



# 2012 Second Quarter Financial Performance Report



September 2012

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To: Board of Directors

From: Joni Earl, Chief Executive Officer  
 Brian McCartan, Chief Financial Officer

Subject: 2012 Second Quarter Financial Performance Report

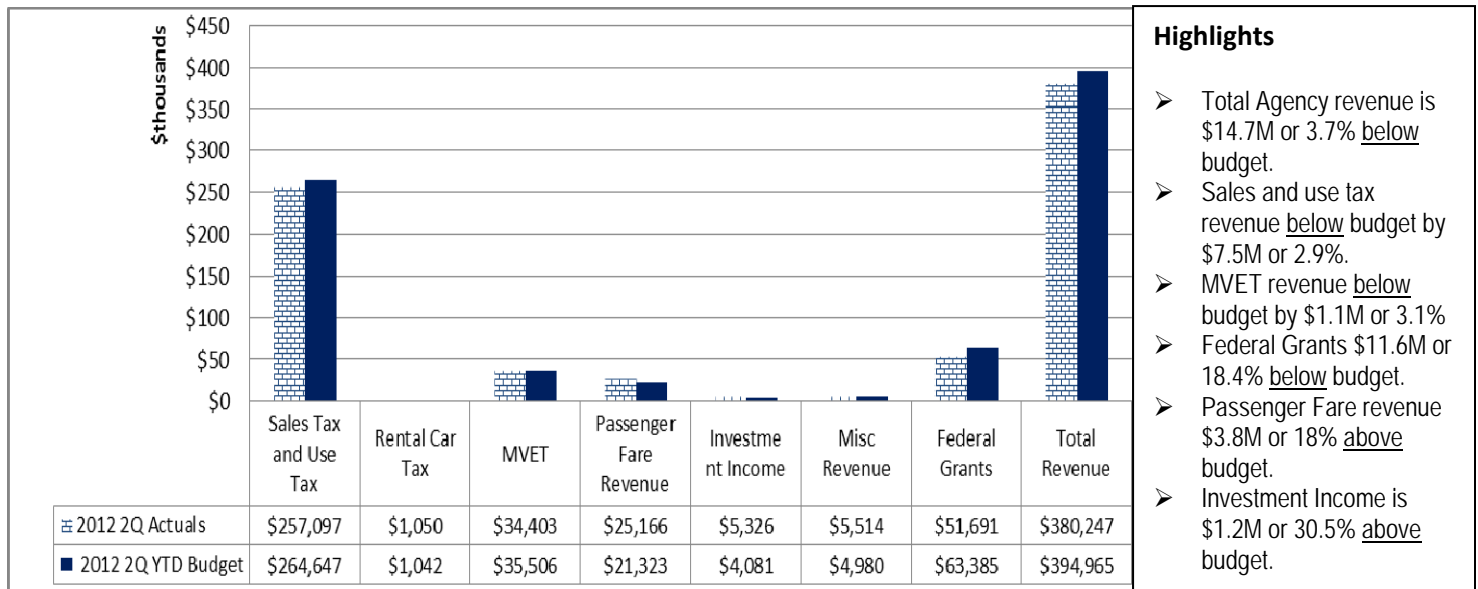
This report summarizes Sound Transit's financial performance for revenues, transit operations, capital outlays, and staff operations for the second quarter of 2012. The discussion and graphs below summarize the budget and financial results, followed by more detailed financial data with notes assessing the Agency's performance to budget.

## Section I – Executive Summary

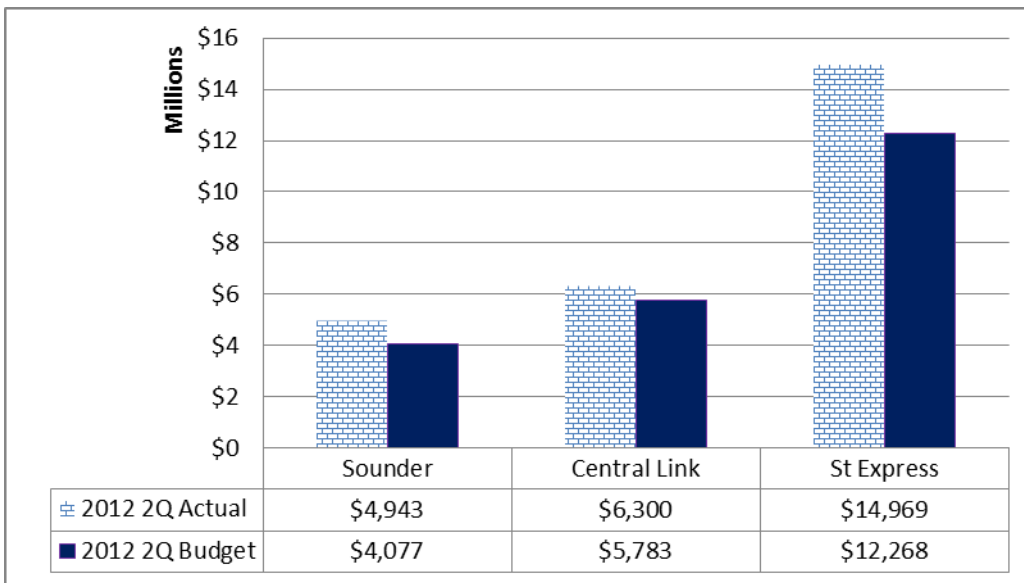
The executive summary section is designed for quick review of key Agency revenue and expenditure outcomes: agency revenue, service delivery, capital projects, and agency staff costs. Detailed financial analysis for each is located later in this report.

Agency revenues are \$14.7 million or 3.7% below budget due to weaker than expected revenues from sales tax and MVET and timing delays in federal grant reimbursements. Specifically sales tax revenue is \$7.5 million or 2.9% below budget, MVET is \$1.1 million or 3.1% below budget and Federal Grant revenue is \$11.6 million or 18.4% less than expected. On the positive side passenger fare revenue is \$3.8 million or 18% above budget and investment income is \$1.2 million or 30.5% above budget.

### Agency Revenues



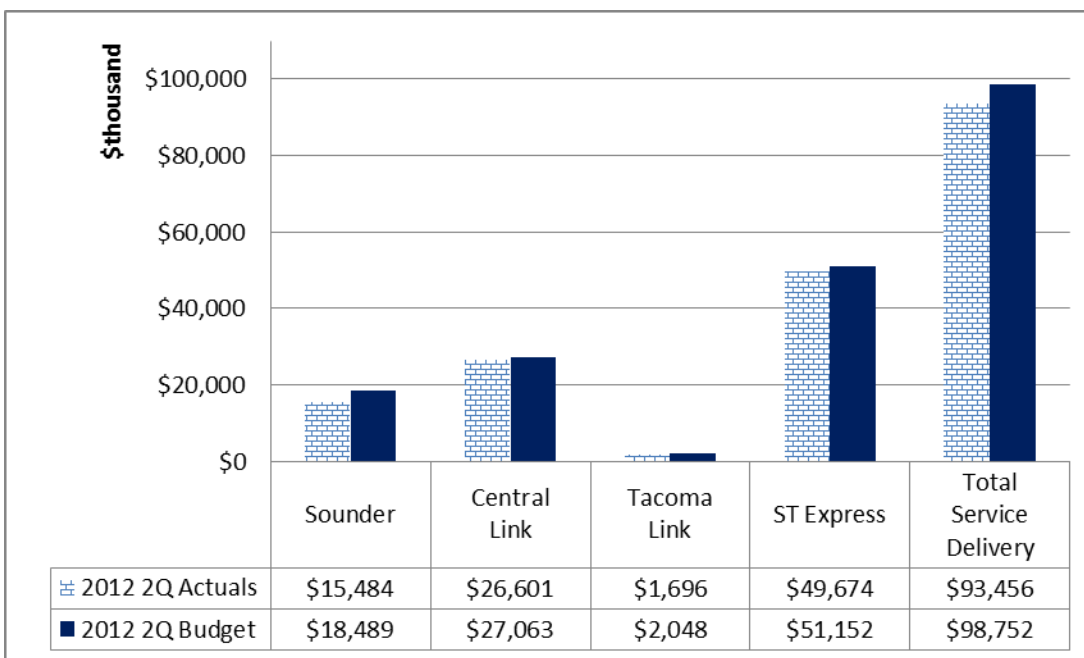
## Service Delivery Revenue by Mode (excludes Tacoma Link)



### Highlights

- Overall service delivery revenue is \$4M or 19% over budget.
- Sounder revenue \$866K or 21% better than budget.
- ST Express fare revenue \$2.7M or 22% above budget.
- Central Link \$517K or 8% above budget.

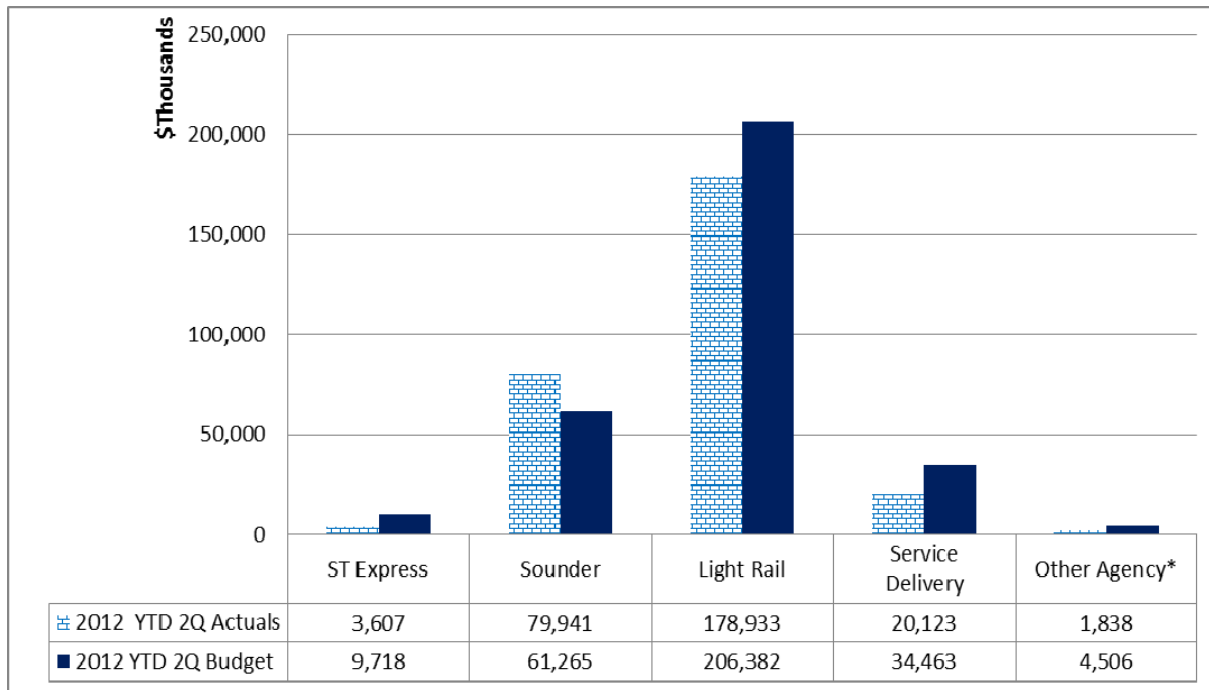
## Service Delivery Expenditures by Mode



### Highlights

- Service delivery for all modes running under budget by \$5.2M or 5%.
- Sounder under budget by \$3M or 16%.
- ST Express under budget by \$1.4M or 3%.
- Tacoma Link under budget by \$351K or 17%.
- Central Link under budget by \$462K or 2%.

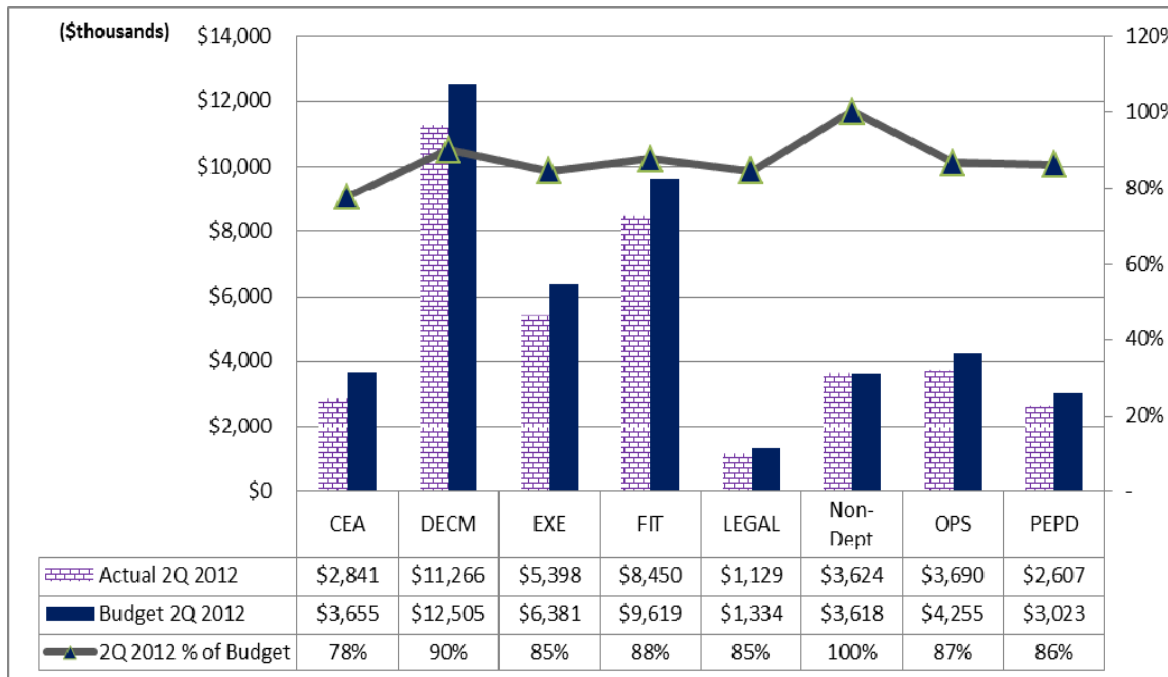
## Capital Projects



### Highlights

- Overall capital project costs are below budget by \$31M or 10%.
- Light rail is \$27M or 13% below budget.
- Sounder is \$18M or 30% above budget.

## Agency Staff Costs



### Highlights

- Agency Staff costs are \$5.3M or 12% under budget.
- Savings in salary and benefits equaled \$1.6M or 5% of budget.
- Staff vacancy rate averaged 8.7% for the first two quarters of 2012.
- Savings in services equaled \$2.6M or 39%.

## Section II – Agency Revenue

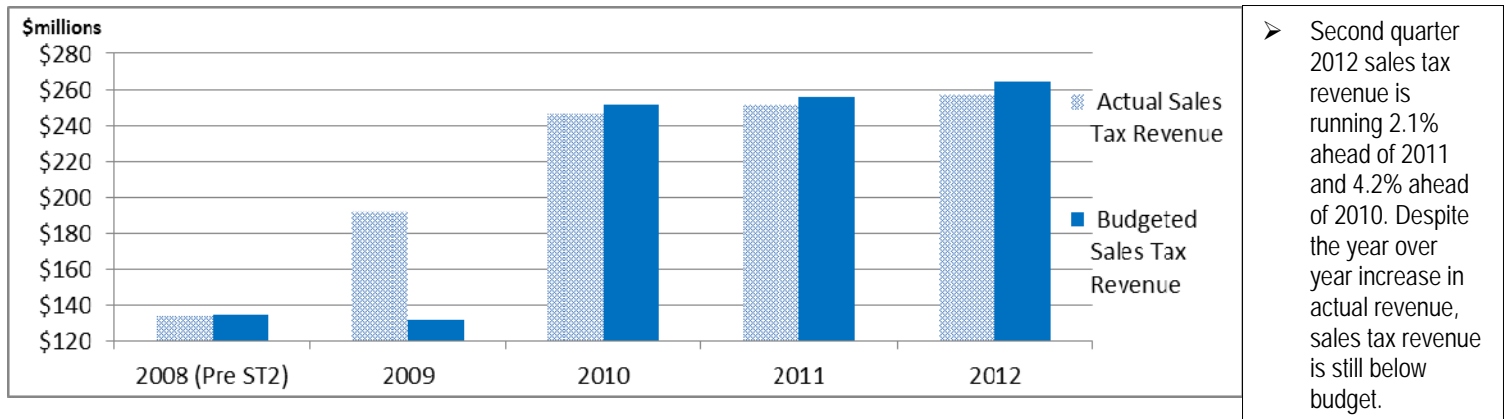
Agency Revenues as of June 30, 2012  
(\$Thousands)

Revenue Source	2012 1Q Actuals	2012 2Q Actuals	2012 YTD Actuals	2012 2Q YTD Budget	YTD Actuals v. Budget	% Variance
Sales Tax and Use Tax	\$126,962	\$130,135	\$257,097	\$264,647	(\$7,550)	97%
Rental Car Tax	\$462	\$588	\$1,050	\$1,042	\$8	101%
MVET	\$15,930	\$18,473	\$34,403	\$35,506	(\$1,103)	97%
Passenger Fare Revenue	\$11,662	\$13,504	\$25,166	\$21,323	\$3,843	118%
Investment Income	\$2,434	\$2,892	\$5,326	\$4,081	\$1,245	131%
Misc Revenue	\$1,290	\$4,224	\$5,514	\$4,980	\$534	111%
Federal Grants	\$23,750	\$27,941	\$51,691	\$63,385	(\$11,694)	82%
<b>Total Revenue</b>	<b>\$182,490</b>	<b>\$197,757</b>	<b>\$380,247</b>	<b>\$394,965</b>	<b>(\$14,717)</b>	<b>96%</b>

Overall revenues through second quarter are below budget by \$14.7 million or 4% due to lower than expected revenues from sales tax, MVET fees, and federal grants. Passenger fare revenue finished second quarter \$3.8M or 18% above budget. Investment income finished \$1.2M or 31% above budget.

Retail Sales and Use Tax revenues declined in Q2 with a negative YTD budget variance of \$7.5M or 3%, reflecting the continuing effect of a weakened economy.

Historical Perspective 2008 – 2012 Sales Tax Revenue Compared to Previous Year.



Rental Car Tax revenues barely exceeded YTD budget by \$8K or 0.8%.

Motor Vehicle Excise revenues were \$1.1M or 3.1% below 2Q budget.

Passenger Fare Revenue was \$3.8M or 18% above budget due to increased ridership. Central link ridership exceed projections by 5% which generated \$447K more revenue than planned. ST Express ridership is 12% better than expected which generated \$2.5M more in revenue than planned. Sounder ridership exceeded projections by 12% which generated \$824K more revenue than planned.

Investment Income was \$1.2M or 30.5% above budget at the end of second quarter.

Miscellaneous Revenues exceeded budget by \$534K or 10.7% primarily due to Bank of America muni-trust proceeds of \$257K. Other favorable budget variances include higher revenues from licensee fees and building rentals.

Federal Grants revenues trailed YTD budget by \$11.6M as grant reimbursements were less than originally budgeted.



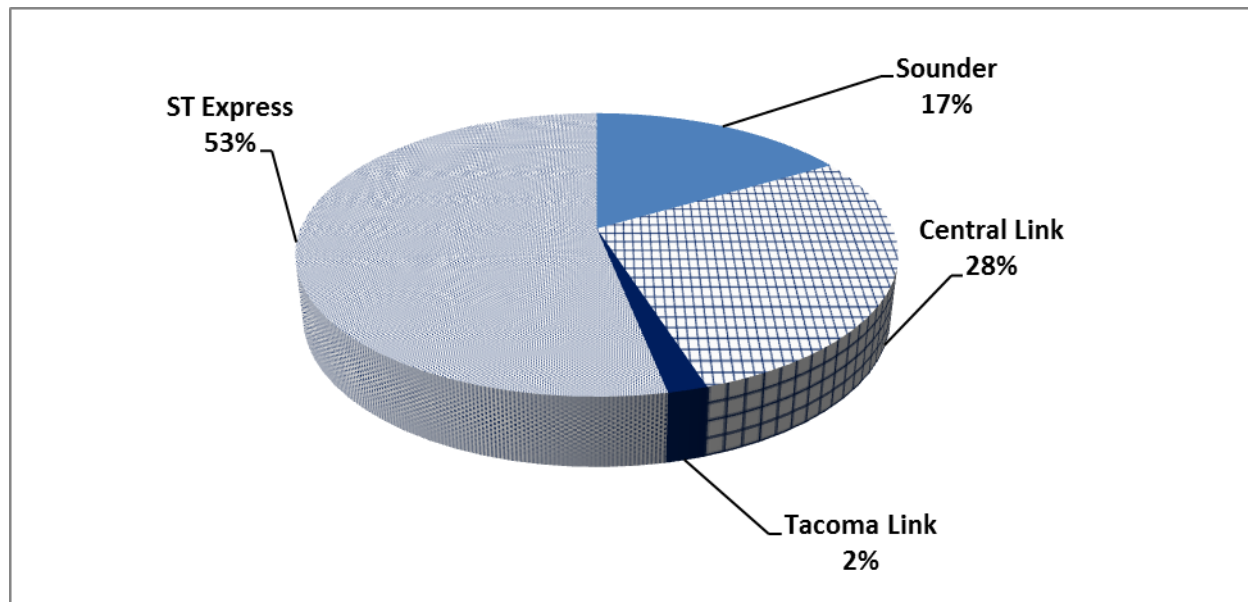
## Section III – Service Delivery by Mode

### Service Delivery All Modes as of June 30, 2012 (\$Thousands)

	Q1 2012 Actuals	Q2 2012 Actuals	YTD 2012 Actuals	YTD 2012 Budget	YTD 2012 Budget Remaining	YTD 2012 % Budget
<b>Operating Revenues</b>						
Passenger Fares	11,662	13,504	25,166	21,323	(3,843)	118%
Other Operating Revenue	447	612	1,059	807	(252)	131%
<b>Total Operating Revenues</b>	<b>\$ 12,109</b>	<b>14,116</b>	<b>26,225</b>	<b>22,131</b>	<b>(4,094)</b>	<b>119%</b>
<b>Direct Operating Expenses</b>						
Salaries and Benefits	1,149	1,192	2,340	2,452	111	95%
Services	6,565	8,316	14,880	17,649	2,769	84%
Materials and Supplies	2,148	1,434	3,583	4,594	1,011	78%
Insurance	675	563	1,238	1,891	653	65%
Purchased Transportation Svcs	30,626	29,146	59,771	61,129	1,358	98%
Miscellaneous Expenses	134	177	311	314	3	99%
Leases & Rentals	2,094	728	2,822	2,577	(245)	110%
Other Expenses	1,148	1,221	2,369	2,503	134	95%
<b>Total Direct Operating Expenses</b>	<b>\$ 44,538</b>	<b>42,777</b>	<b>87,315</b>	<b>93,109</b>	<b>5,794</b>	<b>94%</b>
<b>Agency Admin Allocations</b>	<b>2,908</b>	<b>3,233</b>	<b>6,140</b>	<b>5,642</b>	<b>(498)</b>	<b>109%</b>
<b>Fully Allocated Operating Expenses</b>	<b>\$ 47,446</b>	<b>46,009</b>	<b>93,456</b>	<b>98,752</b>	<b>5,296</b>	<b>95%</b>

Total Service Delivery fully allocated operating expenses for second quarter 2012 were \$93.4M or 94.6% of budget. As expressed in the chart below, Service Delivery fully allocated operating expenses as a percentage of total expenses were: Central Link 28%, Sounder 17%, ST Express 53% and Tacoma Link 2%.

#### Service delivery expenses by mode



## Sounder Commuter Rail as of June 30, 2012

(\$Thousands)

	Q1 2012	Q2 2012	YTD 2012	YTD 2012	YTD 2012	YTD 2012
	Actuals	Actuals	Actuals	Budget	Budget	% Budget
<b>Operating Revenues</b>						
Passenger Fares	6,852	2,495	4,587	3,763	(824)	122%
Other Operating Revenue	93	263	356	314	(42)	113%
<b>Total Operating Revenues</b>	<b>\$ 2,185</b>	<b>2,758</b>	<b>4,943</b>	<b>4,077</b>	<b>(866)</b>	<b>121%</b>
<b>Direct Operating Expenses</b>						
Salaries and Benefits	237	251	488	525	37	93%
Services	3,145	2,888	6,032	7,293	1,261	83%
Materials and Supplies	1,446	939	2,385	3,687	1,302	65%
Insurance	182	179	362	584	222	62%
Purchased Transportation Svcs	1,676	2,026	3,703	3,815	112	97%
Miscellaneous Expenses	49	54	103	108	5	95%
Leases & Rentals	94	70	165	162	(3)	102%
Other Expenses	373	396	769	921	152	83%
<b>Total Direct Operating Expenses</b>	<b>7,203</b>	<b>6,804</b>	<b>14,007</b>	<b>17,095</b>	<b>3,088</b>	<b>82%</b>
<b>Agency Admin Allocations</b>	<b>\$ 695</b>	<b>782</b>	<b>1,477</b>	<b>1,395</b>	<b>(83)</b>	<b>106%</b>
<b>Fully Allocated Operating Expenses</b>	<b>\$ 7,898</b>	<b>7,586</b>	<b>15,484</b>	<b>18,489</b>	<b>3,005</b>	<b>84%</b>

**Revenues and Ridership:** Passenger revenues were at 122% of the YTD 2012 budget. Ridership was over budgeted levels by 12% and was above the prior year by 15%. Average fare per boarding also came in above budget.

**Services** were at 83% of the YTD 2012 budget. The largest individual component of services spending is the vehicle maintenance contract with Amtrak, which at 89% of the YTD budget. With the ramp up of fleet size and service related to the Tacoma to Lakewood service later in the year, we expect to come in at budgeted levels by year end. Station maintenance expenses are at 61% of the YTD budget as the majority of the budgeted work will be performed during warmer weather.

**Materials & Supplies** were at 65% of the YTD 2012 budget. Fuel costs were under the YTD budget by \$0.6 M. Consumption has been lower than forecast, due both to missed trips from mudslide cancellations and due to the favorable impacts of conservation equipment, such as the automatic engine start-stop units. In addition, fuel prices declined during the second quarter, yielding further savings.

**Insurance** was at 62% of the YTD 2012 budget. Claims experience has been favorable during 2012.

**Agency Admin Allocations** were at 106% of the YTD 2012 budget. This account includes the staff operating costs allocated from both corporate and line of business departments, as well as project costs transferred into operations. Allocation rules were updated after the adoption of the 2012 budget, yielding more costs allocated to Sounder transit operations than had been budgeted.

**ST Express as of June 30, 2012**  
(\$Thousands)

	Q1 2012	Q2 2012	YTD 2012	YTD 2012	YTD 2012	YTD 2012
	Actuals	Actuals	Actuals	Budget	Budget	% Budget
					Remaining	
<b>Operating Revenues</b>						
Passenger Fares	6,852	7,520	14,372	11,800	(2,572)	122%
Other Operating Revenue	309	288	597	468	(129)	128%
<b>Total Operating Revenues</b>	<b>\$ 7,161</b>	<b>7,808</b>	<b>14,970</b>	<b>12,268</b>	<b>(2,701)</b>	<b>122%</b>
<b>Direct Operating Expenses</b>						
Salaries and Benefits	99	97	196	191	(5)	103%
Services	687	1,551	2,238	2,956	718	76%
Materials and Supplies	12	21	33	81	48	41%
Insurance	6	7	14	9	(4)	147%
Purchased Transportation Svcs	22,799	20,103	42,901	44,014	1,113	97%
Miscellaneous Expenses	40	46	86	79	(8)	110%
Leases & Rentals	859	289	1,148	1,045	(103)	110%
Other Expenses	249	282	532	456	(75)	116%
<b>Total Direct Operating Expenses</b>	<b>\$ 24,752</b>	<b>22,396</b>	<b>47,148</b>	<b>48,832</b>	<b>1,684</b>	<b>97%</b>
<b>Agency Admin Allocations</b>	<b>1,198</b>	<b>1,328</b>	<b>2,526</b>	<b>2,319</b>	<b>(207)</b>	<b>109%</b>
<b>Fully Allocated Operating Expenses</b>	<b>\$ 25,950</b>	<b>23,724</b>	<b>49,674</b>	<b>51,152</b>	<b>1,478</b>	<b>97%</b>

**Revenues and Ridership:** Passenger Fares were over the YTD 2012 Budget by 22%. Ridership is above the 2012 YTD budget by 12%, and average fares per boarding are over budget by about 9%.

**Services** were under the YTD 2012 budget by \$0.7M, or 24%. The largest variance was underspending of \$0.5M related to facilities maintenance at ST Express stations. These variances should be reduced as facilities maintenance work increases during the good weather of Q3. Maintenance of vehicle expenses were under budget by \$0.1M as the agency received warranty reimbursements for earlier maintenance work performed on the fleet.

**Purchased Transportation Services** were at 98% of the YTD 2012 budget. Fuel prices are coming in under budgeted levels, yielding savings. New service hours implemented during the February and June service changes will reduce the variance by year end.

**Leases and Rentals** were at 110% of the YTD 2012 budget. Costs associated with debt service for the DSTT are above budgeted levels.

**Other Expenses** were at 116% of the YTD 2012 budget. This is due to excise taxes that have exceeded budgeted levels due to higher than forecasted fare revenues. The Agency pays 1.96% of fare revenues to the state in the form of excise taxes.

**Agency Admin Allocations** were at 109% of the YTD 2012 budget. This account includes the staff operating costs allocated from both corporate and line of business departments, as well as project costs transferred into operations. Allocation rules were updated after the adoption of the 2012 budget, yielding more costs allocated to ST Express transit operations than had been budgeted.

**Tacoma Link Light Rail as of June 30, 2012**  
(\$Thousands)

	Q1 2012 Actuals	Q2 2012 Actuals	YTD 2012 Actuals	YTD 2012 Budget	YTD 2012 Budget Remaining	YTD 2012 % Budget
<b>Operating Revenues</b>						
Other Operating Revenue	4	8	12	3	(10)	482%
<b>Total Operating Revenues</b>	<b>\$ 4</b>	<b>8</b>	<b>12</b>	<b>3</b>	<b>(10)</b>	<b>482%</b>
<b>Direct Operating Expenses</b>						
Salaries and Benefits	426	466	892	887	(5)	101%
Services	144	150	294	495	201	59%
Materials and Supplies	47	(4)	44	103	59	42%
Insurance	42	43	85	132	47	65%
Purchased Transportation Svcs	-	-	-	3	3	-
Miscellaneous Expenses	(0)	5	4	15	11	29%
Leases & Rentals	2	3	5	4	(1)	127%
Other Expenses	36	(31)	4	66	62	6%
<b>Total Direct Operating Expenses</b>	<b>\$ 697</b>	<b>632</b>	<b>1,329</b>	<b>1,705</b>	<b>376</b>	<b>78%</b>
<b>Agency Admin Allocations</b>	<b>174</b>	<b>193</b>	<b>367</b>	<b>342</b>	<b>(25)</b>	<b>107%</b>
<b>Fully Allocated Operating Expenses</b>	<b>\$ 872</b>	<b>825</b>	<b>1,696</b>	<b>2,048</b>	<b>351</b>	<b>83%</b>

**Ridership:** YTD 2012 Ridership was 9% higher than the same period in 2011, and above the 2012 forecast by 17%. There are no fare revenues on Tacoma Link.

**Services** were at 60% of the YTD 2012 budget. Concrete repair projects that had been planned for 2012 will occur beginning in Q3 2012. Facilities maintenance expenses are at 38% of the YTD budget but are forecast to come in at budgeted levels by year-end.

**Insurance** was under the YTD 2012 budget by 35%. Claims experience has been favorable during the year, and premiums under the rail operations insurance program are below budgeted levels.

**Agency Admin Allocations** were at 107% of the YTD 2012 budget. This account includes the staff operating costs allocated from both corporate and line of business departments, as well as project costs transferred into operations. Allocation rules were updated after the adoption of the 2012 budget, yielding more costs allocated to Tacoma Link transit operations than had been budgeted.

**Central Link Light Rail as of June 30, 2012**  
(\$Thousands)

	Q1 2012	Q2 2012	YTD 2012	YTD 2012	YTD 2012	YTD 2012
	Actuals	Actuals	Actuals	Budget	Budget	% Budget
					Remaining	
<b>Operating Revenues</b>						
Passenger Fares	2,717	3,490	6,207	5,760	(447)	108%
Other Operating Revenue	41	52	93	23	(70)	416%
<b>Total Operating Revenues</b>	<b>\$ 2,758</b>	<b>\$ 3,542</b>	<b>\$ 6,300</b>	<b>\$ 5,783</b>	<b>(517)</b>	<b>108%</b>
<b>Direct Operating Expenses</b>						
Salaries and Benefits	387	377	764	849	85	90%
Services	2,589	3,727	6,316	6,905	589	91%
Materials and Supplies	643	478	1,121	723	(398)	155%
Insurance	443	334	777	1,166	389	67%
Purchased Transportation Svcs	6,151	7,017	13,167	13,298	130	99%
Miscellaneous Expenses	45	72	118	111	(6)	106%
Leases & Rentals	1,137	366	1,504	1,366	(138)	110%
Other Expenses	490	574	1,064	1,059	(5)	101%
<b>Total Direct Operating Expenses</b>	<b>\$ 11,886</b>	<b>12,945</b>	<b>24,832</b>	<b>25,477</b>	<b>645</b>	<b>97%</b>
<b>Agency Admin Allocations</b>	<b>\$ 840</b>	<b>929</b>	<b>1,770</b>	<b>\$ 1,586</b>	<b>(184)</b>	<b>112%</b>
<b>Fully Allocated Operating Expenses</b>	<b>\$ 12,727</b>	<b>13,875</b>	<b>26,601</b>	<b>27,063</b>	<b>462</b>	<b>98%</b>

**Revenues and Ridership:** Fare revenues were at 108% of the YTD 2012 budget. Ridership was 5% over budgeted levels, while the average fare per boarding is 3% above budgeted levels. Ridership on Central Link was 10% higher in 2012 compared to the same period in 2011.

**Services** were under the YTD 2012 budget by 8%, or \$0.6M. Fare vending machine contracted services were lower than budget by \$0.2M as more work has been performed in-house. Security costs were lower than budgeted levels by \$0.1M due to unused contingency hours. Facilities maintenance expenses are below the YTD budget by \$0.1M, although this variance should go away as the weather improves, allowing more work to proceed.

**Material and Supplies** were over budget by \$0.4M, or 55% of the YTD 2012 budget. Purchases of spare parts for LRVs have exceeded budgeted levels due in part to the expansion of the fleet in 2011. There were 27 additional vehicles being maintained beginning in late 2011.

**Insurance** costs are at 67% of the YTD 2012 budget. Premiums have been lower than budgeted levels, and claims experience was also favorable.

**Agency Admin Allocations** were 12% over the YTD 2012 budget. Allocation rules were updated during after the budget was finalized to reflect the current level of support from Agency administrative departments, resulting in a larger percentage of agency costs allocated to transit operations and Central Link.

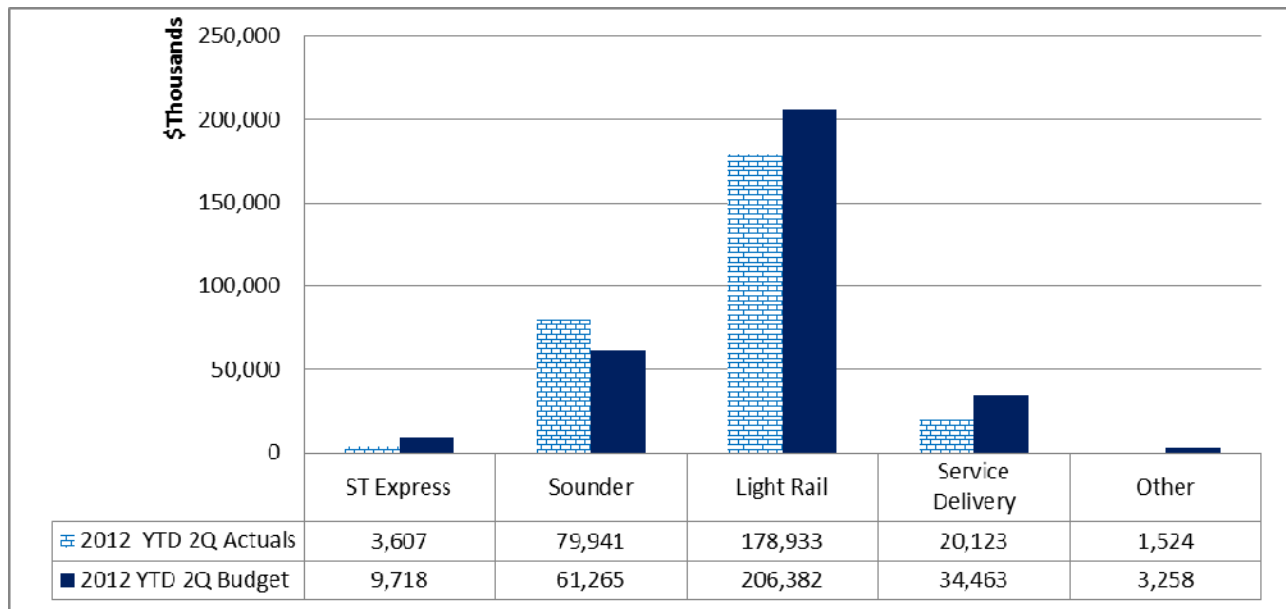
## Service Delivery - Supplemental Information

<b>Systemwide</b>	<b>2nd Quarter</b>			<b>Year to Date</b>			<b>YTD vs. Budget</b>	
<b>Boardings by Service Type</b>	2011	2012	% Change	2011	2012	% Change	Budget	% Variance
ST Express	\$3,528,929	\$3,923,279	11%	6,712,651	7,539,021	12%	6,743,012	12%
Sounder	\$626,117	\$717,465	15%	1,200,413	1,353,877	13%	1,213,711	12%
Central Link	\$1,982,388	\$2,193,780	11%	3,635,522	4,016,399	10%	3,840,304	5%
Tacoma Link	\$246,520	\$265,736	8%	481,621	525,257	9%	447,927	17%
Total	\$6,383,954	\$7,100,260	11%	12,030,207	13,434,554	12%	12,244,954	10%

<b>Fare Box Recovery</b>	<b>Annual % Target</b>	<b>Q2 2012 Actual %</b>	<b>YTD 2012 Actuals</b>
ST Express	21%	33%	30%
Sounder	24%	32%	29%
Central Link	23%	25%	24%

## Section IV – Capital Outlays

Capital Project Financial Status as of June 30, 2012



Mode (\$thousands)	2012 YTD 2Q		Budget Remaining	YTD % Budget Used	Lifetime Budget	LTD Actuals	Contract Remaining	LTD Budget Uncommitted	LTD % Uncommitted
	2012 Budget	2012 YTD 2Q Budget							
<b>ST Express</b>	24,136	9,718	6,111	37%	777,342	663,123	\$34,814	\$79,405	10%
<b>Sounder</b>	183,669	61,265	-18,676	130%	1,528,667	1,347,566	\$15,392	\$165,709	11%
<b>Light Rail</b>	446,275	206,382	27,449	87%	7,816,765	3,642,166	\$385,099	\$3,789,500	48%
<b>Service Delivery</b>	68,926	34,463	14,340	58%	367,950	199,469	\$37,430	\$131,051	36%
<b>Other Agency*</b>	12,106	4,506	2,668	41%	88,769	33,533	\$1,204	\$54,032	61%
<b>Total</b>	<b>\$735,112</b>	<b>\$316,334</b>	<b>\$284,442</b>	<b>90%</b>	<b>\$10,579,493</b>	<b>\$5,885,857</b>	<b>\$473,939</b>	<b>\$4,219,697</b>	<b>40%</b>

\*Other Agency includes Administrative Capital, Fare System Integration, Research and Technologies, Start and TOD

Total Agency capital outlays of \$284M were at 90% of 2012 YTD budget. Capital outlays for Sounder were 130% of the 2012 YTD budget, primarily due to higher than anticipated spending on the Sounder South Expanded Service project. Deposits for easements 3 and 4 and the payment for easement 3 were paid in June but had been cash flowed for early in the third quarter. Capital outlays for Regional Express were 37% of the 2012 YTD budget, due to lower than budgeted spending on I-90 Two-Way Transit and HOV Operations, Stage 2 and 3, Rainier Avenue Arterial Improvements and Strander Boulevard Extension. Light Rail spending was \$178M or 87% of 2012 budget due to delays in East Link and delays in right-of-way expenditures on North Link. East Link is moving toward Final Design and right-of-way purchase delays are concentrated on a few large properties.

## Capital Outlays by Phase as of June 30, 2012

(\$Thousands)

### Sounder Commuter Rail - Capital Outlays by Phase

As of June 30, 2012

Phase	Sounder				
	2012 Adopted Capital Plan	YTD Budget	YTD Actuals	YTD actuals (over)/under YTD Budget	YTD actuals as % of YTD Budget
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b - c]</i>	<i>[c / b]</i>
Agency Administration	6,428	3,771	1,216	2,555	32.2%
Preliminary Engineering	1,999	1,045	259	787	24.8%
Final Design	8,031	4,815	1,807	3,008	37.5%
Third Party	2,839	1,715	177	1,538	10.3%
ROW Acq. & Permits	106,721	16,139	57,862	(41,722)	358.5%
Construction	52,998	31,757	17,445	14,312	54.9%
Construction Management	4,518	2,021	1,176	845	58.2%
Vehicles	0	0	0	0	0.0%
System Testing & Startup	84	0	0	0	0.0%
Contingency	50	0	0	0	0.0%
<b>TOTAL</b>	<b>183,669</b>	<b>61,265</b>	<b>79,941</b>	<b>(18,677)</b>	<b>130.5%</b>

### Lifetime Capital Plan

Phase	Adopted Capital Plan	Life-to-date Outlays	Contract Remaining	Budget Remaining	% Spent & Committed
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	68,082	55,606	138	12,338	81.9%
Preliminary Engineering	34,666	27,923	423	6,320	81.8%
Final Design	59,699	50,023	2,654	7,021	88.2%
Third Party	8,670	489	356	7,824	9.8%
ROW Acq. & Permits	577,288	520,871	212	56,205	90.3%
Construction	634,028	553,727	8,385	71,916	88.7%
Construction Management	10,942	4,203	3,223	3,516	67.9%
Vehicles	134,504	134,503	0	1	0.0%
System Testing	375	0	0	375	
Contingency	413	0	0	413	0.0%
Unabsorbed Overhead	0	221	0	(221)	0.0%
<b>TOTAL</b>	<b>1,528,667</b>	<b>1,347,566</b>	<b>15,392</b>	<b>165,709</b>	<b>89.2%</b>

**Agency Administration** spending was \$2.6M under the year to date budget of \$3.8M. Agency Administration is mainly the direct staff overhead being charged to the projects. This phase is under budget due to agency indirect overhead allocation charges no longer being charged to projects as they have been in the past. Budgets have not been reduced pending project completions; this funding will be available to cover any unabsorbed overhead in the projects.

**Preliminary Engineering** spending was \$787K under the year to date budget of \$1M. Sounder Yard Shops Facility was \$435K under spent due to work not being initiated until July. Puyallup Station and Sumner Station improvement projects were each \$155K under spent; the projects have not yet started pending completion of the Station Access Improvement study which will define the project scope.

**Final Design** spending was \$3.0M under the year to date budget of \$4.8M. Sounder South Expanded Service was \$400K under spent due to slower than anticipated NEPA/SEPA process delaying the payment schedule. Positive Train Control was \$1.8M under spent; the timing for issuing the RFP was delayed to further refine the scope of work. D Street – M Street Track & Signal was \$517K under spent, the consultant effort has been lower than anticipated.



**Third Party** spending was \$1.5M under the year to date budget of \$1.7M. Mukilteo Station, South Platform was \$247K under spent; the billing for the third party work will not be due until the work has been completed. Positive Train Control was \$688K under spent, work by third parties has been slower to complete and bill than originally anticipated. Lakewood Station Improvements was \$500K under spent, city did not start construction until June.

**ROW** spending was \$41.7M over the year to date budget of \$16.1M. Layover was \$3.1M under spent due to property appraisal and negotiations with BNSF are taking longer than anticipated. Tukwila Station was \$2.0M under spent; the acquisition of property will be completed later than had been scheduled. Sounder South Expanded Service was \$47M over spent. Deposits for easements 3 and 4 and the payment for easement 3 were paid in June. Large lump sum payments cash flowed early in 3<sup>rd</sup> quarter occurred in the 2<sup>nd</sup> quarter. This is just a timing issue as the budget for these expenditures will erase this variance upon negative moves onto the will correct beginning third quarter this variance will

**Construction** spending was \$14.3M under the year to date budget of \$31.8M. Permitting/Environmental Mitigation was \$584K under spent. Construction of the Christofferson Fill pad was delayed due to an appeal of the shoreline permit. NTP was issued in June and construction started in July 2012. Mukilteo Station, South Platform was \$549K under spent, construction is delayed and will now start in 2013. Tukwila Station was \$468K under spent, utility relocation occurred later than anticipated and final payments will be lower than estimated. Layover was \$2.2M under spent, project ad date was delayed to work through design issues, construction work should begin in the third quarter 2012. D Street-M Street Track and Signal was \$9.7M under spent. Construction expenditures have not been tracking to the cash flow due to slower production rates from the contractor. Track and signal control systems are scheduled to be completed in August with startup and testing to finish in September. Positive Train Control was \$375K under spent, timing for issuing the RFP was delayed to further refine the scope of work.

**Construction Management** spending was \$845K under the year to date budget of \$2.0M. Mukilteo Station, South Platform was \$190K under spent, construction is delayed and will not start until 2013. D Street – M Street Track & Signal was \$215K under spent, CMC contract billing has been lower than anticipated. Positive Train Control was \$303K under spent, timing for issuing the RFP was delayed to further refine the scope of work.

(\$Thousands)

**Regional Express - Capital Outlays by Phase**  
As of June 30, 2012

**Regional Express**

Current Year 2012  
(\$Thousands)

Phase	2012 Current Capital Plan	YTD Budget	YTD Actuals	YTD actuals (over)/under YTD Budget	YTD actuals as % of YTD Budget
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[b/a]</i>
Agency Administration	2,498	1,000	550	450	55.0%
Prelim. Engineering	1,967	875	203	672	23.3%
Final Design	7,239	1,155	325	830	28.1%
Third Party	3	0	0	0	0.0%
ROW Acq. & Permits	187	80	0	80	0.0%
Construction	12,050	6,608	2,529	4,080	38.3%
Contingency	192	0	0	0	0.0%
<b>REX TOTAL</b>	<b>24,136</b>	<b>9,718</b>	<b>3,607</b>	<b>6,111</b>	<b>37.1%</b>

**Lifetime Capital Plan**

Phase	Adopted Capital Plan	Life-to-date Outlays	Contract Remaining	Budget Remaining	% Spent & Committed
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	44,589	37,581	0	7,008	0.0%
Prelim. Engineering	55,986	51,728	207	4,050	92.8%
Final Design	73,476	50,312	16,113	7,051	90.4%
Third Party	14,733	14,730	0	2	0.0%
ROW Acq. & Permits	52,957	52,098	459	401	99.2%
Construction	481,071	455,651	18,034	7,386	98.5%
Contingency	54,530	0	0	54,530	0.0%
Unabsorbed Overhead	0	1,024	0	(1,024)	0.0%
<b>REX TOTAL</b>	<b>777,342</b>	<b>663,123</b>	<b>34,814</b>	<b>79,404</b>	<b>89.8%</b>

**Agency Administration** was \$450K under the year to date budget of \$1M. Agency Administration is mainly the direct staff overhead being charged to the projects. This phase is under budget due to agency indirect overhead allocation charges no longer being charged to projects as they have been in the past. Budgets have not been reduced pending project completions; this funding will be available to cover any unabsorbed overhead in the projects.

**Preliminary Engineering** was \$672K under a budget of \$875K; ST Express Bus Base is on hold pending the conclusion of internal discussion about long range service and base needs.

**Final Design** was \$830K under the year to date budget of \$1.2M; WSDOT is expending all of their design funds before spending Sound Transit funds on I-90 Two-way Transit and HOV Operations, Stage 3. Sound Transit will notice a significant increase in expenditures in the third quarter.

**ROW** was \$80K under budget, there has been no spending through the end of the first quarter.

**Construction** was \$4.1M under the year to date budget of \$6.6M. 85<sup>th</sup> Corridor, Kirkland was \$520K under spent, construction is expected to start in the 3rd quarter 2012 and complete in the 1st quarter of 2014. Rainier Avenue Arterial Improvements was \$743K under spent; the city issued the NTP April 29, 2012 which was later than expected. Original contractor opted out and the city ending up awarding to the next lowest bidder. Strander Boulevard Extension was \$1.5M under spent, the city started this capped contribution project later than had been scheduled due to higher than anticipated bid results requiring the City to seek additional funding before awarding the contract. I-90 Two-Way Transit & HOV Operations, Stage 2 was \$1.4M under spent. Stage 2 is substantially complete but invoicing continues. The project is within the task order budget and opened for service on March 29<sup>th</sup>. Project savings are being captured in the 2013 budget.

(\$ thousands)

## Link Light Rail

Capital Outlays by Project as of June 30, 2012

<b>Project</b>	<b>2012 Adopted</b>	<b>YTD</b>	<b>YTD</b>	<b>YTD Actuals</b>	<b>YTD Actuals</b>
	<b>Capital Plan</b>	<b>Budget</b>	<b>Actuals</b>	<b>(over)/under</b>	<b>as % of</b>
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
Northgate Link Extension	47,248	25,629	26,167	(538)	102%
Northgate Link Extension Project Reserve	-	-	-	-	0%
University Link	229,969	121,997	104,136	17,861	85%
LRV On Board Energy	1,525	15	2	13	14%
Initial Segment	12,808	2,228	572	1,656	26%
DSTT South Access Security	122	108	21	86	20%
Noise Abatement	6,350	2,305	1,137	1,168	49%
Initial Segment Project Reserve	-	-	-	-	0%
Airport Link	1,252	107	34	74	31%
S 200th Link Extension	37,209	5,219	4,776	443	92%
East Link	33,366	16,469	20,400	(3,931)	124%
Lynnwood Link Extension	12,230	5,279	4,246	1,034	80%
Federal Way Transit Extension	3,831	150	154	(4)	103%
South Corridor Alternatives Planning	2,383	238	2	235	1%
First Hill Street Car	54,516	26,016	16,888	9,128	65%
Tacoma Link Expansion	1,264	357	59	298	17%
Link Light Rail Maintenance and Storage	2,203	266	339	(73)	128%
LRT Overhead Reserve	-	-	-	-	0%
<b>TOTAL</b>	<b>446,275</b>	<b>206,382</b>	<b>178,933</b>	<b>27,449</b>	<b>87%</b>

<b>Lifetime Capital Plan</b>					
<b>Project</b>	<b>Adopted</b>	<b>Life-to-date</b>	<b>Contract</b>	<b>Budget</b>	<b>% Spent &amp;</b>
	<b>Capital Plan</b>	<b>Outlays</b>	<b>Remaining</b>	<b>Remaining</b>	<b>Committed</b>
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Northgate Link Extension	2,131,400	121,222	34,976	1,975,202	7%
Northgate Link Extension Project Reserve	50,000	-	-	50,000	0%
University Link	1,756,007	921,488	212,722	621,798	65%
LRV On Board Energy	1,643	2	-	1,641	0%
Initial Segment	2,099,000	2,086,275	2,816	9,909	100%
Central Link Switch Heaters	2,253	2,253	-	0	100%
DSTT South Access Security	800	699	24	77	90%
Noise Abatement	13,000	1,760	2,841	8,400	35%
DSTT Capital Costs	23,719	23,719	-	-	100%
Initial Segment Project Reserve	8,495	-	-	8,495	0%
Airport Link	263,100	256,703	2,568	3,829	99%
S 200th Link Extension	383,241	25,639	1,279	356,323	7%
East Link	756,819	80,628	5,670	670,521	11%
Tacoma Link	77,097	77,097	8	(8)	100%
Puyallup Extension Study	-	35	-	(35)	0%
Lynnwood Link Extension	57,119	10,336	10,535	36,248	37%
Federal Way Transit Extension	41,843	264	2,876	38,703	8%
South Corridor Alternatives Planning	4,064	2	-	4,061	0%
First Hill Street Car	132,780	29,271	106,128	(2,619)	102%
Tacoma Link Expansion	4,953	220	850	3,882	22%
Link Light Rail Maintenance and Storage	9,432	597	1,807	7,027	25%
LRT Overhead Reserve	-	3,955	-	(3,955)	0%
<b>TOTAL</b>	<b>7,816,765</b>	<b>3,642,166</b>	<b>385,099</b>	<b>3,789,500</b>	<b>52%</b>

Light rail capital outlays through the second quarter of 2012 are 87% of the Annual 2012 Budget plan. A description of financial performance through June 30, 2012 follows.

(\$ thousands)

**Northgate Link Extension – University of Washington Station to Northgate**  
**Capital Outlays by Phase as of June 30, 2012**

<u>Phase</u>	2012 Adopted	YTD	YTD	YTD Actuals	YTD Actuals
	Capital Plan	Budget	Actuals	(over)/under	as % of
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
Agency Administration	5,650	2,628	2,573	54	98%
Preliminary Engineering	-	-	-	-	0%
Final Design	25,851	13,643	13,706	(63)	100%
Third Party	662	220	239	(20)	109%
ROW Acq. & Permits	12,282	8,997	9,581	(584)	106%
Construction	1,802	142	68	74	48%
Construction Services	1,000	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>47,248</b>	<b>25,629</b>	<b>26,167</b>	<b>(538)</b>	<b>102%</b>
<b>Lifetime Capital Plan</b>					
<u>Phase</u>	Adopted	Life-to-date	Contract	Budget	% Spent &
	Capital Plan	Outlays	Remaining	Remaining	Committed
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	149,500	9,437	260	139,803	6%
Preliminary Engineering	15,077	15,077	1	(1)	100%
Final Design	113,123	42,310	32,559	38,254	66%
Third Party	11,325	1,609	955	8,761	23%
ROW Acq. & Permits	148,050	45,180	1,116	101,754	31%
Construction	1,310,245	7,608	86	1,302,551	1%
Construction Services	112,050	-	-	112,050	0%
Vehicles	259,100	-	-	259,100	0%
Test and Startup	12,930	-	-	12,930	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>2,131,400</b>	<b>121,222</b>	<b>34,976</b>	<b>1,975,202</b>	<b>7%</b>

**Northgate Link Extension – Notes**

In June 2012, the Sound Transit Board approved Resolution No. R2012-13 adopting the project baseline schedule and budget and approving advancing to construction (Gate 5). The Project Lifetime Budget was amended from \$465,500,000 to \$2,131,400,000, and the 2012 Annual Budget was amended from \$76,248,584 to \$47,247,600. In addition, a \$50 million reserve was set up for the project by moving surplus funds from the Initial Segment Project Reserve.

Northgate Link Extension project capital outlays of \$26.2M through June 2012 are 102% of the YTD 2012 Budget plan, or \$0.5M ahead of plan.

**Agency Administration** includes: Staff costs, historical agency allocations through 2011, and direct expenses. Capital outlays of \$2.6M are 98% of the YTD 2012 Budget plan, or \$54K below plan. Staff costs of \$2.5M are \$0.1M ahead of plan, and direct charges are \$0.2M below plan. Activities this quarter include support of final design, finalization of the project baseline, and procurement of the CM consultant and station site preparation contractor.

**Preliminary Engineering** is complete.

**Final Design** Capital outlays of \$13.7M are approximately 100% of the YTD 2012 Budget plan, or \$63K ahead of plan. High expenditures reflect efforts to advance final design and baseline the project by May 2012 and preparations for procurements of the station site preparation and station GC/CM contractors.

**Third Party** Activity planned for this phase represents work by outside agencies to support final design. Capital outlays of \$0.2M are 109% of the YTD 2012 Budget plan, or \$20K ahead of plan. Activities reflect design coordination by the city of Seattle and WSDOT.

**Right of Way** Capital outlays of \$9.6M are 106% of the YTD 2012 Budget plan, or \$0.6M ahead of plan, primarily for a property acquisition at the Roosevelt Station site. Activity planned for this phase includes acquisition of properties around the Roosevelt and U District station locations and for tunnel easements, and relocations. Relocations for both stations are complete.

**Construction** Capital outlays of \$68K are 48% of the YTD 2012 Budget plan, or \$74K below plan. Work planned for this phase includes early work at the U District and Roosevelt Station locations, utility relocation and permitting. Current year expenditures through June 2012 mainly reflect costs to complete work for the OMF expansion and permitting. Site preparation for U District and Roosevelt stations is expected to start in the third quarter of 2012.

**Construction Services** Capital outlays are \$1.0M below the YTD 2012 Budget plan. Planned activity for this phase is for civil construction management. Work is anticipated to start in the third quarter of 2012.

(\$ thousands)

**University Link**

**Capital Outlays by Phase as of June 30, 2012**

<b>Phase</b>	<b>2012 Adopted Capital Plan</b>	<b>YTD Budget</b>	<b>YTD Actuals</b>	<b>YTD Actuals (over)/under YTD Budget</b>	<b>YTD Actuals as % of YTD Budget</b>
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
Agency Administration	13,424	6,461	4,565	1,897	71%
Preliminary Engineering	-	-	-	-	0%
Final Design	6,526	3,361	2,293	1,068	68%
Third Party	2,225	922	194	728	21%
ROW Acq. & Permits	1,839	644	641	3	100%
Construction	185,533	99,223	85,644	13,579	86%
Construction Services	17,822	8,836	8,096	740	92%
Vehicles	2,500	2,500	2,704	(204)	108%
Test and Startup	100	50	-	50	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>229,969</b>	<b>121,997</b>	<b>104,136</b>	<b>17,861</b>	<b>85%</b>
<b>Lifetime Capital Plan</b>					
<b>Phase</b>	<b>Adopted Capital Plan</b>	<b>Life-to-date Outlays</b>	<b>Contract Remaining</b>	<b>Budget Remaining</b>	<b>% Spent &amp; Committed</b>
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	115,229	37,976	426	76,827	33%
Preliminary Engineering	24,261	24,261	5	(5)	100%
Final Design	87,633	70,247	6,704	10,683	88%
Third Party	18,646	10,282	1,204	7,160	62%
ROW Acq. & Permits	152,332	125,477	830	26,024	83%
Construction	1,148,783	514,175	167,297	467,311	59%
Construction Services	95,814	41,029	35,569	19,216	80%
Vehicles	103,909	97,955	687	5,267	95%
Test and Startup	9,400	85	-	9,315	1%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>1,756,007</b>	<b>921,488</b>	<b>212,722</b>	<b>621,798</b>	<b>65%</b>

## University Link – Notes

University Link project capital outlays of \$104.1M through June 2012 are 85% of the YTD 2012 Budget plan, or \$17.9M below plan. TBM tunneling work progressed at a higher than planned rate throughout 2011 and completed earlier than anticipated this year.

**Agency Administration** includes: Staff costs, historical agency allocations through March 2006, OCIP/Builder's Risk insurance, and direct expenses. Outlays of \$4.6M are 71% of the YTD 2012 Budget plan, or \$1.9M below plan. Staff costs of \$2.9M are \$0.1M below plan, insurance payments of \$1.6M are \$0.5M below plan, and direct expenses of \$0.1M are \$1.3M below plan.

**Preliminary Engineering** is complete. An apparent budget shortfall to the lifetime capital plan for this phase is a result of *Contract Remaining*, which reflects committed funds for one contract that will not be spent, and will be decommitted when it is closed in July 2012.

**Final Design** Activity planned for this phase includes final design for the Montlake Triangle Project and ongoing design services in support of construction. Capital outlays of \$2.3M are 68% of the YTD 2012 Budget plan, or \$1.1M below plan: the UW Station Pedestrian Bridge is below plan by \$0.3M, Systems final design by \$0.3M, other final design by \$0.3M, and design support during construction (DSDC) by \$0.2M.

**Third Party** Activity planned for this phase represents work by outside agencies to support final design and construction. Capital outlays of \$0.2M are 21% of the YTD 2012 Budget plan, or \$0.7M below plan. Outlays are below plan for construction assistance by WSDOT and the city of Seattle due to lower than expected levels of support.

**Right of Way** phase outlays of \$0.6M are approximately 100% of the YTD 2012 Budget plan at just \$3K below plan. All property acquisitions are complete, with the exception of a permanent easement at the West entrance of Capitol Hill Station that is in ongoing negotiations.

**Construction** phase outlays of \$85.6M are 86% of the YTD 2012 Budget plan, or \$13.6M below plan. Expenditures for Contract U220 (UW to CPS) are below plan by \$2.2M and for Contract U230 (CPS to PSST) by \$2.3M. TBM tunneling for both contracts completed ahead of plan, and work is now focused on the cross-passages. Contract U230 productivity slowed in June due to ground condition challenges. Contract U250 (UW Station Finishes) costs are below plan by \$3.2M, because the current contractor schedule differs from that used to prepare the 2012 Budget. Work by UW and the city of Seattle, and for Misc. Construction/Procurements, is below plan by \$1.9M. Construction phase unallocated contingency in the amount of \$4.5M set aside for the first six months of 2012 also contributes to lower than planned YTD expenditures. Expenditures are ahead of plan for: U860 Network Fiber Installation by \$0.3 M and for Permits by \$0.4M.

**Construction Services** includes construction management and construction support services. Capital outlays of \$8.1M are 92% of the YTD 2012 Budget plan, or \$0.7M below plan. Of this amount, Civil CM is below plan by \$0.6M, because fewer than anticipated issues were encountered during TBM tunneling.

**Vehicles** The current payment plan for this contract is tied to specific deliverables for the University Link project. Capital outlays of \$2.7M are 108% of the YTD 2012 Budget plan, or \$0.2M ahead of plan. All 27 LRVs were commissioned in 2011, Final Acceptances were issued, and vehicles are in warranty. Only punch list work remains with minor financial cost outstanding. Contract will close out within the awarded amount.

**Testing & Startup** Work planned for this phase reflects LRV commissioning. However, since that effort essentially completed in late 2011, no activity is reported in 2012.

(\$ thousands)

## Initial Segment

### Capital Outlays by Phase as of June 30, 2012

Phase	2012 Adopted	YTD	YTD	YTD Actuals	YTD Actuals
	Capital Plan	Budget	Actuals	(over)/under YTD Budget	as % of YTD Budget
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
Agency Administration	361	321	(73)	395	-23%
Preliminary Engineering	1	-	-	-	0%
Final Design	139	97	(29)	126	-30%
Third Party	388	44	12	32	27%
ROW Acq. & Permits	1,487	472	26	446	5%
Construction	10,026	1,271	653	618	51%
Construction Services	403	23	(2)	25	-8%
Vehicles	3	-	(13)	13	0%
Test and Startup	-	-	(1)	1	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>12,808</b>	<b>2,228</b>	<b>572</b>	<b>1,656</b>	<b>26%</b>

Lifetime Capital Plan					
Phase	Adopted	Life-to-date	Contract	Budget	% Spent &
	Capital Plan	Outlays	Remaining	Remaining	Committed
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	185,810	185,320	(5)	495	100%
Preliminary Engineering	33,269	33,268	1	(0)	100%
Final Design	144,057	143,911	41	105	100%
Third Party	61,469	61,093	592	(216)	100%
ROW Acq. & Permits	206,529	204,941	(55)	1,643	99%
Construction	1,216,713	1,206,947	1,959	7,807	99%
Construction Services	102,725	102,370	284	71	100%
Vehicles	131,803	131,799	0	4	100%
Test and Startup	16,625	16,625	-	1	100%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>2,099,000</b>	<b>2,086,275</b>	<b>2,816</b>	<b>9,909</b>	<b>100%</b>

## Initial Segment – Notes

The Initial Segment opened for revenue service in July 2009; however, a number of capital elements remain to be completed before the project can be closed out. The *Proposed 2013 TIP* anticipates closing this project in 2012, with remaining follow on construction work and long-term environmental monitoring being performed under separate projects.

Capital outlays of \$0.6M through June 2012 are 26% of the YTD 2012 Budget plan, or \$1.7M below plan.

**Agency Administration** includes: Staff costs, historical agency allocations through 2009, OCIP/Builder's Risk insurance, and direct expenses. Capital outlays of \$-74K are \$395K below the YTD 2012 Budget plan. Staff costs continue to trend above plan and exceed the 2012 Budget by \$145K. Negative phase costs result from a \$444K reduction (adjustment) to OCIP Insurance costs in May 2012.

**Preliminary Engineering** is complete.

**Final Design** is complete. Activity planned for this phase represents mitigation and design services provided in support of follow-on construction. Capital outlays of \$-29K are \$126K below the YTD 2012 Budget plan. Negative phase costs result from a \$46K reduction (adjustment) to Other Final Design in May 2012.

**Third Party** Work planned for this phase reflects contract close out activities by WSDOT, SDOT, and city of Seattle utilities. Capital outlays of \$12K are 27% of the YTD 2012 Budget plan, or \$32K below plan. An apparent budget shortfall to the lifetime capital plan for this phase is a result of *Contract Remaining*, which reflects committed funds that are not anticipated to be spent, and will be decommitted as soon as contracts complete and are closed.

**Right-of-Way** Current year activity planned for this phase relates to the extension of construction easements in the Beacon Hill, MLK Way, and Tukwila segments required for construction close out activities and environmental mitigation work, and efforts required to transfer property that was improved by Sound Transit back to the City. Capital outlays of \$26K are 5% of the YTD 2012 Budget plan, or \$0.4M below plan due to reductions to acquisition fees in May 2012: \$0.1M for the O&M Facility and \$0.2M for Beacon Hill.

**Construction** Capital outlays of \$0.7M are 51% of the YTD 2012 Budget plan, or \$0.6M below plan. Current year follow-on work includes: I-5 slope repair, West Portal restoration, and retaining walls. The *Proposed 2013 TIP* shows Beacon Avenue Paving and the SODO Station Paver Replacement work being performed in 2013 under a separate project.

**Construction Services** Work planned for this phase is to support follow-on construction. Capital outlays of \$-2K are \$25K below the YTD 2012 Budget plan. Outlays for Miscellaneous CM exceed plan by \$57K. Negative phase costs result from an \$81K reduction (adjustment) to RSIP CM in January 2012.

**Vehicles** All LRVs for the Initial Segment were accepted in 2009 and are in operation. Capital outlays of \$-13K reflect adjustments to accruals for work performed in 2011. Final Payment on the base contract with Kinkisharyo for the Initial Segment LRVs was issued in early May 2012.

**Testing and Start-Up** Testing and start-up work is complete. Negative actual outlays reflect adjustments to accruals for work performed in 2011.



(\$ thousands)

**Noise Abatement**

Capital Outlays by Phase as of June 30, 2012

<u>Phase</u>	2012 Adopted	YTD	YTD	YTD Actuals	YTD Actuals
	Capital Plan	Budget	Actuals	(over)/under	as % of
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
Agency Administration	450	233	198	35	85%
Preliminary Engineering	-	-	-	-	0%
Final Design	60	28	3	25	10%
Third Party	-	-	-	-	0%
ROW Acq. & Permits	-	-	-	-	0%
Construction	4,600	1,484	418	1,066	28%
Construction Services	1,240	560	518	42	93%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>6,350</b>	<b>2,305</b>	<b>1,137</b>	<b>1,168</b>	<b>49%</b>
<b>Lifetime Capital Plan</b>					
<u>Phase</u>	Adopted	Life-to-date	Contract	Budget	% Spent &
	Capital Plan	Outlays	Remaining	Remaining	Committed
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	1,000	254	0	746	25%
Preliminary Engineering	-	-	-	-	0%
Final Design	60	3	28	29	51%
Third Party	-	-	-	-	0%
ROW Acq. & Permits	-	-	-	-	0%
Construction	8,750	505	1,150	7,095	19%
Construction Services	3,190	998	1,662	530	83%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>13,000</b>	<b>1,760</b>	<b>2,841</b>	<b>8,400</b>	<b>35%</b>

**Noise Abatement - Notes**

Noise Abatement project capital outlays of \$1.1M through June 2012 are 49% of the YTD 2012 Budget plan, or \$1.2M below plan.

**Agency Administration** includes: Staff costs and direct expenses. Capital outlays of \$198K are 85% of the YTD 2012 Budget plan, or \$35K below plan. Staff costs of \$195K are now \$15K below plan. Direct expenses are \$20K below plan.

**Final Design** Work planned for this phase represents design services in support of the noise wall in Tukwila. Capital outlays of \$3K are 10% of the YTD 2012 Budget plan, or \$25K below plan.

**Construction** Current year activities for this phase include residential sound improvement project (RSIP), but primarily reflect construction of the noise wall in Tukwila. Capital outlays of \$0.4M are 28% of the YTD 2012 Budget plan, or \$1.1M below plan. Noise wall construction costs of \$0.4M are \$0.3M below plan, and will remain below plan for the rest of 2012, because the executed phase 3 noise wall contract amount is half of the original estimate. Noise wall work is also delayed until stray current copper wire is replaced. RSIP construction is below plan by \$0.8M, because Phase III of the program has been delayed.

**Construction Services** Current year activities planned for this phase include CM for the noise wall, but primarily reflect RSIP CM. Capital outlays of \$518K are 93% of the YTD 2012 Budget plan, or \$42K below plan. Expenditures for RSIP of \$450K are approximately on plan, and noise wall costs of \$68K are \$22K below plan.

(\$ thousands)

**Airport Link**

Capital Outlays by Phase as of June 30, 2012

Phase	2012 Adopted	YTD	YTD	YTD Actuals	YTD Actuals
	Capital Plan	Budget	Actuals	(over)/under	as % of
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
Agency Administration	100	21	11	10	53%
Preliminary Engineering	-	-	-	-	0%
Final Design	100	8	-	8	0%
Third Party	552	38	-	38	0%
ROW Acq. & Permits	-	-	-	-	0%
Construction	450	40	11	29	28%
Construction Services	50	-	(1)	1	0%
Vehicles	-	-	13	(13)	0%
Test and Startup	-	-	(0)	0	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>1,252</b>	<b>107</b>	<b>34</b>	<b>74</b>	<b>31%</b>

Phase	Adopted	Life-to-date	Contract	Budget	% Spent &
	Capital Plan	Outlays	Remaining	Remaining	Committed
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	10,859	9,841	10	1,008	91%
Preliminary Engineering	3,691	3,666	0	25	99%
Final Design	15,924	15,694	-	230	99%
Third Party	1,387	1,336	118	(67)	105%
ROW Acq. & Permits	12,553	12,001	0	552	96%
Construction	187,644	183,834	1,955	1,855	99%
Construction Services	15,539	14,874	485	181	99%
Vehicles	14,587	14,540	-	47	100%
Test and Startup	917	917	0	0	100%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>263,100</b>	<b>256,703</b>	<b>2,568</b>	<b>3,829</b>	<b>99%</b>

**Airport Link – Notes**

Airport Link opened for service in December 2009. Although in revenue service, project close out remains to be completed.

Capital outlays of \$34K through June 2012 are \$74K below the YTD 2012 Budget plan. The *Proposed 2013 TIP* shows this project closing by year-end 2012, with an additional project savings of \$5.3M.

**Agency Administration** includes: Staff costs, historical agency allocations through 2009, OCIP/Builder's Risk insurance, and direct expenses. Capital outlays of \$11K are 28% of the YTD 2012 Budget plan, or \$10K below plan.

**Preliminary Engineering** is complete.

**Final Design** phase activity represents design services provided in support of construction. No activity is reported through June 2012.

**Third Party** No activity is reported through June 2012. An apparent budget shortfall to the lifetime capital plan for this phase is a result of *Contract Remaining*, which reflects committed funds that are not anticipated to be spent and will be decommitted as soon as contract is closed.

**Right-of-Way** is complete.

**Construction** Activity planned for this phase reflects close out work. Capital outlays of \$11K are 28% of the YTD 2012 Budget plan, or \$29K below plan.

**Construction Services** Activity planned for this phase includes project/contract close out work. Capital outlays of \$-1K reflect adjustments to accruals for work performed in 2011.

**Vehicles** work is complete. The change order to the Kinkisharyo contract for Airport Link LRVs has been fully paid. Costs to this phase of \$13K reflect adjustments to accruals for work performed in 2011

**Testing and Startup** work is complete. Negative capital outlays in 2012 reflect cost adjustments.

(\$ thousands)

**South 200<sup>th</sup> Link Extension**

**Capital Outlays by Phase as of June 12, 2012**

<b>Phase</b>	<b>2012 Adopted Capital Plan</b>	<b>YTD Budget</b>	<b>YTD Actuals</b>	<b>YTD Actuals (over)/under YTD Budget</b>	<b>YTD Actuals as % of YTD Budget</b>
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
Agency Administration	2,148	897	1,109	(212)	124%
Preliminary Engineering	47	-	1	(1)	0%
Final Design	3,533	1,540	1,321	219	86%
Third Party	2,226	453	119	334	26%
ROW Acq. & Permits	20,414	1,929	2,225	(296)	115%
Construction	8,193	400	-	400	0%
Construction Services	649	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>37,209</b>	<b>5,219</b>	<b>4,776</b>	<b>443</b>	<b>92%</b>
<b>Lifetime Capital Plan</b>					
<b>Phase</b>	<b>Adopted Capital Plan</b>	<b>Life-to-date Outlays</b>	<b>Contract Remaining</b>	<b>Budget Remaining</b>	<b>% Spent &amp; Committed</b>
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	16,064	3,536	19	12,509	22%
Preliminary Engineering	5,878	5,697	1	180	97%
Final Design	20,005	3,974	109	15,922	20%
Third Party	6,885	762	235	5,888	14%
ROW Acq. & Permits	43,549	11,667	875	31,006	29%
Construction	273,936	1	-	273,935	0%
Construction Services	15,135	-	41	15,094	0%
Vehicles	-	-	-	-	0%
Test and Startup	1,789	-	-	1,789	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>383,241</b>	<b>25,639</b>	<b>1,279</b>	<b>356,323</b>	<b>7%</b>

**South 200<sup>th</sup> Link Extension – Notes**

South 200<sup>th</sup> Link Extension project capital outlays of \$4.8M through June 2012 are 92% of the YTD 2012 Budget plan, or \$0.4M below plan.

**Agency Administration** includes: Staff costs, historical agency allocations through 2008, and direct expenses. Capital outlays of \$1.1M are 124% of the YTD 2012 Budget plan, or \$0.2M ahead of plan due to staffing levels higher than the staffing plan. Current activities include procurement of the design/build contractor and project management consultant, and finalizing third party agreements.

**Preliminary Engineering** is complete. Current year activity planned for this phase is for environmental mitigation. Capital outlays of \$1K are ahead of the YTD 2012 Budget plan.

**Final Design** Capital outlays of \$1.3M are 86% of the YTD 2012 Budget plan, or \$0.2M below plan, Current activity reflects design/build procurement.

**Third Party** Activity planned for this phase represents work by outside agencies performed in support of design and construction. Capital outlays of \$0.1M are 26% of the YTD 2012 Budget plan, or \$0.3M below plan. Agreements with the city of SeaTac and the Port that were anticipated for the first quarter were not finalized until late June 2012. PSE design work is on plan.

**Right-of-Way** Capital outlays of \$2.2M are 115% of the YTD 2012 Budget plan, or \$0.3M ahead of plan. Current activity reflects acquisition of properties along the alignment. In late June 2012 the Sound Transit Board approved the Memorandum of Agreement (MOA) with the Port of Seattle for use of Port property.

**Construction** No activity is reported through June 2012. Early utility relocation work by the Port that was anticipated to start in the second quarter of 2012 is now expected to begin in the third quarter. Award of the design-build contract is expected in August 2012, with work projected to start in the fourth quarter.

**Construction Services** No activity is reported during this period. Work planned for this phase includes design/build project management (DB PM). Selection and award of the DB PM consultant contract is on track to start work early Fall 2012.

(\$ thousands)

**East Link**

Capital Outlays by Phase as of June 30, 2012

<u>Phase</u>	2012 Adopted	YTD	YTD	YTD Actuals	YTD Actuals
	Capital Plan	Budget	Actuals	(over)/under	as % of
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
Agency Administration	8,830	3,895	2,022	1,873	52%
Preliminary Engineering	2,897	2,595	1,884	711	73%
Final Design	11,500	1,500	2,402	(902)	160%
Third Party	2,040	380	176	204	46%
ROW Acq. & Permits	8,100	8,100	13,916	(5,816)	172%
Construction	-	-	-	-	0%
Construction Services	-	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>33,366</b>	<b>16,469</b>	<b>20,400</b>	<b>(3,931)</b>	<b>124%</b>
<b>Lifetime Capital Plan</b>					
<u>Phase</u>	Adopted	Life-to-date	Contract	Budget	% Spent &
	Capital Plan	Outlays	Remaining	Remaining	Committed
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	66,539	11,527	91	54,921	17%
Preliminary Engineering	61,123	51,019	3,079	7,024	89%
Final Design	223,685	2,402	2,398	218,885	2%
Third Party	40,064	1,117	32	38,915	3%
ROW Acq. & Permits	365,408	14,563	70	350,776	4%
Construction	-	-	-	-	0%
Construction Services	-	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>756,819</b>	<b>80,628</b>	<b>5,670</b>	<b>670,521</b>	<b>11%</b>

**East Link – Notes**

East Link project capital outlays of \$20.4M through June 2012 are 124% of the YTD 2012 Budget, or \$3.9M ahead of plan. However, current year outlays are forecast to be approximately equal to the annual 2012 Budget at year end.

**Agency Administration** phase costs of \$2.0M are 52% of the YTD 2012 Budget plan, or \$1.9M below plan. Staffing budget was planned under assumption of full support of final design. Staff costs are about 55% of the projected staffing cost. Phase expenditures are now forecast to be significantly below the annual budget.

**Preliminary Engineering** Capital outlays of \$1.9M are 73% of the YTD 2012 Budget plan, or \$0.7M below plan mainly because Track Bridge (phase 1) expenditures are lower than previously planned through June. However, this would likely be offset by higher expenditures for PE Miscellaneous related to the Cost Savings Workshop and D2 Conceptual Design on-call services.

**Final Design** Capital outlays of \$2.4M are 160% of the YTD 2012 Budget plan, or \$0.9M ahead of plan. Expenditures related to H-J-H Design Partners contract (Civil/Arch FD Package 1) are trending ahead of plan. The 2012 Budget plan anticipated a slow ramp up of the Civil Final Design contract for Bellevue-Redmond. In actuality, a more focused effort up front is required due to the directive from Sound Transit Board & city of Bellevue to progress multiple design alternative concepts known as “cost savings ideas”. Although

expenditures for this effort are forecast to be ahead of plan throughout 2012, other phase elements are projected to be below plan, and only a small variance is expected for the Final Design Phase at year end.

**Third Party** Capital outlays of \$0.2M are 46% of the YTD 2012 Budget plan, or \$0.2M below plan due to unused phase Unallocated Contingency (UAC). Phase expenditures are projected to be below plan at year end, because budgets for Seattle, Bellevue, and UAC will not be fully utilized.

**Right-of-Way** Capital outlays of \$13.9M are 172% of the YTD 2012 Budget plan, or \$5.8M ahead of plan due to the Eastside Rail Corridor (Port of Seattle) acquisition. Although expenditures to this phase exceed the Annual 2012 Budget, total project expenditures are likely to be within budget at year-end as Agency Administration phase and Third Party phase costs are forecast to be below the plan.

(\$ thousands)

**Lynnwood Link Extension**

**Capital Outlays by Phase as of June 30, 2012**

<b>Phase</b>	<b>2012 Adopted Capital Plan</b>	<b>YTD Budget</b>	<b>YTD Actuals</b>	<b>YTD Actuals (over)/under YTD Budget</b>	<b>YTD Actuals as % of YTD Budget</b>
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
Agency Administration	1,588	723	541	182	75%
Preliminary Engineering	10,432	4,505	3,644	861	81%
Final Design	-	-	-	-	0%
Third Party	100	48	60	(12)	125%
ROW Acq. & Permits	110	3	-	3	0%
Construction	-	-	-	-	0%
Construction Services	-	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>12,230</b>	<b>5,279</b>	<b>4,246</b>	<b>1,034</b>	<b>80%</b>

<b>Phase</b>	<b>Adopted Capital Plan</b>	<b>Life-to-date Outlays</b>	<b>Contract Remaining</b>	<b>Budget Remaining</b>	<b>% Spent &amp; Committed</b>
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	10,738	1,752	25	8,961	17%
Preliminary Engineering	44,334	8,517	10,570	25,247	43%
Final Design	-	-	-	-	0%
Third Party	996	60	(60)	996	0%
ROW Acq. & Permits	1,050	7	-	1,043	1%
Construction	-	-	-	-	0%
Construction Services	-	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>57,119</b>	<b>10,336</b>	<b>10,535</b>	<b>36,248</b>	<b>37%</b>

**Lynnwood Link Extension – Notes**

Capital outlays of \$3.2M through the end of June are 80% of the Adopted 2012 YTD budget, or \$1.0M below plan.

**Agency Administration** phase outlays of \$541K are 73% of the Adopted 2012 YTD budget, or \$182KM below plan. The variance is mostly driven by Non Staff expense level that has been at 25% of the budget. Staffing level is 94% of the budget.

Preliminary Engineering phase outlays of \$3.6M are 81% of the Adopted 2012 YTD budget, or \$0.9M below plan primary due to North Corridor Transit Partners. DEIS Phase 2 contract, it's a timing delay in expenditure; it's expected to catch up in Q3.

Third Party phase outlays of \$60K are 125% of the Adopted 2012 YTD budget, or (\$12K) above plan primary due to Seattle City Light \$25K expense that was unanticipated in 2012.

Right-of-Way phase has budget of \$3K at ROW Admin for ongoing issues if any.

(\$ thousands)

**First Hill Street Car**

**Capital Outlays by Phase as of June 30, 2012**

<u>Phase</u>	<b>2012 Adopted Capital Plan</b>	<b>YTD Budget</b>	<b>YTD Actuals</b>	<b>YTD Actuals (over)/under YTD Budget</b>	<b>YTD Actuals as % of YTD Budget</b>
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
Agency Administration	1,128	294	40	253	14%
Preliminary Engineering	-	-	-	-	0%
Final Design	-	-	-	-	0%
Third Party	53,388	25,722	16,847	8,875	65%
ROW Acq. & Permits	-	-	-	-	0%
Construction	-	-	-	-	0%
Construction Services	-	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>54,516</b>	<b>26,016</b>	<b>16,888</b>	<b>9,128</b>	<b>65%</b>
<b>Lifetime Capital Plan</b>					
<u>Phase</u>	<b>Adopted Capital Plan</b>	<b>Life-to-date Outlays</b>	<b>Contract Remaining</b>	<b>Budget Remaining</b>	<b>% Spent &amp; Committed</b>
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	3,867	129	-	3,738	3%
Preliminary Engineering	-	-	-	-	0%
Final Design	-	-	-	-	0%
Third Party	128,913	29,142	106,128	(6,357)	105%
ROW Acq. & Permits	-	-	-	-	0%
Construction	-	-	-	-	0%
Construction Services	-	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>132,780</b>	<b>29,271</b>	<b>106,128</b>	<b>(2,619)</b>	<b>102%</b>

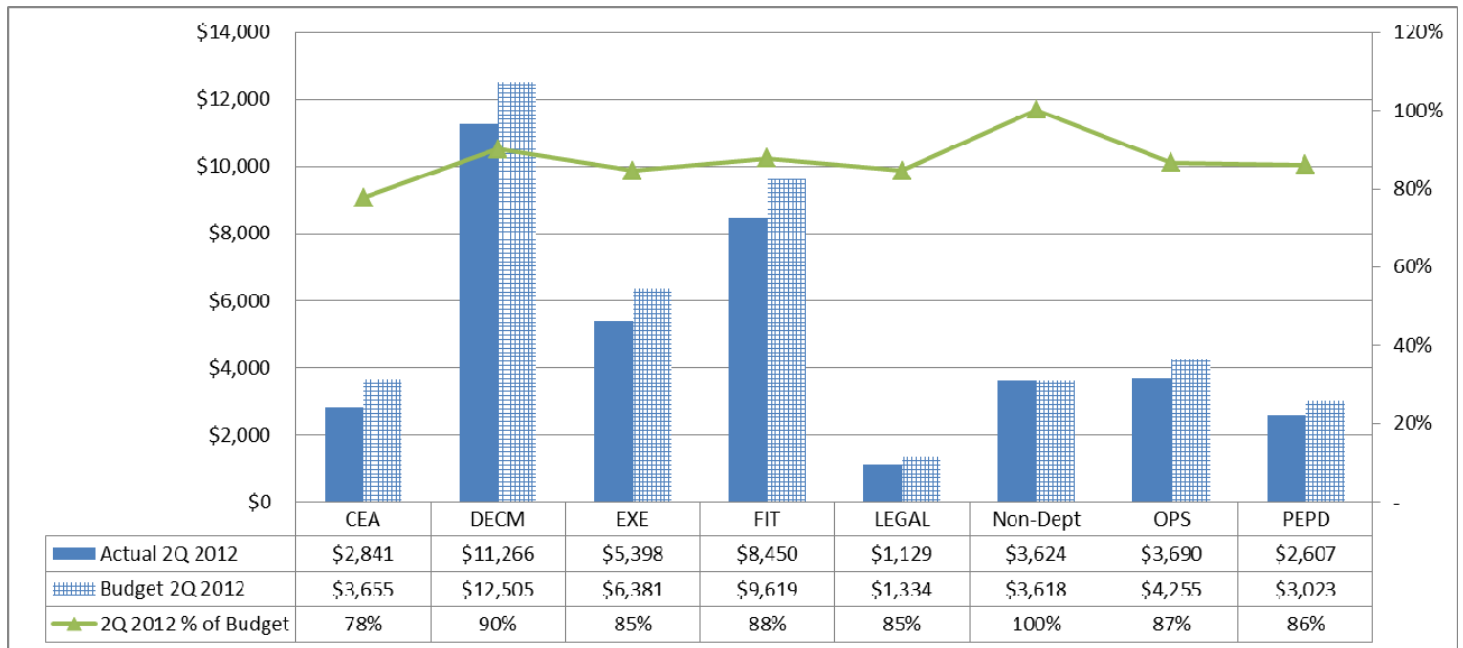
**First Hill Street Car – Notes**

Capital outlays of \$16.9M through the end of June are 65% of the Adopted 2012 YTD budget, or \$9.1M below plan due to the Third Party (city of Seattle contract) line item.

Third Party phase recently received city of Seattle forecast update indicates 2012 project forecast expenditures around \$42M vs. \$53M budgeted.

## Section V – Agency Staff and Other Expenses

### Agency Staff Operating by Department and Percent of YTD Budget Spent as of June 30, 2012 Before Expense Transfers and Transfers to Other Governments



As the graph illustrates, all departments finished second quarter under their direct operating cost budgets by \$5.3 million or 12.1%.

### Agency Staff Expenses by Category as of June 30, 2012 (\$Thousands)

Staff Operating Expenses	Q1 2012	Q2 2012	2012 YTD	2012 YTD	Budget	YTD 2012
	Actuals	Actuals	Actuals	Budget	Remaining	% Budget
Salaries and Benefits	14,485	14,664	29,149	30,833	1,684	95%
Services	1,795	2,433	4,228	6,879	2,650	61%
Materials and Supplies	262	302	564	841	277	67%
Insurance	569	571	1,140	1,149	9	99%
Miscellaneous Expenses	288	511	799	1,577	779	51%
Leases & Rentals	876	865	1,741	1,814	73	96%
Other Expenses	146	160	306	373	67	82%
Depreciation & Amortization	523	553	1,076	924	(152)	116%
Interest Expense	0	0	0	0	0	58%
<b>Staff Operating Expenses</b>	<b>\$ 18,944</b>	<b>20,059</b>	<b>39,003</b>	<b>44,390</b>	<b>5,387</b>	<b>88%</b>
Agency Admin Allocations	(12,293)	(12,749)	(25,042)	(29,185)	(4,144)	86%
<b>Total Staff Operating Expenses</b>	<b>\$ 6,651</b>	<b>7,311</b>	<b>13,962</b>	<b>15,205</b>	<b>1,243</b>	<b>92%</b>

### Staff Operating Expense Notes

As noted above staff operating costs are under budget by \$5.3 million or 12%. The two primary factors contributing to this variance are: salary and benefit costs that are \$1.6 million or 5.5% below budget due to staff vacancies and service related costs that are \$2.6M or 39% under budget due to timing of consulting and other professional service contracts. Service costs are expected to align closer to budget as the year progresses and more activity takes place. Salary and benefit costs will continue to run below budget as long as the vacancy rate remains higher than 2% which is the budgeted vacancy rate.



**Other Agency Expenses as of June 30, 2012** (\$Thousand)

<b>Other Expenses</b>	Q1 2012 Actuals	Q2 2012 Actuals	2012 YTD Actuals	2012 YTD Budget	Budget Remaining	YTD 2012 % Budget
Debt Service Costs	10,911	10,609	21,520	14,670	(6,850)	147%
Non-Capitalizable LOB Expenses	5,817	36,804	42,621	33,605	(9,016)	127%
Regional Fund Projects	116	(1)	115	560	446	20%
STart	2	2	5	38	33	12%
Transit-Oriented Development	35	2	37	90	53	41%
<b>Total Other Expenses</b>	<b>\$ 16,883</b>	<b>47,415</b>	<b>64,298</b>	<b>48,964</b>	<b>(15,334)</b>	<b>131%</b>

**Other Agency Expenses Notes**

Other expenses finished second quarter \$15.3M or 31.3% over budget. The largest variance in this area was the \$24M donation of the I-90 HOV lanes to WSDOT after this project was completed. Debt service costs are \$6.8M or 46.7% over budget due to timing of debt service payments.

**Staffing Plan by Department as of June 30, 2012**

<b>AGENCY ADMINISTRATION</b>	<b>Staffing Plan</b>	<b>Filled Positions</b>	<b>Open Positions</b>
Communications and External Affairs	36.00	35.00	1.00
Design, Engineering, and Construction Management	202.00	184.00	18.00
Executive	86.50	81.50	5.00
Finance and Information Technology	104.00	92.00	12.00
Legal	15.00	14.00	1.00
Operations	60.00	53.00	7.00
Planning, Environmental, and Project Development	41.00	38.00	3.00
<b>Agency Administration Total</b>	<b>544.50</b>	<b>497.50</b>	<b>47.00</b>
<b>SERVICE DELIVERY</b>			
IT Transit Systems	12.00	9.00	3.00
OPS Central Link Light rail	7.00	7.00	0.00
OPS Sounder	5.00	5.00	0.00
OPS ST Express	3.00	3.00	0.00
OPS Tacoma Link Light Rail	18.00	18.00	0.00
<b>Service Delivery Total</b>	<b>45.00</b>	<b>42.00</b>	<b>3.00</b>
<b>Total Sound Transit Staff</b>	<b>589.50</b>	<b>539.50</b>	<b>50.00</b>

Second quarter ended with 50 vacant positions and a vacancy rate of 8.5%, the average vacancy rate through second quarter of 2012 is 8.7%.

