sounder \$315,000 and in ST Express by \$718,200 for a total increase of \$1,601,200.

Justification: Revenue forecasts reflect the estimates of the Service Implementation Plan (SIP) which is revised annually and published after the proposed budget is presented to the Board.

Budget / Schedule Risk: There is a risk that ridership estimates may fall short and that would affect the total collected revenue for fares.

Transit Operations – Revenue Decrease

Total Amendment: (\$845,000)

Funding Source: n/a

Description: The Proposed 2015 Budget includes \$845,000 for reimbursement of Sounder services for the 2015 US Open at Chambers Bay. The USGA has announced its decision to not use Sounder service for the 2015 US Open.

Justification: Sound Transit will not receive any reimbursements from the USGA in 2015.

Budget / Schedule Risk: N/A.

Transit Operations – Sounder Operational Cost Decrease

Total Amendment: (\$753,383)

Funding Source: n/a

Description: As a result of the USGA decision, Sounder Commuter Rail will not provide services for the U.S.G.A Open at Chambers Bay as presented in the Proposed Budget. The amendment reflects this change by reducing the estimated costs associated with providing services for the event.

Justification: Sound Transit will not provide commuter rail services in support of the US Open golf tournament in 2015.

Budget / Schedule Risk: N/A.

Agency Administration – Increase Communication and External Affairs Staff Budget

Total Amendment: \$115,918 Funding Source: New Appropriation

Description: Funding supports the addition of term-limited resources in support of the Long Range Plan.

Justification: The increased focus on the long range plan and the increased need for community outreach necessitates increased human resources in support of long range plan.

Budget / Schedule Risk: Low/Low.

Agency Administration – Increase TIFIA Loan Costs Debt Services Budget

Total Amendment: \$166,000 Funding Source: Agency Financial Capacity

Description: This budget request will fund the final costs for Sound Transit’s TIFIA Loan application. The original TIFIA budget was \$1,265,000, the final TIFIA loan costs will be \$1,431,000 leaving \$166,000 in additional budget authority needed to complete the loan process.

Justification: Sound Transit is in the final stages of the TIFIA loan application process and failure to pay for the remaining work would jeopardize its successful completion.

Budget / Schedule Risk: Low/Low.

Amendments approved by the Capital Committee on December 11, 2014

#TBD Union Station Remodel – Renovation of Garden Level

Total Amendment: \$1,383,286 Funding Source: New Appropriation

Description: Creation of new project to initiate and complete the renovation of the Garden Level of Union Station. The renovation includes converting cubicle space from 8X8 to 6X8 configuration, add 7 enclosed offices, relocate 3 offices, renovation and create a new mail room, new carpet, purchase and install 132 cubicles and install new data cabling in support of the renovation.

Justification: Support of Agency growth beyond anticipated staff projections, several staff divisions are out growing space that had been allocated. Specifically, near-term hiring within the Safety-Quality Assurance Division (as proposed in the 2015 budget process) will require a relocation of that Division to new space. Alternatives to the renovation included leasing space at off-site locations ranged between \$900-970K including the cost to renovate the Garden Level space. All options required a significant investment with only the Garden Level renovation resulting in asset ownership upon completion.

Budget / Schedule Risk: Medium/Low

Phase	2015 Annual Budget			Lifetime Budget		
	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget
Preliminary Engr / Environmental Review	\$0	\$10	\$10	\$0	\$10	\$10
Final Design / Specifications	\$0	\$0	\$0	\$0	\$0	\$0
Third Party	\$0	\$0	\$0	\$0	\$0	\$0
ROW Acquisition and Permits	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$1,373	\$1,373	\$0	\$1,373	\$1,373
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
Testing and Start-up	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,383	\$1,383	\$0	\$1,383	\$1,383

#700701 ST Express Fleet Replacement – Increased Cost for Vehicle Replacement

Total Amendment: \$4,000,000

Funding Source: New Appropriation

Description: Additional lifetime budget of \$4M is requested to fund the purchase of 4 additional 60 foot artic buses and associated on-board technology at an estimated cost of \$1M a bus.

Justification: This addition funds buses in support of the SR520 overload. SIP had previously incorporated these buses into the overall fleet plan, but through an oversight, the funding for the replacement of the buses had been left off the fleet replacement schedule.

Budget / Schedule Risk: Low/Low

Phase	2015 Annual Budget			Lifetime Budget		
	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engr / Environmental Review	\$0	\$0	\$0	\$0	\$0	\$0
Final Design / Specifications	\$0	\$0	\$0	\$0	\$0	\$0
Third Party	\$0	\$0	\$0	\$0	\$0	\$0
ROW Acquisition and Permits	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$6	\$0	\$6
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$12,779	\$0	\$12,779	\$185,263	\$4,000	\$189,263
Testing and Start-up	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$12,779	\$0	\$12,779	\$185,269	\$4,000	\$189,269

#400446 South Corridor Alternatives Analysis – Additional Costs to Complete Project

Total Amendment: \$709,710

Funding Source: Reduction of Ballard to Downtown HCT Planning Study

Description: The original scope of work, to identify and evaluate high capacity transit (HCT) options between Federal Way and Tacoma was near completion. Multiple new corridors within the Pierce subarea have been identified as potential additions to the Long-Range Plan. Possible transit improvements along these corridors, along with those initially examined under the SCAP project, may undergo further definition and analysis in 2015 to support future system plan development.

Justification: Request for further study within the Pierce subarea extends the project into 2015 and reduces a project savings recognized in the proposed TIP.

Budget / Schedule Risk: Low/Low

Phase	2015 Annual Budget			Lifetime Budget		
	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$0	\$50	\$50	\$328	-\$57	\$271
Preliminary Engr / Environmental Review	\$0	\$1,019	\$1,019	\$2,000	\$767	\$2,767
Final Design / Specifications	\$0	\$0	\$0	\$0	\$0	\$0
Third Party	\$0	\$0	\$0	\$0	\$0	\$0
ROW Acquisition and Permits	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
Testing and Start-up	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$1,069	\$1,069	\$2,328	\$710	\$3,038

#809101 Ballard to Downtown HCT Planning – Recognize Additional Savings

Total Amendment: (\$767,813)

Funding Source: N/A

Description: This project is the planning study for Ballard to Downtown Seattle High Capacity Transit. The project is projected to close in 2014 and savings is being recognized.

Justification: N/A

Budget / Schedule Risk: Low/Low

Phase	2015 Annual Budget			Lifetime Budget		
	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$0	\$0	\$0	\$65	-\$11	\$54
Preliminary Engr / Environmental Review	\$0	\$0	\$0	\$1,871	-\$757	\$1,113
Final Design / Specifications	\$0	\$0	\$0	\$0	\$0	\$0
Third Party	\$0	\$0	\$0	\$0	\$0	\$0
ROW Acquisition and Permits	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
Testing and Start-up	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$1,935	-\$768	\$1,167

#809103 Central and East HCT Study – Recognize Project Savings

Total Amendment: (\$200,000)

Funding Source: N/A

Description: This project is the planning study for Central and East Corridors for High Capacity Transit. The project is projected to close in 2015 and savings is being recognized.

Justification: Estimates to complete the project indicate project savings.

Budget / Schedule Risk: Low/Low

Phase	2015 Annual Budget			Lifetime Budget		
	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$519	\$0	\$519	\$715	\$0	\$715
Preliminary Engr / Environmental Review	\$1,712	-\$100	\$1,612	\$4,010	-\$200	\$3,810
Final Design / Specifications	\$0	\$0	\$0	\$0	\$0	\$0
Third Party	\$0	\$0	\$0	\$0	\$0	\$0
ROW Acquisition and Permits	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
Testing and Start-up	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$2,231	-\$100	\$2,131	\$4,725	-\$200	\$4,525

#809104 Lynnwood to Everett HCT Study – Recognize Project Savings

Total Amendment: (\$539,990)

Funding Source: N/A

Description: This project is the planning study for Lynnwood to Everett High Capacity Transit Corridor. The project is projected to close in 2014 and savings is being recognized.

Justification: Estimates to complete the project indicate project savings.

Budget / Schedule Risk: Low/Low

Phase	2015 Annual Budget			Lifetime Budget		
	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$0	\$0	\$0	\$70	\$0	\$70
Preliminary Engr / Environmental Review	\$0	\$0	\$0	\$2,139	-\$540	\$1,599
Final Design / Specifications	\$0	\$0	\$0	\$0	\$0	\$0
Third Party	\$0	\$0	\$0	\$0	\$0	\$0
ROW Acquisition and Permits	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
Testing and Start-up	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$2,210	-\$540	\$1,670

#809105 South King County HCT Study – Recognize Project Savings

Total Amendment: (\$100,000)

Funding Source: N/A

Description: This project is the planning study for South King County High Capacity Transit Corridor. The project is projected to close in 2014 and savings is being recognized.

Justification: Estimates to complete the project indicate project savings.

Budget / Schedule Risk: Low/Low

Phase	2015 Annual Budget			Lifetime Budget		
	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$0	\$0	\$0	\$115	\$0	\$115
Preliminary Engr / Environmental Review	\$0	\$0	\$0	\$2,358	-\$100	\$2,258
Final Design / Specifications	\$0	\$0	\$0	\$0	\$0	\$0
Third Party	\$0	\$0	\$0	\$0	\$0	\$0
ROW Acquisition and Permits	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
Testing and Start-up	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$2,474	-\$100	\$2,374

#809100 ST3 Planning – Recognize Project Savings Transfer

Total Amendment: (\$898,093)

Funding Source: N/A

Description: This project is the long range planning study for future of regional transit system expansion beyond the Sound Move and ST2 Programs.

Justification: reflects surplus of project savings from specific HCT studies.

Budget / Schedule Risk: Low/Low

Phase	2015 Annual Budget			Lifetime Budget		
	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$627	\$0	\$627	\$5,120	\$67	\$5,188
Preliminary Engr / Environmental Review	\$13,726	\$0	\$13,726	\$42,907	\$831	\$43,738
Final Design / Specifications	\$0	\$0	\$0	\$0	\$0	\$0
Third Party	\$0	\$0	\$0	\$0	\$0	\$0
ROW Acquisition and Permits	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
Testing and Start-up	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$14,352	\$0	\$14,352	\$48,027	\$898	\$48,925

Projected Cash Flow Change Requests

Project 300018 Sumner Station Improvements

\$(000)

ACTION: Recognition of the delay of Bonney Lake Park and Ride Facility improvements and transfer of budget to support incidental expenses in ROW and labor costs in support of ROW transactions.

Phase	2015 Annual Budget			Lifetime Budget		
	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$317	\$0	\$317	\$757	\$5	\$762
Preliminary Engr / Environmental Documentation	\$1,286	\$0	\$1,286	\$2,685	\$0	\$2,685
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Third Party	\$0	\$0	\$0	\$0	\$0	\$0
Row Acquisition and Permits	\$125	\$0	\$125	\$2,907	\$5	\$2,912
Construction	\$0	\$113	\$113	\$123	-\$10	\$113
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
System Testing & Startup	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,728	\$113	\$1,841	\$6,472	\$0	\$6,472

Project 3X510 Sounder South Expanded Service

\$(000)

ACTION: Phase adjustments to move mitigation funding from Construction Phase to Third Party Phase.

Phase	2015 Annual Budget			Lifetime Budget		
	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$30	\$0	\$30	\$5,650	\$0	\$5,650
Preliminary Engr / Environmental Documentation	\$335	\$0	\$335	\$1,007	\$0	\$1,007
Final Design	\$300	\$0	\$300	\$400	\$0	\$400
Third Party	\$7,005	-\$7,005	\$0	\$8,005	-\$8,005	\$0
Row Acquisition and Permits	\$74	\$0	\$74	\$186,485	\$0	\$186,485
Construction	\$0	\$7,005	\$7,005	\$421	\$8,005	\$8,426
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
System Testing & Startup	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$7,744	\$0	\$7,744	\$201,968	\$0	\$201,968

Project 3X135 D ST to M ST Track and Signal

\$(000)

ACTION: Phase adjustments to allow for project close out.

Phase	2015 Annual Budget			Lifetime Budget		
	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$60	\$0	\$60	\$9,606	\$0	\$9,606
Preliminary Engr / Environmental Documentation	\$0	\$0	\$0	\$1,733	\$1	\$1,734
Final Design	\$0	\$0	\$0	\$18,612	\$0	\$18,612
Third Party	\$9	\$0	\$9	\$846	\$0	\$846
Row Acquisition and Permits	\$0	\$0	\$0	\$43,629	\$0	\$43,629
Construction	\$355	\$4,731	\$360	\$67,545	\$8	\$67,553
Construction Services	\$0	\$0	\$0	\$6,218	\$0	\$6,218
Vehicles	\$0	\$0	\$0	\$8,953	\$0	\$8,953
System Testing & Startup	\$0	\$0	\$0	\$1,119	-\$9	\$1,110
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$424	\$5	\$429	\$158,262	\$0	\$158,262

Project 3X206 Mukilteo South – S Platform

\$(000)

ACTION: Phase adjustments to allow for project close out.

Phase	2015 Annual Budget			Lifetime Budget		
	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$173	\$0	\$173	\$1,128	\$0	\$1,128
Preliminary Engr / Environmental Documentation	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$158	\$0	\$158	\$2,447	\$0	\$2,447
Third Party	\$72	\$0	\$72	\$247	\$0	\$247
Row Acquisition and Permits	\$912	\$2,125	\$3,037	\$3,588	\$0	\$3,588
Construction	\$2,365	\$0	\$2,365	\$9,040	\$0	\$9,040
Construction Services	\$456	\$0	\$456	\$1,863	\$0	\$1,863
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
System Testing & Startup	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$4,135	\$2,125	\$6,260	\$18,313	\$0	\$18,313

Project 3X236 Tukwila Station

\$(000)

ACTION: Phase adjustments to allow for project close out.

Phase	2015 Annual Budget			Lifetime Budget		
	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$161	\$0	\$161	\$2,773	\$0	\$2,773
Preliminary Engr / Environmental Documentation	\$0	\$0	\$0	\$1,101	\$0	\$1,101
Final Design	\$15	\$0	\$15	\$4,724	\$0	\$4,724
Third Party	\$0	\$0	\$0	\$0	\$0	\$0
Row Acquisition and Permits	\$5	\$0	\$5	\$11,009	\$0	\$11,009
Construction	\$0	\$500	\$500	\$24,281	\$0	\$24,281
Construction Services	\$10	\$0	\$10	\$2,081	\$0	\$2,081
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
System Testing & Startup	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$191	\$500	\$691	\$45,969	\$0	\$45,969

Project 500020 ST Express Mid-day Bus Storage

\$(000)

ACTION: Increase in 2015 budget to recognize the delay in bid submissions and issuance of the notice to proceed.

Phase	2015 Annual Budget			Lifetime Budget		
	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$49	\$0	\$49	\$273	\$0	\$273
Preliminary Engr / Environmental Documentation	\$0	\$0	\$0	\$229	\$0	\$229
Final Design	\$0	\$62	\$62	\$455	\$0	\$455
Third Party	\$0	\$0	\$0	\$0	\$0	\$0
Row Acquisition and Permits	\$0	\$5	\$5	\$10	\$0	\$10
Construction	\$326	\$1,213	\$1,539	\$1,961	\$0	\$1,961
Construction Services	\$40	\$118	\$158	\$200	\$0	\$200
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
System Testing & Startup	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$415	\$1,398	\$1,813	\$3,128	\$0	\$3,128

Project 5X141 85th Corridor Kirkland

\$(000)

ACTION: Increase in 2015 budget to recognize the shift of construction activity from 2014 to 2015.

Phase	2015 Annual Budget			Lifetime Budget		
	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$6	\$0	\$6	\$460	\$0	\$460
Preliminary Engr / Environmental Documentation	\$0	\$0	\$0	\$1,124	\$0	\$1,124
Final Design	\$0	\$0	\$0	\$554	\$0	\$554
Third Party	\$0	\$0	\$0	\$0	\$0	\$0
Row Acquisition and Permits	\$0	\$0	\$0	\$876	\$0	\$876
Construction	\$0	\$854,460	\$854	\$2,575	\$0	\$2,575
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
System Testing & Startup	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$6	\$854	\$860	\$5,590	\$0	\$5,590

Project 400007 First Hill Street Car

\$(000)

ACTION: Increase in 2015 recognize cash flow shift to 2015 as a result of a delay in vehicle assembly.

Phase	2015 Annual Budget			Lifetime Budget		
	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$241	\$0	\$241	\$3,867	\$0	\$3,867
Preliminary Engr / Environmental Documentation	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Third Party	\$0	\$8,109	\$8,109	\$128,913	\$0	\$128,913
Row Acquisition and Permits	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
System Testing & Startup	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$241	\$8,109	\$8,350	\$132,780	\$0	\$132,780

Project 400009 Link Operations and Maintenance Satellite Facility

\$(000)

ACTION: Increase in 2015 to recognize preliminary engineering and Final EIS work from 2014 to 2015.

Phase	2015 Annual Budget			Lifetime Budget		
	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$1,185	\$0	\$1,185	\$3,237	\$0	\$3,237
Preliminary Engr / Environmental Documentation	\$3,217	\$2,043	\$5,261	\$9,982	\$0	\$9,982
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Third Party	\$165	\$0	\$165	\$385	\$0	\$385
Row Acquisition and Permits	\$10	\$52	\$62	\$23,225	\$0	\$23,225
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
System Testing & Startup	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$4,577	\$2,096	\$6,673	\$36,828	\$0	\$36,828

Project 4X115 Lynnwood Link Ext

\$(000)

ACTION: Decrease 2015 budget as preliminary engineering scheduled in 2015 was completed in 2014.

Phase	2015 Annual Budget			Lifetime Budget		
	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$3,149	\$0	\$3,149	\$11,738	\$0	\$11,738
Preliminary Engr / Environmental Documentation	\$13,487	-\$1,438	\$12,049	\$44,334	\$0	\$44,334
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Third Party	\$350	\$251	\$601	\$996	\$0	\$996
Row Acquisition and Permits	\$526	\$0	\$526	\$7,050	\$0	\$7,050
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
System Testing & Startup	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$17,513	-\$1,188	\$16,325	\$64,119	\$0	\$64,119

Project 4X3000 Initial Segment

\$(000)

ACTION: Phase adjustments to allow for project close out.

Phase	2015 Annual Budget			Lifetime Budget		
	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$0	\$300	\$300	\$186,430	\$300	\$186,730
Preliminary Engr / Environmental Documentation	\$0	\$0	\$0	\$33,268	\$0	\$33,268
Final Design	\$0	\$0	\$0	\$144,061	\$0	\$144,061
Third Party	\$0	\$0	\$0	\$61,101	\$0	\$61,101
Row Acquisition and Permits	\$0	\$0	\$0	\$205,089	\$0	\$205,089
Construction	\$0	\$0	\$0	\$1,210,841	-\$300	\$1,210,541
Construction Services	\$0	\$0	\$0	\$102,554	\$0	\$102,554
Vehicles	\$0	\$0	\$0	\$131,799	\$0	\$131,799
System Testing & Startup	\$0	\$0	\$0	\$16,625	\$0	\$16,625
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$300	\$300	\$2,091,768	\$0	\$2,091,768

Project 4X600 East Link Ext

\$(000)

ACTION: Phase adjustments move budget from Third Party to Construction Services to accommodate Stipend Agreements.

Phase	2015 Annual Budget			Lifetime Budget		
	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$12,366	\$0	\$12,366	\$68,119	\$0	\$68,119
Preliminary Engr / Environmental Review	\$436	\$0	\$436	\$56,594	\$0	\$56,594
Final Design / Specifications	\$35,299	\$0	\$35,299	\$232,621	\$0	\$232,621
Third Party	\$2,826	\$0	\$2,826	\$40,605	-\$1,300	\$39,305
ROW Acquisition and Permits	\$84,056	\$0	\$84,056	\$365,408	\$0	\$365,408
Construction	\$2,912	\$0	\$2,912	\$24,000	\$1,300	\$25,300
Construction Services	\$5,050	\$0	\$5,050	\$11,000	\$0	\$11,000
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
Testing and Start-up	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$142,945	\$0	\$142,945	\$798,347	\$0	\$798,347

Project 4X620 Overlake Village Bridge

\$(000)

ACTION: Recognizes Resolution 2014-22 which amended the lifetime budget and increases spending in 2015.

Phase	2015 Annual Budget			Lifetime Budget		
	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$25	\$0	\$25	\$75	\$520	\$595
Preliminary Engr / Environmental Review	\$0	\$0	\$0	\$0	\$0	\$0
Final Design / Specifications	\$500	\$0	\$500	\$1,823	\$1,798	\$3,621
Third Party	\$0	\$0	\$0	\$0	\$332	\$332
ROW Acquisition and Permits	\$0	\$638	\$638	\$0	\$638	\$638
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
Testing and Start-up	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$525	\$638	\$1,163	\$1,898	\$3,288	\$5,186

Project 804100 Transit Oriented Development

\$(000)

ACTION: Recognizes phase adjustments and delay from 2014 to 2015 in ROW and Construction activity in support of activity TOD projects.

Phase	2015 Annual Budget			Lifetime Budget		
	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2015 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$50	\$35	\$85	\$88	\$46	\$134
Preliminary Engr / Environmental Review	\$0	\$0	\$0	\$0	\$0	\$0
Final Design / Specifications	\$0	\$0	\$0	\$0	\$0	\$0
Third Party	\$0	\$0	\$0	\$0	\$0	\$0
ROW Acquisition and Permits	\$610	\$185	\$795	\$5,237	-\$281	\$4,956
Construction	\$0	\$235	\$235	\$276	\$235	\$511
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
Testing and Start-up	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$660	\$455	\$1,115	\$5,601	\$0	\$5,601

Project 700773 C Link HVAC for Traction Power

\$(000)

ACTION: Decrease in 2015 budget to recognize accelerated construction activity in 2014.

Phase	2015 Annual Budget			Lifetime Budget		
	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$20	\$0	\$20	\$100	\$0	\$100
Preliminary Engr / Environmental Documentation	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$120	\$40	\$160
Third Party	\$0	\$0	\$0	\$0	\$0	\$0
Row Acquisition and Permits	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$516	-\$76	\$440	\$1,000	\$0	\$1,000
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
System Testing & Startup	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$18	\$0	\$18	\$58	-\$40	\$18
Total	\$554	-\$76	\$478	\$1,278	\$0	\$1,278

Project 700774 C Link HVAC – Instrument House/UPS Room

\$(000)

ACTION: Recognizes phase adjustments to recognize ROW purchase in 2015.

Phase	2015 Annual Budget			Lifetime Budget		
	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$35	\$0	\$35	\$85	\$0	\$85
Preliminary Engr / Environmental Documentation	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$90	\$0	\$90
Third Party	\$0	\$0	\$0	\$0	\$0	\$0
Row Acquisition and Permits	\$0	\$50	\$50	\$0	\$50	\$50
Construction	\$223	-\$50	\$173	\$368	-\$50	\$318
Construction Services	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
System Testing & Startup	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$3	\$0	\$3	\$28	\$0	\$28
Total	\$261	\$0	\$261	\$571	\$0	\$571

Project 700793 Signage Improvements

\$(000)

ACTION: Recognizes carry over or work planned for 2014 but delayed until 2015.

Phase	2015 Annual Budget			Lifetime Budget		
	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$25	\$12	\$37	\$51	\$0	\$51
Preliminary Engr / Environmental Documentation	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$48	\$25	\$73	\$151	-\$56	\$94
Third Party	\$0	\$0	\$0	\$0	\$0	\$0
Row Acquisition and Permits	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$339	\$354	\$693	\$627	\$101	\$728
Construction Services	\$28	\$30	\$58	\$58	\$0	\$58
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
System Testing & Startup	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$45	-\$45	\$0	\$45	-\$45	\$0
Total	\$485	\$376	\$861	\$931	\$0	\$931

Project 4X360 Beacon Avenue Paving

\$(000)

ACTION: Phase adjustment to allow for project close out.

Phase	2015 Annual Budget			Lifetime Budget		
	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget	2015 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$0	\$0	\$0	\$150	\$0	\$150
Preliminary Engr / Environmental Documentation	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$125	\$0	\$125
Third Party	\$0	\$0	\$0	\$0	\$0	\$0
Row Acquisition and Permits	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$1,520	-\$25	\$1,495
Construction Services	\$0	\$0	\$0	\$205	\$25	\$230
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
System Testing & Startup	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$2,000	\$0	\$2,000

APPENDIX G

List of Charts, Maps, and Tables

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List of Charts, Maps, and Tables

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APPENDIX H

Glossary

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Glossary

The following definitions reflect how the terms are used at Sound Transit and in this document.

ADA (Americans with Disabilities Act) – Federal law passed in 1990 that prohibits discrimination in services, facilities, and employment against individuals with disabilities.

Adopted Budget – The Board-approved budget and capital plan for Sound Transit for the current fiscal year.

Average Weekday Boardings – Number of one-way passenger movements (trips) between two points on a single vehicle on all routes on an average weekday.

Baseline – A plan, design, specification, contract, or other approved document or configurations against which actual performance is measured. Baseline can also refer to a schedule or budget used for management control and reporting purposes.

BAT – Business and Transit Access

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.

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 – An expense that results in the acquisition of or addition to fixed assets.

Capital Projects – Projects that purchase or construct capital assets.

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

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

CEA – Communications & External Affairs department

CEO – Chief Executive Officer of Sound Transit who reports directly to the Board of Directors.

CMAQ (Congestion Mitigation and Air Quality) – A federal grant program to fund transportation projects that will contribute to the attainment of national ambient air quality standards and mitigate traffic congestion.

Commuter Rail – Railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs.

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.

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

DECM – Design, Engineering & Construction Management department

Department – Highest organizational unit of Sound Transit, consisting of Communications & External Affairs; Design, Engineering & Construction Management; Executive; Finance & Information Technology; Legal; Operations; and Planning, Environment & Project Development.

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

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.

Division – Organizational sub-unit within departments.

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 – A decrease in net current assets. Expenses include salaries and benefits, administrative expenses, debt service, and those current operating costs that require the use of current assets.

FCC – Federal Communications Commission

Fiscal Year – A 12-month period to which the annual operating budget applies and at the end of which a government determines its financial position and results of its operations. Sound Transit's fiscal year is concurrent with the calendar year.

FIT – Finance & Information Technology department

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.

FY – Fiscal Year

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.

IT – Information Technology

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

kVA (Kilovolt-ampere) – A volt-ampere (VA) is the voltage times the current feeding an electrical load. A kilovolt-ampere (kVA) is 1000 volt-amperes.

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

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

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.

OCS (Overhead Contact System) – One or more overhead lines or wires situated over light rail tracks used to transmit electrical energy to the trains through contact with a pantograph.

OMF – Operations Maintenance Facility

OMSF – Operations Maintenance Satellite Facility

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

Pantograph – An apparatus mounted on the roof of an electric train to collect power through contact with an overhead catenary wire.

PE/ED – Preliminary Engineering and Environmental Documentation

PEPD – Planning, Environment & Project Development department

Phase Gate – Phase Gate is a project management process designed around a series of eight defined gates. Gates represent key transition and/or decision points in a project's progression through planning and environmental review, design, construction, and transition to operations.

Proposed Budget – The recommended and unapproved Sound Transit budget submitted by the CEO to the Board.

PTC (Positive Train Control) – Integrated command, control, communication, and information systems for controlling train movements. PTC is expected to improve railroad safety by significantly reducing the probability of train collisions and resulting casualties and injuries.

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).

Revenues – Increases in proprietary fund type net total assets from other than expense refunds and capital contributions.

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.

RSIP – Residential Sound Insulation Program

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.

SIP (Service Implementation Plan) – This document is produced annually by the Service Planning division and approved by the Board. It details the development of each mode of service, describes any service changes planned for the year, and contains preliminary service proposals and financial projections for the following five years.

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

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

Sound Move – Voter-approved plan (1996) to build a high-capacity public transit system.

Sound Transit – The Central Puget Sound Regional Transit Authority

SR – State Route

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

ST3 (Sound Transit 3) – The third phase of Sound Transit's plan for mass transit expansion.

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

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.

TIP (Transit Improvement Plan) – This document provides projected capital and operating expenditures for the construction and operation of the Sound Transit regional transit system in the central Puget Sound. The TIP contains information on scope and budget as well as changes in budget and schedule for all active phases of both capital and operating programs.

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

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

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

UPS – Uninterrupted Power Supply

UW – University of Washington

Variance – The difference between planned costs and actual costs.

WSDOT – Washington State Department of Transportation

YOE (Year of Expenditure) – refers to the representation of a project's cost inclusive of an annual inflationary factor calculation.