

Transit Improvement Plan 2013



December 2012

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Agency Overview

Our Story

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.

The Central Puget Sound Regional Transit Authority – better known as Sound Transit – was created by the Washington State legislature. In 1996, voters in the region approved implementation of the Sound Move plan. Since that time, we've grown from a planning agency to one that carried 25.1 million passengers in 2011, 28.0 million passengers in 2012, and is expected to carry 28.3 million passengers in 2013 on our trains and buses. We continue building extensions to light rail, transit centers, stations and other transportation infrastructure.

ST Express bus service began in 1999, joined by Sounder commuter rail in 2000. Light rail started with Tacoma Link in 2003 and Central Link light rail began service in 2009.

And more is on the way.

In 2008, Central Puget Sound voters approved Sound Transit 2 (ST2), a mass-transit expansion proposal to add 36 miles of light rail. Work is underway to extend light rail north and east of Seattle and south of the airport. The plan also called for additional Sounder service in our south corridor plus various access improvements around the region.

Safeguarding Tax Dollars

Sound Transit takes our stewardship responsibilities very seriously and is committed to protecting taxpayer's money. Our oversight and structure help us meet that commitment.

Sound Transit is governed by an 18-member Board made up of local elected officials and the Secretary of the Washington State Department of Transportation. The Board establishes policies and gives direction and oversight.

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

In addition, an independent Citizen Oversight Panel (COP), made up of volunteers appointed by the Board, monitors and reports on agency performance, including capital and operating budgets and financial plans.

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

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



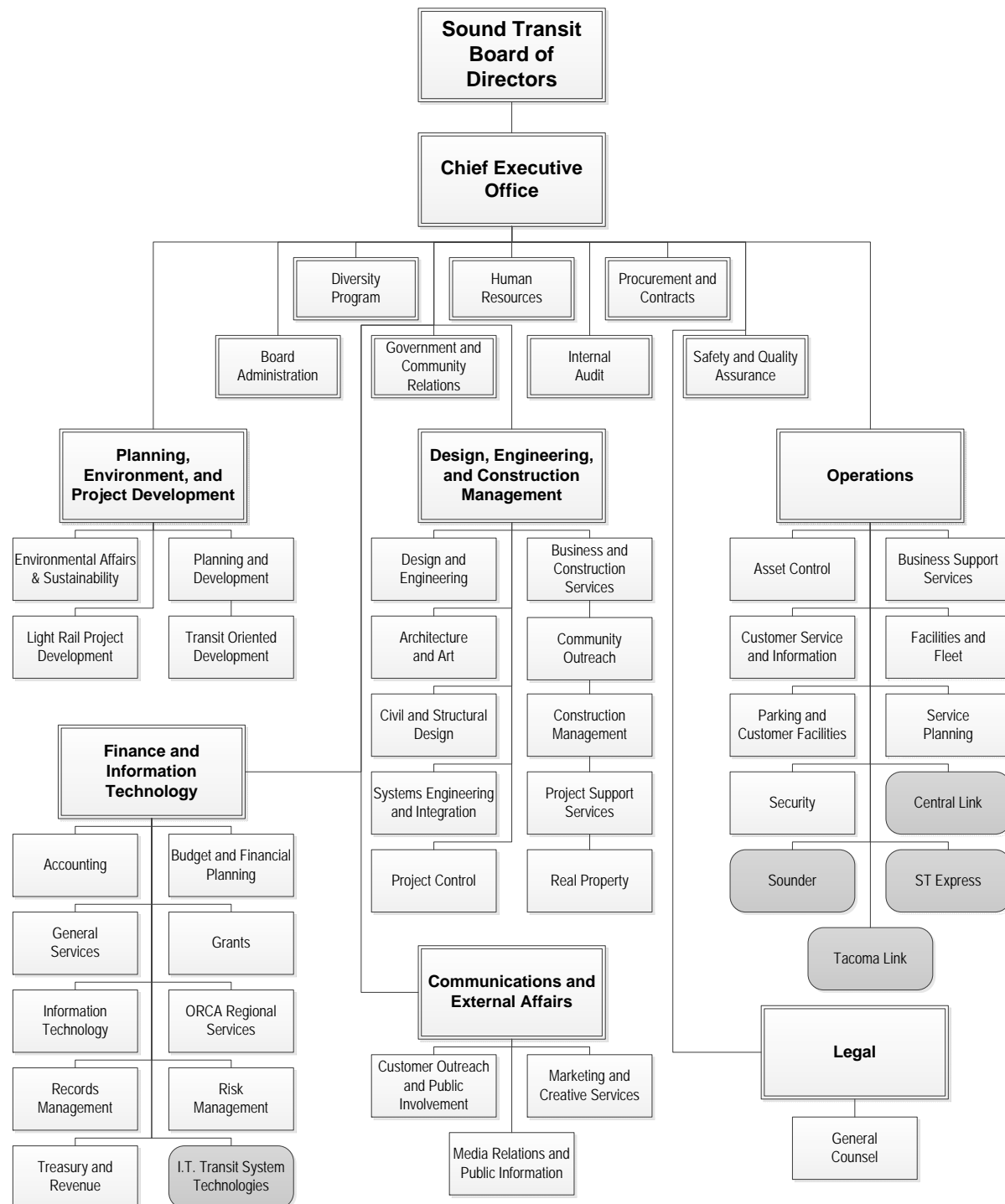
Pat McCarthy, Sound Transit Chair
Pierce County Executive

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.

- Executive Department includes the Chief Executive Office as well as Board Administration, Government & Community Relations, Human Resources, Procurement & Contracts, Diversity, Safety and Quality Assurance, and Internal Audit.
- Planning, Environment, and Project Development (PEPD) leads the initial project activities that engage the public and inform Board decisions on projects' scope, schedule, and budget. Our sustainability and transit-oriented development programs are led by PEPD.
- Design, Engineering, and 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 and maintenance for Central Link light rail, Sounder commuter rail, ST Express bus, and all Sound Transit facilities plus Security. We also directly operate and maintain Tacoma Link light rail.
- Finance and Information Technology (FIT) is responsible for all financial activities including financial planning, budgeting, accounting, treasury, revenue collection, grants, 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. The IT Transit Systems division maintains the regional fare collection system (ORCA) and ticket vending machines.
- Communications and External Affairs (CEA) focus on marketing and creative services, media relations and public information, and customer outreach and public involvement.
- 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. They are actively involved in claims defense and property acquisitions including condemnations.

SOUND TRANSIT ORGANIZATION CHART



□ = Staff costs included in Agency Administration section of Budget

● = Staff costs included in Service Delivery section of Budget

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 Financial Policies were amended on 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."

The Sound Transit district is divided into five subareas based on geography: North King, South King, East King, Pierce, and Snohomish counties. Tax revenues raised in each subarea are used for projects and services benefiting that subarea.

The policies cover implementation of subarea equity and debt management for current and future phases. The full document can be found in Appendix G of the Adopted 2013 Budget.

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 requiring periodic project reviews. The process is 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. 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.

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 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 CEO or his/her delegate authority to approve transactions of \$200,000 or less within current budget authorization and \$50,000 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 \$5,000,000. The full Sound Transit Board must approve contracts above \$5,000,000.

Our Business Planning and Reporting

With guidance from the Board, Sound Transit's executive management establishes the agency's strategic priorities each year. Departments use those priorities to create their annual scorecard – establishing their priorities, initiatives, and performance indicators. (Agency and department scorecards are found in Appendix F of the Adopted 2013 Budget.) Departments also update their three-year 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, planning and building major infrastructure projects, and maintaining our commitment to sustainability. Performance relative to these milestones is reported to the Board.

Performance relative to the adopted budget is presented to the Audit Reporting Subcommittee and is published in the agency's Quarterly Report. Capital program performance is detailed in the Agency Progress Report.

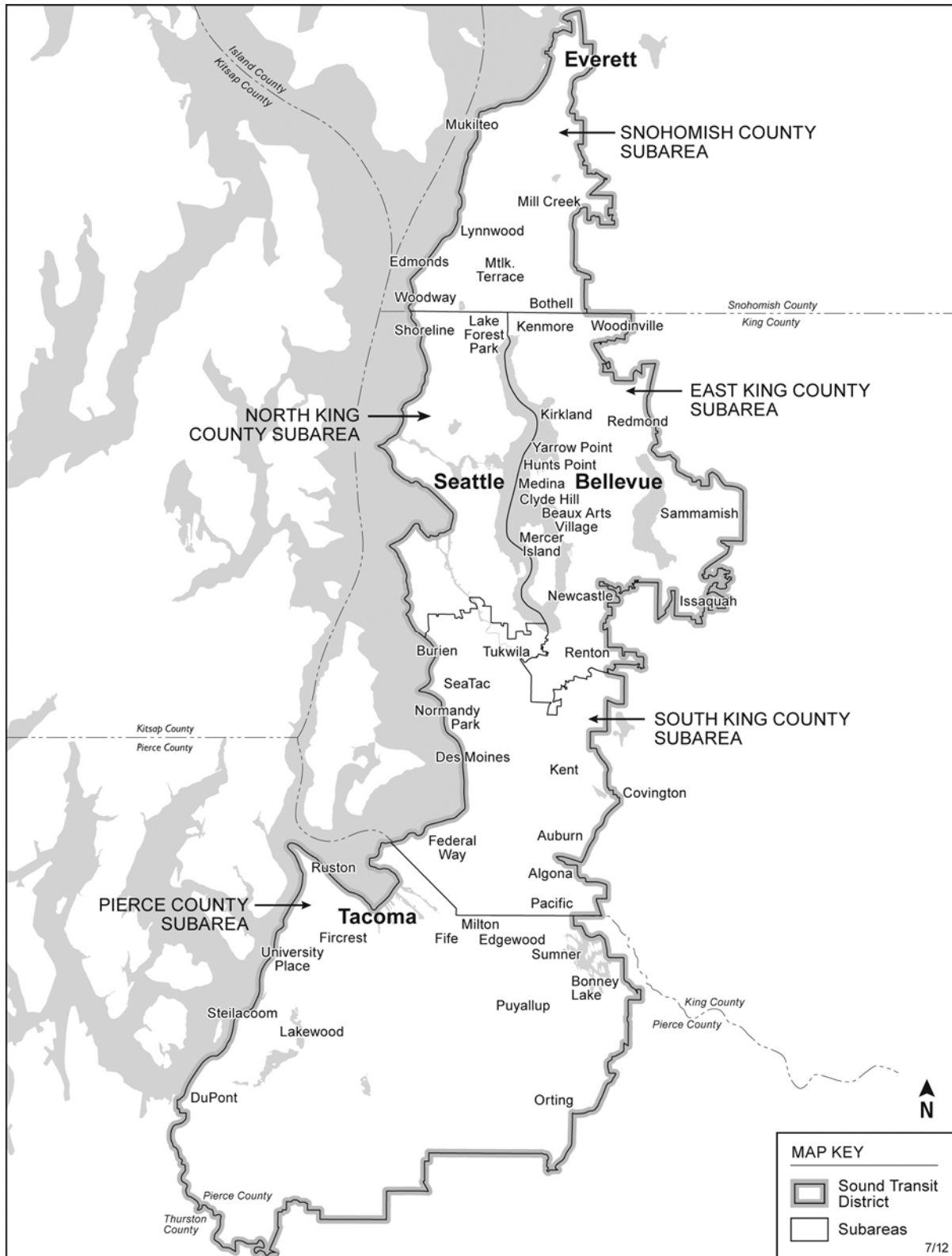
Quarterly Reports, Agency Progress Reports, and the agency's milestones are available at www.soundtransit.org

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, North King, East King, South King and Pierce counties. Revenues and expenses are allocated to the subareas. For more detail on subarea allocations, please see Appendix D.

To learn more about Sound Transit, our district, and how we're organized, please visit www.soundtransit.org.

SOUND TRANSIT DISTRICT



Transit Improvement Plan Overview

The 2013 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 2013. 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 2013 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). 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 thousands)

	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total TIP
Service Delivery	-	\$211,950	\$220,522	\$229,452	\$251,252	\$259,085	\$268,034	-	\$1,440,295
Project Delivery	4,851,565	706,191	805,989	732,728	607,585	497,969	330,151	910,464	9,442,643
Agency Administration	506,534	107,538	108,280	111,877	137,355	142,475	150,872	725,495	1,990,426
Total	\$5,358,099	\$1,025,680	\$1,134,790	\$1,074,056	\$996,193	\$899,530	\$749,056	\$1,635,960	\$12,873,363

Responding to the Recession

Because of the 2008 recession, 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 and were formalized in the Board's adoption of the 2011 budget

and endorsement of the 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 realignment suspended or delayed some elements of the ST2 plan, reduced administrative costs and found efficiencies in transit operational expenditures. With this 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 high capacity corridors. 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 2012 budget and TIP included moving ahead with the substantial majority of Sound Move and ST2 projects, adding back the initial design funding for South Corridor High Capacity Transit (HCT) South 200th Street to Federal Way Transit Center project, and accelerating the South Link Airport – South 200th Street project.

The 2013 budget continues this management approach. The national and regional economies continue to recover more slowly than was anticipated under Sound Transit's independent revenue forecast. This year, the agency's updated revenue forecast predicts a decline in tax revenues over 2009 – 2023 of \$4.7 billion (30 percent) compared to the agency's July 2008 forecast on which the ST2 plan was based. This represents a further decline of \$700 million in revenues over that period from the revenues forecasted in 2011. As a result of lower expected revenues, the adopted 2013 budget and TIP further reduces administrative and systemwide costs through 2023 to keep the program aligned within available resources. In addition, close monitoring of agency's costs and revenues will need to continue through the design phase for the capital program in order to determine final implementation schedules for the major programs. Through the fall, staff will work with the Board to assess the impacts of the continuing slow recovery on the agency, consistent with the agency's financial policies.

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. And 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 2013 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

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, 2012 cost estimates, and 2013 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 2013 TIP, full project cost estimates are presented in constant 2012 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.

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

A project page for active projects includes a project description, budget and cashflow information. Modal budgets (Link, Sounder, and Regional Express) and service delivery capital projects include information on phase gate status. Modal budgets also include schedule and budget risk detail. For ST2 projects, cost estimate updates are included. Below 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 2 – Identify alternatives.

Gate 3 – Identify preferred alternative.

Gate 4 – Enter final design.

Gate 5 – Establish baseline.

Gate 6 – Proceed to construction.

Gate 7 – Transition to operations.

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.

2012 TIP

Board-authorized project budget as of the 2012 TIP.

2013 TIP

Board-authorized project budget as of the 2013 TIP.

ST2 Project Cost Estimate (in 2012 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 Assessment

Estimate Type

Basis of current budget estimate used for a project:

- Initial – 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 performed 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 Assessment

Schedule 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.

2012 Budget Schedule

The year anticipated for completion of the budgeted phases of the project as of the 2012 budget.

2013 Budget Schedule

The year anticipated for completion of the budgeted phases of the project as of the 2013 budget.

Project Risk Assessment

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

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Service Delivery

The 2013 Transit Improvement Plan (TIP) contains forecasted expenses to operate and maintain the regional transit system from 2013 – 2018. 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)

	2013	2014	2015	2016	2017	2018	Total TIP
Central Link Light Rail	\$57,772	\$59,777	\$63,315	\$79,022	\$81,838	\$84,319	\$426,042
Tacoma Link Light Rail	4,287	4,436	4,587	4,740	4,904	5,073	28,027
Sounder Commuter Rail	40,152	42,796	44,739	47,503	50,160	51,920	277,270
ST Express Bus	109,739	113,513	116,810	119,987	122,184	126,722	708,955
Total	\$211,950	\$220,522	\$229,452	\$251,252	\$259,085	\$268,034	\$1,440,295

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 2013 SIP provides the service plan on which the adopted 2013 budget is based. The adopted 2013 SIP was approved by the operations and administration committee of the Board at the same time as the adopted 2013 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.

The current Sound Transit 2 (ST2) implementation plan will add about 17% to 2008 express bus service levels. In the fourth quarter of 2012 Sounder commuter rail expanded with new service from Tacoma south to Lakewood. Additional round trips for Sounder commuter rail service will be added in 2013 and 2016. There are no changes planned for Tacoma Link light rail service through 2018.

Also included in the ST2 program are extensions of Central Link light rail service south to South 200th Street in SeaTac and north to the University of Washington in 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 Road, and east to Overlake.

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Project Delivery

The 2013 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 presentation of our capital program has changed in the 2013 Transit Improvement Plan (TIP).

In the 2012 TIP, projects were reported by mode: Link, Sounder, and Regional Express, as well as Service Delivery, Other Agency Projects (non-mode specific), and Agency Administration. For 2013 we are introducing new categories. These new categories align with common industry practice and provide more transparency into the agency's investment in expanding service versus investment in existing assets. Within each of the following categories, projects are also grouped 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 and 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.

Appendix E lists projects by category as presented in the 2013 TIP cross referenced to their 2012 category, providing an easy reference back to the project in the prior year's TIP.

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 table below clearly delineates spending on system expansion from spending required to maintain existing assets.

PROJECT DELIVERY SUMMARY

(in thousands)

	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total TIP
System Expansion									
Link Light Rail	\$3,794,828	\$496,669	\$670,641	\$612,454	\$546,855	\$481,871	\$316,752	\$862,793	\$7,782,864
Sounder Commuter Rail	486,930	91,065	43,153	5,584	0	0	0	0	626,732
Regional Express Bus	381,165	33,277	13,380	37,128	26,251	0	0	0	491,202
Other	68,651	25,022	20,509	19,691	15,828	12,132	9,681	30,503	202,017
System Expansion Subtotal	\$4,731,574	\$646,034	\$747,684	\$674,857	\$588,935	\$494,003	\$326,433	\$893,296	\$9,102,815
Enhancement	30,829	23,631	48,347	7,655	753	251	515	674	112,655
Rehabilitation & Replacement	79,059	31,476	6,343	46,902	14,746	656	500	0	179,682
Administrative	10,103	5,051	3,615	3,313	3,152	3,060	2,703	16,494	47,491
Total	\$4,851,565	\$706,191	\$805,989	\$732,728	\$607,585	\$497,969	\$330,151	\$910,464	\$9,442,643

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 (YOES). 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 using inflation indices 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), 2012, and 2013 are stated in constant-2012 dollars. A summary of ST2 cost estimates is provided in Appendix A.

Summary of Changes from 2012 to 2013

The 2013 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 2012 to 2013.

PROJECT DELIVERY SUMMARY OF CHANGES FROM 2012 TO 2013

(in thousands)

	2012 Lifetime Total	2012 Board Action	Category Change	New Project	Budget Change	Closed Project	2013 Lifetime Total
System Expansion							
Link Light Rail	\$6,150,865	\$1,665,900	(\$21,760)		(\$12,141)		\$7,782,864
Sounder Commuter Rail	1,551,195		(45,456)	1,870	6,328	(887,205)	626,732
Regional Express Bus	903,621				(2,071)	(410,348)	491,202
Other	219,143		17,973	30,800	(56,623)	(9,275)	202,017
System Expansion Subtotal	8,824,824	1,665,900	(49,243)	32,670	(64,508)	(1,306,828)	9,102,815
Enhancement	64,951		49,243	1,419	(666)	(2,292)	112,655
Rehabilitation and Replacement	177,482			2,500	(300)		179,682
Administrative*	65,338			1,214	(386)	(18,675)	47,491
Total	\$9,132,595	\$1,665,900	-	\$37,803	(\$65,860)	(\$1,327,795)	\$9,442,643

*Administrative Capital was not recognized under Project Delivery in 2012.

2012 Board Action – An action to change a project's lifetime budget taken by the Board after endorsement of the 2012 TIP.

- Northgate Link Extension's baseline budget was approved in 2012, adding \$1.7 billion to the lifetime budget, consistent with the 2012 cost estimate.

Category Change – Movement of a project from one project category to another. See Appendix E for details on project category changes.

- Service Delivery projects are primarily split between Enhancement and Rehabilitation & Replacement categories. Two projects - Ticket Vending Machines and Passenger Information Systems/CCTVs - are now in the System Expansion-Other category.
- Projects in Other Agency are primarily now in System Expansion – Other with the exception of TOD projects that fall under Enhancement and Surplus Property Disposition which is now under the Administrative category.
- A few projects categorized as Link and Sounder in the 2012 TIP are now in the Enhancement category, such as Noise Abatement and Positive Train Control.

New Project – Newly created project for the 2013 budget year.

- Nine new projects are in the 2013 TIP. Five are funded with project savings or budget transfers from other projects.

Budget Change – 2013 change in a project's lifetime budget including reductions, budget transfers between projects, and moving lifetime budget to new projects or subarea reserves.

- Regional Express East King County Program Reserve was increased by \$10.6M from

project savings.

- Lifetime project budgets for ST3 Planning, Research & Technology, Fare Administration, Station Midlife Maintenance, Surplus Property Disposition, and the Radio Upgrade projects were reduced.

Closed Project – Completed and closed projects excluded from the 2013 TIP.

- Forty-nine projects completed Gate 8 of the Phase Gate process and were closed.
- Sound Move projects inactive since 2009, were closed including Administrative Capital and Research & Technology.
- Two completed procurement projects were closed – ST Express Fleet Program and ST Express Fleet Expansion.

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 light rail line between Tacoma Dome Station and downtown Tacoma. In July 2009, the initial segment, consisting of a 13.9-mile light rail 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 trains carry an increasing number of passengers each year with over 9 million expected in 2013.

Within the Link light rail program, the TIP identifies budgets to continue construction of University Link, extending light rail from downtown Seattle to the University of Washington, initiate construction of extensions to South 200th in SeaTac and north to Northgate, and 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 segment make up the majority of our capital spending through 2016.

TIP Highlights

Major Link light rail elements of the 2013 TIP include:

- Continue University Link construction through 2015 with service scheduled to begin in 2016.
- Continue planning, design, and construction efforts for light rail extensions to the north, south, and east.
- Support the city of Seattle in the construction of the First Hill Streetcar connecting the Seattle's Capitol Hill, First Hill, and International District area neighborhoods.
- Under a pilot program, design and install onboard energy storage systems on up to sixteen Link vehicles.

BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
Tacoma Link Expansion	Cost Increase	Preliminary Engineering	Cost estimate to complete alternatives analysis, preliminary engineering, and EIS increased.	\$812
Initial Segment	Transfer	Baseline	Project is completed and funds are being transferred to follow on projects at Beacon Ave. and SODO Station and for environmental mitigation monitoring and maintenance obligations.	(\$3,382)
Airport Link	Defunded	Baseline	Project savings offset against recognized property acquisition. Project in close out.	(\$1,076)
Initial Segment Project Reserve	Defunded	Reserve	Project completed. Remaining funds defunded.	(\$8,495)

SCHEDULE CHANGES

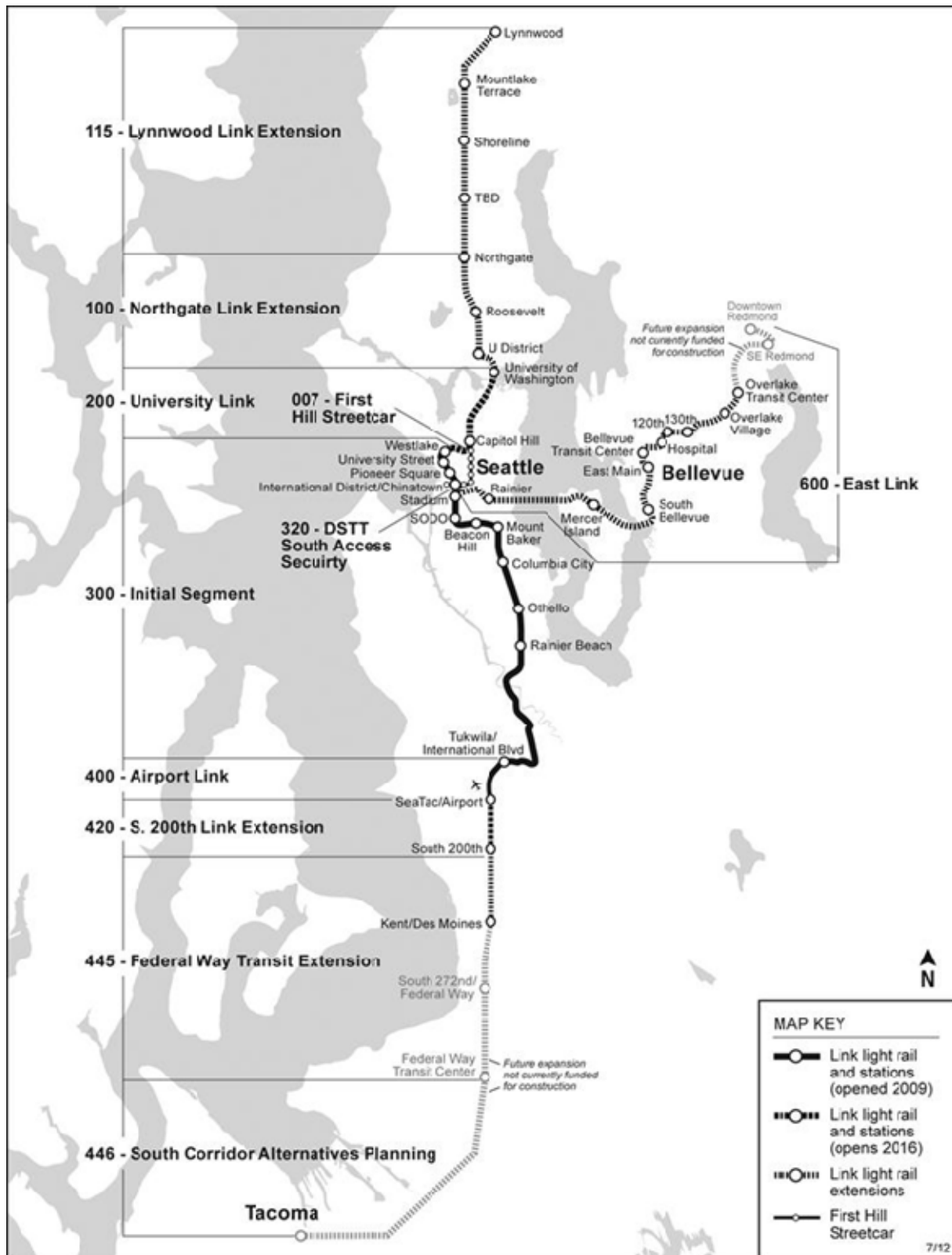
Project	Schedule Type	Explanation	Old Date	New Date
Lynnwood Link Extension	EIS Completion	Need for extensive third-party coordination has impacted the schedule to complete the Final Environmental Impact Statement.	2014	2015

Project Closures

The following projects are complete and are being closed out:

- Initial Segment.
- DSTT Capital Costs.
- Airport Link.
- Tacoma Link.
- Initial Segment Project Reserve.

LIGHT RAIL CAPITAL PROJECTS



2013 TIP Cashflow by Budget Approval

System Expansion (in thousands)

Link Light Rail		Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Project Number and Name										
Preliminary Engineering										
400008	Tacoma Link Expansion	620	2,628	2,518	0	0	0	0	0	5,765
400009	Link Operations and Maintenance Satellite Facility	1,365	4,249	3,817	0	0	0	0	0	9,432
4X115	Lynnwood Link Extension	14,469	10,399	17,551	10,583	4,116	0	0	0	57,119
4X445	Federal Way Transit Extension	1,729	8,120	12,472	11,618	7,905	0	0	0	41,843
Subtotal:		18,183	25,396	36,358	22,201	12,021	0	0	0	114,158
Final Design & ROW										
4X600	East Link	92,125	91,851	111,106	150,111	137,909	81,943	32,787	58,986	756,819
Subtotal:		92,125	91,851	111,106	150,111	137,909	81,943	32,787	58,986	756,819
Baseline										
400007	First Hill Streetcar	53,129	55,420	22,849	1,382	0	0	0	0	132,780
4X100	Northgate Link Extension	138,165	83,845	189,891	209,256	225,012	247,458	283,965	753,808	2,131,400
4X200	University Link Extension	1,006,021	166,724	198,270	142,752	132,979	109,261	0	0	1,756,007
4X300	Initial Segment	2,088,429	882	6,307	0	0	0	0	0	2,095,618
4X390	DSTT Capital Costs	23,719	0	0	0	0	0	0	0	23,719
4X400	Airport Link	260,827	400	797	0	0	0	0	0	262,024
4X420	S 200th Link Extension	37,132	72,152	105,064	86,752	38,933	43,209	0	0	383,241
4X500	Tacoma Link	77,097	0	0	0	0	0	0	0	77,097
Subtotal:		3,684,520	379,423	523,177	440,141	396,925	399,928	283,965	753,808	6,861,887
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
Grand Total:		\$3,794,828	\$496,669	\$670,641	\$612,454	\$546,855	\$481,871	\$316,752	\$862,793	\$7,782,864

System Expansion

2013 TIP Cashflow by Subarea (in thousands)

Link Light Rail

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	8,187	6,572	10,386	5,778	2,247	0	0	0	33,171
2- North King	2,776,012	312,748	426,274	359,095	360,688	357,211	284,162	804,161	5,680,350
3- South King	840,751	81,592	119,379	98,370	46,838	43,209	0	0	1,230,139
4- East King	92,161	93,130	112,084	149,211	137,082	81,452	32,590	58,632	756,341
5- Pierce	77,717	2,628	2,518	0	0	0	0	0	82,862
Total	\$3,794,828	\$496,669	\$670,641	\$612,454	\$546,855	\$481,871	\$316,752	\$862,793	\$7,782,864

2013 TIP Cashflow by Phase (in thousands)

Phase# and Description	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10 Agency Administration	277,731	39,173	48,083	46,596	49,128	35,358	16,417	63,209	575,695
20 Pre-Engineering/Env Review	156,085	20,749	28,543	18,645	8,328	1,090	500	1,000	234,940
30 Final Design & Specification	301,302	75,156	76,000	50,464	20,965	14,889	12,146	44,002	594,924
35 Third Parties	130,421	61,096	30,031	8,857	8,175	7,317	4,386	20,817	271,100
40 ROW Acquisition & Permits	448,859	67,451	86,524	114,194	134,448	79,325	20,168	7,456	958,424
50 Construction	2,041,308	209,131	373,856	336,955	293,834	312,612	235,235	392,862	4,195,793
55 Construction Services	167,962	23,664	26,992	28,760	23,987	23,340	17,993	29,913	342,611
70 Vehicles	253,098	150	211	621	5,802	6,889	9,906	240,605	517,283
80 System Testing & Startup	18,061	100	402	7,362	2,189	1,051	0	12,930	42,094
90 Contingency	0	0	0	0	0	0	0	50,000	50,000
Total	\$3,794,828	\$496,669	\$670,641	\$612,454	\$546,855	\$481,871	\$316,752	\$862,793	\$7,782,864

400007

First Hill Streetcar

Managed by: PEPD

Scope: Sound Transit is financially supporting construction of the City of Seattle's First Hill Streetcar that will connect the Link Capitol Hill Station with First Hill neighborhood and the International District /Chinatown Station. Construction is expected to be completed in 2014.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	5-Establish Baseline
Baseline:	\$132,780
2012 TIP:	\$132,780
2013 TIP:	\$132,780

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	\$132,294
2012 Cost Estimate:	\$132,404
2013 Cost Estimate:	\$132,404

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	53,129	55,420	22,849	1,382	0	0	0	0	132,780
Total	53,129	55,420	22,849	1,382	0	0	0	0	132,780

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	144	420	1,922	1,382	0	0	0	0	3,867
35-Third Parties	52,986	55,000	20,927	0	0	0	0	0	128,913
Total	53,129	55,420	22,849	1,382	0	0	0	0	132,780

Budget Risk Assessment

Estimate Type:	Fixed Contribution
Budget Risk Level:	Low

Schedule Risk Assessment

Schedule Risk Level:	Low
2012 Budget Schedule:	2014
2013 Budget Schedule:	2014

Project Risk Assessment

400008

Tacoma Link Expansion

Managed by: PEPD

Scope: Sound Transit, in cooperation with the City of Tacoma and Pierce Transit, is studying the potential of expanding Tacoma Link. Federal Transit Administration guidance for conducting Alternatives Analysis 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. Sound Transit's contribution to this project is capped at \$79.1 million of the estimated project cost of \$150 million.

Changes since 2012 budget: The project lifetime budget increased \$0.8 million to fully fund the alternatives analysis, preliminary engineering, and environmental review. Preliminary engineering is projected to be completed in the fourth quarter of 2014. The increase in the Tacoma Link Expansion cost estimate assumes funding from Sound Transit local tax revenues and federal grant funding as well as matching funds from public or private entities, consistent with the ST2 Plan.

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	2-Identify Alternatives		
Baseline:	-	2008 Cost Estimate:	\$92,049
2012 TIP:	\$4,953	2012 Cost Estimate:	\$80,384
2013 TIP:	\$5,765	2013 Cost Estimate:	\$125,913

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	620	2,628	2,518	0	0	0	0	0	5,765
Total	620	2,628	2,518	0	0	0	0	0	5,765

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	247	313	483	0	0	0	0	0	1,044
20-Pre-Engineering/Env Review	372	2,315	2,034	0	0	0	0	0	4,721
Total	620	2,628	2,518	0	0	0	0	0	5,765

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	High
Budget Risk Level:	High	2012 Budget Schedule:	2014
		2013 Budget Schedule:	2014

Project Risk Assessment

Budget and Schedule Risk: Stakeholders identified a number of alternatives beyond original scoping assumptions that require evaluation in the Alternatives Analysis. Project requires continued coordination with community stakeholders and potential contribution from public/private partners; risk to schedule and budget for the alternatives analysis.

400009

Link Operations and Maintenance Satellite Facility

Managed by: PEPD

Scope: Sound Transit is reviewing and evaluating 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 proposed system expansion.

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	2-Identify Alternatives	2008 Cost Estimate:	\$270,714
Baseline:	-	2012 Cost Estimate:	\$228,234
2012 TIP:	\$9,432	2013 Cost Estimate:	\$228,234
2013 TIP:	\$9,432		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	287	894	803	0	0	0	0	0	1,984
2-North King	228	710	638	0	0	0	0	0	1,576
3-South King	262	814	732	0	0	0	0	0	1,808
4-East King	588	1,831	1,645	0	0	0	0	0	4,063
Total	1,365	4,249	3,817	0	0	0	0	0	9,432

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	274	1,153	1,809	0	0	0	0	0	3,237
20-Pre-Engineering/Env Review	1,053	2,876	1,781	0	0	0	0	0	5,710
35-Third Parties	0	165	220	0	0	0	0	0	385
40-ROW Acquisition & Permits	38	55	7	0	0	0	0	0	100
Total	1,365	4,249	3,817	0	0	0	0	0	9,432

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	High
Budget Risk Level:	High	2012 Budget Schedule:	2014
		2013 Budget Schedule:	2014

Project Risk Assessment

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

4X100

Northgate Link Extension

Managed by: DECM

Scope: The Northgate Link Extension extends light rail 4.3-miles from the UW 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 since 2012 budget: The project baseline was developed, and approved by the Sound Transit Board in June 2012, increasing the project budget by \$1.67 billion and identifying the start of revenue service as September 2021.

Board Approved Capital Budget (in YOY dollars)

Phase Gate Passed:	5-Establish Baseline
Baseline:	\$2,131,400
2012 TIP:	\$2,131,400
2013 TIP:	\$2,131,400

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	\$1,590,701
2012 Cost Estimate:	\$1,410,220
2013 Cost Estimate:	\$1,762,498

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	138,165	83,845	189,891	209,256	225,012	247,458	283,965	753,808	2,131,400
Total	138,165	83,845	189,891	209,256	225,012	247,458	283,965	753,808	2,131,400

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	11,882	7,571	9,947	11,953	13,515	15,007	16,417	63,209	149,500
20-Pre-Engineering/Env Review	15,077	0	0	0	0	0	0	0	15,077
30-Final Design & Specification	51,550	18,773	15,308	4,213	3,430	3,435	3,446	12,967	113,123
35-Third Parties	1,982	908	1,715	1,773	1,544	1,404	352	1,322	11,000
40-ROW Acquisition & Permits	47,547	27,329	35,481	25,290	5,000	6,787	615	0	148,050
50-Construction	9,209	24,252	118,873	152,712	180,606	196,821	235,235	392,862	1,310,570
55-Construction Services	917	5,012	8,567	13,194	17,565	18,889	17,993	29,913	112,050
70-Vehicles	0	0	0	121	3,353	5,114	9,906	240,605	259,100
80-System Testing & Startup	0	0	0	0	0	0	0	12,930	12,930
Total	138,165	83,845	189,891	209,256	225,012	247,458	283,965	753,808	2,131,400

Budget Risk Assessment

Estimate Type:	Final Design
Budget Risk Level:	Medium

Schedule Risk Assessment

Schedule Risk Level:	Medium
2012 Budget Schedule:	2021
2013 Budget Schedule:	2021

Project Risk Assessment

Budget and Schedule Risk: Risks associated with underground conditions, limited site access, deep stations and groundborne noise and vibration and electromagnetic interference on University of Washington laboratory facilities have the potential to impact costs and schedule. Project risk assessment identified the need for additional schedule float and a reserve budget which have been incorporated in the project baseline as risk mitigation measures.

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 (DEIS) and conceptual engineering of DEIS alternatives is ongoing, with preliminary engineering and the final environmental impact statement scheduled for completion in 2015.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	2-Identify Alternatives	2008 Cost Estimate:	\$1,552,330
Baseline:	-	2012 Cost Estimate:	\$1,322,287
2012 TIP:	\$57,119	2013 Cost Estimate:	\$1,322,287
2013 TIP:	\$57,119		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	7,900	5,678	9,583	5,778	2,247	0	0	0	31,187
2-North King	6,569	4,721	7,968	4,805	1,869	0	0	0	25,932
Total	14,469	10,399	17,551	10,583	4,116	0	0	0	57,119

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	2,296	2,522	2,764	1,807	1,349	0	0	0	10,738
20-Pre-Engineering/Env Review	12,098	7,362	14,239	8,240	2,394	0	0	0	44,334
35-Third Parties	41	304	339	270	43	0	0	0	996
40-ROW Acquisition & Permits	34	210	210	266	330	0	0	0	1,050
Total	14,469	10,399	17,551	10,583	4,116	0	0	0	57,119

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2012 Budget Schedule:	2014
		2013 Budget Schedule:	2015

Project Risk Assessment

Budget Risk: Exists until all Record of Decisions received.

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 has impacted schedule for preliminary engineering .

4X199

Northgate Link Extension Project Reserve

Managed by: DECM

Scope: A project reserve has been 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 supermajority approval by the Sound Transit Board.

Changes since 2012 budget: In June 2012 the Sound Transit Board approved creating a project reserve for the Northgate Link Extension.

Board Approved Capital Budget (in YOE dollars)				ST2 Total Project Cost Estimate (in 2012 dollars)					
Phase Gate Passed:		5-Establish Baseline		2008 Cost Estimate:		N/A			
Baseline:		\$50,000		2012 Cost Estimate:		N/A			
2012 TIP:		\$50,000		2013 Cost Estimate:		N/A			
2013 TIP:		\$50,000							

TIP Cashflow (in thousands)									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-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	2013	2014	2015	2016	2017	2018	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:		Schedule Risk Level:	
Budget Risk Level:		2012 Budget Schedule:	
		2013 Budget Schedule:	

Project Risk Assessment	

4X200

University Link Extension

Managed by: DECM

Scope: University Link is a 3.15-mile light rail extension located entirely underground extending east from the Downtown Seattle Transit Tunnel (DSTT), under I-5 to an underground Capitol Hill Station which 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 (UW) Station near Husky Stadium. University Link 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 since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	6-Proceed to Construction
Baseline:	\$1,756,007
2012 TIP:	\$1,756,007
2013 TIP:	\$1,756,007

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	1,006,021	166,724	198,270	142,752	132,979	109,261	0	0	1,756,007
Total	1,006,021	166,724	198,270	142,752	132,979	109,261	0	0	1,756,007

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	43,378	10,807	12,997	13,366	15,423	19,258	0	0	115,229
20-Pre-Engineering/Env Review	24,261	0	0	0	0	0	0	0	24,261
30-Final Design & Specification	73,118	5,873	3,570	2,045	1,875	1,153	0	0	87,633
35-Third Parties	10,433	829	1,524	1,982	1,825	2,053	0	0	18,646
40-ROW Acquisition & Permits	125,531	450	275	288	25,788	0	0	0	152,332
50-Construction	581,218	133,659	165,178	106,586	79,860	82,282	0	0	1,148,783
55-Construction Services	49,173	14,856	14,113	11,224	4,759	1,689	0	0	95,814
70-Vehicles	98,824	150	211	500	2,449	1,775	0	0	103,909
80-System Testing & Startup	85	100	402	6,762	1,000	1,051	0	0	9,400
Total	1,006,021	166,724	198,270	142,752	132,979	109,261	0	0	1,756,007

Budget Risk Assessment

Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment

Schedule Risk Level:	Low
2012 Budget Schedule:	2016
2013 Budget Schedule:	2016

Project Risk Assessment

With the completion of tunneling efforts in 2012, budget and schedule risks have significantly decreased.

4X300

Initial Segment

Managed by: DECM

Scope: The Initial Segment opened for service on July 18, 2009.

Project budget reflects the estimate to complete follow-on work in 2013 and close out of the project. Budget cash flow in 2014 reflects potential cost surplus anticipated for this project.

Changes since 2012 budget: The project lifetime budget has been decreased by \$3.4M to fund remaining follow on work and environmental mitigation obligations which will be completed under newly created projects.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$2,070,000	2012 Cost Estimate:	N/A
2012 TIP:	\$2,099,000	2013 Cost Estimate:	N/A
2013 TIP:	\$2,095,618		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	1,547,627	776	5,991	0	0	0	0	0	1,554,395
3-South King	540,802	106	316	0	0	0	0	0	541,223
Total	2,088,429	882	6,307	0	0	0	0	0	2,095,618

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	185,712	200	0	0	0	0	0	0	185,912
20-Pre-Engineering/Env Review	33,268	0	0	0	0	0	0	0	33,268
30-Final Design & Specification	143,974	10	0	0	0	0	0	0	143,984
35-Third Parties	61,101	0	0	0	0	0	0	0	61,101
40-ROW Acquisition & Permits	205,024	34	0	0	0	0	0	0	205,058
50-Construction	1,208,395	618	6,307	0	0	0	0	0	1,215,320
55-Construction Services	102,532	20	0	0	0	0	0	0	102,552
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	2,088,429	882	6,307	0	0	0	0	0	2,095,618

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2009
		2013 Budget Schedule:	2009

Project Risk Assessment

4X390

DSTT Capital Costs

Managed by: DECM

Scope: Payment of the portion of King County Metro debt service on the Downtown Seattle Transit Tunnel (DSTT) during construction that was capitalized.

The budget for DSTT Capital Costs (Debt Service) reflects actual costs for this project of \$23.7M when completed at the end of 2008.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	None	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$23,719	2013 Cost Estimate:	N/A
2013 TIP:	\$23,719		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	23,719	0	0	0	0	0	0	0	23,719
Total	23,719	0	0	0	0	0	0	0	23,719

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
40-ROW Acquisition & Permits	23,719	0	0	0	0	0	0	0	23,719
Total	23,719	0	0	0	0	0	0	0	23,719

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2008
		2013 Budget Schedule:	2008

Project Risk Assessment

4X399

Initial Segment Project Reserve

Managed by: DECM

Scope: A reserve was set up during construction of the Initial Segment to mitigate unforeseen budget risks associated with construction. With Board approval, a portion of the reserve was used to resolve contractor contractual issues.

Changes since 2012 budget: With Board approval, in June of 2012 \$50M remaining in the Initial Segment Project Reserve was used to establish a reserve for the Northgate Link Extension. Following this action and with the pending closeout of the Initial Segment project, funds remaining in the Initial Segment Project Reserve (\$8.5M) are being defunded from the project.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$128,300	2012 Cost Estimate:	N/A
2012 TIP:	\$58,495	2013 Cost Estimate:	N/A
2013 TIP:	\$0		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
90-Contingency	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2009
		2013 Budget Schedule:	2009

Project Risk Assessment

4X400

Airport Link

Managed by: DECM

Scope: The project was opened for service in 2009 and with the completion of all follow-on work and resolution of outstanding contractual issues in 2012; project closeout has been initiated.

Changes since 2012 budget: With closeout, the lifetime budget has been decreased by \$1.1M in project cost savings. Project cost savings of \$5.2M in the Proposed 2013 TIP were reduced by an amendment that added back \$4.1M property expense to correctly categorize property acquired, used and held for resale to the City of SeaTac when the City no longer pursued the acquisition.

Budget cash flow in 2014 reflects potential additional cost savings identified for this project.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$269,100	2012 Cost Estimate:	N/A
2012 TIP:	\$263,100	2013 Cost Estimate:	N/A
2013 TIP:	\$262,024		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	260,827	400	797	0	0	0	0	0	262,024
Total	260,827	400	797	0	0	0	0	0	262,024

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	9,842	0	0	0	0	0	0	0	9,842
20-Pre-Engineering/Env Review	3,666	0	0	0	0	0	0	0	3,666
30-Final Design & Specification	15,694	0	0	0	0	0	0	0	15,694
35-Third Parties	1,336	0	0	0	0	0	0	0	1,336
40-ROW Acquisition & Permits	16,125	400	0	0	0	0	0	0	16,525
50-Construction	183,834	0	797	0	0	0	0	0	184,631
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	260,827	400	797	0	0	0	0	0	262,024

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2009
		2013 Budget Schedule:	2009

Project Risk Assessment

4X420

S 200th Link Extension

Managed by: DECM

Scope: The S 200th Link Extension will extend light rail approximately 1.6 miles south from SeaTac/Airport Station to South 200th Street. The design features an elevated light rail guideway, and elevated station and detached park-and-ride facility at South 200th. The project is being delivered through design/build alternative contracting strategy.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	6-Proceed to Construction
Baseline:	\$383,241
2012 TIP:	\$383,241
2013 TIP:	\$383,241

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	\$372,999
2012 Cost Estimate:	\$315,263
2013 Cost Estimate:	\$315,263

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	37,132	72,152	105,064	86,752	38,933	43,209	0	0	383,241
Total	37,132	72,152	105,064	86,752	38,933	43,209	0	0	383,241

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	4,566	2,881	3,069	2,673	2,046	629	0	0	15,864
20-Pre-Engineering/Env Review	5,698	0	4	0	0	0	0	0	5,702
30-Final Design & Specification	4,283	1,600	572	357	0	0	0	0	6,811
35-Third Parties	1,259	2,321	1,715	1,123	667	0	0	0	7,085
40-ROW Acquisition & Permits	13,577	10,972	12,692	0	0	6,308	0	0	43,549
50-Construction	7,283	50,602	82,701	77,657	33,368	33,509	0	0	285,120
55-Construction Services	467	3,775	4,312	4,343	1,663	2,762	0	0	17,322
80-System Testing & Startup	0	0	0	600	1,189	0	0	0	1,789
Total	37,132	72,152	105,064	86,752	38,933	43,209	0	0	383,241

Budget Risk Assessment

Estimate Type:	Construction
Budget Risk Level:	Medium

Schedule Risk Assessment

Schedule Risk Level:	Medium
2012 Budget Schedule:	2016
2013 Budget Schedule:	2016

Project Risk Assessment

Project being delivered through alternative design/build delivery strategy with which the Agency has limited experience presenting schedule and budget risks. Limited float has also been incorporated into the schedule.

4X445

Federal Way Transit Extension

Managed by: PEPD

Scope: The Federal Way Transit Extension extends 7.6 miles from S. 200th Street in the City of SeaTac to the Federal Way Transit Center. Project scope elements include Alternatives Analysis, draft and final environmental impact statements and conceptual engineering to support the environmental analysis. 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 since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	1-Enter Project Development	2008 Cost Estimate:	\$451,454
Baseline:	-	2012 Cost Estimate:	\$402,786
2012 TIP:	\$41,843	2013 Cost Estimate:	\$402,786
2013 TIP:	\$41,843		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	1,729	8,120	12,472	11,618	7,905	0	0	0	41,843
Total	1,729	8,120	12,472	11,618	7,905	0	0	0	41,843

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	502	1,781	2,144	2,122	2,836	0	0	0	9,385
20-Pre-Engineering/Env Review	1,227	6,050	9,723	9,050	4,833	0	0	0	30,883
35-Third Parties	0	289	604	446	236	0	0	0	1,575
Total	1,729	8,120	12,472	11,618	7,905	0	0	0	41,843

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	High
Budget Risk Level:	High	2012 Budget Schedule:	2016
		2013 Budget Schedule:	2016

Project Risk Assessment

Project entering alternatives analysis, uncertainties exist in design, environmental, third party, and jurisdictional requirements that present budget and schedule risks. In addition, continued economic downturn is creating revenue and budget uncertainties.

4X500

Tacoma Link

Managed by: DECM

Scope: Tacoma Link runs between downtown Tacoma and the multimodal regional transit center at the Tacoma Dome. The line operates at-grade and provides connections to downtown offices, the theater district, and the University of Washington's Tacoma Campus.

The Tacoma Link Project budget of \$77.1M reflects actual costs at project closeout. The project has been in operation since August 2003 and completed \$3.3M under budget.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	None
Baseline:	\$80,416
2012 TIP:	\$77,097
2013 TIP:	\$77,097

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	77,097	0	0	0	0	0	0	0	77,097
Total	77,097	0	0	0	0	0	0	0	77,097

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	4,538	0	0	0	0	0	0	0	4,538
20-Pre-Engineering/Env Review	6,194	0	0	0	0	0	0	0	6,194
30-Final Design & Specification	3,994	0	0	0	0	0	0	0	3,994
40-ROW Acquisition & Permits	2,632	0	0	0	0	0	0	0	2,632
50-Construction	51,369	0	0	0	0	0	0	0	51,369
70-Vehicles	7,935	0	0	0	0	0	0	0	7,935
80-System Testing & Startup	434	0	0	0	0	0	0	0	434
Total	77,097	0	0	0	0	0	0	0	77,097

Budget Risk Assessment

Estimate Type:
Budget Risk Level:

Schedule Risk Assessment

Schedule Risk Level:
2012 Budget Schedule:
2013 Budget Schedule:

Project Risk Assessment

4X600

East Link

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. Environmental review for a future expansion between the Overlake Transit Center and Downtown Redmond and preliminary engineering has been completed; the project is in Final Design. Revenue Service to the Overlake Transit Center is forecast for early 2023.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	4-Enter Final Design	2008 Cost Estimate:	\$3,015,057
Baseline:	-	2012 Cost Estimate:	\$2,873,125
2012 TIP:	\$756,819	2013 Cost Estimate:	\$2,873,125
2013 TIP:	\$756,819		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	553	551	667	901	827	492	197	354	4,541
4-East King	91,573	91,300	110,440	149,211	137,082	81,452	32,590	58,632	752,278
Total	92,125	91,851	111,106	150,111	137,909	81,943	32,787	58,986	756,819

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	14,350	11,525	12,948	13,294	13,959	463	0	0	66,539
20-Pre-Engineering/Env Review	53,171	2,145	762	1,355	1,100	1,090	500	1,000	61,123
30-Final Design & Specification	8,689	48,900	56,550	43,850	15,660	10,300	8,700	31,035	223,685
35-Third Parties	1,285	1,280	2,987	3,263	3,860	3,860	4,034	19,495	40,064
40-ROW Acquisition & Permits	14,630	28,000	37,859	88,350	103,330	66,230	19,553	7,456	365,408
Total	92,125	91,851	111,106	150,111	137,909	81,943	32,787	58,986	756,819

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	PE/ED	Schedule Risk Level:	High
Budget Risk Level:	High	2012 Budget Schedule:	2023
		2013 Budget Schedule:	2014

Project Risk Assessment

Project funded through final design; prior year schedule reported start of revenue service; proposed schedule updated to reflect completion of final design. Project presents technical design and legal challenges and requires close coordination with stakeholders, third parties, and municipal jurisdictions.

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 over 2.5 million passengers annually on four daily round trips between Everett and Seattle with service at stations in Everett, Mukilteo, Edmonds, and Seattle and nine daily round trips between Seattle and Tacoma with service at stations in Tacoma, Puyallup, Sumner, Auburn, Kent, Tukwila, and Seattle. Service between Tacoma and Lakewood with stations in South Tacoma and Lakewood begins in October 2012. 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 that extends service to South Tacoma and Lakewood.

TIP Highlights

The 2013 TIP includes budgets to complete major elements of the Sounder commuter rail system, including:

- Closeout three completed Sounder projects.
- Build 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 a replacement for the Tacoma Trestle at Reservation Junction.
- Initiate preliminary engineering and environmental review for access improvements at the Puyallup and Sumner commuter rail stations.
- In partnership with the city of Lakewood, fund construction of a pedestrian overpass to improve station access from the neighborhood northwest of the station.
- Build Tukwila Station.

BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
Reservation Junction Track and Signal	New Project	Preliminary Engineering	Gate 1 - Enter Project Development.	\$1,870
Mukilteo Station South Platform	Cost Increase	Baseline	Budget increase due to additional design services, higher ROW acquisition and construction costs.	\$7,182
Permitting/Environmental Mitigation	Transfer	Final Design	Move to the new environmental mitigation monitoring and maintenance project.	(\$163)
Eastside Rail*	Defunded	Preliminary Engineering	Project is suspended. Lifetime budget is reduced to match historical expenditures.	(\$1)
Willow Creek**	Defunded	Baseline	Project completed; preparing for closeout.	(\$20)
Edmonds Station**	Defunded	Baseline	Project completed; preparing for closeout.	(\$670)

* Sound Transit suspended this Sounder project. The remaining budget will be defunded from the Sounder program for East King County.

** Sound Transit completed these Sounder projects for less than the budget. The remaining budget will be defunded from the Sounder program for Snohomish County.

SCHEDULE CHANGES

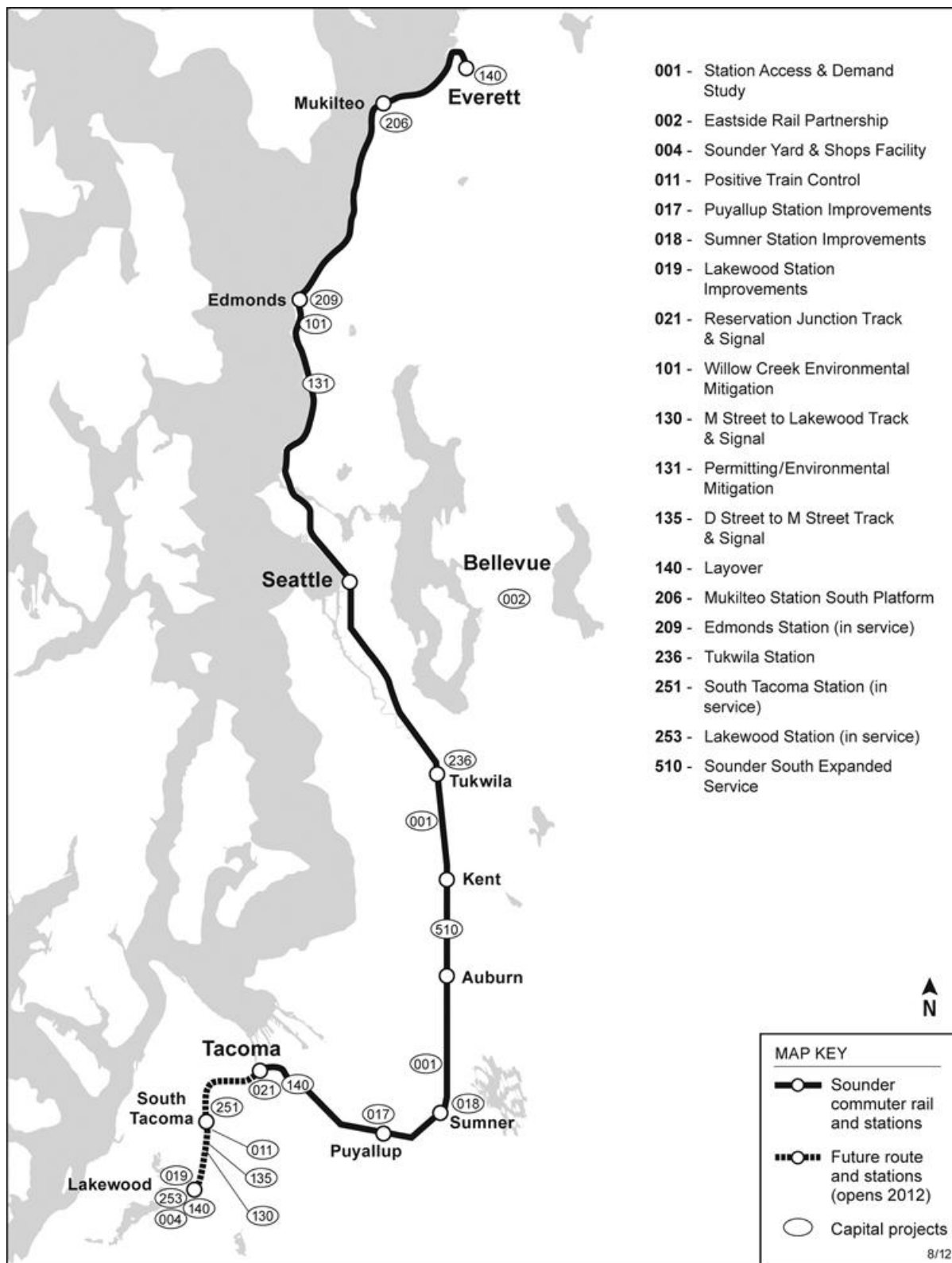
Project	Schedule Type	Explanation	Old Date	New Date
Permitting/Environmental Mitigation	Final Completion	Permit appeals resolved, project to be completed within original schedule.	Q4 2015	Q4 2013
Tukwila Station	Revenue Service	Project redesigned to eliminate conflicts with adjacent City led Strander Boulevard project.	Q1 2013	Q2 2014
Mukilteo Station South Platform	Revenue Service	Project delayed to resolve property acquisition issues.	Q1 2013	Q2 2014
D Street – M Street Track & Signal	Final Completion	Revenue service milestones will be achieved in 2012; post-service follow on construction activities and closeout will extend into 2013.	Q4 2012	Q3 2013
Layover	Final Completion	Construction will not be initiated until Q3 2012; completion of construction will extend into 2013.	Q4 2012	Q2 2013
Station Access & Demand Study	Final Completion	Additional validation of models and forecasts developed during the study require extending the project to 2013.	Q4 2012	Q2 2013

Project Closures

The following projects are complete and are being closed out:

- Willow Creek Environmental Mitigation.
- Edmonds Station.
- Lakewood Station.

SOUNDER COMMUTER RAIL CAPITAL PROJECTS



2013 TIP Cashflow by Budget Approval

System Expansion (in thousands)

Sounder Commuter Rail		Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Project Number and Name										
Preliminary Engineering										
300001	Station Access & Demand Study	813	357	0	0	0	0	0	0	1,170
300004	Sounder Yard & Shops Facility	646	3,418	2,293	554	0	0	0	0	6,912
300017	Puyallup Station Improvements	12	281	285	0	0	0	0	0	578
300018	Sumner Station Improvements	11	281	285	0	0	0	0	0	578
300019	Lakewood Station Improvements	13	1,142	0	0	0	0	0	0	1,155
300021	Reservation Junction Track & Signal	0	655	1,215	0	0	0	0	0	1,870
Subtotal:		1,496	6,134	4,078	554	0	0	0	0	12,262
Final Design & ROW										
3x131	Permitting/Env. Mitigation	4,537	1,979	0	0	0	0	0	0	6,516
3x510	Sounder South Expanded Service	143,246	50,722	0	0	0	0	0	0	193,968
Subtotal:		147,783	52,701	0	0	0	0	0	0	200,484
Baseline										
300002	Eastside Rail Partnership	1	0	0	0	0	0	0	0	1
3x101	Willow Creek Env. Mitigation	833	1	0	0	0	0	0	0	834
3x130	M St-Lakewood Track & Signal	80,296	1,246	0	0	0	0	0	0	81,542
3x135	D St - M St Track & Signal	150,719	2,763	7,799	0	0	0	0	0	161,281
3x140	Layover	25,517	8,430	0	0	0	0	0	0	33,947
3x206	Mukilteo Station, S Platform	2,480	4,338	10,010	1,486	0	0	0	0	18,313
3x209	Edmonds Station	10,793	86	0	0	0	0	0	0	10,879
3x236	Tukwila Station	15,325	11,035	16,065	3,544	0	0	0	0	45,969
3x251	South Tacoma Station	15,606	122	0	0	0	0	0	0	15,728
3x253	Lakewood Station	29,184	13	0	0	0	0	0	0	29,197
7x755	Sounder ST2 Fleet Expansion	6,899	4,196	5,201	0	0	0	0	0	16,296
Subtotal:		337,652	32,230	39,075	5,030	0	0	0	0	413,986
Grand Total:		\$486,930	\$91,065	\$43,153	\$5,584	\$0	\$0	\$0	\$0	\$626,732

System Expansion

2013 TIP Cashflow by Subarea (in thousands)

Sounder Commuter Rail

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	23,376	8,154	10,508	1,569	0	0	0	0	43,298
3- South King	25,225	15,144	16,065	3,544	0	0	0	0	59,978
4- East King	1	0	0	0	0	0	0	0	1
5- Pierce	438,328	67,767	16,580	471	0	0	0	0	523,455
Total	\$486,930	\$91,065	\$43,153	\$5,584	\$0	\$0	\$0	\$0	\$626,732

2013 TIP Cashflow by Phase (in thousands)

Phase# and Description	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10 Agency Administration	20,716	7,498	2,270	769	0	0	0	0	31,241
20 Pre-Engineering/Env Review	9,608	5,233	3,377	339	0	0	0	0	18,557
30 Final Design & Specification	31,840	1,308	2,668	43	0	0	0	0	35,859
35 Third Parties	595	1,282	220	0	0	0	0	0	2,098
40 ROW Acquisition & Permits	217,991	49,427	6,769	69	0	0	0	0	274,256
50 Construction	176,316	18,745	20,502	3,853	0	0	0	0	219,428
55 Construction Services	5,059	2,810	2,246	511	0	0	0	0	10,626
70 Vehicles	24,806	4,046	5,101	0	0	0	0	0	33,953
80 System Testing & Startup	0	84	0	0	0	0	0	0	84
90 Contingency	0	631	0	0	0	0	0	0	631
Total	\$486,930	\$91,065	\$43,153	\$5,584	\$0	\$0	\$0	\$0	\$626,732

300001

Station Access & Demand Study

Managed by: PEPD

Scope: Sound Transit is developing a comprehensive program of Sounder station access improvements that places priority on accommodating alternative station access improvements at the following Sounder commuter rail stations: Mukilteo, Kent, Auburn, Sumner, Puyallup, Tacoma Dome, South Tacoma, and Lakewood. Funding has been approved for ridership and traffic analyses environmental scan, transit oriented and joint development studies, conceptual engineering, and community outreach. The final product of the program will be proposed access investments for each station.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	2-Identify Alternatives	2008 Cost Estimate:	\$138,010
Baseline:	-	2012 Cost Estimate:	\$56,186
2012 TIP:	\$1,170	2013 Cost Estimate:	\$56,186
2013 TIP:	\$1,170		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	34	15	0	0	0	0	0	0	49
3-South King	199	88	0	0	0	0	0	0	287
5-Pierce	580	255	0	0	0	0	0	0	835
Total	813	357	0	0	0	0	0	0	1,170

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	187	76	0	0	0	0	0	0	263
20-Pre-Engineering/Env Review	626	172	0	0	0	0	0	0	798
90-Contingency	0	109	0	0	0	0	0	0	109
Total	813	357	0	0	0	0	0	0	1,170

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Medium
Budget Risk Level:	Low	2012 Budget Schedule:	2012
		2013 Budget Schedule:	2013

Project Risk Assessment

Schedule extended by three months into 2013 to afford local jurisdictions sufficient opportunity to review the draft report. Jurisdictional reviews have been completed and the report is being finalized.

300002

Eastside Rail Partnership

Managed by: PEPD

Scope: This project was planned to include a potential financial contribution by Sound Transit to a partnership that would operate passenger rail on the Eastside BNSF rail corridor, subject to completion of due diligence and Board review and approval. This project was suspended in the 2011 realignment.

Changes since 2012 budget: The project budget is being reduced to \$1K in historical administrative costs; \$1K in unspent budget is being defunded from the program.

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed: 1-Enter Project Development
 Baseline: -
 2012 TIP: \$2
 2013 TIP: \$1

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate: \$55,146
 2012 Cost Estimate: \$2
 2013 Cost Estimate: \$2

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	1	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	1

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	1

Budget Risk Assessment

Estimate Type: Fixed Contribution
 Budget Risk Level: Low

Schedule Risk Assessment

Schedule Risk Level: Low
 2012 Budget Schedule: 2011
 2013 Budget Schedule: 2011

Project Risk Assessment

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 since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	2-Identify Alternatives
Baseline:	-
2012 TIP:	\$6,912
2013 TIP:	\$6,912

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	\$152,713
2012 Cost Estimate:	\$152,119
2013 Cost Estimate:	\$152,119

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	85	513	498	83	0	0	0	0	871
5-Pierce	561	2,905	1,795	471	0	0	0	0	6,041
Total	646	3,418	2,293	554	0	0	0	0	6,912

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	97	242	311	146	0	0	0	0	796
20-Pre-Engineering/Env Review	548	3,071	1,858	339	0	0	0	0	5,816
40-ROW Acquisition & Permits	1	105	125	69	0	0	0	0	300
Total	646	3,418	2,293	554	0	0	0	0	6,912

Budget Risk Assessment

Estimate Type:	PE / ED
Budget Risk Level:	High

Schedule Risk Assessment

Schedule Risk Level:	High
2012 Budget Schedule:	2015
2013 Budget Schedule:	2015

Project Risk Assessment

Yard and Shop Facility requirements have not been defined and may be subject to jurisdictional requirements presenting potential budget and schedule risk.

300017**Puyallup Station Improvements****Managed by: PEPD**

Scope: Preliminary engineering for station access improvements identified through the Station Access and Demand Study (Project 300001). Improvements may include additional parking facilities, pedestrian access improvements, bicycle facilities including bicycle lane or path improvements within one half mile of the station, secure bicycle storage, additional bus/transfer facilities within the station, transit speed and reliability improvements on routes connecting to the station, expanded or new kiss-and-ride facilities at the station, and off-site parking along an existing bus route that connects frequently (20-minute or less headway) to the station at peak periods. The final project scope is dependent upon Sound Transit Board approval at the conclusion of the Sounder Station Access & Demand Study.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	1-Enter Project Development
Baseline:	-
2012 TIP:	\$578
2013 TIP:	\$578

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	\$61,865
2012 Cost Estimate:	\$52,372
2013 Cost Estimate:	\$52,372

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	12	281	285	0	0	0	0	0	578
Total	12	281	285	0	0	0	0	0	578

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	12	42	69	0	0	0	0	0	124
20-Pre-Engineering/Env Review	0	239	215	0	0	0	0	0	454
Total	12	281	285	0	0	0	0	0	578

Budget Risk Assessment

Estimate Type:	Planning
Budget Risk Level:	Medium

Schedule Risk Assessment

Schedule Risk Level:	Medium
2012 Budget Schedule:	2013
2013 Budget Schedule:	2014

Project Risk Assessment

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

300018**Sumner Station Improvements****Managed by: PEPD**

Scope: Preliminary engineering for station access improvements identified through the Station Access and Demand Study (Project 300001). Improvements may include additional parking facilities, pedestrian access improvements, bicycle facilities including bicycle lane or path improvements within one half mile of the station, secure bicycle storage, additional bus/transfer facilities within the station, transit speed and reliability improvements on routes connecting to the station, expanded or new kiss-and-ride facilities at the station, and off-site parking along an existing bus route that connects frequently (20-minute or less headway) to the station at peak periods. The final project scope is dependent upon Sound Transit Board approval at the conclusion of the Sounder Station Access & Demand Study.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	1-Enter Project Development	2008 Cost Estimate:	\$44,256
Baseline:	-	2012 Cost Estimate:	\$37,384
2012 TIP:	\$578	2013 Cost Estimate:	\$37,384
2013 TIP:	\$578		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	11	281	285	0	0	0	0	0	578
Total	11	281	285	0	0	0	0	0	578

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	11	42	70	0	0	0	0	0	124
20-Pre-Engineering/Env Review	0	239	215	0	0	0	0	0	454
Total	11	281	285	0	0	0	0	0	578

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2012 Budget Schedule:	2013
		2013 Budget Schedule:	2014

Project Risk Assessment

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

300019

Lakewood Station Improvements

Managed by: PEPD

Scope: Sound Transit is providing financial support to the city of Lakewood for the construction of a pedestrian bridge connecting the community to the northwest of Lakewood Station with the station. 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. Sound Transit's contribution for this portion of the project is capped.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	Pending	2008 Cost Estimate:	\$41,632
Baseline:	-	2012 Cost Estimate:	\$35,334
2012 TIP:	\$1,155	2013 Cost Estimate:	\$35,334
2013 TIP:	\$1,155		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	13	1,142	0	0	0	0	0	0	1,155
Total	13	1,142	0	0	0	0	0	0	1,155

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	13	42	0	0	0	0	0	0	55
35-Third Parties	0	1,000	0	0	0	0	0	0	1,000
90-Contingency	0	100	0	0	0	0	0	0	100
Total	13	1,142	0	0	0	0	0	0	1,155

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Fixed Contribution	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2013
		2013 Budget Schedule:	2013

Project Risk Assessment

300021

Reservation Junction Track & Signal

Managed by: DECM

Scope: This project entails 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 conceptual engineering. The results of this effort will be used to inform preliminary engineering, validate ST2 cost estimate assumptions, and explore constructability issues such as construction sequencing to minimize the potential for the project to disrupt Sounder service.

Changes since 2012 budget: New project being funded with ST2 funds.

Board Approved Capital Budget (in YOE dollars)			
Phase Gate Passed:	Gate 1-Enter Project Development		
Baseline:	-		
2012 TIP:	\$0		
2013 TIP:	\$1,870		

ST2 Total Project Cost Estimate (in 2012 dollars)			
2008 Cost Estimate:	\$68,246		
2012 Cost Estimate:	\$57,763		
2013 Cost Estimate:	\$57,763		

TIP Cashflow (in thousands)									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	0	655	1,215	0	0	0	0	0	1,870
Total	0	655	1,215	0	0	0	0	0	1,870
Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	0	124	229	0	0	0	0	0	353
20-Pre-Engineering/Env Review	0	531	986	0	0	0	0	0	1,517
Total	0	655	1,215	0	0	0	0	0	1,870

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

Schedule Risk Assessment	
Schedule Risk Level:	Low
2012 Budget Schedule:	NA
2013 Budget Schedule:	2013

Project Risk Assessment	

3x101

Willow Creek Env. Mitigation

Managed by: DECM

Scope: Project has been completed.

Changes since 2012 budget: \$20K in project savings is being defunded from the program.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	None	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$854	2013 Cost Estimate:	N/A
2013 TIP:	\$834		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	833	1	0	0	0	0	0	0	834
Total	833	1	0	0	0	0	0	0	834

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	52	1	0	0	0	0	0	0	53
30-Final Design & Specification	121	0	0	0	0	0	0	0	121
50-Construction	660	0	0	0	0	0	0	0	660
Total	833	1	0	0	0	0	0	0	834

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2010
		2013 Budget Schedule:	2010

Project Risk Assessment

3x130

M St-Lakewood Track & Signal

Managed by: DECM

Scope: In 2010 Sound Transit completed reconstruction of approximately seven miles of rail track between M Street in Tacoma and Lakewood. Remaining project elements include restoration of the 66th Street Bridge and installation of the Centralized Train Control system. Commuter rail service will begin in 2012 following completion of the D Street to M Street Track and Signal project (Project 3x135).

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$78,630
2012 TIP:	\$81,542
2013 TIP:	\$81,542

ST2 Total Project Cost Estimate (in 2012 dollars)	
2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	80,296	1,246	0	0	0	0	0	0	81,542
Total	80,296	1,246	0	0	0	0	0	0	81,542

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	3,629	140	0	0	0	0	0	0	3,768
20-Pre-Engineering/Env Review	1,496	0	0	0	0	0	0	0	1,496
30-Final Design & Specification	2,982	32	0	0	0	0	0	0	3,014
40-ROW Acquisition & Permits	12,767	207	0	0	0	0	0	0	12,974
50-Construction	50,469	750	0	0	0	0	0	0	51,219
55-Construction Services	0	33	0	0	0	0	0	0	33
70-Vehicles	8,953	0	0	0	0	0	0	0	8,953
80-System Testing & Startup	0	84	0	0	0	0	0	0	84
Total	80,296	1,246	0	0	0	0	0	0	81,542

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

Schedule Risk Assessment	
Schedule Risk Level:	Low
2012 Budget Schedule:	2010
2013 Budget Schedule:	2010

Project Risk Assessment

3x131

Permitting/Env. Mitigation

Managed by: DECM

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 on-going construction of the Christofferson fill pad.

Changes since 2012 budget: This project will be closed out following completion of the Christofferson fill pad; \$163K is being transferred to a new project for continuing environmental mitigation monitoring and maintenance obligations associated with other mitigation efforts performed under this project.

Board Approved Capital Budget (in YOY dollars)

Phase Gate Passed:	None
Baseline:	-
2012 TIP:	\$6,679
2013 TIP:	\$6,516

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	4,537	1,979	0	0	0	0	0	0	6,516
Total	4,537	1,979	0	0	0	0	0	0	6,516

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	507	56	0	0	0	0	0	0	563
20-Pre-Engineering/Env Review	1,007	64	0	0	0	0	0	0	1,071
30-Final Design & Specification	153	266	0	0	0	0	0	0	419
40-ROW Acquisition & Permits	1,348	113	0	0	0	0	0	0	1,461
50-Construction	1,521	1,480	0	0	0	0	0	0	3,001
Total	4,537	1,979	0	0	0	0	0	0	6,516

Budget Risk Assessment

Estimate Type:	Final Design
Budget Risk Level:	Low

Schedule Risk Assessment

Schedule Risk Level:	Medium
2012 Budget Schedule:	2015
2013 Budget Schedule:	2013

Project Risk Assessment

3x135

D St - M St Track & Signal

Managed by: DECM

Scope: Sound Transit is nearing completion of construction of a rail connection between the Tacoma Dome Station and the Sound Transit railroad right-of-way (the Lakeview Subdivision Line). Project elements have included 1.4 miles of track work, rail bridge over Pacific Avenue, roadway reconstruction, utility relocations, and centralized traffic control for the rail line. Upon completion of construction Sounder service between Lakewood and Tacoma will commence in October 2012.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$161,581
2012 TIP:	\$161,281
2013 TIP:	\$161,281

ST2 Total Project Cost Estimate (in 2012 dollars)	
2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	150,719	2,763	7,799	0	0	0	0	0	161,281
Total	150,719	2,763	7,799	0	0	0	0	0	161,281

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	8,339	735	532	0	0	0	0	0	9,606
20-Pre-Engineering/Env Review	1,731	0	3	0	0	0	0	0	1,734
30-Final Design & Specification	16,920	100	1,592	0	0	0	0	0	18,612
35-Third Parties	595	30	220	0	0	0	0	0	846
40-ROW Acquisition & Permits	41,977	80	1,572	0	0	0	0	0	43,629
50-Construction	67,181	621	3,879	0	0	0	0	0	71,682
55-Construction Services	5,022	1,196	0	0	0	0	0	0	6,218
70-Vehicles	8,953	0	0	0	0	0	0	0	8,953
Total	150,719	2,763	7,799	0	0	0	0	0	161,281

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

Schedule Risk Assessment	
Schedule Risk Level:	Low
2012 Budget Schedule:	2012
2013 Budget Schedule:	2013

Project Risk Assessment

Construction resequencing and acceleration to achieve planned start of revenue service present schedule and budget risks.

3x140

Layover

Managed by: DECM

Scope: Layover is a systemwide component of the Sounder commuter rail program. It includes storage tracks and facilities for layover of trains at Seattle, Everett, Tacoma, and Lakewood. The costs and budget are allocated to three subareas based on track miles. Storage track and light maintenance facilities have been constructed in Seattle and Everett; storage tracks have been installed in Lakewood; construction of light maintenance facilities in Lakewood is scheduled to begin later in 2012 and complete in 2013.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	6-Proceed to Construction		
Baseline:	\$33,947	2008 Cost Estimate:	N/A
2012 TIP:	\$33,947	2012 Cost Estimate:	N/A
2013 TIP:	\$33,947	2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	4,613	1,222	0	0	0	0	0	0	5,835
3-South King	9,702	4,021	0	0	0	0	0	0	13,723
5-Pierce	11,202	3,186	0	0	0	0	0	0	14,389
Total	25,517	8,430	0	0	0	0	0	0	33,947

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	917	234	0	0	0	0	0	0	1,151
20-Pre-Engineering/Env Review	268	0	0	0	0	0	0	0	268
30-Final Design & Specification	1,462	134	0	0	0	0	0	0	1,596
40-ROW Acquisition & Permits	1,249	4,093	0	0	0	0	0	0	5,343
50-Construction	21,621	3,538	0	0	0	0	0	0	25,159
55-Construction Services	0	431	0	0	0	0	0	0	431
Total	25,517	8,430	0	0	0	0	0	0	33,947

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2012
		2013 Budget Schedule:	2013

Project Risk Assessment

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 is scheduled to begin in 2013.

Changes since 2012 budget: Project lifetime budget is being increased by \$7.2M for additional design services and increases in ROW acquisition and construction costs.

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	6-Proceed to Construction
Baseline:	\$18,313
2012 TIP:	\$11,131
2013 TIP:	\$18,313

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	2,480	4,338	10,010	1,486	0	0	0	0	18,313
Total	2,480	4,338	10,010	1,486	0	0	0	0	18,313

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	347	402	329	50	0	0	0	0	1,128
30-Final Design & Specification	1,765	256	426	0	0	0	0	0	2,447
35-Third Parties	0	247	0	0	0	0	0	0	247
40-ROW Acquisition & Permits	360	350	2,877	0	0	0	0	0	3,588
50-Construction	8	2,572	5,275	1,185	0	0	0	0	9,040
55-Construction Services	0	510	1,101	251	0	0	0	0	1,863
Total	2,480	4,338	10,010	1,486	0	0	0	0	18,313

Budget Risk Assessment

Estimate Type:	Final Design
Budget Risk Level:	Medium

Schedule Risk Assessment

Schedule Risk Level:	Medium
2012 Budget Schedule:	2013
2013 Budget Schedule:	2014

Project Risk Assessment

Construction will be taking place within an active rail corridor; contractor productivity will be limited by freight and passenger train traffic presenting budget and schedule risks.

3x209

Edmonds Station

Managed by: DECM

Scope: Project is in service; pending closeout.

Changes since 2012 budget: \$670K in savings is being defunded from the program.

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	7-Transition to Operations
Baseline:	\$12,929
2012 TIP:	\$11,549
2013 TIP:	\$10,879

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	\$24,713
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	10,793	86	0	0	0	0	0	0	10,879
Total	10,793	86	0	0	0	0	0	0	10,879

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	881	0	0	0	0	0	0	0	881
20-Pre-Engineering/Env Review	703	0	0	0	0	0	0	0	703
30-Final Design & Specification	1,212	0	0	0	0	0	0	0	1,212
40-ROW Acquisition & Permits	2,705	0	0	0	0	0	0	0	2,705
50-Construction	5,292	86	0	0	0	0	0	0	5,378
Total	10,793	86	0	0	0	0	0	0	10,879

Budget Risk Assessment

Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment

Schedule Risk Level:	Low
2012 Budget Schedule:	2011
2013 Budget Schedule:	2011

Project Risk Assessment

3x236

Tukwila Station

Managed by: DECM

Scope: Sounder service to Tukwila is currently supported by a temporary station boarding area. Construction of a permanent station is scheduled to begin in 2013.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	6-Proceed to Construction
Baseline:	\$45,969
2012 TIP:	\$45,969
2013 TIP:	\$45,969

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	\$38,502
2012 Cost Estimate:	\$34,914
2013 Cost Estimate:	\$34,914

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	15,325	11,035	16,065	3,544	0	0	0	0	45,969
Total	15,325	11,035	16,065	3,544	0	0	0	0	45,969

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	921	550	730	573	0	0	0	0	2,773
20-Pre-Engineering/Env Review	1,101	0	0	0	0	0	0	0	1,101
30-Final Design & Specification	3,912	120	649	43	0	0	0	0	4,724
40-ROW Acquisition & Permits	8,665	150	2,194	0	0	0	0	0	11,009
50-Construction	690	9,575	11,347	2,668	0	0	0	0	24,281
55-Construction Services	37	640	1,145	260	0	0	0	0	2,081
Total	15,325	11,035	16,065	3,544	0	0	0	0	45,969

Budget Risk Assessment

Estimate Type:	Final Design
Budget Risk Level:	Low

Schedule Risk Assessment

Schedule Risk Level:	Medium
2012 Budget Schedule:	2013
2013 Budget Schedule:	2014

Project Risk Assessment

Project being completed along active railway; coordination with utility providers and freight operators may present schedule risk.

3x251

South Tacoma Station

Managed by: DECM

Scope: Project is in service. Limited construction activities to coincide with the start of Sounder service to South Tacoma and Lakewood in late 2012.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	7-Transition to Operations
Baseline:	\$17,115
2012 TIP:	\$15,728
2013 TIP:	\$15,728

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	15,606	122	0	0	0	0	0	0	15,728
Total	15,606	122	0	0	0	0	0	0	15,728

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1,605	0	0	0	0	0	0	0	1,594
20-Pre-Engineering/Env Review	542	0	0	0	0	0	0	0	542
30-Final Design & Specification	1,238	0	0	0	0	0	0	0	1,238
40-ROW Acquisition & Permits	2,367	0	0	0	0	0	0	0	2,367
50-Construction	9,854	122	0	0	0	0	0	0	9,987
Total	15,606	122	0	0	0	0	0	0	15,728

Budget Risk Assessment

Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment

Schedule Risk Level:	Low
2012 Budget Schedule:	2009
2013 Budget Schedule:	2009

Project Risk Assessment

3x253

Lakewood Station

Managed by: DECM

Scope: Project is in service. Limited close out construction activities and signage installation to coincide with the start up of Sounder Service to Lakewood in 2012.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	7-Transition to Operations
Baseline:	\$32,920
2012 TIP:	\$29,197
2013 TIP:	\$29,197

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	29,184	13	0	0	0	0	0	0	29,197
Total	29,184	13	0	0	0	0	0	0	29,197

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	2,346	13	0	0	0	0	0	0	2,359
20-Pre-Engineering/Env Review	1,347	0	0	0	0	0	0	0	1,347
30-Final Design & Specification	2,075	0	0	0	0	0	0	0	2,075
40-ROW Acquisition & Permits	4,395	0	0	0	0	0	0	0	4,395
50-Construction	19,020	1	0	0	0	0	0	0	19,020
Total	29,184	13	0	0	0	0	0	0	29,197

Budget Risk Assessment

Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment

Schedule Risk Level:	Low
2012 Budget Schedule:	2008
2013 Budget Schedule:	2008

Project Risk Assessment

3x510

Sounder South Expanded Service

Managed by: DECM

Scope: Sound Transit has purchased 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.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)	
Phase Gate Passed:	4-Enter Final Design
Baseline:	-
2012 TIP:	\$193,968
2013 TIP:	\$193,968

ST2 Total Project Cost Estimate (in 2012 dollars)	
2008 Cost Estimate:	\$151,364
2012 Cost Estimate:	\$166,947
2013 Cost Estimate:	\$166,947

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	143,246	50,722	0	0	0	0	0	0	193,968
Total	143,246	50,722	0	0	0	0	0	0	193,968

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	850	4,799	0	0	0	0	0	0	5,650
20-Pre-Engineering/Env Review	240	767	0	0	0	0	0	0	1,007
30-Final Design & Specification	0	400	0	0	0	0	0	0	400
35-Third Parties	0	5	0	0	0	0	0	0	5
40-ROW Acquisition & Permits	142,156	44,329	0	0	0	0	0	0	186,485
90-Contingency	0	421	0	0	0	0	0	0	421
Total	143,246	50,722	0	0	0	0	0	0	193,968

Budget Risk Assessment	
Estimate Type:	Final Design
Budget Risk Level:	High

Schedule Risk Assessment	
Schedule Risk Level:	Medium
2012 Budget Schedule:	2013
2013 Budget Schedule:	2013

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.

7x755

Sounder ST2 Fleet Expansion

Managed by: Operations

Scope: Fleet expansion to add additional trips between Seattle and Lakewood including three locomotives and up to seventeen coaches and cab cars. The number of coaches and cab cars that will be procured will be refined based on ridership trends and forecasts. Three locomotives were ordered from Motive Power, Inc. and will be delivered in 2013.

Changes since 2012: None

Board Approved Capital Budget (in YOE dollars)		Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	Voter Approved Program:	
Baseline:	-	2008 Cost Estimate:	\$35,294
2012 TIP:	\$16,296	2012 Cost Estimate:	\$29,149
2013 TIP:	\$16,296	2013 Cost Estimate:	\$29,149

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	6,899	4,196	5,201	0	0	0	0	0	16,296
Total	6,899	4,196	5,201	0	0	0	0	0	16,296

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
20-Pre-Engineering/Env Review	0	150	100	0	0	0	0	0	250
70-Vehicles	6,899	4,046	5,101	0	0	0	0	0	16,046
Total	6,899	4,196	5,201	0	0	0	0	0	16,296

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2012 Budget Schedule:
	2013 Budget Schedule:

Project Risk Assessment

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System Expansion – Regional Express

The Regional Express program consists of 23 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 2013 TIP includes funds to continue infrastructure development to support ST Express bus services, which began service in 1999 and now carries around 13.8 million passengers a year. Remaining program elements include Stage 3 of the I-90 Two-Way Transit and HOV Operations project, the ST Express Bus Base, and a number of other projects led by third parties that we support financially.

TIP Highlights

The 2013 TIP includes budgets for the following elements of the Regional Express program including:

- Design the 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.
- Conduct environmental analysis and preliminary engineering for the ST Express Bus Base.
- Advance Mid-Day Bus Storage through final design.
- Continue to contribute to transit improvement projects led by third parties in Kirkland and Renton.

BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
S. Everett Freeway Station	Transfer	Baseline	Move to the new environmental mitigation monitoring and maintenance project.	(\$13)
S. Everett Freeway Station*	Defunded	Baseline	Project completed preparing for closeout	(\$116)
I-90 Two Way Transit and HOV Ops Stage 1	Transfer	Baseline	Move to the new environmental mitigation monitoring and maintenance project. Increase reflects final costs to close out project	\$54
I-90 Two Way Transit and HOV Ops Stage 1***	Transfer	Baseline	Project in service preparing for closeout.	(\$1,446)
I-90 Two Way Transit and HOV Ops Stage 2***	Transfer	Baseline	Project in service preparing for closeout.	(\$8,855)
Ash Way Transit Access/164th SW	Transfer	Baseline	Move to the new environmental mitigation monitoring and maintenance project.	(\$74)
Ash Way Transit Access/164th SW*	Defunded	Baseline	Project in service preparing for closeout.	(\$229)

Project	Reason	Budget Type	Explanation	Change
Federal Way HOV Access/S 317th**	Defunded	Baseline	Project in service preparing for closeout.	(\$5)
Canyon Park Freeway Station***	Transfer	Baseline	Project in service preparing for closeout.	(\$12)
Issaquah Transit Center	Transfer	Baseline	Move to the new environmental mitigation monitoring and maintenance project.	(\$38)
Totem Lake Freeway Station	Transfer	Baseline	Move to the new environmental mitigation monitoring and maintenance project.	(\$35)
Totem Lake Transit Center ***	Transfer	Baseline	Project in service preparing for closeout.	(\$9)
Newcastle Transit Improvements***	Transfer	Baseline	Project in service preparing for closeout.	(\$12)
Mercer Island Park & Ride***	Transfer	Baseline	Project in service preparing for closeout.	(\$0.6)
SR 522 HOV Enhancements/ Bothell***	Transfer	Baseline	Project in service preparing for closeout.	(\$293)
Burien Transit Center Parking Expansion**	Defunded	Baseline	Project in service preparing for closeout.	(\$443)
Regional Express Program Reserve	Transfer	Reserve	Savings from completed projects.	\$10,562

* Sound Transit completed these Regional Express projects for less than was budgeted. The remaining budget will be defunded from the Regional Express program for Snohomish County.

** Sound Transit completed these Regional Express projects for less than was budgeted. The remaining budget will be defunded from the Regional Express program for South King County.

*** Sound Transit completed these Regional Express projects for less than was budgeted. The remaining budget will be deposited into the East King County Program Reserve.

SCHEDULE CHANGES

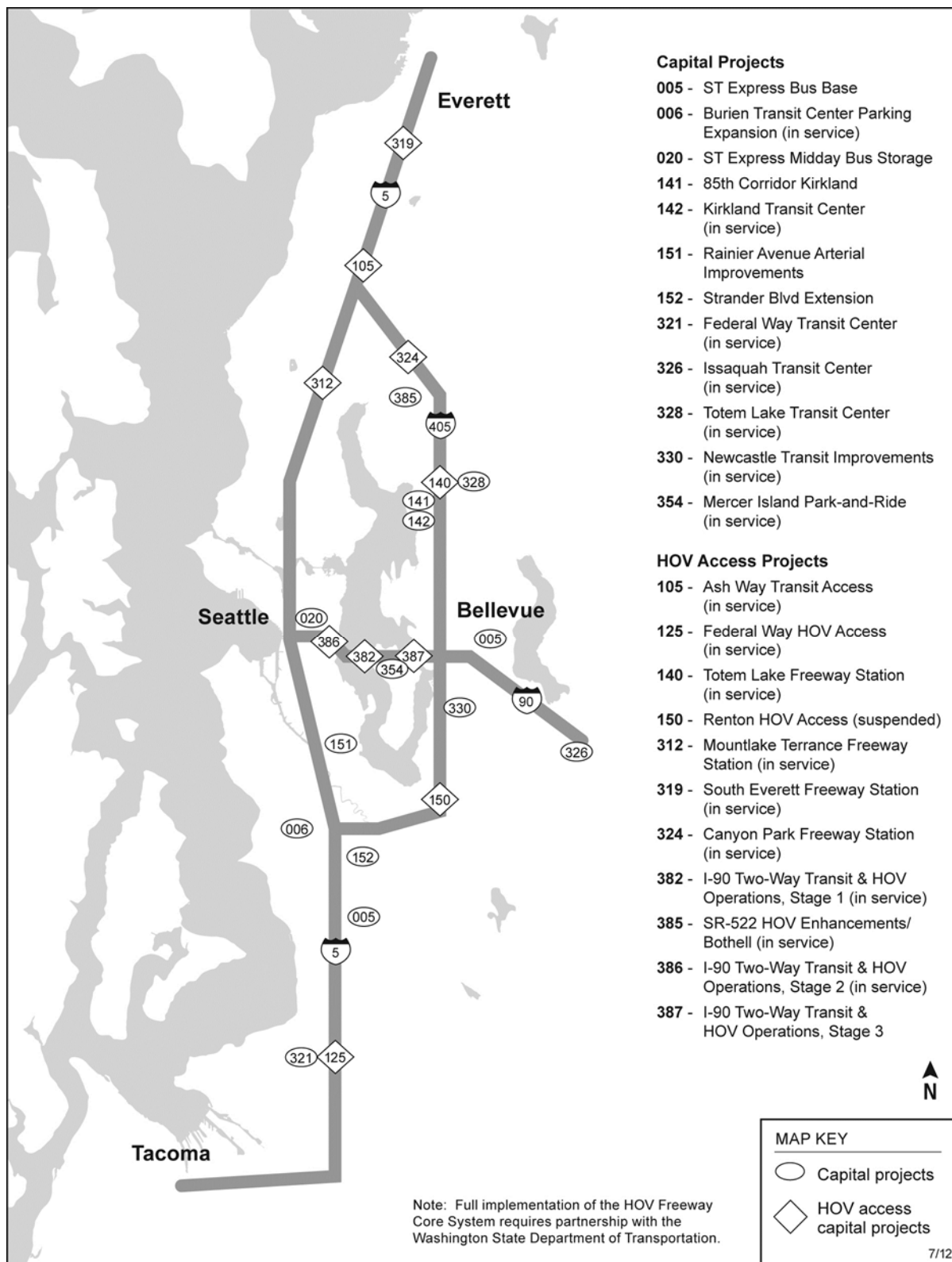
Project	Schedule Type	Explanation	Old Date	New Date
Kirkland Transit Center	Completion & Closeout	Intersection and signal improvements initiated following completion of Transit Center.	Q4 2011	Q4 2013
Mountlake Terrace Freeway Station	Completion & Closeout	Station improvements to improve operations efficiencies.	Q4 2011	Q1 2013
I-90 Two Way Transit and HOV Operations Stage 3	Completion	Additional design efforts required for tunnel fire and life safety project elements. Project not yet baselined and new date anticipates extending completion.	Q4 2014	Q3 2016
ST Express Bus Base	Preliminary Engineering	Availability of consultant resources delayed advancing planning studies.	Q4 2013	Q4 2014

Project Closures

The following projects are complete and are being closed out:

- Burien TC Parking Expansion.
- Ash Way Transit Access.
- Federal Way HOV Access/South 317th.
- Totem Lake Transit Center.
- Newcastle Transit Improvements.
- Mercer Island Park & Ride.
- SR522 HOV Enhancements/Bothell.

REGIONAL EXPRESS CAPITAL PROJECTS



2013 TIP Cashflow by Budget Approval

System Expansion (in thousands)

Regional Express		Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Project Number and Name										
Preliminary Engineering										
500005	ST Express Bus Base	842	2,527	2,101	0	0	0	0	0	5,469
Final Design & ROW										
500020	ST Express Mid-Day Bus Storage	288	489	0	0	0	0	0	0	777
5x387	I-90 2-Way Tran & HOV Op, St 3	3,337	12,522	10,744	37,128	490	0	0	0	64,222
Subtotal:		3,626	13,011	10,744	37,128	490	0	0	0	64,999
Baseline										
500006	Burien TC Parking Expansion	14,732	0	0	0	0	0	0	0	14,732
5x105	Ash Way Transit Access	18,630	4	0	0	0	0	0	0	18,634
5x125	Federal Way HOV Access/S 317th	28,747	26	0	0	0	0	0	0	28,774
5x140	Totem Lake Freeway Station	73,059	501	0	0	0	0	0	0	73,561
5x141	85th Corridor, Kirkland	3,479	2,069	467	0	0	0	0	0	6,015
5x142	Kirkland Transit Center/3rd	10,380	580	0	0	0	0	0	0	10,959
5x150	Renton HOV Access/N 8th	4,505	0	0	0	0	0	0	0	4,505
5x151	Rainier Avenue Arterial Imp.	9,925	5,792	0	0	0	0	0	0	15,717
5x152	Strander Boulevard Extension	1,693	2,527	0	0	0	0	0	0	4,219
5x312	Mountlake Terrace Freeway Sta.	28,337	4,080	0	0	0	0	0	0	32,417
5x319	S Everett Freeway Station	28,206	153	0	0	0	0	0	0	28,358
5x321	Federal Way Transit Center	37,895	1,559	0	0	0	0	0	0	39,455
5x324	Canyon Park Freeway Station	9,724	37	0	0	0	0	0	0	9,761
5x326	Issaquah Transit Center/SR900	28,935	27	0	0	0	0	0	0	28,962
5x328	Totem Lake Transit Center	6,259	0	0	0	0	0	0	0	6,259
5x330	Newcastle Transit Improvements	4,127	0	0	0	0	0	0	0	4,127
5x354	Mercer Island Park & Ride	13,995	0	0	0	0	0	0	0	13,995
5x382	I-90 2-Way Tran & HOV Op, St 1	23,347	32	69	0	0	0	0	0	23,448
5x385	SR522 HOV Enhancements/Bothell	8,242	4	0	0	0	0	0	0	8,246
5x386	I-90 2-Way Tran & HOV Op, St 2	22,481	348	0	0	0	0	0	0	22,828
Subtotal:		376,697	17,740	535	0	0	0	0	0	394,972
Reserve										
5x999	Regional Express Program Reserve	0	0	0	0	25,761	0	0	0	25,761
Subtotal:		0	0	0	0	25,761	0	0	0	25,761
Grand Total:		\$381,165	\$33,277	\$13,380	\$37,128	\$26,251	\$0	\$0	\$0	\$491,202

System Expansion

2013 TIP Cashflow by Subarea (in thousands)

Regional Express Bus

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	75,324	4,690	376	0	0	0	0	0	80,389
3- South King	81,472	1,879	244	0	0	0	0	0	83,594
4- East King	223,879	25,614	12,257	37,128	26,251	0	0	0	325,129
5- Pierce	491	1,095	504	0	0	0	0	0	2,090
Total	\$381,165	\$33,277	\$13,380	\$37,128	\$26,251	\$0	\$0	\$0	\$491,202

2013 TIP Cashflow by Phase (in thousands)

Phase# and Description	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10 Agency Administration	23,828	2,108	844	840	490	0	0	0	28,109
20 Pre-Engineering/Env Review	34,554	2,257	1,880	0	0	0	0	0	38,691
30 Final Design & Specification	32,413	12,134	10,016	0	0	0	0	0	54,563
35 Third Parties	14,730	0	0	0	0	0	0	0	14,730
40 ROW Acquisition & Permits	17,037	454	109	0	0	0	0	0	17,600
50 Construction	258,603	15,948	106	0	0	0	0	0	274,657
55 Construction Services	0	0	0	0	0	0	0	0	0
90 Contingency	0	377	425	36,288	25,761	0	0	0	62,852
Total	\$381,165	\$33,277	\$13,380	\$37,128	\$26,251	\$0	\$0	\$0	\$491,202

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 since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	1-Enter Project Development	2008 Cost Estimate:	\$176,818
Baseline:	-	2012 Cost Estimate:	\$171,134
2012 TIP:	\$5,469	2013 Cost Estimate:	\$171,134
2013 TIP:	\$5,469		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	151	452	376	0	0	0	0	0	979
3-South King	98	293	244	0	0	0	0	0	634
4-East King	392	1,175	977	0	0	0	0	0	2,543
5-Pierce	202	606	504	0	0	0	0	0	1,313
Total	842	2,527	2,101	0	0	0	0	0	5,469

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	205	189	111	0	0	0	0	0	505
20-Pre-Engineering/Env Review	636	2,247	1,880	0	0	0	0	0	4,763
40-ROW Acquisition & Permits	1	91	109	0	0	0	0	0	201
Total	842	2,527	2,101	0	0	0	0	0	5,469

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2012 Budget Schedule:	2013
		2013 Budget Schedule:	2014

Project Risk Assessment

Uncertainties exist in siting, design, environmental, third party and jurisdictional requirements that present budget and schedule risks. The schedule for completing preliminary design has been extended to 2014 to ensure availability of consultant resources required to complete the project.

500006

Burien TC Parking Expansion

Managed by: PEPD

Scope: In partnership with King County Metro and the City of Burien, Sound Transit financially supported expansion of the Burien Transit Center parking facility. Sound Transit's contribution was fixed; the project has been completed.

Changes since 2012 budget: \$443K in project savings is being defunded from the program.

Board Approved Capital Budget (in YOY dollars)	
Phase Gate Passed:	5-Establish Baseline
Baseline:	\$15,175
2012 TIP:	\$15,175
2013 TIP:	\$14,732

ST2 Total Project Cost Estimate (in 2012 dollars)	
2008 Cost Estimate:	\$15,336
2012 Cost Estimate:	\$15,336
2013 Cost Estimate:	\$15,336

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	14,732	0	0	0	0	0	0	0	14,732
Total	14,732	0	0	0	0	0	0	0	14,732

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	2	0	0	0	0	0	0	0	2
35-Third Parties	14,730	0	0	0	0	0	0	0	14,730
Total	14,732	0	0	0	0	0	0	0	14,732

Budget Risk Assessment	
Estimate Type:	Fixed Contribution
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2012 Budget Schedule:	2011
2013 Budget Schedule:	2011

Project Risk Assessment

500020

ST Express Mid-Day Bus Storage

Managed by: DECM

Scope: The ST Express Midday Bus Storage Project will replace temporary bus storage at the Link Operations Maintenance Facility (OMF) 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 U-Link light rail extension.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	4-Enter Final Design
Baseline:	-
2012 TIP:	\$777
2013 TIP:	\$777

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	N/A
2012 Cost Estimate:	\$768
2013 Cost Estimate:	\$768

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	288	489	0	0	0	0	0	0	777
Total	288	489	0	0	0	0	0	0	777

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	58	39	0	0	0	0	0	0	97
20-Pre-Engineering/Env Review	230	10	0	0	0	0	0	0	240
30-Final Design & Specification	0	390	0	0	0	0	0	0	390
40-ROW Acquisition & Permits	1	50	0	0	0	0	0	0	50
Total	288	489	0	0	0	0	0	0	777

Budget Risk Assessment

Estimate Type:	PE/ED
Budget Risk Level:	Low

Schedule Risk Assessment

Schedule Risk Level:	Low
2012 Budget Schedule:	2014
2013 Budget Schedule:	2014

Project Risk Assessment

5x105

Ash Way Transit Access

Managed by: DECM

Scope: Project is in service; closeout pending.

Changes since 2012 budget: This project is being closed out, \$74K is being transferred to a new project for continuing environmental mitigation monitoring, and maintenance obligations associated with the project. \$229K in project savings is being defunded from the program.

Board Approved Capital Budget (in YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$18,428
2012 TIP:	\$18,937
2013 TIP:	\$18,634

ST2 Total Project Cost Estimate (in 2012 dollars)	
2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	18,630	4	0	0	0	0	0	0	18,634
Total	18,630	4	0	0	0	0	0	0	18,634

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	796	0	0	0	0	0	0	0	796
20-Pre-Engineering/Env Review	1,144	0	0	0	0	0	0	0	1,144
30-Final Design & Specification	1,639	0	0	0	0	0	0	0	1,639
50-Construction	15,051	4	0	0	0	0	0	0	15,056
Total	18,630	4	0	0	0	0	0	0	18,634

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

Schedule Risk Assessment	
Schedule Risk Level:	Low
2012 Budget Schedule:	2005
2013 Budget Schedule:	2005

Project Risk Assessment

5x125

Federal Way HOV Access/S 317th

Managed by: DECM

Scope: Project is in service.

Changes since 2012 budget: \$5K in project savings is being defunded from the program.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$32,618	2012 Cost Estimate:	N/A
2012 TIP:	\$28,779	2013 Cost Estimate:	N/A
2013 TIP:	\$28,774		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	28,747	26	0	0	0	0	0	0	28,774
Total	28,747	26	0	0	0	0	0	0	28,774

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1,645	0	0	0	0	0	0	0	1,645
20-Pre-Engineering/Env Review	2,396	0	0	0	0	0	0	0	2,396
30-Final Design & Specification	1,833	0	0	0	0	0	0	0	1,833
40-ROW Acquisition & Permits	1,424	0	0	0	0	0	0	0	1,424
50-Construction	21,449	26	0	0	0	0	0	0	21,475
Total	28,747	26	0	0	0	0	0	0	28,774

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2006
		2013 Budget Schedule:	2006

Project Risk Assessment

5x140

Totem Lake Freeway Station

Managed by: DECM

Scope: Project is in service.

Changes since 2012 budget: This project is being closed out, \$35K is being transferred to a new project for continuing environmental mitigation monitoring, and maintenance obligations associated with the project.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$85,875	2012 Cost Estimate:	N/A
2012 TIP:	\$73,596	2013 Cost Estimate:	N/A
2013 TIP:	\$73,561		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	73,059	501	0	0	0	0	0	0	73,561
Total	73,059	501	0	0	0	0	0	0	73,561

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	4,346	11	0	0	0	0	0	0	4,357
20-Pre-Engineering/Env Review	6,283	0	0	0	0	0	0	0	6,283
30-Final Design & Specification	4,565	0	0	0	0	0	0	0	4,565
40-ROW Acquisition & Permits	1,849	0	0	0	0	0	0	0	1,849
50-Construction	56,016	390	0	0	0	0	0	0	56,406
90-Contingency	0	100	0	0	0	0	0	0	100
Total	73,059	501	0	0	0	0	0	0	73,561

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2007
		2013 Budget Schedule:	2007

Project Risk Assessment

5x141

85th Corridor, Kirkland

Managed by: DECM

Scope: Sound Transit is financially supporting the City of Kirkland with street widening, traffic signal and bus shelter installations, and sidewalk improvements at various intersections in Kirkland to enhance reliability and connections to transit. This project is being led by the city of Kirkland; funding of transit elements by Sound Transit is capped.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	5-Establish Baseline	2008 Cost Estimate:	N/A
Baseline:	\$6,015	2012 Cost Estimate:	N/A
2012 TIP:	\$6,015	2013 Cost Estimate:	N/A
2013 TIP:	\$6,015		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	3,479	2,069	467	0	0	0	0	0	6,015
Total	3,479	2,069	467	0	0	0	0	0	6,015

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	435	25	0	0	0	0	0	0	460
20-Pre-Engineering/Env Review	1,124	0	0	0	0	0	0	0	1,124
30-Final Design & Specification	554	0	0	0	0	0	0	0	554
40-ROW Acquisition & Permits	563	313	0	0	0	0	0	0	876
50-Construction	802	1,731	42	0	0	0	0	0	2,575
90-Contingency	0	0	425	0	0	0	0	0	425
Total	3,479	2,069	467	0	0	0	0	0	6,015

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Fixed Contribution	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2013
		2013 Budget Schedule:	2013

Project Risk Assessment

5x142

Kirkland Transit Center/3rd

Managed by: DECM

Scope: Under this project a new regional transit center was designed and constructed and placed into service 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 included a capped contribution for intersection improvements in the vicinity of the transit center to enhance bus service speed and reliability; these improvements are expected to be completed in 2013.

Change since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations		
Baseline:	\$13,300	2008 Cost Estimate:	N/A
2012 TIP:	\$10,959	2012 Cost Estimate:	N/A
2013 TIP:	\$10,959	2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	10,380	580	0	0	0	0	0	0	10,959
Total	10,380	580	0	0	0	0	0	0	10,959

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	888	35	0	0	0	0	0	0	923
20-Pre-Engineering/Env Review	1,154	0	0	0	0	0	0	0	1,154
30-Final Design & Specification	1,575	0	0	0	0	0	0	0	1,574
40-ROW Acquisition & Permits	187	0	0	0	0	0	0	0	187
50-Construction	6,576	268	0	0	0	0	0	0	6,843
90-Contingency	0	277	0	0	0	0	0	0	278
Total	10,380	580	0	0	0	0	0	0	10,959

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2011
		2013 Budget Schedule:	2013

Project Risk Assessment

5x150

Renton HOV Access/N 8th

Managed by: DECM

Scope: An HOV interchange on I-405 at North 8th Street was planned in partnership with WSDOT to include HOV direct-access to and from North 8th Street at I-405, and a "T" interchange to the center lanes of North 8th Street. This project was to be designed and constructed as part of the WSDOT I-405 widening construction project that has a significant funding shortfall. The project has been deferred until WSDOT funding becomes available.

Changes since 2012: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	None	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$4,505	2013 Cost Estimate:	N/A
2013 TIP:	\$4,505		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	4,505	0	0	0	0	0	0	0	4,505
Total	4,505	0	0	0	0	0	0	0	4,505

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1,596	0	0	0	0	0	0	0	1,596
20-Pre-Engineering/Env Review	2,870	0	0	0	0	0	0	0	2,870
30-Final Design & Specification	35	0	0	0	0	0	0	0	35
40-ROW Acquisition & Permits	4	0	0	0	0	0	0	0	4
Total	4,505	0	0	0	0	0	0	0	4,505

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	PE/ED	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	TBD
		2013 Budget Schedule:	TBD

Project Risk Assessment

5x151

Rainier Avenue Arterial Imp.

Managed by: DECM

Scope: Sound Transit is financially supporting the City of Renton with adding Business and Transit Access (BAT) Lanes, sidewalks, and medians on Hardie Avenue between Rainier Avenue and Sunset Boulevard. The project is being led by the City of Renton; Sound Transit's contribution to the city for the project is capped and includes funding for preliminary engineering, final design, right of way/permits and construction

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	5-Establish Baseline
Baseline:	\$15,675
2012 TIP:	\$15,717
2013 TIP:	\$15,717

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	9,925	5,792	0	0	0	0	0	0	15,717
Total	9,925	5,792	0	0	0	0	0	0	15,717

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	426	392	0	0	0	0	0	0	817
20-Pre-Engineering/Env Review	2,499	1	0	0	0	0	0	0	2,500
30-Final Design & Specification	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	2,500	5,400	0	0	0	0	0	0	7,900
Total	9,925	5,792	0	0	0	0	0	0	15,717

Budget Risk Assessment

Estimate Type:	Fixed Contribution
Budget Risk Level:	Low

Schedule Risk Assessment

Schedule Risk Level:	Low
2012 Budget Schedule:	2014
2013 Budget Schedule:	2014

Project Risk Assessment

5x152

Strander Boulevard Extension

Managed by: DECM

Scope: Sound Transit is financially supporting the City of Renton in extending Strander Boulevard 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 Tukwila Sounder Station.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	5-Establish Baseline		
Baseline:	\$4,208	2008 Cost Estimate:	N/A
2012 TIP:	\$4,219	2012 Cost Estimate:	N/A
2013 TIP:	\$4,219	2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	1,693	2,527	0	0	0	0	0	0	4,219
Total	1,693	2,527	0	0	0	0	0	0	4,219

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	21	198	0	0	0	0	0	0	219
30-Final Design & Specification	1,000	0	0	0	0	0	0	0	1,000
50-Construction	672	2,328	0	0	0	0	0	0	3,000
Total	1,693	2,527	0	0	0	0	0	0	4,219

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Fixed Contribution	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2013
		2013 Budget Schedule:	2013

Project Risk Assessment

5x312

Mountlake Terrace Freeway Sta.

Managed by: DECM

Scope: Project is in service; follow-on work to install a water well on the property to improve facility maintenance efficiencies is planned for late 2012.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	7-Transition to Operations
Baseline:	\$40,869
2012 TIP:	\$32,417
2013 TIP:	\$32,417

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	28,337	4,080	0	0	0	0	0	0	32,417
Total	28,337	4,080	0	0	0	0	0	0	32,417

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1,514	250	0	0	0	0	0	0	1,764
20-Pre-Engineering/Env Review	2,402	0	0	0	0	0	0	0	2,402
30-Final Design & Specification	3,275	0	0	0	0	0	0	0	3,275
40-ROW Acquisition & Permits	39	0	0	0	0	0	0	0	39
50-Construction	21,106	3,830	0	0	0	0	0	0	24,936
Total	28,337	4,080	0	0	0	0	0	0	32,417

Budget Risk Assessment

Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment

Schedule Risk Level:	Low
2012 Budget Schedule:	2011
2013 Budget Schedule:	2013

Project Risk Assessment

5x319

S Everett Freeway Station

Managed by: DECM

Scope: Project is in service.

Changes since 2012 budget: This project is being closed out, \$13K is being transferred to a new project for continuing environmental mitigation monitoring and maintenance obligations associated with the project. \$116K in project savings is being defunded from the program.

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	7-Transition to Operations
Baseline:	\$31,209
2012 TIP:	\$28,487
2013 TIP:	\$28,358

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	28,206	153	0	0	0	0	0	0	28,358
Total	28,206	153	0	0	0	0	0	0	28,358

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1,878	16	0	0	0	0	0	0	1,894
20-Pre-Engineering/Env Review	2,863	0	0	0	0	0	0	0	2,863
30-Final Design & Specification	2,328	0	0	0	0	0	0	0	2,328
40-ROW Acquisition & Permits	28	0	0	0	0	0	0	0	28
50-Construction	21,109	137	0	0	0	0	0	0	21,246
Total	28,206	153	0	0	0	0	0	0	28,358

Budget Risk Assessment

Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment

Schedule Risk Level:	Low
2012 Budget Schedule:	2008
2013 Budget Schedule:	2008

Project Risk Assessment

5x321

Federal Way Transit Center

Managed by: DECM

Scope: Project is in service. Mitigation monitoring is scheduled to be completed in 2012.

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	7-Transition to Operations
Baseline:	\$39,455
2012 TIP:	\$39,455
2013 TIP:	\$39,455

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	37,895	1,559	0	0	0	0	0	0	39,455
Total	37,895	1,559	0	0	0	0	0	0	39,455

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	2,372	54	0	0	0	0	0	0	2,426
20-Pre-Engineering/Env Review	1,553	0	0	0	0	0	0	0	1,553
30-Final Design & Specification	1,701	99	0	0	0	0	0	0	1,800
40-ROW Acquisition & Permits	6,541	0	0	0	0	0	0	0	6,541
50-Construction	25,729	1,406	0	0	0	0	0	0	27,135
Total	37,895	1,559	0	0	0	0	0	0	39,455

Budget Risk Assessment

Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment

Schedule Risk Level:	Low
2012 Budget Schedule:	2006
2013 Budget Schedule:	2006

Project Risk Assessment

5x324

Canyon Park Freeway Station

Managed by: DECM

Scope: Project is in service; closeout pending.

Changes since 2012 budget: Transferred \$12K in project savings to East King County program reserve.

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed: 7-Transition to Operations
 Baseline: \$9,132
 2012 TIP: \$9,773
 2013 TIP: \$9,761

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate: N/A
 2012 Cost Estimate: N/A
 2013 Cost Estimate: N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	9,724	37	0	0	0	0	0	0	9,761
Total	9,724	37	0	0	0	0	0	0	9,761

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	830	0	0	0	0	0	0	0	830
20-Pre-Engineering/Env Review	950	0	0	0	0	0	0	0	950
30-Final Design & Specification	1,127	0	0	0	0	0	0	0	1,127
40-ROW Acquisition & Permits	11	0	0	0	0	0	0	0	11
50-Construction	6,806	37	0	0	0	0	0	0	6,843
Total	9,724	37	0	0	0	0	0	0	9,761

Budget Risk Assessment

Estimate Type: Construction
 Budget Risk Level: Low

Schedule Risk Assessment

Schedule Risk Level: Low
 2012 Budget Schedule: 2007
 2013 Budget Schedule: 2007

Project Risk Assessment

5x326

Issaquah Transit Center/SR900

Managed by: DECM

Scope: Project is in service.

Changes since 2012 budget: This project is being closed out, \$38K is being transferred to a new project for continuing environmental mitigation monitoring, and maintenance obligations associated with the project.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$29,482	2012 Cost Estimate:	N/A
2012 TIP:	\$29,000	2013 Cost Estimate:	N/A
2013 TIP:	\$28,962		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	28,935	27	0	0	0	0	0	0	28,962
Total	28,935	27	0	0	0	0	0	0	28,962

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1,798	0	0	0	0	0	0	0	1,797
20-Pre-Engineering/Env Review	848	0	0	0	0	0	0	0	848
30-Final Design & Specification	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	23,244	27	0	0	0	0	0	0	23,271
Total	28,935	27	0	0	0	0	0	0	28,962

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2008
		2013 Budget Schedule:	2008

Project Risk Assessment

5x328

Totem Lake Transit Center

Managed by: DECM

Scope: Project is in service; closeout pending.

Changes since 2012 budget: Transferred \$9K in project savings to the East King County program reserves.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$13,243	2012 Cost Estimate:	N/A
2012 TIP:	\$6,267	2013 Cost Estimate:	N/A
2013 TIP:	\$6,259		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	6,259	0	0	0	0	0	0	0	6,259
Total	6,259	0	0	0	0	0	0	0	6,259

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	589	0	0	0	0	0	0	0	589
20-Pre-Engineering/Env Review	495	0	0	0	0	0	0	0	495
30-Final Design & Specification	133	0	0	0	0	0	0	0	133
40-ROW Acquisition & Permits	502	0	0	0	0	0	0	0	502
50-Construction	4,540	0	0	0	0	0	0	0	4,540
Total	6,259	0	0	0	0	0	0	0	6,259

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2008
		2013 Budget Schedule:	2008

Project Risk Assessment

5x330

Newcastle Transit Improvements

Managed by: DECM

Scope: Project is in service; closeout pending.

Changes since 2012 budget: Transferred \$12K in project savings to the East King County program reserves.

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed: 7-Transition to Operations
 Baseline: \$4,428
 2012 TIP: \$4,139
 2013 TIP: \$4,127

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate: N/A
 2012 Cost Estimate: N/A
 2013 Cost Estimate: N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	4,127	0	0	0	0	0	0	0	4,127
Total	4,127	0	0	0	0	0	0	0	4,127

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	218	0	0	0	0	0	0	0	218
20-Pre-Engineering/Env Review	449	0	0	0	0	0	0	0	449
30-Final Design & Specification	636	0	0	0	0	0	0	0	636
50-Construction	2,824	0	0	0	0	0	0	0	2,824
Total	4,127	0	0	0	0	0	0	0	4,127

Budget Risk Assessment

Estimate Type: Fixed Contribution
 Budget Risk Level: Low

Schedule Risk Assessment

Schedule Risk Level: Low
 2012 Budget Schedule: 2010
 2013 Budget Schedule: 2010

Project Risk Assessment

5x354

Mercer Island Park & Ride

Managed by: DECM

Scope: Project is in service; closeout pending.

Changes since 2012 budget: Transferred \$1K in project savings to the East King County program reserves.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$14,302	2012 Cost Estimate:	N/A
2012 TIP:	\$13,996	2013 Cost Estimate:	N/A
2013 TIP:	\$13,995		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	13,995	0	0	0	0	0	0	0	13,995
Total	13,995	0	0	0	0	0	0	0	13,995

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	945	0	0	0	0	0	0	0	945
20-Pre-Engineering/Env Review	1,324	0	0	0	0	0	0	0	1,324
30-Final Design & Specification	552	0	0	0	0	0	0	0	552
40-ROW Acquisition & Permits	213	0	0	0	0	0	0	0	213
50-Construction	10,961	0	0	0	0	0	0	0	10,961
Total	13,995	0	0	0	0	0	0	0	13,995

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2008
		2013 Budget Schedule:	2008

Project Risk Assessment

5x382

I-90 2-Way Tran & HOV Op, St 1

Managed by: DECM

Scope: Project is in service.

Changes since 2012 budget: This project is being closed out, \$10K is being transferred to a new project for continuing environmental mitigation monitoring, and maintenance obligations associated with the project. An additional \$1.4M in project savings is being transferred to the East King County Program Reserve.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations		
Baseline:	\$25,782	2008 Cost Estimate:	N/A
2012 TIP:	\$24,840	2012 Cost Estimate:	N/A
2013 TIP:	\$23,448	2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	23,347	32	69	0	0	0	0	0	23,448
Total	23,347	32	69	0	0	0	0	0	23,448

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1,339	4	5	0	0	0	0	0	1,347
20-Pre-Engineering/Env Review	1,592	0	0	0	0	0	0	0	1,592
30-Final Design & Specification	3,720	0	0	0	0	0	0	0	3,720
40-ROW Acquisition & Permits	57	0	0	0	0	0	0	0	57
50-Construction	16,638	28	64	0	0	0	0	0	16,730
Total	23,347	32	69	0	0	0	0	0	23,448

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2008
		2013 Budget Schedule:	2008

Project Risk Assessment

5x385

SR522 HOV Enhancements/Bothell

Managed by: DECM

Scope: Sound Transit in partnership with King County Metro (KCM), and the Washington Department of Transportation (WSDOT) financially supported the City of Bothell with the design and construction of a north transit by-pass lane, south transit lane/right turn lane, signal improvements, an additional left turn lane, and sidewalks along SR522 near 96th Avenue in Bothell. This project was led by the City of Bothell; Sound Transit's funding was capped at \$7.7M.

Changes since 2012 budget: Transferred \$293K in project savings to the East King County program reserves; closeout pending.

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	5-Establish Baseline		
Baseline:	\$8,572	2008 Cost Estimate:	N/A
2012 TIP:	\$8,538	2012 Cost Estimate:	N/A
2013 TIP:	\$8,246	2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	8,242	4	0	0	0	0	0	0	8,246
Total	8,242	4	0	0	0	0	0	0	8,246

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	162	4	0	0	0	0	0	0	166
20-Pre-Engineering/Env Review	344	0	0	0	0	0	0	0	344
30-Final Design & Specification	673	0	0	0	0	0	0	0	673
40-ROW Acquisition & Permits	1,772	0	0	0	0	0	0	0	1,772
50-Construction	5,290	0	0	0	0	0	0	0	5,290
Total	8,242	4	0	0	0	0	0	0	8,246

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Fixed Contribution	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2012
		2013 Budget Schedule:	2012

Project Risk Assessment

5x386

I-90 2-Way Tran & HOV Op, St 2

Managed by: DECM

Scope: During Stage 2 of the I-90 Two-way Transit and HOV Operations project a new eastbound HOV lane was constructed on the eastbound I-90 outer roadway between 80th Avenue SE on Mercer Island and Bellevue Way. The ramps at 80th Avenue SE on Mercer Island and Bellevue Way and I-405 were also modified to improve traffic flow efficiencies and the eastbound I-90 to I-405 auxiliary lane was extended west to East Mercer Way. The current reversible operations in the center roadway, with both lanes operating in the same direction remain. Sound Transit and the Washington Department of Transportation provided funding for Stage 2.

Changes since 2012 budget: Transferred \$8.9M in project savings to East King County program reserve.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	N/A
Baseline:	\$31,683	2012 Cost Estimate:	N/A
2012 TIP:	\$31,683	2013 Cost Estimate:	N/A
2013 TIP:	\$22,828		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	22,481	348	0	0	0	0	0	0	22,828
Total	22,481	348	0	0	0	0	0	0	22,828

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1,318	13	0	0	0	0	0	0	1,330
20-Pre-Engineering/Env Review	1,847	0	0	0	0	0	0	0	1,847
30-Final Design & Specification	2,026	0	0	0	0	0	0	0	2,026
50-Construction	17,290	335	0	0	0	0	0	0	17,625
Total	22,481	348	0	0	0	0	0	0	22,828

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2012
		2013 Budget Schedule:	2012

Project Risk Assessment

5x387

I-90 2-Way Tran & HOV Op, St 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-use 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. Lifetime budget does not include ST2 funding for construction; construction budget to be reviewed upon completion of further scoping and design.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	4-Enter Final Design	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$64,222	2013 Cost Estimate:	N/A
2013 TIP:	\$64,222		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	3,337	12,522	10,744	37,128	490	0	0	0	64,222
Total	3,337	12,522	10,744	37,128	490	0	0	0	64,222

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	450	877	728	840	490	0	0	0	3,385
20-Pre-Engineering/Env Review	1,549	0	0	0	0	0	0	0	1,549
30-Final Design & Specification	1,339	11,645	10,016	0	0	0	0	0	23,000
90-Contingency	0	0	0	36,288	0	0	0	0	36,288
Total	3,337	12,522	10,744	37,128	490	0	0	0	64,222

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	PE/ED	Schedule Risk Level:	High
Budget Risk Level:	High	2012 Budget Schedule:	2014
		2013 Budget Schedule:	2014

Project Risk Assessment

Project requires further scoping and design before construction costs can be accurately determined and baseline schedule established.

5x999

Regional Express Program Reserve

Managed by: DECM

Changes since 2012 budget: East King County program reserves increased by \$10.6M due to savings transferred from completed projects in the subarea.

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	N/A
Baseline:	-
2012 TIP:	\$15,199
2013 TIP:	\$25,761

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	\$26,972
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	0	0	0	0	25,761	0	0	0	25,761
Total	0	0	0	0	25,761	0	0	0	25,761

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
90-Contingency	0	0	0	0	25,761	0	0	0	25,761
Total	0	0	0	0	25,761	0	0	0	25,761

Budget Risk Assessment

Estimate Type:
Budget Risk Level:

Schedule Risk Assessment

Schedule Risk Level:
2012 Budget Schedule:
2013 Budget Schedule:

Project Risk Assessment

System Expansion – Other

Projects that are part of the Sound Move and ST2 programs 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 2013 TIP includes budgets for the following planning studies along with continuation of the agency’s public art program.

- Ballard-to-Downtown Seattle HCT Planning Study is a collaboration with the city of Seattle and will focus on potential transit routes between downtown and the community of Ballard.
- HCT Corridor Planning Studies will look at eight different corridors to explore options to expand the regional transit system beyond the ST2 plan.
- Research and Technology is moving forward with a four-year, \$9 million plan focused on developing and deploying transit rider technologies to improve the customer experience.

BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
ST3 Planning	Transfer	Preliminary Engineering	Budget of \$30 million was transferred to two HCT planning studies. An additional \$10 million was cut in response to lower forecasted tax revenues.	(\$40,000)
Ballard-to-Downtown Seattle HCT Planning Study	New Project	Preliminary Engineering	\$2 million was transferred from ST3 Planning and another \$0.8 million is being funded by the city of Seattle.	\$2,800
HCT Corridor Planning Studies	New Project	Preliminary Engineering	Budget was transferred from ST3 Planning and was reduced by \$2.8M to recognized lower costs due to accelerated schedule.	\$25,200
Fare Administration	Budget Cut	Baseline	Budget for ORCA system capital upgrade reduced in response to lower forecasted tax revenues.	(\$3,000)
Fare Integration	Defunded	Baseline	Lifetime budget reduced to match historical costs.	(\$395)
Research and Technology	Budget Cut	Baseline	Lifetime budget was cut in response to lower forecasted tax revenues.	(\$10,000)

Project Closures

The following project is complete and is being closed out:

- Fare Integration.

2013 TIP Cashflow by Budget Approval

System Expansion (in thousands)

Other		Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Project Number and Name										
Preliminary Engineering										
1x902	ST3 Planning	0	2,000	4,902	6,863	7,844	7,844	746	0	30,200
4X446	South Corridor Alternatives Planning	29	3,254	782	0	0	0	0	0	4,064
809101	Ballard-to-Downtown Seattle HCT Planning Study	0	1,964	836	0	0	0	0	0	2,800
809102	HCT Corridor Planning Studies	0	7,760	7,240	8,000	2,200	0	0	0	25,200
Subtotal:		29	14,978	13,760	14,863	10,044	7,844	746	0	62,264
Baseline										
3x212	Ticket Vending Machines	7,322	227	129	0	0	0	0	0	7,678
3x216	Passenger Information System/CCTV	5,768	463	0	0	0	0	0	0	6,231
5x405	Fare Administration	531	714	585	460	2,215	714	5,355	7,015	17,589
5x405A	Fare Integration	39,205	0	0	0	0	0	0	0	39,205
5x410	Research & Technology	2,303	5,166	2,865	1,197	399	404	409	2,112	14,856
6x000	Start	13,492	3,475	3,170	3,170	3,170	3,170	3,170	21,377	54,194
Subtotal:		68,622	10,045	6,749	4,827	5,784	4,288	8,934	30,503	139,753
Grand Total:		\$68,651	\$25,022	\$20,509	\$19,691	\$15,828	\$12,132	\$9,681	\$30,503	\$202,017

System Expansion

2013 TIP Cashflow by Subarea (in thousands)

Other

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	2,804	288	209	190	190	190	190	3,458	7,518
2- North King	6,350	559	560	560	560	560	560	2,972	12,681
3- South King	7,413	736	511	450	450	450	450	5,302	15,762
4- East King	2,829	1,720	1,775	1,775	1,775	1,775	1,775	8,633	22,057
5- Pierce	7,215	4,115	1,026	195	195	195	195	1,011	14,147
6- Systemwide	42,040	17,604	16,429	16,521	12,658	8,962	6,511	9,126	129,850
Total	\$68,651	\$25,022	\$20,509	\$19,691	\$15,828	\$12,132	\$9,681	\$30,503	\$202,017

2013 TIP Cashflow by Phase (in thousands)

Phase# and Description	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10 Agency Administration	2,762	8,122	4,997	3,540	1,772	1,754	419	2,112	25,478
20 Pre-Engineering/Env Review	355	11,088	9,920	10,343	6,867	4,800	250	0	43,623
24 Fare Integration Operations	39,737	714	585	460	2,215	714	5,355	7,015	56,794
35 Third Parties	0	0	650	910	1,040	1,040	360	0	4,000
50 Construction	12,305	643	129	0	0	0	0	0	13,078
61 STart Program	13,492	3,475	3,170	3,170	3,170	3,170	3,170	21,377	54,194
70 Vehicles	0	0	0	0	0	0	0	0	0
90 Contingency	0	980	1,058	1,267	764	654	126	0	4,850
Total	\$68,651	\$25,022	\$20,509	\$19,691	\$15,828	\$12,132	\$9,681	\$30,503	\$202,017

3x212

Ticket Vending Machines

Managed by: FIT

Scope: Ticket Vending Machines (TVMs) have been installed at Agency facilities to facilitate the purchase of fare media needed for system access. To date 103 TVMs have been purchased and 95 have been installed including 32 at the 12 Sounder stations, 61 at Central Link stations, and 2 at ST Express stations. The TVMs installations are prioritized on the basis of projected ridership.

Remaining available budget is allocated to the installation of the remaining TVMs and potential software upgrades and enhancements.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	None	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$7,678	2013 Cost Estimate:	N/A
2013 TIP:	\$7,678		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	1,350	59	19	0	0	0	0	0	1,428
3-South King	3,106	68	61	0	0	0	0	0	3,234
5-Pierce	2,867	100	50	0	0	0	0	0	3,016
Total	7,322	227	129	0	0	0	0	0	7,678

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	221	0	0	0	0	0	0	0	221
20-Pre-Engineering/Env Review	150	0	0	0	0	0	0	0	150
50-Construction	6,951	227	129	0	0	0	0	0	7,307
Total	7,322	227	129	0	0	0	0	0	7,678

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2012 Budget Schedule:
	2013 Budget Schedule:

Project Risk Assessment

3x216

Passenger Information System/CCTV

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 on-board 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.

In 2013, work will continue to focus on the Lakewood Corridor track and signal improvements and Tukwila station.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	None	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$6,231	2013 Cost Estimate:	N/A
2013 TIP:	\$6,231		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	713	67	0	0	0	0	0	0	780
3-South King	2,067	218	0	0	0	0	0	0	2,285
5-Pierce	2,988	178	0	0	0	0	0	0	3,166
Total	5,768	463	0	0	0	0	0	0	6,231

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	210	46	0	0	0	0	0	0	256
20-Pre-Engineering/Env Review	205	0	0	0	0	0	0	0	205
50-Construction	5,354	416	0	0	0	0	0	0	5,770
Total	5,768	463	0	0	0	0	0	0	6,231

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2013
		2013 Budget Schedule:	2014

Project Risk Assessment

4X446

South Corridor Alternatives Planning

Managed by: PEPD

Scope: The South Corridor Alternatives Planning project includes identification and evaluation of transit alternatives south of Federal Way to Tacoma and an examination of potential projects in the Pierce County subarea that may enhance transit operational efficiencies.

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	1-Enter Project Development
Baseline:	-
2012 TIP:	\$4,064
2013 TIP:	\$4,064

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	\$79,411
2012 Cost Estimate:	\$4,029
2013 Cost Estimate:	\$4,029

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	29	3,254	782	0	0	0	0	0	4,064
Total	29	3,254	782	0	0	0	0	0	4,064

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	29	935	182	0	0	0	0	0	1,146
20-Pre-Engineering/Env Review	0	2,318	600	0	0	0	0	0	2,918
Total	29	3,254	782	0	0	0	0	0	4,064

Budget Risk Assessment

Estimate Type:	Planning
Budget Risk Level:	Medium

Schedule Risk Assessment

Schedule Risk Level:	High
2012 Budget Schedule:	2013
2013 Budget Schedule:	2013

Project Risk Assessment

Budget Risk presented by uncertainties in the scope of the alternatives analysis.

Schedule Risk due to the need to coordinate with multiple third parties, stakeholders, and jurisdictions and ongoing, related Sound Transit projects.

1x902

ST3 Planning

Managed by: **PEPD**

Scope: ST3 Planning project provides funding for studying future expansion of the regional transit system beyond the voter approved Sound Move and ST2 capital programs.

Changes since 2012 budget: The ST2 plan and the subsequently adopted budgets included funding for studying transit expansion options in nine corridors, including the Ballard to Downtown Seattle HCT Planning Study as well as funding for a potential ST3 system expansion. The corridor studies and the Ballard to Seattle Downtown HCT Planning Study are now being tracked as separate projects; the adopted 2013 lifetime budget has been reduced by the value of these corridor studies (\$30.8 million).

In addition, Lifetime budget is reduced by an additional \$10 million to assist in offsetting the financial impact of continuing low tax revenues.

Board Approved Capital Budget (in YOY dollars)	
Phase Gate Passed:	Pending
Baseline:	-
2012 TIP:	\$71,000
2013 TIP:	\$30,200

ST2 Total Project Cost Estimate (in 2012 dollars)	
2008 Cost Estimate:	\$35,595
2012 Cost Estimate:	\$35,595
2013 Cost Estimate:	\$27,071

TIP Cashflow (in thousands)

Operating									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
6- Systemwide	0	2,000	4,902	6,863	7,844	7,844	746	0	30,200
Total	0	2,000	4,902	6,863	7,844	7,844	746	0	30,200

809101

Ballard-to-Downtown Seattle HCT Planning StudyManaged 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 since 2012 budget: This planning study is funded with a transfer of \$2.0 million from the ST3 Planning program. An \$0.8 million contribution from the City of Seattle, pending execution of a funding agreement, brings the total funding to \$2.8 million.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	Pending	2008 Cost Estimate:	\$2,729
Baseline:	-	2012 Cost Estimate:	\$2,729
2012 TIP:	\$0	2013 Cost Estimate:	\$2,729
2013 TIP:	\$2,800		

TIP Cashflow (in thousands)

Operating									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
6- Systemwide	0	1,964	836	0	0	0	0	0	2,800
Total	0	1,964	836	0	0	0	0	0	2,800

809102

HCT Corridor Planning StudiesManaged by: **PEPD**

Scope: ST2 included funding for identifying and evaluating high capacity transit improvements along eight transit corridors beyond the improvements to the regional transit system identified in ST2. These studies will help narrow the range of alternatives, evaluate potential transit routes and station locations, inform local comprehensive planning, prepare for formal environmental impact review and engineering, and inform the ST Board of options for establishing priorities for implementing future high capacity transit investments. All of the studies include outreach, preliminary environmental assessment and ridership forecasting, and conceptual engineering and cost estimating.

The studies are to be completed in the following corridors and will inform the ST Board's consideration of potential updates to Sound Transit's Long-Range Plan.

- Lynnwood- SW Everett Industrial Center Everett
- Overlake Transit Center -- Downtown Redmond
- South Bellevue -- Issaquah
- Redondo/Star Lake -- Tacoma
- Redmond -- Kirkland -- U-District
- U-District -- Ballard -- Downtown Seattle (Ballard -- Downtown Segment budgeted separately Project 809101)
- Renton -- Tukwila/SeaTac -- Burien
- Downtown Seattle -- West Seattle- Burien

Changes since the 2012 budget: New project created through the transfer of funding for the eight corridor studies from the previously approved ST3 Planning Project (1x902). This project has been reduced by \$2.8M to its current lifetime budget of \$25.2M to recognize savings resulting from the acceleration of the project schedule.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	Pending		
Baseline:	-	2008 Cost Estimate:	\$25,828
2012 TIP:	\$0	2012 Cost Estimate:	\$25,828
2013 TIP:	\$25,200	2013 Cost Estimate:	\$25,828

TIP Cashflow (in thousands)

Operating									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
6- Systemwide	0	7,760	7,240	8,000	2,200	0	0	0	25,200
Total	0	7,760	7,240	8,000	2,200	0	0	0	25,200

5x405	Fare Administration	Managed by:	FIT
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The Fare Administration program manages fares and pricing for Sound Transit. Elements of the program include: monitoring fare revenue and tracking performance; establishing pricing for cash fares, retail passes, and business accounts; managing fare change processes; Title VI analyses and mitigation; production, distribution, and tracking of all discounted and free fare media; administering Sound Transit fare policy; coordinating pricing and fare policy with partner agencies; and maintaining fare elasticity and revenue projection models. The program also supports initiatives for earned revenue generation from other potentially priced services such as parking and concessions. Initiated in 2010, this program relies on use of and builds upon the systems developed under the Fare Integration program and includes funds for upgrades to the ORCA system.

Changes since 2012 budget: the Fare Administration capital budget was decreased by \$2.2M in 2014 and \$800K in 2016 for a total reduction of \$3.0M. The reductions were taken from the Sound Transit share of the ORCA capital upgrade, reducing the capital lifetime budget by \$3.1 million. The operating lifetime budget was increased by less than \$100 thousand.

Board Approved Capital Budget (in YOY dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2012 TIP:	\$20,589
2013 TIP:	\$17,589

TIP Cashflow (in thousands)

Operating									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
6- Systemwide	531	714	295	260	265	514	165	1,364	4,108
Total	531	714	295	260	265	514	165	1,364	4,108

Capital									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
6-Systemwide	0	0	290	200	1,950	200	5,190	5,650	13,480
Total	0	0	290	200	1,950	200	5,190	5,650	13,480

5x405A	Fare Integration	Managed by:	FIT
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The purpose of the Fare Integration Program was to develop a uniform, single-ticket fare system, and integrated fare policy for the region's entire public transit service network. In 2003, the program focused on design and development of the regional smart card system (ORCA). The ORCA smart card development and implementation was a cooperative effort of seven transit agencies including Sound Transit, Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit, and Washington State Ferries. This electronic fare system was rolled out in 2009 and allows riders and employers providing transit benefits to reload passes and stored value onto reusable fare cards, eliminating the need for monthly paper pass purchases. The smart card system benefits transit agencies by speeding boardings and automatically tracking and distributing fare revenue among participants. The regional system reached its Final System Acceptance milestone in late 2011. The Fare Integration program closes in 2012.

Changes since 2012 budget: Project was closed in 2012 and budget was reduced to costs incurred.

Board Approved Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2012 TIP:	\$39,228
2013 TIP:	\$39,205

TIP Cashflow (in thousands)

Operating									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
6- Systemwide	23,530	0	0	0	0	0	0	0	23,530
Total	23,530	0	0	0	0	0	0	0	23,530

Capital									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
6-Systemwide	15,675	0	0	0	0	0	0	0	15,675
Total	15,675	0	0	0	0	0	0	0	15,675

6x000

SStart

Managed by:

DECM

Scope: The Sound Transit Art Program - SStart - is responsible for incorporating public art into Sound Transit systems and 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 1% of construction costs excluding tunneling for all Sound Move and ST2 projects.

Changes since 2012 budget: Ten percent of the lifetime budget was established as an operating budget to provide funds for maintenance, repair, and replacement of Sound Transit's public art. The operating budget was increased by \$3.2 million.

Board Approved Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	
2012 TIP:	\$54,194
2013 TIP:	\$54,194

Phase Gate Passed:	N/A
Baseline:	
2012 TIP:	\$54,194
2013 TIP:	\$54,194

TIP Cashflow (in thousands)

Operating

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	716	130	170	170	170	170	170	3,132	4,828
2- North King	140	109	60	60	60	60	60	604	1,153
3- South King	2,094	360	400	400	400	400	400	4,857	9,312
4- East King	4	115	75	75	75	75	75	1,511	2,005
5- Pierce	1,303	490	150	150	150	150	150	1,005	3,547
Total	4,257	1,204	855	855	855	855	855	11,109	20,845

Capital

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	26	32	20	20	20	20	20	326	483
2- North King	6,210	450	500	500	500	500	500	2,368	11,529
3- South King	145	91	50	50	50	50	50	445	931
4- East King	2,824	1,605	1,700	1,700	1,700	1,700	1,700	7,122	20,052
5- Pierce	30	93	45	45	45	45	45	6	355
Total	9,235	2,271	2,315	2,315	2,315	2,315	2,315	10,268	33,349

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. In 2012, the board approved a \$9 million Phase 1 of the program, focusing on deployment of improved information systems for transit riders.

Changes since 2012 budget: The total Research and Technology Program Lifetime Budget is reduced by \$10 million in response to lower available revenues.

Board Approved Capital Budget (in YOY dollars)

Phase Gate Passed:	N/A
Baseline:	-
2012 TIP:	\$24,856
2013 TIP:	\$14,856

TIP Cashflow (in thousands)

6- Systemwide	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Capital Cost	1,867	4,136	2,370	653	249	254	259	1,561	11,350
Operating Cost	436	1,030	495	544	150	150	150	551	3,507
Total	2,303	5,166	2,865	1,197	399	404	409	2,112	14,856

Operating Cost	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Current Projects	279	235	0	0	0	0	0	0	514
Future Projects	0	0	0	300	150	150	150	334	1,084
Phase 1 Projects	100	795	255	0	0	0	0	0	1,150
Program Administration	57	0	240	244	0	0	0	217	758
Total	436	1,030	495	544	150	150	150	551	3,507

Capital Cost	Life to Dat	2013	2014	2015	2016	2017	2018	Future	Total
Current Projects	1,755	100	0	0	0	0	0	0	1,855
Future Projects	0	0	0	0	249	254	259	882	1,645
Phase 1 Projects	112	4,036	2,370	653	0	0	0	679	7,850
Total	1,867	4,136	2,370	653	249	254	259	1,561	11,350

Intentionally Left Blank

Enhancement Projects

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

The Research and Technology project team presented a \$9 million, 3-year plan to the Board. The goal is to deploy the best of proven, cost-effective, transit rider technology. Future phases are expected in the 2014-2023 timeframe.

Ongoing programs include the installation of closed-circuit television (CCTV) and passenger information systems projects at Sounder stations and acquisition and installation of ticket vending machines (TVMs) for Sound Transit facilities.

TIP Highlights

- Continue to fund new bike storage and bike access improvement facilities at Sounder, Link, and Regional Express facilities.
- Design and build systemwide positive train control system to improve operational safety.
- Deliver noise abatement program near light rail facilities in Tukwila and the Rainier Valley including construction of a noise wall along the elevated guideway in Tukwila.
- Deliver energy saving LED lighting retrofit projects to the Federal Way Transit Center and the Auburn Parking Garage.

BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
LINK				
Radio Upgrade	Defunded	Baseline	Work will be completed in 2012 in coordination with University Link construction. Lifetime budget is being reduced to match historical costs.	(\$741)
Non-Revenue Support Vehicles	New Project	Baseline	Purchase of a boom truck to support day-to-day maintenance of the traction power grid.	\$620

OTHER				
Bike Locker Program	Cost Increase	Baseline	Cost to administer the project is higher than anticipate.	\$50
Security Radios	Cost Increase	Baseline	Equipment costs higher than anticipated.	\$26
FWTC Lighting Retrofit	New Project	Baseline	Federal Way Transit Center will be retrofitted with LED lighting fixtures to reduce energy costs.	\$579
Auburn Garage Lighting Retrofit	New Project	Baseline	Auburn Parking Garage will be retrofitted with LED lighting fixtures to reduce energy costs	\$220

SCHEDULE CHANGES

Project	Schedule Type	Explanation	Old Date	New Date
LINK				
Benchtest Equipment	Construction	Project delayed.	2012	2013

OTHER				
Bike Locker Program	Construction	Time to administrate the project is greater than anticipate.	2013	2014
Security Radios	Construction	Project delayed	2012	2013

Project Closures

The following projects are complete and are being closed out:

- Central Link Switch Heaters.
- DSTT South Access Security.
- Security Enhancements.
- Parking Enhancements.
- Sound Transit Police Office.
- Link OMF Laydown Area Improvements.
- Link LRV Wash Bay Doors.
- Radio Upgrade.

2013 TIP Cashflow by Budget Approval

Enhancement (in thousands)

Project Number and Name		Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Preliminary Engineering										
4X210	LRV On Board Energy Storage	3	1,121	519	0	0	0	0	0	1,643
5x261	Bus Maintenance Facility	7,721	200	14,111	0	0	0	0	0	22,033
7x780	FWTC Lighting Retrofit	0	579	0	0	0	0	0	0	579
Subtotal:		7,724	1,900	14,631	0	0	0	0	0	24,255
Final Design & ROW										
300011	Positive Train Control	2,979	10,632	19,359	6,255	0	0	0	0	39,225
Subtotal:		2,979	10,632	19,359	6,255	0	0	0	0	39,225
Baseline										
4X310	Central Link Switch Heaters	2,253	0	0	0	0	0	0	0	2,253
4X320	DSTT South Access Security	712	88	0	0	0	0	0	0	800
4X340	Noise Abatement	2,497	3,914	6,589	0	0	0	0	0	13,000
700782	Auburn Garage Lighting Retrofit	220	0	0	0	0	0	0	0	220
7x743	Security Enhancements	1,527	260	0	0	0	0	0	0	1,787
7x745	ST Express Mobile Comm	6,117	100	4,314	0	0	0	0	0	10,531
7X746	Parking Enhancements	4,121	839	0	0	0	0	0	0	4,960
7x748	Sound Transit Police Office	209	0	0	0	0	0	0	0	209
7x753	Bike Locker Program	518	441	166	74	0	0	0	0	1,199
7x760	Link OMF Laydown Area Improvements	201	49	0	0	0	0	0	0	250
7x762	Link LRV Wash Bay Doors	234	112	0	0	0	0	0	0	346
7x763	Radio Upgrade	9	0	0	0	0	0	0	0	9
7x772	ST Express Camera Retrofit	0	209	0	0	0	0	0	0	209
7x773	HVAC for Traction Power Sub Station (TPSS)	2	598	0	0	0	0	0	0	600
7x774	Central Link HVAC - Instrument House & UPS Room	1	419	0	0	0	0	0	0	420
7x775	Central Link Card Readers	0	373	0	0	0	0	0	0	373
7x776	Central Link OMF UPS Room Improvement	0	108	0	0	0	0	0	0	108
7x777	Central Link Overhead Catenary System Tie Switch	5	1,000	1,995	0	0	0	0	0	3,000
7x778	Benchtest Equipment	0	700	0	0	0	0	0	0	700
7x779	Security Radios	0	340	0	0	0	0	0	0	340
7X781	Non-Revenue Support Vehicles	0	620	0	0	0	0	0	0	620
Subtotal:		18,627	10,168	13,064	74	0	0	0	0	41,933
Others										
8X341A	TOD Property Disposition	354	845	1,089	1,121	753	251	515	674	5,601
8x341B	TOD Planning	1,145	85	205	205	0	0	0	0	1,640
Subtotal:		1,500	930	1,294	1,326	753	251	515	674	7,242
Grand Total:		\$30,829	\$23,631	\$48,347	\$7,655	\$753	\$251	\$515	\$674	\$112,655

Enhancement

2013 TIP Cashflow by Subarea (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	3,975	920	4,640	449	0	0	0	0	9,984
2- North King	6,218	7,761	7,731	1,362	753	251	515	674	25,265
3- South King	5,352	4,028	5,461	296	0	0	0	0	15,137
4- East King	2,377	242	8,490	1	0	0	0	0	11,109
5- Pierce	12,907	10,680	22,025	5,546	0	0	0	0	51,159
Total	\$30,829	\$23,631	\$48,347	\$7,655	\$753	\$251	\$515	\$674	\$112,655

2013 TIP Cashflow by Phase (in thousands)

Phase# and Description	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10 Agency Administration	1,148	726	1,859	903	0	0	0	0	4,635
20 Pre-Engineering/Env Review	504	47	0	0	0	0	0	0	551
30 Final Design & Specification	533	5,233	22	0	0	0	0	0	5,788
35 Third Parties	3,839	1,540	1,177	1,121	0	0	0	0	7,677
40 ROW Acquisition & Permits	563	846	1,089	1,121	753	251	515	674	5,811
50 Construction	21,866	11,724	41,304	4,041	0	0	0	0	78,934
55 Construction Services	1,231	1,620	1,989	265	0	0	0	0	5,105
70 Vehicles	0	1,690	503	0	0	0	0	0	2,193
90 Contingency	1,145	205	405	205	0	0	0	0	1,960
Total	\$30,829	\$23,631	\$48,347	\$7,655	\$753	\$251	\$515	\$674	\$112,655

300011**Positive Train Control****Managed by: DECM**

Scope: Positive Train Control (PTC) systems are integrated command, control, communications, and information systems for controlling 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.

Budget elements include costs associated with wayside upgrades to the signal systems owned by Sound Transit along the Tacoma to Lakewood corridor and those owned by BNSF in the Seattle to Tacoma and Seattle to Everett corridors, as well as upgrades to the system-wide rolling stock.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	4-Enter Final Design	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$39,225	2013 Cost Estimate:	N/A
2013 TIP:	\$39,225		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	213	759	1,382	447	0	0	0	0	2,801
3-South King	131	469	854	276	0	0	0	0	1,730
5-Pierce	2,635	9,404	17,123	5,533	0	0	0	0	34,695
Total	2,979	10,632	19,359	6,255	0	0	0	0	39,225

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	267	146	922	903	0	0	0	0	2,238
30-Final Design & Specification	202	4,937	0	0	0	0	0	0	5,139
35-Third Parties	2,510	1,540	1,177	1,121	0	0	0	0	6,348
50-Construction	0	3,408	16,210	3,967	0	0	0	0	23,585
55-Construction Services	0	600	1,050	265	0	0	0	0	1,915
Total	2,979	10,632	19,359	6,255	0	0	0	0	39,225

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Final Design	Schedule Risk Level:	High
Budget Risk Level:	High	2012 Budget Schedule:	2015
		2013 Budget Schedule:	2015

Project Risk Assessment

Technology implementation uncertainties and limited nationwide contractor capacity to design and install PTC on active rail systems in accordance with the federal mandate present budget and schedule risks

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 Transportation Investment Generating Economic Recovery (TIGGER) grant awarded to Sound Transit in 2011.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	1-Enter Project Development	2008 Cost Estimate:	N/A
Baseline:	\$1,643	2012 Cost Estimate:	N/A
2012 TIP:	\$1,643	2013 Cost Estimate:	N/A
2013 TIP:	\$1,643		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	3	1,121	519	0	0	0	0	0	1,643
Total	3	1,121	519	0	0	0	0	0	1,643

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	3	41	16	0	0	0	0	0	60
30-Final Design & Specification	0	10	0	0	0	0	0	0	10
70-Vehicles	0	1,070	503	0	0	0	0	0	1,573
Total	3	1,121	519	0	0	0	0	0	1,643

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Conceptual Engineering	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2013
		2013 Budget Schedule:	2013

Project Risk Assessment

4X310

Central Link Switch Heaters

Managed by: DECM

Scope: The Central Link Switch Heaters project is in service; the project will close in 2012.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$3,253	2012 Cost Estimate:	N/A
2012 TIP:	\$2,253	2013 Cost Estimate:	N/A
2013 TIP:	\$2,253		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	1,667	0	0	0	0	0	0	0	1,667
3-South King	586	0	0	0	0	0	0	0	586
Total	2,253	0	0	0	0	0	0	0	2,253

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	132	0	0	0	0	0	0	0	132
50-Construction	2,120	0	0	0	0	0	0	0	2,120
Total	2,253	0	0	0	0	0	0	0	2,253

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2011
		2013 Budget Schedule:	2011

Project Risk Assessment

4X320

DSTT South Access Security

Managed by: DECM

Scope: The DSTT South Access Security project included the design and construction of barriers and other deterrents, modification of train detection circuits, and channelization of traffic to prevent unauthorized vehicles from gaining access to the south entrance of the Downtown Seattle Transit Tunnel (DSTT). The project is expected to close in 2012.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	N/A
Baseline:	\$1,000	2012 Cost Estimate:	N/A
2012 TIP:	\$800	2013 Cost Estimate:	N/A
2013 TIP:	\$800		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	712	88	0	0	0	0	0	0	800
Total	712	88	0	0	0	0	0	0	800

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	164	1	0	0	0	0	0	0	165
50-Construction	548	87	0	0	0	0	0	0	635
Total	712	88	0	0	0	0	0	0	800

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2012
		2013 Budget Schedule:	2012

Project Risk Assessment

4X340

Noise Abatement

Managed by: DECM

Scope: Sound Transit has designed and is constructing a noise wall along the elevated guideway in Tukwila. In addition, funding for the completion of the Residential Sound Insulation Program (RSIP) for noise impacted residences from operations of Central Link in the Rainier Valley is included in this project.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	N/A
Baseline:	\$13,000	2012 Cost Estimate:	N/A
2012 TIP:	\$13,000	2013 Cost Estimate:	N/A
2013 TIP:	\$13,000		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	1,705	2,672	4,499	0	0	0	0	0	8,876
3-South King	792	1,242	2,090	0	0	0	0	0	4,124
Total	2,497	3,914	6,589	0	0	0	0	0	13,000

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	368	241	391	0	0	0	0	0	1,000
30-Final Design & Specification	3	35	22	0	0	0	0	0	60
50-Construction	895	2,618	5,237	0	0	0	0	0	8,750
55-Construction Services	1,231	1,020	939	0	0	0	0	0	3,190
Total	2,497	3,914	6,589	0	0	0	0	0	13,000

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Final Design	Schedule Risk Level:	High
Budget Risk Level:	Medium	2012 Budget Schedule:	2014
		2013 Budget Schedule:	2014

Project Risk Assessment

Noise wall construction requires coordination with Link Operations to minimize service disruptions while maximizing construction efficiencies presenting schedule and budget risks.

5x261

Bus Maintenance Facility

Managed by: Operations

Scope: The bus maintenance facility budget 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).

Community Transit: Sound Transit partnered with Community Transit on the expansion of the Kasch Park Maintenance Base. This project was completed in time for the February 2011 service change and in 2012 the Lifetime Budget for the project was decreased by \$314,000 to provide funding for additional maintenance capacity improvements. Expenditures under this program are currently primarily projected for beyond 2012 however, as near-term maintenance capacity investments are identified, funding may be reprogrammed to earlier years.

Change Since 2012: None

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	None	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$22,033	2013 Cost Estimate:	N/A
2013 TIP:	\$22,033		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	3,346	35	2,493	0	0	0	0	0	5,874
3-South King	534	19	1,373	0	0	0	0	0	1,927
4-East King	2,259	92	6,503	0	0	0	0	0	8,854
5-Pierce	1,582	53	3,742	0	0	0	0	0	5,378
Total	7,721	200	14,111	0	0	0	0	0	22,033

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	21	0	508	0	0	0	0	0	529
20-Pre-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	7,633	200	13,604	0	0	0	0	0	21,437
Total	7,721	200	14,111	0	0	0	0	0	22,033

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2012 Budget Schedule:
	2013 Budget Schedule:

Project Risk Assessment

7x743

Security Enhancements

Managed by: Operations

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 completed. The project will be closed in 2012.

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$1,787	2013 Cost Estimate:	N/A
2013 TIP:	\$1,787		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	14	0	0	0	0	0	0	0	14
3-South King	754	130	0	0	0	0	0	0	884
4-East King	16	0	0	0	0	0	0	0	16
5-Pierce	744	130	0	0	0	0	0	0	873
Total	1,527	260	0	0	0	0	0	0	1,787

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
20-Pre-Engineering/Env Review	143	0	0	0	0	0	0	0	143
50-Construction	1,385	260	0	0	0	0	0	0	1,644
Total	1,527	260	0	0	0	0	0	0	1,787

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2012 Budget Schedule:
	2013 Budget Schedule:

Project Risk Assessment

7x745

ST Express Mobile Comm

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, enhance availability of customer service information, and 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 during 2010.

Agreements for ST project participation with King County Metro and Community Transit projects were approved by the Board in 2008. These projects are expected to be completed in 2012, with final efforts occurring in 2013.

Changes since 2012: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$10,531	2013 Cost Estimate:	N/A
2013 TIP:	\$10,531		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	325	18	759	0	0	0	0	0	1,102
3-South King	669	10	436	0	0	0	0	0	1,115
4-East King	72	46	1,984	0	0	0	0	0	2,103
5-Pierce	5,051	27	1,135	0	0	0	0	0	6,212
Total	6,117	100	4,314	0	0	0	0	0	10,531

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
50-Construction	6,117	100	4,314	0	0	0	0	0	10,531
Total	6,117	100	4,314	0	0	0	0	0	10,531

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	
Budget Risk Level:		2012 Budget Schedule:	
		2013 Budget Schedule:	

Project Risk Assessment

7x746

Parking Enhancements

Managed by: Operations

Scope: In 2007, Sound Transit received a Regional Mobility grant in the amount of \$3.7M to expand commuter rail parking in the Tacoma – Seattle Corridor. The local match for this grant is \$500K. In the 2009 budget, a grant for the city of Puyallup was added to the project budget and was used to expand capacity at Puyallup Station. In exchange for capital improvements at the Puyallup Fairgrounds, Sound Transit entered into an agreement to significantly expand the parking available for Sounder customers during commute periods.

As approved by WSDOT, the Regional Mobility Grant funds targeted for Sumner were used to purchase additional parking in the Auburn Station garage. Sound Transit bought 85 existing parking spaces in the garage that were owned by the city of Auburn and leased by Sound Transit, thus making these spaces permanently available to the station's transit users.

This program will be completed in 2013 and remaining budget will be defunded.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$4,960	2013 Cost Estimate:	N/A
2013 TIP:	\$4,960		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	1,331	0	0	0	0	0	0	0	1,331
5-Pierce	2,790	839	0	0	0	0	0	0	3,629
Total	4,121	839	0	0	0	0	0	0	4,960

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	81	0	0	0	0	0	0	0	81
20-Pre-Engineering/Env Review	339	0	0	0	0	0	0	0	339
30-Final Design & Specification	231	0	0	0	0	0	0	0	231
35-Third Parties	1,330	0	0	0	0	0	0	0	1,330
40-ROW Acquisition & Permits	139	0	0	0	0	0	0	0	139
50-Construction	2,001	839	0	0	0	0	0	0	2,840
Total	4,121	839	0	0	0	0	0	0	4,960

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2012 Budget Schedule:
	2013 Budget Schedule:

Project Risk Assessment

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 Columbia City Link light rail 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 since 2012 budget: Lifetime budget increased by \$49,610.

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$1,149	2013 Cost Estimate:	N/A
2013 TIP:	\$1,199		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	72	13	5	2	0	0	0	0	92
2-North King	214	217	85	36	0	0	0	0	553
3-South King	139	122	48	20	0	0	0	0	329
4-East King	8	7	3	1	0	0	0	0	19
5-Pierce	85	82	26	14	0	0	0	0	206
Total	518	441	166	74	0	0	0	0	1,199

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	87	57	22	0	0	0	0	0	167
30-Final Design & Specification	97	50	0	0	0	0	0	0	147
40-ROW Acquisition & Permits	10	1	0	0	0	0	0	0	11
50-Construction	324	333	144	74	0	0	0	0	874
Total	518	441	166	74	0	0	0	0	1,199

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2012 Budget Schedule:
	2013 Budget Schedule:

Project Risk Assessment

Changes since 2012 budget: None

Project Risk Assessment	

7x762

Link LRV Wash Bay Doors

Managed by: Operations

Scope: The Central Link OMF light rail vehicle wash bay is currently open to the elements. During winter, this creates the possibility for freezing surfaces causing a safety hazard. Doors would also enhance worker comfort. The project is expected to be completed in 2012.

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$346	2013 Cost Estimate:	N/A
2013 TIP:	\$346		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	157	75	0	0	0	0	0	0	231
3-South King	78	37	0	0	0	0	0	0	115
Total	234	112	0	0	0	0	0	0	346

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	19	8	0	0	0	0	0	0	27
20-Pre-Engineering/Env Review	15	47	0	0	0	0	0	0	62
50-Construction	200	37	0	0	0	0	0	0	238
90-Contingency	0	20	0	0	0	0	0	0	20
Total	234	112	0	0	0	0	0	0	346

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2012 Budget Schedule:
	2013 Budget Schedule:

Project Risk Assessment

7x763

Radio Upgrade

Managed by: Operations

Scope: The existing radio technology used on Link does not allow for seamless communications between the Link Control Center and non-Link staff who support the Downtown Seattle Transit Tunnel and joint bus/rail operations. The existing emVista program will not be able to adapt to new technologies being implemented by King County during 2010 and 2011.

This project will be complete in 2012. Work is being accomplished in coordination with University Link construction and no further costs will be charged to this project.

Changes Since 2012: The remaining project budget of \$741,320 is removed from the lifetime budget.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$750	2013 Cost Estimate:	N/A
2013 TIP:	\$9		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	6	0	0	0	0	0	0	0	6
3-South King	3	0	0	0	0	0	0	0	3
Total	9	0	0	0	0	0	0	0	9

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
50-Construction	9	0	0	0	0	0	0	0	9
Total	9	0	0	0	0	0	0	0	9

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	
Budget Risk Level:		2012 Budget Schedule:	
		2013 Budget Schedule:	

Project Risk Assessment

7x772

ST Express Camera Retrofit

Managed by: Operations

Scope: Onboard video surveillance systems have proven to improve safety, security, and incident/accident investigations. This project is to retrofit 17 ST Express coaches with video cameras.

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2012 TIP:	\$209
2013 TIP:	\$209

ST2 Total Project Cost Estimate (in 2012 dollars)	
2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	0	35	0	0	0	0	0	0	35
3-South King	0	22	0	0	0	0	0	0	22
4-East King	0	97	0	0	0	0	0	0	97
5-Pierce	0	55	0	0	0	0	0	0	55
Total	0	209	0	0	0	0	0	0	209

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
50-Construction	0	209	0	0	0	0	0	0	209
Total	0	209	0	0	0	0	0	0	209

Budget Risk Assessment
Estimate Type:
Budget Risk Level:

Schedule Risk Assessment
Schedule Risk Level:
2012 Budget Schedule:
2013 Budget Schedule:

Project Risk Assessment

7x773

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 since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$600	2013 Cost Estimate:	N/A
2013 TIP:	\$600		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	1	400	0	0	0	0	0	0	401
3-South King	1	198	0	0	0	0	0	0	199
Total	2	598	0	0	0	0	0	0	600

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	2	78	0	0	0	0	0	0	80
30-Final Design & Specification	0	80	0	0	0	0	0	0	80
50-Construction	0	400	0	0	0	0	0	0	400
90-Contingency	0	40	0	0	0	0	0	0	40
Total	2	598	0	0	0	0	0	0	600

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2012 Budget Schedule:
	2013 Budget Schedule:

Project Risk Assessment

7x774

Central Link HVAC-Instrument House & 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. The project is expected to be completed in 2013.

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$420	2013 Cost Estimate:	N/A
2013 TIP:	\$420		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	1	280	0	0	0	0	0	0	281
3-South King	0	139	0	0	0	0	0	0	139
Total	1	419	0	0	0	0	0	0	420

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1	55	0	0	0	0	0	0	56
30-Final Design & Specification	0	56	0	0	0	0	0	0	56
50-Construction	0	280	0	0	0	0	0	0	280
90-Contingency	0	28	0	0	0	0	0	0	28
Total	1	419	0	0	0	0	0	0	420

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2012 Budget Schedule:
	2013 Budget Schedule:

Project Risk Assessment

7x775

Central Link Card Readers

Managed by: DECM

Scope: This project involves installation of 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. The project is expected to be completed in 2013.

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2012 TIP:	\$373
2013 TIP:	\$373

ST2 Total Project Cost Estimate (in 2012 dollars)	
2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	0	249	0	0	0	0	0	0	249
3-South King	0	123	0	0	0	0	0	0	123
Total	0	373	0	0	0	0	0	0	373

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	0	49	0	0	0	0	0	0	50
30-Final Design & Specification	0	50	0	0	0	0	0	0	50
50-Construction	0	249	0	0	0	0	0	0	249
90-Contingency	0	25	0	0	0	0	0	0	25
Total	0	373	0	0	0	0	0	0	373

Budget Risk Assessment
Estimate Type:
Budget Risk Level:

Schedule Risk Assessment
Schedule Risk Level:
2012 Budget Schedule:
2013 Budget Schedule:

Project Risk Assessment

7x776

Central Link OMF UPS Room Improvement

Managed by: DECM

Scope: During OMF construction it was determined that flooring in the area planned for the UPS would not adequately support the weight of the battery modules. By change order, the uninterruptible power supply (UPS) modules were moved from the server room to the third floor Warehouse mezzanine. The relocation from an environmentally controlled room conducive to sustaining the full life cycle of the batteries to an open area with limited environmental control has reduced the expected life cycle of the batteries.

To protect the life cycle of the batteries, control the battery charging vapors and to contain any corrosive chemical spills, through this project the battery modules will be enclosed in an environmentally controlled room.

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$108	2013 Cost Estimate:	N/A
2013 TIP:	\$108		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	0	72	0	0	0	0	0	0	72
3-South King	0	36	0	0	0	0	0	0	36
Total	0	108	0	0	0	0	0	0	108

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	0	14	0	0	0	0	0	0	14
30-Final Design & Specification	0	14	0	0	0	0	0	0	14
50-Construction	0	72	0	0	0	0	0	0	72
90-Contingency	0	7	0	0	0	0	0	0	7
Total	0	108	0	0	0	0	0	0	108

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2012 Budget Schedule:
	2013 Budget Schedule:

Project Risk Assessment

7x777

Central Link Overhead Catenary System Tie Switch

Managed by: Operations

Scope: This project includes installation of tie switch to electrically bridge the OCS section insulators at approximately 34 various locations throughout the Central Link alignment. These switches will improve efficiencies in performing traction power substation inspections and maintenance by eliminating the need to re-energize/de-energize the substation multiple times during an inspection. In addition, with the installation of tie switches, operations of Central Link can continue during TPSS maintenance and/or power outages.

Changes since 2012: None.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	Pending	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$3,000	2013 Cost Estimate:	N/A
2013 TIP:	\$3,000		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	3	669	1,335	0	0	0	0	0	2,007
3-South King	2	331	660	0	0	0	0	0	993
Total	5	1,000	1,995	0	0	0	0	0	3,000

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
50-Construction	5	1,000	1,795	0	0	0	0	0	2,800
90-Contingency	0	0	200	0	0	0	0	0	200
Total	5	1,000	1,995	0	0	0	0	0	3,000

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	
Budget Risk Level:		2012 Budget Schedule:	
		2013 Budget Schedule:	

Project Risk Assessment

7x778

Benchtest Equipment

Managed by: Operations

Scope: Purchase of the propulsion system equipment tester in support of LRV maintenance to test circuit boards and other electrical components within the LRV propulsion system. This equipment will provide more effective and timely diagnostics of problems within the LRV propulsion system, thereby reducing down time and service fees.

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$700	2013 Cost Estimate:	N/A
2013 TIP:	\$700		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	0	468	0	0	0	0	0	0	468
3-South King	0	232	0	0	0	0	0	0	232
Total	0	700	0	0	0	0	0	0	700

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
50-Construction	0	700	0	0	0	0	0	0	700
Total	0	700	0	0	0	0	0	0	700

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	
Budget Risk Level:		2012 Budget Schedule:	
		2013 Budget Schedule:	

Project Risk Assessment

7x779

Security Radios

Managed by: Operations

Scope: Procure 800 Megahertz radios for security and fare enforcement personnel to enhance Sound Transit's internal and external communication capabilities in the event of an emergency or disaster to improve response and situational awareness. Beginning with Security and Station Agents, the 800Mhz radio system is scalable to other Sound Transit departments and is interoperable with the Central Link radio system.

Changes since 2012: Increase in Lifetime budget by \$26,000 due to cost increase.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$314	2013 Cost Estimate:	N/A
2013 TIP:	\$340		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	0	60	0	0	0	0	0	0	60
2-North King	0	33	0	0	0	0	0	0	33
3-South King	0	156	0	0	0	0	0	0	156
5-Pierce	0	90	0	0	0	0	0	0	90
Total	0	340	0	0	0	0	0	0	340

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	0	35	0	0	0	0	0	0	35
50-Construction	0	305	0	0	0	0	0	0	305
Total	0	340	0	0	0	0	0	0	340

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2012 Budget Schedule:
	2013 Budget Schedule:

Project Risk Assessment

7x780

FWTC Lighting Retrofit

Managed by: Operations

Scope: Replacement of existing T-8 and HID lighting fixtures with LED fixtures in the Federal Way Transit Center parking garage. The Federal Way Transit Center is one of the Agency's larger facilities and consumer of electricity. The annual cost savings to be realized from this project based on 2012 utility rates is \$38,230. The project is eligible for a utility incentive of \$139,773 which will be used to offset the project costs. In addition, Sound Transit received a \$400,000 State of Washington Commerce Department Energy Grant in July, 2012 for use on energy savings projects at several ST facilities. The payback period for this project is approximately 7 years.

Changes since 2012 Budget: This is a new project.

Board Approved Capital Budget (in YOE dollars)					ST2 Total Project Cost Estimate (in 2012 dollars)				
Phase Gate Passed:	N/A				<div style="display: flex; justify-content: space-between;"> 2008 Cost Estimate: N/A </div> <div style="display: flex; justify-content: space-between;"> 2012 Cost Estimate: N/A </div> <div style="display: flex; justify-content: space-between;"> 2013 Cost Estimate: N/A </div>				
Baseline:	-								
2012 TIP:	\$0								
2013 TIP:	\$579								

TIP Cashflow (in thousands)									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	0	579	0	0	0	0	0	0	579
Total	0	579	0	0	0	0	0	0	579

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
50-Construction	0	579	0	0	0	0	0	0	579
Total	0	579	0	0	0	0	0	0	579

Budget Risk Assessment Estimate Type: Budget Risk Level:	Schedule Risk Assessment Schedule Risk Level: 2012 Budget Schedule: 2013 Budget Schedule:
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Project Risk Assessment

7X781

Non-Revenue Support Vehicles

Managed by: Operations

Scope: To improve maintenance efficiencies for the Link light rail system, a tandem axle flatbed truck equipped with an insulated boom and bucket apparatus capable of picking up copper reels and poles is necessary for maintaining Link OCS equipment and power poles and the traction power grid. Lifetime expectancy of these trucks is 15 to 20 years.

Changes since 2012 Budget: This is a new project.

Board Approved Capital Budget (in YOE dollars)		Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$620		

TIP Cashflow (in thousands)									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	0	453	0	0	0	0	0	0	453
3-South King	0	167	0	0	0	0	0	0	167
Total	0	620	0	0	0	0	0	0	620

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
70-Vehicles	0	620	0	0	0	0	0	0	620
Total	0	620	0	0	0	0	0	0	620

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2012 Budget Schedule:
	2013 Budget Schedule:

Project Risk Assessment

700782

Auburn Garage Lighting Retrofit

Managed by: Operations

Scope: Auburn Station is one of the largest consumers of electrical power among Sound Transit facilities. This project would fund the replacement of existing T-8 and metal halide fixtures with LED fixtures at the Auburn Station garage. The project is eligible for a share of a \$400k grant from the Washington State Department of Commerce grant for use on several projects at ST facilities. In addition, this project will be eligible for a utility incentive of approximately \$37k. The annual savings in reduced electricity and maintenance costs are estimated to be \$22k per year.

Change since 2012: This is a new project created in October 2012. The project is funded by a budget transfer from 2012 Sounder operating budget approved by the Board.

Board Approved Capital Budget (in YOE dollars)		Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	Voter Approved Program:	
Baseline:	-	2008 Cost Estimate:	N/A
2012 TIP:	\$220	2012 Cost Estimate:	N/A
2013 TIP:	\$220	2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	220	0	0	0	0	0	0	0	220
Total	220	0	0	0	0	0	0	0	220

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
50-Construction	220	0	0	0	0	0	0	0	220
Total	220	0	0	0	0	0	0	0	220

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	
Budget Risk Level:		2012 Budget Schedule:	
		2013 Budget Schedule:	

Project Risk Assessment

8X341A

TOD Property Disposition

Managed by:

PEPD

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

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	N/A
Baseline:	-
2012 TIP:	\$5,601
2013 TIP:	\$5,601

TIP Cashflow (in thousands)

Capital									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2- North King	354	845	1,089	1,121	753	251	515	674	5,601
Total	354	845	1,089	1,121	753	251	515	674	5,601

8x341B**TOD Planning**Managed by: **PEPD**

The program budget funds Sound Move 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 since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)	
Baseline:	N/A
2012 TIP:	-
2013 TIP:	\$1,640
	\$1,640

TIP Cashflow (in thousands)

Operating									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2- North King	1,145	85	205	205	0	0	0	0	1,640
Total	1,145	85	205	205	0	0	0	0	1,640

Rehabilitation & Replacement Projects

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

The 2013 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 2013, 2015, and 2016.
- Sounder Vehicle Maintenance Program is funded through 2016.

BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
LINK				
Beacon Avenue Paving	New Project	Baseline	Road repaving following completion of the Initial Segment project.	\$2,000
Link Station Paver Replacement	New Project	Baseline	Replacement of non-performing tactile pavers at the SODO station is follow-on work from the Initial Segment project.	\$500
SOUNDER				
Station Midlife Maintenance	Cost Decrease	Program	Cost estimates for work were lowered.	(\$300)

Project Closures

The following project is complete and is being closed out:

- Tacoma Link Auxiliary Power Supply Replacement.

2013 TIP Cashflow by Budget Approval

Rehabilitation and Replacement (in thousands)

Project Number and Name		Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Baseline										
4X360	Beacon Avenue Paving	0	2,000	0	0	0	0	0	0	2,000
4X370	Link Station Paver Replacement	0	500	0	0	0	0	0	0	500
7x356	Tacoma Dome Station	0	0	390	0	0	0	0	0	390
7x701	ST Express Fleet Replacement	76,758	22,046	0	41,722	10,787	0	0	0	151,313
7x757	T Link Auxiliary Power Supply	419	5	0	0	0	0	0	0	424
7X758	T Link Announcement/Sign Sys	0	361	10	0	0	0	0	0	371
7x761	C Link Control CTR Phone Network	0	200	0	0	0	0	0	0	200
7x768	Federal Way Post Tension Cable Repair	0	525	0	0	0	0	0	0	525
Subtotal:		77,178	25,636	400	41,722	10,787	0	0	0	155,723
Closed										
7x765	Auburn Station: Post Tension Cable Repair	0	0	0	0	0	0	0	0	0
Subtotal:		0	0	0	0	0	0	0	0	0
Others										
7x740	Small Works Program	1,317	656	656	656	656	656	500	0	5,097
7x770	Souder Vehicle Overhaul Prog	492	4,547	4,547	4,524	3,303	0	0	0	17,412
7x771	Station Midlife Maintenance	72	638	740	0	0	0	0	0	1,450
Subtotal:		1,881	5,840	5,943	5,180	3,959	656	500	0	23,960
Grand Total:		\$79,059	\$31,476	\$6,343	\$46,902	\$14,746	\$656	\$500	\$0	\$179,682

Rehabilitation and Replacement

2013 TIP Cashflow by Subarea (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	11,972	4,607	710	8,083	2,461	87	63	0	27,982
2- North King	202	2,733	99	99	99	99	73	0	3,404
3- South King	8,854	5,340	2,676	6,189	2,696	99	86	0	25,941
4- East King	32,218	10,258	124	19,303	5,125	124	94	0	67,246
5- Pierce	25,812	8,539	2,734	13,227	4,365	248	185	0	55,110
Total	\$79,059	\$31,476	\$6,343	\$46,902	\$14,746	\$656	\$500	\$0	\$179,682

2013 TIP Cashflow by Phase (in thousands)

Phase# and Description	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10 Agency Administration	238	337	56	39	32	28	28	0	758
20 Pre-Engineering/Env Review	24	46	51	13	13	13	13	0	171
30 Final Design & Specification	19	256	126	91	63	0	0	0	557
50 Construction	1,892	4,109	1,687	615	615	615	459	0	9,993
55 Construction Services	0	200	0	0	0	0	0	0	200
70 Vehicles	76,886	26,468	4,422	46,144	14,023	0	0	0	167,943
90 Contingency	0	60	0	0	0	0	0	0	60
Total	\$79,059	\$31,476	\$6,343	\$46,902	\$14,746	\$656	\$500	\$0	\$179,682

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 will include full-depth replacement of pavement, drainage improvements, reconstruction of portions of sidewalks, sidewalk widening, addition of raised roadway median and increased crosswalk widths.

Changes since 2012 budget: New project created with funding for follow-on work from the Initial Segment.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	Pending	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$2,000		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	0	2,000	0	0	0	0	0	0	2,000
Total	0	2,000	0	0	0	0	0	0	2,000

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	0	210	0	0	0	0	0	0	210
30-Final Design & Specification	0	125	0	0	0	0	0	0	125
50-Construction	0	1,515	0	0	0	0	0	0	1,515
55-Construction Services	0	150	0	0	0	0	0	0	150
Total	0	2,000	0	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	2012 Budget Schedule:	N/A
		2013 Budget Schedule:	2013

Project Risk Assessment

4X370

Link Station Paver Replacement

Managed by: DECM

Scope: Sound Transit is replacing tactile pavers at the Link SODO station boarding platform that have not performed in accordance with design requirements.

Changes since 2012 budget: New project created using funding for follow-on construction work that was included in the Initial Segment project.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	Pending	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$500		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	0	500	0	0	0	0	0	0	500
Total	0	500	0	0	0	0	0	0	500

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	0	75	0	0	0	0	0	0	75
30-Final Design & Specification	0	25	0	0	0	0	0	0	25
50-Construction	0	350	0	0	0	0	0	0	350
55-Construction Services	0	50	0	0	0	0	0	0	50
Total	0	500	0	0	0	0	0	0	500

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Initial Estimate	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2012 Budget Schedule:	N/A
		2013 Budget Schedule:	2013

Project Risk Assessment

Schedule risks presented by need to coordinate paver replacement with Link Operations to ensure the project does not impact Link service. Budget risk associated with uncertainty whether similar condition may occur at other Link stations.

7x356

Tacoma Dome Station

Managed by: Operations

Scope: The Tacoma Dome Station project was completed in 2002. Per agreement, Sound Transit has maintained a capital budget for major maintenance which may be necessary during the useful life of the facility. Current projections are for spending to be programmed after 2011. Per the terms of the agreement with Pierce Transit, the Sound Transit contribution for major maintenance is \$275K in 1998 dollars, inflated to the year of expenditure.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)	
Phase Gate Passed:	None
Baseline:	-
2012 TIP:	\$390
2013 TIP:	\$390

ST2 Total Project Cost Estimate (in 2012 dollars)	
2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	0	0	390	0	0	0	0	0	390
Total	0	0	390	0	0	0	0	0	390

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
50-Construction	0	0	390	0	0	0	0	0	390
Total	0	0	390	0	0	0	0	0	390

Budget Risk Assessment	
Estimate Type:	
Budget Risk Level:	

Schedule Risk Assessment	
Schedule Risk Level:	
2012 Budget Schedule:	
2013 Budget Schedule:	

Project Risk Assessment

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 are for buses 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. There were 35 buses delivered in 2011 and 24 more replacements were ordered for 2012 delivery. An additional 19, 60-foot buses were also ordered for 2012 delivery. In prior years' fleet plans, only 12 buses were going to be replaced. During the period from 2012-2017, a total of 71 buses will be replaced.

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$151,313	2013 Cost Estimate:	N/A
2013 TIP:	\$151,313		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	11,820	3,898	0	7,376	1,922	0	0	0	25,016
3-South King	8,008	2,147	0	4,064	1,118	0	0	0	15,337
4-East King	32,042	10,134	0	19,180	5,001	0	0	0	66,357
5-Pierce	24,888	5,866	0	11,102	2,746	0	0	0	44,603
Total	76,758	22,046	0	41,722	10,787	0	0	0	151,313

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
70-Vehicles	76,758	22,046	0	41,722	10,787	0	0	0	151,313
Total	76,758	22,046	0	41,722	10,787	0	0	0	151,313

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	
Budget Risk Level:		2012 Budget Schedule:	
		2013 Budget Schedule:	

Project Risk Assessment

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 since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2012 TIP:	\$5,097
2013 TIP:	\$5,097

ST2 Total Project Cost Estimate (in 2012 dollars)	
2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	85	87	87	87	87	87	63	0	581
2-North King	202	99	99	99	99	99	73	0	770
3-South King	626	99	99	99	99	99	86	0	1,206
4-East King	176	124	124	124	124	124	94	0	889
5-Pierce	228	248	248	248	248	248	185	0	1,651
Total	1,317	656	656	656	656	656	500	0	5,097

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	232	28	28	28	28	28	28	0	402
20-Pre-Engineering/Env Review	24	13	13	13	13	13	13	0	101
30-Final Design & Specification	19	0	0	0	0	0	0	0	19
50-Construction	988	615	615	615	615	615	459	0	4,522
70-Vehicles	54	0	0	0	0	0	0	0	54
Total	1,317	656	656	656	656	656	500	0	5,097

Budget Risk Assessment
Estimate Type:
Budget Risk Level:

Schedule Risk Assessment
Schedule Risk Level:
2012 Budget Schedule:
2013 Budget Schedule:

Project Risk Assessment

7x757

Tacoma Link Auxiliary Power Supply

Managed by: Operations

Scope: Procurement and installation of a new Auxiliary Power Supply System for Tacoma Link. The current installed auxiliary inverter systems have reached the end of their useful life. Replacement part availability and technical support is limited and a long-term solution is needed to ensure reliability of the Tacoma Link Service.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	N/A
Baseline:	-
2012 TIP:	\$424
2013 TIP:	\$424

ST2 Total Project Cost Estimate (in 2012 dollars)

2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	419	5	0	0	0	0	0	0	424
Total	419	5	0	0	0	0	0	0	424

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
50-Construction	419	5	0	0	0	0	0	0	424
Total	419	5	0	0	0	0	0	0	424

Budget Risk Assessment

Estimate Type:

Budget Risk Level:

Schedule Risk Assessment

Schedule Risk Level:

2012 Budget Schedule:

2013 Budget Schedule:

Project Risk Assessment

7X758

Tacoma Link Announcement/Sign Sys

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. Tacoma Link Maintenance will take action to contact the original equipment manufacturers and compile all available options for updating the interface of software and/or hardware components.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)					ST2 Total Project Cost Estimate (in 2012 dollars)				
Phase Gate Passed:	N/A				<div style="display: flex; justify-content: space-between;"> 2008 Cost Estimate: N/A </div> <div style="display: flex; justify-content: space-between;"> 2012 Cost Estimate: N/A </div> <div style="display: flex; justify-content: space-between;"> 2013 Cost Estimate: N/A </div>				
Baseline:	-								
2012 TIP:	\$371								
2013 TIP:	\$371								

TIP Cashflow (in thousands)									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	0	361	10	0	0	0	0	0	371
Total	0	361	10	0	0	0	0	0	371

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	0	11	10	0	0	0	0	0	21
50-Construction	0	350	0	0	0	0	0	0	350
Total	0	361	10	0	0	0	0	0	371

Budget Risk Assessment Estimate Type: Budget Risk Level:	Schedule Risk Assessment Schedule Risk Level: 2012 Budget Schedule: 2013 Budget Schedule:
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Project Risk Assessment

7x761

Central Link Control Center Phone Network

Managed by: Operations

Scope: The current emVista system in the Link Control Center (LCC) is not compatible with the Agency Cisco phone system. The current system also provides interference on the King County radio communications, rendering EmVista inadequate. The replacement system will allow for communications between operators and the LCC without interference on other supporting systems.

The project is expected to be completed in 2013.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$200	2013 Cost Estimate:	N/A
2013 TIP:	\$200		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	0	134	0	0	0	0	0	0	134
3-South King	0	66	0	0	0	0	0	0	66
Total	0	200	0	0	0	0	0	0	200

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	0	0	0	0	0	0	0	0	0
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:		Schedule Risk Level:	
Budget Risk Level:		2012 Budget Schedule:	
		2013 Budget Schedule:	

Project Risk Assessment

7x768

Federal Way Post Tension Cable Repair

Managed by: Operations

Scope: The post tension cables provide structural reinforcement of the Federal Way parking garage. Grease has been leaking out of the post tension cable grout pockets indicating water penetration. This project at a minimum requires removal of failed grout pockets and replacement of the grease-filled caps; more extensive remediation however may be required. The budget funds complete remediation. The project will be completed in 2013.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2012 TIP:	\$525
2013 TIP:	\$525

ST2 Total Project Cost Estimate (in 2012 dollars)	
2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	0	525	0	0	0	0	0	0	525
Total	0	525	0	0	0	0	0	0	525

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
50-Construction	0	525	0	0	0	0	0	0	525
Total	0	525	0	0	0	0	0	0	525

Budget Risk Assessment
Estimate Type:
Budget Risk Level:

Schedule Risk Assessment
Schedule Risk Level:
2012 Budget Schedule:
2013 Budget Schedule:

Project Risk Assessment

7x770

Sounder Vehicle Overhaul Program

Managed by: Operations

Scope: Transportation maintenance projects have not historically been classified in the same manner as traditional capital budgets. Typically, they are classified as either preservation or improvement projects.

Major Locomotive Overhauls: This project is a preservation project to maintain, preserve, and extend the life of these existing assets (locomotives). It will not significantly change the program use of the asset.

Engine Overhauls: Currently there are 11 locomotives operating for Sounder. Maintenance overhauls are required to ensure the continued performance of the asset – the locomotives were purchased in 2000 and 2001 and have continued to perform over the past 12 years without a major overhaul. Cost per locomotive is \$1.3M.

The completion of these projects will take 5 years which will allow the Sounder services to operate at current levels without service disruption.

Truck Overhauls: A five-year project, for 58 cars with a cost of \$36K per car. Twelve cars expected to be overhauled in 2012.

Door Motor Replacement: Passenger door motors with a cost of \$7.5K per car (two motors per car) and currently forecast to replace 12 car motors in 2012.

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$17,412	2013 Cost Estimate:	N/A
2013 TIP:	\$17,412		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	67	623	623	620	453	0	0	0	2,385
3-South King	220	2,037	2,037	2,027	1,480	0	0	0	7,801
5-Pierce	204	1,887	1,887	1,877	1,371	0	0	0	7,226
Total	492	4,547	4,547	4,524	3,303	0	0	0	17,412

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	0	11	11	11	4	0	0	0	35
20-Pre-Engineering/Env Review	0	23	23	0	0	0	0	0	46
30-Final Design & Specification	0	91	91	91	63	0	0	0	338
50-Construction	418	0	0	0	0	0	0	0	418
70-Vehicles	74	4,422	4,422	4,422	3,236	0	0	0	16,577
Total	492	4,547	4,547	4,524	3,303	0	0	0	17,412

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	
		2013 Budget Schedule:	

Project Risk Assessment

7x771

Station Midlife Maintenance

Managed by: Operations

Scope: A number of Sound Transit facilities have been in service for more than ten years and are reaching their midlife maintenance stage. This is a multi-location midlife program with projects as follows:

Auburn Station \$877,166; Kent Station \$191,486; Sumner Station \$258,761; Puyallup Station \$154,430 – concrete patching; ADA handrails; guard rails; caulking on roof; replacement of broken tile; painting of shelters; and asphalt lot repaving, resealing, and restriping.

Kent Garage: \$33,000 for seal coat of the top level of the garage.

Tukwila Station: \$14,250 for plywood platform rehab.

King Street Station: \$69,574 for concrete patching, installation of guardrail, caulking, and repainting.

South Hill Park and Ride: \$178,000 for caulking and painting of shelters, railing, and misc fixtures; asphalt lot repaving, resealing, and restriping.

Changes since 2012 budget: Lifetime budget reduced by \$300,000.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$1,750	2013 Cost Estimate:	N/A
2013 TIP:	\$1,450		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	0	465	540	0	0	0	0	0	1,006
5-Pierce	72	172	200	0	0	0	0	0	444
Total	72	638	740	0	0	0	0	0	1,450

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	5	3	8	0	0	0	0	0	15
20-Pre-Engineering/Env Review	0	10	15	0	0	0	0	0	25
30-Final Design & Specification	0	15	35	0	0	0	0	0	50
50-Construction	67	550	683	0	0	0	0	0	1,300
90-Contingency	0	60	0	0	0	0	0	0	60
Total	72	638	740	0	0	0	0	0	1,450

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2012 Budget Schedule:
	2013 Budget Schedule:

Project Risk Assessment

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.

BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
OTHER				
Environmental Mitigation Monitoring and Maintenance	New Project	Program	Funds were transferred from projects requiring environmental monitoring and maintenance in future years so that those projects could be administratively closed.	\$1,214
Surplus Property Disposition	Budget Cut	Program	Certain properties previously included in this project are in scope for TOD so are now excluded from this project.	(\$387)

2013 TIP Cashflow by Budget Approval

Administrative Projects (in thousands)

		Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
<u>Project Number and Name</u>										
Program										
0x001	Administrative Capital	4,503	1,066	700	604	1,053	784	524	4,100	13,334
0x0011	Information Technology Program	5,600	3,360	2,320	2,349	1,935	2,245	2,100	12,326	32,235
600025	Environmental Mitigation Monitoring and Maintenance	0	398	300	175	163	31	79	68	1,214
8x342	Surplus Property Disposition	0	227	295	186	0	0	0	0	708
Subtotal:		10,103	5,051	3,615	3,313	3,152	3,060	2,703	16,494	47,491
Grand Total:		\$10,103	\$5,051	\$3,615	\$3,313	\$3,152	\$3,060	\$2,703	\$16,494	\$47,491

Administrative Projects

2013 TIP Cashflow by Subarea (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	0	82	61	36	33	6	16	14	249
2- North King	0	227	295	186	0	0	0	0	708
3- South King	0	289	218	127	118	23	57	50	882
4- East King	0	27	20	12	11	2	5	5	83
6- Systemwide	10,103	4,426	3,020	2,952	2,989	3,028	2,624	16,426	45,569
Total	\$10,103	\$5,051	\$3,615	\$3,313	\$3,152	\$3,060	\$2,703	\$16,494	\$47,491

2013 TIP Cashflow by Phase (in thousands)

Phase# and Description	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3 Admin Facilities / Equip. / Furn.	3,243	568	0	0	440	0	0	1,389	5,639
4 Non-revenue Fleet	934	300	331	330	340	510	250	1,215	4,211
6 IT Hardware / Software	5,600	3,360	2,320	2,349	1,935	2,245	2,100	12,326	32,235
7 Other	326	174	344	249	249	249	249	1,346	3,183
9 Future Program Allocation	0	25	25	25	25	25	25	150	300
10 Agency Administration	0	398	300	175	163	31	79	68	1,214
40 ROW Acquisition & Permits	0	227	295	186	0	0	0	0	708
Total	\$10,103	\$5,051	\$3,615	\$3,313	\$3,152	\$3,060	\$2,703	\$16,494	\$47,491

0x001

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 fleet, office equipment, and furnishings that meet the accounting capitalization threshold of \$5,000 per item.

In 2012, the lifetime budget increased by \$3.8 million to provide for the replacement of IT assets. Subsequently the Board adopted Resolution No. R2011-18 capital amendment 13, which created a separate program for IT by transferring \$32.2 million, thereby reducing the administrative capital budget to \$13.3 million.

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$13,334	2013 Cost Estimate:	N/A
2013 TIP:	\$13,334		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
6-Systemwide	4,503	1,066	700	604	1,053	784	524	4,100	13,334
Total	4,503	1,066	700	604	1,053	784	524	4,100	13,334

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-Admin Facilities / Equip. / Furn.	3,243	568	0	0	440	0	0	1,389	5,639
4-Non-revenue Fleet	934	300	331	330	340	510	250	1,215	4,211
7-Other	326	174	344	249	249	249	249	1,346	3,183
9-Future Program Allocation	0	25	25	25	25	25	25	150	300
Total	4,503	1,066	700	604	1,053	784	524	4,100	13,334

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	
Budget Risk Level:		2012 Budget Schedule:	
		2013 Budget Schedule:	

Project Risk Assessment

600025

Environmental Mitigation Monitoring and Maintenance

Managed by: PEPD

Scope: Environmental mitigation is often required by permits obtained from natural resource agencies for the Agency's multiple capital projects. Associated with mitigation are requirements for on-going monitoring and maintenance extending for as many as 10 years from completion of mitigation. Sound Transit endeavors to close projects shortly after placing them into service rather than extending them through the duration of the environmental monitoring and mitigation period. To that end Sound Transit has created this Mitigation and Monitoring project through which all environmental mitigation and monitoring following completion of construction will be managed. The budget for this project originated from transfer of funds from projects that required environmental mitigation that are presently in service.

Changes since the 2012 budget: New project created by transfer of funding from projects with environmental mitigation monitoring and maintenance obligations.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$1,214		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	0	82	61	36	33	6	16	14	249
3-South King	0	289	218	127	118	23	57	50	882
4-East King	0	27	20	12	11	2	5	5	83
Total	0	398	300	175	163	31	79	68	1,214

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	0	398	300	175	163	31	79	68	1,214
Total	0	398	300	175	163	31	79	68	1,214

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	
		2013 Budget Schedule:	2019

Project Risk Assessment

8x342

Surplus Property DispositionManaged by: **DECM**

Scope: Prepare surplus properties for sale that due to their size or location do not lend themselves to TOD. Surplus properties represent properties that may have been used during construction or that were acquired but are not necessary to support active transit operations.

Changes since 2012 budget: The lifetime budget was reduced by \$ 0.4 million. Certain properties previously included in this project are within the scope of TOD, so are now excluded from this project.

Board Approved Capital Budget (in YOE dollars)	
Baseline:	N/A
2012 TIP:	-
2013 TIP:	\$1,094
	\$708

TIP Cashflow (in thousands)

Operating									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2- North King	0	227	295	186	0	0	0	0	708
Total	0	227	295	186	0	0	0	0	708

0x0011

Information Technology Program

Managed by:

FIT

Scope: The Information Technology Program was transferred from the Administrative Capital project in 2012 to provide greater visibility to the Program's components. The Program supports agencywide hardware and software infrastructure and development and implementation of technology solutions to improve operational efficiencies resulting from the Agency's growth.

Changes since 2012 budget: Operating cost component was established. The Lifetime Program budget remains unchanged.

Board Approved Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2012 TIP:	\$32,235
2013 TIP:	\$32,235

TIP Cashflow (in thousands)

Operating									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
6- Systemwide		25	115	132	152	175	201	981	1,781
Total		25	115	132	152	175	201	981	1,781

Capital									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
6-Systemwide	5,600	3,335	2,205	2,216	1,783	2,070	1,899	11,345	30,454
Total	5,600	3,335	2,205	2,216	1,783	2,070	1,899	11,345	30,454

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Agency Administration

The 2013 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)

	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total TIP
Operating	\$314,290	\$55,699	\$56,608	\$60,061	\$63,028	\$65,331	\$68,545	\$342,224	\$1,025,787
Reserves	192,243	51,839	51,672	51,816	74,326	77,145	82,326	383,271	964,639
Total	\$506,534	\$107,538	\$108,280	\$111,877	\$137,355	\$142,475	\$150,872	\$725,495	\$1,990,426

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. Costs for Sound Transit staff that work directly on capital projects or in service delivery are included in the budgets for those specific project or mode of operations, respectively. A portion of the costs for agency staff that work indirectly on capital projects is allocated to the resulting fixed assets. The remaining costs are then charged to systemwide agency administration operating program. This program is being reduced by \$15 million to \$861.9 million for the period 2010 through 2023.

BUDGET CHANGES

(in thousands)

Program	Reason	Explanation	Change
Agency Administrative Operating Expenses	Budget Cut	Reduced due to lower forecasted tax revenues.	\$(15,000)

Agency Reserves

Regional Fund Contingency

The Regional Fund contingency is a general Sound Move agencywide contingency for programming by the Board. This contingency is no longer budgeted due to lower forecasted tax revenues.

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 unforeseen events, should they occur.

Capital Replacement

The capital replacement reserve is a sinking fund 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. This reserve is being reduced by \$16.0 million to \$23.3 million since the Northgate Link Extension baseline budget was approved in 2012 and included funds for insurance costs.

BUDGET CHANGES

(in thousands)

Reserve	Reason	Explanation	Change
Regional Fund Contingency	Budget Cut.	Removed entirely due to lower forecasted tax revenues.	(\$19,900)
Insurance Systemwide	Budget Cut.	Reduced due to the inclusion of insurance costs in the Northgate Link Extension baseline budget.	(\$16,076)

2013 TIP Cashflow by Budget Approval Agency Administration

(in thousands)

	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Operating									
0X002 Agency Admin Operating	135,395	55,699	56,608	60,061	63,028	65,331	68,545	342,224	846,892
0x003 Agency Admin Operating (1997-2009)	178,895	0	0	0	0	0	0	0	178,895
Subtotal:	314,290	55,699	56,608	60,061	63,028	65,331	68,545	342,224	1,025,787
Reserves									
0X004 Regional Fund Contingency	0	0	0	0	0	0	0	0	0
0X005 Systemwide Contingency	0	0	0	0	0	5,000	0	0	5,000
1x900 Emergency/Loss	11,928	2,000	2,000	2,000	2,000	2,000	2,000	14,000	37,928
1x901 Insurance Systemwide	0	0	0	0	5,625	5,625	5,625	6,424	23,299
8x500 Capital Replacement	180,315	49,839	49,672	49,816	66,701	64,520	74,701	362,847	898,412
Subtotal:	192,243	51,839	51,672	51,816	74,326	77,145	82,326	383,271	964,639
Total:	\$506,534	\$107,538	\$108,280	\$111,877	\$137,355	\$142,475	\$150,872	\$725,495	\$1,990,426

0X002

Agency Admin Operating

Managed by: FIT

Scope: Agency Administration operating funds salary, benefits, and staff-related costs that support our capital program indirectly and the Agency overall. This project is for the period 2010 - 2023.

Changes since 2012 budget: 2013 TIP decreased by \$15 million based upon a revised forecast.

Board Approved Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2012 TIP:	\$861,892
2013 TIP:	\$846,892

ST2 Total Project Cost Estimate (in 2012 dollars)	
2008 Cost Estimate:	N/A
2012 Cost Estimate:	N/A
2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
6-Systemwide	135,395	55,699	56,608	60,061	63,028	65,331	68,545	342,224	846,892
Total	135,395	55,699	56,608	60,061	63,028	65,331	68,545	342,224	846,892
Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	135,395	55,699	56,608	60,061	63,028	65,331	68,545	342,224	846,892
Total	135,395	55,699	56,608	60,061	63,028	65,331	68,545	342,224	846,892

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 2012 constant-year dollars (referred to as "2012\$") based on the agency's August 2012 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.
- 2012 cost estimates match the board-endorsed 2012 TIP.
- 2013 cost estimates include all ST2 projects currently funded in the agency's financial plan.

The changes to the cost estimates between 2012 and 2013 include:

- The Northgate Link Extension increase reflects the June 2012 Board action to approve the baseline budget.
- The reduction in the Link Fleet Expansion project reflects a budget transfer to the Northgate Link Extension project in order to fund 40 vehicles.
- The increase in the Tacoma Link Expansion project cost estimate assumes funding from Sound Transit local tax revenues, federal grant funding, as well as matching funds from public or private entities, consistent with the ST2 Plan.
- ST3 Planning cost estimate is reduced due to transfers of lifetime budget to Ballard-to-Downtown Seattle HCT Planning and HCT Corridor Planning Studies projects.

ST2 COST ESTIMATES

Constant 2012 Dollars in thousands

	2008 Estimate	Inc/(Dec)	2012 Estimate	Inc/(Dec)	2013 Estimate
<i>Link Light Rail</i>					
East Link	\$3,015,057	(\$141,933)	\$2,873,125	-	\$2,873,125
Northgate Link Extension	1,590,701	(\$180,482)	1,410,220	352,278	1,762,498
Lynnwood Link Extension	1,552,330	(\$230,043)	1,322,287	-	1,322,287
First Hill Streetcar	132,294	\$110	132,404	-	132,404
S 200th Link Extension	372,999	(\$57,736)	315,263	-	315,263
South Corridor HCT - South 200th to KDM Rd	451,454	(\$48,668)	402,786	-	402,786
South Corridor HCT - KDM Rd to South 272nd St	491,722	(\$491,722)	-	-	-
HCC to Tacoma Dome - P/E & ROW	35,816	(\$35,816)	-	-	-
South Corridor Alternatives Planning	79,411	(\$75,382)	4,029	-	4,029
Tacoma Link Expansion	92,049	(\$11,665)	80,384	45,529	125,913
Link Maintenance & Storage	270,714	(\$42,480)	228,234	-	228,234
Link Fleet Expansion	558,877	(\$27,889)	530,988	(216,630)	314,359
Total Link Light Rail	8,643,424	(1,343,704)	7,299,720	181,178	7,480,898
<i>Sounder Commuter Rail</i>					
Station Access & Demand Study	138,010	(81,824)	56,186	-	56,186
Sumner Station Improvements	44,256	(6,871)	37,384	-	37,384
Puyallup Station Improvements	61,865	(9,492)	52,372	-	52,372
Lakewood Station Improvements	41,632	(6,298)	35,334	-	35,334
Sounder Yard & Shops Facility	152,713	(594)	152,119	-	152,119
Tukwila Station	38,502	(3,589)	34,914	-	34,914
Edmonds Station	24,713	(24,713)	-	-	-
Sounder South Expanded Service	186,658	9,438	196,096	-	196,096
Reservation Junction Track & Signal	68,246	(10,483)	57,763	-	57,763
Tacoma Track & Signal	28,665	(287)	28,378	-	28,378
Platform Extensions - South King/Pierce	57,693	(57,693)	-	-	-
Eastside Rail Partnership	55,146	(55,144)	2	-	2
Total Sounder Commuter Rail	898,098	(247,550)	650,548	-	650,548
<i>Regional Express</i>					
ST Express Bus Base	176,818	(5,684)	171,134	-	171,134
ST Express Mid-Day Bus Storage	-	768	768	-	768
ST Express Fleet Expansion	39,304	4,002	43,306	-	43,306
ST Express Capital Reserve Program	26,972	(26,972)	-	-	-
I-90 Contribution	51,597	-	51,597	-	51,597
Burien TC Parking Expansion	15,336	-	15,336	-	15,336
Bothell Parking Garage/Transit Center	5,754	(5,754)	-	-	-
Total Regional Express	315,781	(33,641)	282,140	-	282,140
<i>Other</i>					
ST3 Planning	35,595	-	35,595	(8,524)	27,071
Ballard to Downtown Seattle HCT Planning Study	2,729	-	2,729	-	2,729
HCT Corridor Planning Studies	25,828	-	25,828	-	25,828
STart Program	-	25,601	25,601	-	25,601
Total Other	64,152	25,601	89,753	(8,524)	81,229
Total ST2 Cost Estimate	\$9,921,456	(\$1,599,294)	\$8,322,162	\$172,654	\$8,494,816

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, 2012, and 2013.

The changes between 2012 and 2013 include:

Link Light Rail

We expect to close both the Initial Segment and the Airport Link projects in 2013. Project savings will reduce final budget for the Initial Segment project by \$3.38M and the Airport Link project by \$1.08M.

Sounder Commuter Rail

We expect to close four projects in 2013 and realize the following project savings:

- Willow Creek Environmental Mitigation – \$20K.
- Edmonds Station – \$670K.
- Permitting and Mitigation – \$163K.

The Mukilteo Station – South Platform project budget increased by \$7.18M.

Regional Express

We expect to close the following projects in 2013 with project savings:

- I-90 2 Way Transit and HOV Op, Stage 1 – \$1.39M.
- I-90 2 Way transit and HOV Op Stage 2 – \$8.86M.
- Ash Way Transit Access – \$303K.
- Federal Way HOV Access, South 317th – \$5K.
- Totem Lake Freeway Station – \$35K.
- South Everett Freeway Station – \$129K.
- Canyon Park Freeway Station - \$12K.
- Issaquah Transit Center/SR900 – \$38K.
- Totem Lake Transit Center – \$9K.
- Newcastle Transit Improvements – \$12K.
- Mercer Island Park and Ride – \$1K.
- SR522 HOV Enhancements/Bothell – \$293K.

ADOPTED LIFETIME BUDGETS FOR ACTIVE SOUND MOVE PROJECTS

Year of Expenditure (YOE) Dollars in thousands

	2008	Inc/(Dec)	2012	Inc/(Dec)	2013
<i>Link Light Rail</i>					
University Link	\$1,614,007	\$142,000	\$1,756,007	-	\$1,756,007
Initial Segment	2,070,000	29,000	2,099,000	(3,382)	2,095,618
Airport Link	243,600	19,500	263,100	(1,076)	262,024
DSTT Capital Costs	24,919	(1,200)	23,719	-	23,719
Tacoma Link	80,416	(3,319)	77,097	-	77,097
Total Link Light Rail	4,032,942	185,981	4,218,923	(4,458)	4,214,465
<i>Souder Commuter Rail</i>					
Willow Creek Environmental Mitigation	1,001	(147)	854	(20)	834
M Street to Lakewood Track and Signal	73,601	7,941	81,542	-	81,542
D Street to M Street Track and Signal	76,025	85,256	161,281	-	161,281
Layover	24,424	9,523	33,947	-	33,947
Mukilteo Station, South Platform	9,371	1,760	11,131	7,182	18,313
South Tacoma Station	16,476	(748)	15,728	-	15,728
Edmonds Station	12,929	(1,380)	11,549	(670)	10,879
Lakewood Station	32,920	(3,723)	29,197	-	29,197
Permitting and Mitigation	10,288	(3,609)	6,679	(163)	6,516
Total Souder Commuter Rail	257,035	94,873	351,908	6,329	358,237
<i>Regional Express</i>					
Regional Express Program Reserve	22,620	(7,421)	15,199	10,562	25,761
I-90 2-Way Transit & HOV Op, Stage 1	25,782	(942)	24,840	(1,392)	23,448
I-90 2-Way Transit & HOV Op, Stage 2	19,372	12,311	31,683	(8,855)	22,828
I-90 2-Way Transit & HOV Op, Stage 3	1,722	62,500	64,222	-	64,222
Ash Way Transit Access	18,993	(56)	18,937	(303)	18,634
Federal Way Hov Access, S317th	32,618	(3,839)	28,779	(5)	28,774
Totem Lake Freeway Station	80,339	(6,743)	73,596	(35)	73,561
85th Corridor, Kirkland	6,015	-	6,015	-	6,015
Kirkland Transit Center	13,300	(2,341)	10,959	-	10,959
Renton HOV Access/N8th	67,075	(62,570)	4,505	-	4,505
Rainier Avenue Arterial Improvements	15,717	-	15,717	-	15,717
Strander Boulevard Improvements	4,219	-	4,219	-	4,219
Mountlake Terrace Freeway Station	25,545	6,872	32,417	-	32,417
S Everett Freeway Station	31,209	(2,722)	28,487	(129)	28,358
Federal Way Transit Center	39,455	-	39,455	-	39,455
Canyon Park Freeway Station	10,728	(955)	9,773	(12)	9,761
Issaquah Transit Center/SR900	29,482	(482)	29,000	(38)	28,962
Totem Lake Transit Center	7,743	(1,476)	6,267	(9)	6,259
Newcastle Transit Improvements	7,223	(3,084)	4,139	(12)	4,127
Mercer Island Park and Ride	16,829	(2,833)	13,996	(1)	13,995
SR522 HOV Enhancements/Bothell	8,601	(63)	8,538	(293)	8,246
Total Regional Express	484,587	(13,844)	470,743	(522)	470,223
STart Program	18,100	16,100	34,200	-	34,200
Total Active Sound Move Projects	\$4,792,664	\$283,110	\$5,075,774	\$1,349	\$5,077,125

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.

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 projects costs relative to the activities and deliverables in each. The phases of capital projects include:

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.

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 real property required for construction and construction staging, easements, rights-of-way, and any residential or commercial relocations. This phase include 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.

70-Vehicles

Procurement, manufacture, delivery, testing, and commissioning of revenue vehicles, spare parts, and warranty support. Also includes procurement of non-revenue vehicles.

80-Start Up 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 Finance 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 provides 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 2012 as well as new projects for 2013. Any additional projects will be added at the end of the year when subarea allocations are calculated.

Revenues and Financing Sources

Sources

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

PASSENGER FARES

Description	Driver
Sounder Fares	Station Boardings
ST Express Bus Fares	Route Boardings/Platform Hours
Central 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 Sounder Operations	Vehicle Miles

ST EXPRESS BUS SERVICES OPERATING USES

Description	Driver
Bus Operations	Platform Hours

OTHER USES

Description	Driver
Art Maintenance	Facility Location
Other Expenses	Location or Board Designation

Capital Project Uses (Outlays)

System Expansion - Link Light Rail Projects	Driver
First Hill Link Streetcar	Location
Tacoma Link Expansion	Location
Link Operations & Maintenance Satellite Facility	ST2 Adopted Financial Plan
Northgate Link Extension	Location
Lynnwood Link Extension	ST2 Adopted Financial Plan
University Link	Location
Initial Segment	2009 Sound Move Reported Rules
DSTT Capital Costs	Location
Airport Link	Location
S 200 th Link Extension	Location
Federal Way Transit Extension	Location
East Link	ST2 Adopted Financial Plan
Tacoma Link	Location

System Express - Sounder Commuter Rail Projects	Driver
Station Access & Demand Study	ST2 Adopted Financial Plan
Eastside Rail Partnership	Location
Sounder Yard and Shops Facility	ST2 Adopted Financial Plan
Willow Creek Environmental Mitigation	Location
Sounder ST2 Fleet Expansion	ST2 Adopted Financial Plan
M St.-Lakewood Track & Signal	Location
Permitting/ Environmental Mitigation	Location
D St-M St Track & Signal	Location
Layover	Vehicle Miles
Mukilteo Station, South Platform	Location

System Express - Sounder Commuter Rail Projects	Driver
Edmonds Station	Location
Tukwila Station	Location
South Tacoma Station	Location
Lakewood Station	Location
Sounder South Expanded Service	ST2 Adopted Financial Plan
Puyallup Station Improvements	Location
Sumner Station Improvements	Location
Lakewood Station Improvements	Location
Reservation Junction Track & Signal	Location

System Expansion - Regional Express Bus Projects	Driver
ST Express Bus Base	ST2 Adopted Financial Plan
ST Express Mid-Day Bus Storage	Service Location
Burien Transit Center Parking Expansion	Location
Ash Way Transit Access	Location
Federal Way HOV Access/S 317 th	Location
Totem Lake Freeway Station	Location
85 th Corridor, Kirkland	Location
Kirkland Transit Center/3rd	Location
Renton HOV Access/N 8 th	Location
Rainier Avenue Arterial Improvements	Location
Strander Boulevard Extension	Location
Mountlake Terrace Freeway Station	Location
S. Everett Freeway Station/112 th	Location
Federal Way Transit Center	Location
Canyon Park Freeway Station	Location
Issaquah Transit Center/SR900	Location
Totem Lake Transit Center	Location
Newcastle Transit Improvements	Location
Mercer Island Park & Ride	Location
I-90 2-Way Tran & HOV Op, St 1	Location
SR 522 HOV Enhancements/Kenmore	Location
SR 522 HOV Enhancements/Bothell	Location
I-90 2-Way Tran & HOV Op, St 2	Location

System Expansion - Regional Express Bus Projects	Driver
I-90 2-Way Tran & HOV Op, St 3	Location

System Expansion – Other	Driver
ST3 Planning	Financial Policies
South Corridor Alternative Planning	Location
Ballard to Downtown Seattle HCT Planning Study	Financial Policies
HCT Corridor Planning Studies	Financial Policies
Fare Integration	Financial Policies
Fare Administration	Financial Policies
Research and Technology	Financial Policies
STart	Location
Passenger Information System/CCTV	Number per Location
Ticket Vending Machines	Number per Location

Enhancement Projects	Driver
Bus Maintenance Facility	Platform Hours
Federal Way Transit Center Lighting Retrofit	Location
TOD Property Disposition	Location
TOD Planning	Location
Positive Train Control	Location
LRV On Board Energy Storage	Location
Noise Abatement	Location
Security Enhancements	Location
ST Express Mobile Communications Projects	Platform Hours
Parking Enhancements	Location
Sound Transit Police Office	Location
Bike Locker Program	Number per Location
Link OMF Laydown Area Improvements	Boardings/Track Miles
Link LRV Wash Bay Doors	Boardings/Track Miles
Radio Upgrade	Boardings/Track Miles
ST Express Security Camera Retrofit	Platform Hours
HVAC for Traction Power Sub Station (TPSS)	Boardings/Track Miles
Central Link HVAC – Instrument House & UPS Room	Boardings/Track Miles
Central Link Card Readers	Boardings/Track Miles

Enhancement Projects	Driver
Central Link OMF UPS Room Improvement	Boardings/Track Miles
Central Link Overhead Catenary System Tie Switch	Boardings/Track Miles
Benchtest Equipment	Track Miles/Boardings
Security Radios	Multiple Drivers
Non Revenue Support Vehicles	Multiple Drivers
Central Link Switch Heaters	2009 Sound Move Reported Rules; Vehicle Maintenance
DSTT South Access Security	Location

Rehabilitation & Replacement Projects	Driver
Beacon Avenue Paving	Location
Link Station Paver Replacement	Location
Tacoma Dome Station	Location
ST Express Fleet Replacement	Platform Hours
Small Works Program	Location
Tacoma Link Auxiliary Power Supply Replacement	Location
Tacoma Link LRV Communications Upgrade	Location
Auburn Station: Post Tension Cable Repair	Location
Federal Way: Post Tension Cable Repair	Location
Sounder Vehicle Maintenance Program	Vehicle Miles
Station Midlife Maintenance	Location

Administrative Projects	Driver
Administrative Capital	Financial Policies
Information Technology Program	Financial Policies
Environmental Mitigation, Monitoring and Maintenance	Location
Surplus Property Disposition	Location

Systemwide Uses

Description	Driver
Agency Administration	Financial Policies

Debt Service

Description	Driver
Debt Service	Financial Plan

APPENDIX E

Project Category Changes – 2012 to 2013 TIP

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Project Category Changes – 2012 to 2013 TIP

The presentation of our capital program has changed in the 2013 Transit Improvement Plan (TIP).

In the 2012 TIP, projects were reported by mode: Link, Sounder, and Regional Express, as well as Service Delivery, Other Agency Projects (non-mode specific), and Agency Administration. For 2013 we are introducing new project categories which align with common industry practice and provide more transparency into the agency's investment in expanding service versus investment in existing assets. Within each of the following categories, projects are grouped 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 and 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.

The following table lists all active projects in the far left hand column, grouped by the 2013 project categories. Moving left to right are columns labeled *New Project* and then each of the 2012 project categories. An X appears in the *New Project* column next to a project that is new in 2013, and therefore does not have a 2012 category. All other 2013 projects that were active in 2012 have an X next to them under the appropriate 2012 project category heading.

PROJECT CATEGORY CHANGES 2012-2013 TIP

2013 TIP Book Category		2012 TIP Book Category					
	New Projects	Link Light Rail	Sounder Commuter Rail	Regional Express Bus	Service Delivery	Other Agency Projects	Agency Admin.
System Expansion							
Link Light Rail							
400007-First Hill Streetcar		X					
400008-Tacoma Link Expansion		X					
400009-Link Operations and Maintenance Satellite Facility		X					
4X100-Northgate Link Extension		X					
4X115-Lynnwood Link Extension		X					
4X199-Northgate Link Extension Project Reserve		X					
4X200-University Link Extension		X					
4X300-Initial Segment		X					
4X390-DSTT Capital Costs		X					
4X400-Airport Link		X					
4X420-S 200th Link Extension		X					
4X445-Federal Way Transit Extension		X					
4X500-Tacoma Link		X					
4X600-East Link		X					
Sounder Commuter Rail							
300001-Station Access & Demand Study			X				
300002-Eastside Rail Partnership			X				
300004-Sounder Yard & Shops Facility			X				
300017-Puyallup Station Improvements			X				
300018-Sumner Station Improvements			X				
300019-Lakewood Station Improvements			X				
300021-Reservation Junction Track & Signal	X						
3x101-Willow Creek Env. Mitigation			X				
3x130-M St-Lakewood Track & Signal			X				
3x131-Permitting/Env. Mitigation			X				
3x135-D St - M St Track & Signal			X				
3x140-Layover			X				
3x206-Mukilteo Station, S Platform			X				
3x209-Edmonds Station			X				
3x236-Tukwila Station			X				
3x251-South Tacoma Station			X				
3x253-Lakewood Station			X				
3x510-Sounder South Expanded Service			X				
7x755-Sounder ST2 Fleet Expansion					X		
Regional Express Bus							
500005-ST Express Bus Base				X			
500006-Burien TC Parking Expansion				X			
500020-ST Express Mid-Day Bus Storage				X			
5x105-Ash Way Transit Access				X			
5x125-Federal Way HOV Access/S 317th				X			
5x140-Totem Lake Freeway Station				X			

PROJECT CATEGORY CHANGES 2012-2013 TIP

2013 TIP Book Category		2012 TIP Book Category					
	New Projects	Link Light Rail	Sounder Commuter Rail	Regional Express Bus	Service Delivery	Other Agency Projects	Agency Admin.
5x141-85th Corridor, Kirkland				X			
5x142-Kirkland Transit Center/3rd				X			
5x150-Renton HOV Access/N 8th				X			
5x151-Rainier Avenue Arterial Imp.				X			
5x152-Strander Boulevard Extension				X			
5x312-Mountlake Terrace Freeway Sta.				X			
5x319-S Everett Freeway Station				X			
5x321-Federal Way Transit Center				X			
5x324-Canyon Park Freeway Station				X			
5x326-Issaquah Transit Center/SR900				X			
5x328-Totem Lake Transit Center				X			
5x330-Newcastle Transit Improvements				X			
5x354-Mercer Island Park & Ride				X			
5x382-I-90 2-Way Tran & HOV Op, St 1				X			
5x385-SR522 HOV Enhancements/Bothell				X			
5x386-I-90 2-Way Tran & HOV Op, St 2				X			
5x387-I-90 2-Way Tran & HOV Op, St 3				X			
5x999-Regional Express Program Reserve				X			
Other							
1x902-ST3 Planning						X	
3x212-Ticket Vending Machines					X		
3x216-Passenger Information System/CCTV					X		
4X446-South Corridor Alternatives Planning		X					
5x405-Fare Administration						X	
5x405A-Fare Integration						X	
5x410-Research & Technology						X	
6x000-STart						X	
809101-Ballard-to-Downtown Seattle HCT Planning Study	X						
809102-HCT Corridor Planning Studies	X						
Enhancement							
All Modes							
300011-Positive Train Control			X				
4X210-LRV On Board Energy Storage		X					
4X310-Central Link Switch Heaters		X					
4X320-DSTT South Access Security		X					
4X340-Noise Abatement		X					
5x261-Bus Maintenance Facility					X		
700782-Auburn Garage Lighting Retrofit	X						
7x743-Security Enhancements					X		
7x745-ST Express Mobile Comm					X		
7X746-Parking Enhancements					X		
7x748-Sound Transit Police Office					X		
7x753-Bike Locker Program					X		

PROJECT CATEGORY CHANGES 2012-2013 TIP

2013 TIP Book Category		2012 TIP Book Category					
	New Projects	Link Light Rail	Sounder Commuter Rail	Regional Express Bus	Service Delivery	Other Agency Projects	Agency Admin.
7x760- C Link OMF Laydown Area Imprmt					X		
7x762-C Link LRV Wash Bay Doors					X		
7x763-C Link Radio Upgrade					X		
7x772-ST Express Camera Retrofit					X		
7x773-C Link HVAC for Traction Power					X		
7x774-C LINK HVAC-INSTRUMNT HSE/UPS RM					X		
7x775-C Link Card Readers					X		
7x776-C LINK OMF UPS RM IMPROVEMENTS					X		
7x777-C LINK OCS TIE SWITCH					X		
7x778-C Link Benchtest Equipment					X		
7x779-Security Radios					X		
7x780-FWTC Lighting Retrofit	X						
7X781-Non-Revenue Support Vehicles	X						
8X341A-TOD Property Disposition						X	
8x341B-TOD Planning						X	
<u>Rehabilitation & Replacement</u>							
All Modes							
4X360-Beacon Avenue Paving	X						
4X370-Link Station Paver Replacement	X						
7x356-Tacoma Dome Station					X		
7x701-ST Express Fleet Replacement					X		
7x740-Small Works Program					X		
7x757-T Link Auxiliary Power Supply					X		
7X758-T Link Anouncement/Sign Sys					X		
7x761-C Link Control CTR Phone Network					X		
7x765-Auburn Station: Post Tension Cable Repair					X		
7x768-Federal Way Post Tension Cable Repair					X		
7x770-Sounder Vehicle Overhaul Prog					X		
7x771-Station Midlife Maintenance					X		
<u>Administrative Projects</u>							
All Modes							
0x001-Administrative Capital							X
0x0011-Information Technology Program							X
600025-Environmental Mitigation Monitoring and Maintenance	X						
8x342-Surplus Property Disposition						X	

APPENDIX F

Reconciliation of the Endorsed Transit Improvement Plan to the Proposed Transit Improvement Plan

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Reconciliation of the Endorsed Transit Improvement Plan to the Proposed Transit Improvement

The Proposed 2013 Transit Improvement Plan (TIP) was submitted for Board review in September 2012. 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 2013 Service Implementation Plan (SIP). By Resolution No. R2012-25, the Board endorsed the 2013 TIP on December 20, 2012.

There are four circumstances when the lifetime project budget would change from the Proposed to the Endorsed TIP:

- Changes to project budgets due to non-material errors.
- Projects that are completed and in closeout, when updating project cashflows to reflect actual historic capital outlays results in a project surplus or deficit.
- Projects for which budget amendments to the proposed budget were adopted by the Board.
- 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. R2012-25, section 4, authorizes the CEO to correct the budget for “non-material errors” as long as these corrections do not result in changes to project lifetime budgets. There were no projects under this category for the 2013 TIP.

2. Updated Project Cashflows Based on Actual Expenditures in 2012

There were no projects with changes to the total proposed lifetime budget as a result of incorporating actual 2012 capital outlays into the project.

As a result of incorporating actual 2012 capital outlays, the following projects contain changes to the project cashflow between individual phases, with no change to either the total project fiscal year 2013 budget or the total project lifetime budget.

PROJECTS WITH CHANGES TO CASHFLOW BETWEEN PHASES BUT NO CHANGE TO EITHER FISCAL YEAR 2013 OR LIFETIME BUDGETS

System Expansion: None.	Rehabilitation & Replacement: Beacon Avenue Paving
Enhancement: None.	Administrative: None.

3. Changes to Lifetime Project Budgets Reflected in Amendments

As a part of the TIP review process, Board committees reviewed the Proposed 2013 TIP, amendments, and administrative adjustments before the final approval of the TIP. These changes made by the Board as part of the review process are included in the following reconciliation.

The lifetime budget for the Airport Link project was increased by \$4.1M by the Board (Resolution No. R2012-25, Attachment D, Administrative Adjustments) to correctly categorize property acquired, used, and held for resale to the city of SeaTac, as the City is no longer pursuing acquisition of this property.

The lifetime budget for the I-90 Two-Way Transit & HOV Operations Stage 1 project was increased by \$64,000 by the Board (Resolution No. R2012-25, Attachment B) to reflect final costs of project close out.

The lifetime budget for the I-90 Two-Way Transit & HOV Operations Stage 2 project was increased by \$535,000 by the Board (Resolution No. R2012-25, Attachment B) to reflect close out of outstanding construction change orders and costs for plant establishment.

The lifetime budget for the East King County Program Reserve was reduced by \$599,000 by the Board (Resolution No. R2012-25, Attachment B) to offset increased spending for final costs of I-90 Two-Way Transit & HOV Operations Stages 1 & 2.

The lifetime budget for the HCT Corridor Planning Studies was reduced by \$2.8M by the Board (Resolution No. R2012-25, Attachment B).

Project	Lifetime Budget as reported in Proposed TIP (\$000)	Revised Lifetime Budget (\$000)	Change to Project Budget (\$000)	Notes
System Expansion - Link				
Airport Link	257,900	262,024	4,124	Addition of Real Property to the Project.
System Expansion - Regional Express				
I-90 Two Way Transit & HOV, Stage 1	23,384	23,448	64	Lifetime budget increased to reflect the final costs of project close-out.
I-90 Two Way Transit & HOV, Stage 2	22,293	22,828	535	Increased to reflect close out of outstanding change orders and costs for plant establishment.
East King County Project Reserve	26,360	25,761	(599)	Offset to I-90 Two Way Transit & HOV Stages 1&2
System Expansion Other				
HCT Corridor Planning Studies	28,000	25,200	(2,800)	Reduction of the Lifetime budget for the future expansion of planning studies of the Regional Transit System.

Note: There may be insignificant variances due to rounding.

4. Prior Budget Amendments Adopted by the Board

The Auburn Garage Lighting Retrofit project is a new project approved by the Board (Resolution No. R2012-22) by transferring \$220,000 from the 2012 Sounder Operations budget to replace existing metal halide lighting with LED fixtures.

Project	Lifetime Budget as reported in Proposed TIP (\$000)	Revised Lifetime Budget (\$000)	Change to Project Budget (\$000)	Notes
Enhancement				
Auburn Garage Lighting Retrofit	0	220	220	This new project approved by the board per R2012-22 was created by a transfer from the 2012 Sounder Communter rail operating budget.

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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 of Terms

The following definitions reflect how the terms are used at Sound Transit and in this document.

ADA – Americans with Disabilities Act

Adopted Budget – The Board-approved budget and capital plan for Sound Transit for the current fiscal year

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

BCE – Baseline Cost Estimate

BNSF – Burlington Northern Santa Fe Railway

Board – The Sound Transit Board of Directors

Capital Asset – Assets costing \$5,000 or more and having useful lives greater than two years

Capital Outlay – Expense which results in the acquisition of or addition to fixed assets

Capital Projects – Projects that purchase or construct capital assets

CCTV – Closed circuit television

CEA – Communication and External Affairs Department

CEO – Sound Transit Chief Executive Officer

CFO – Sound Transit Chief Financial Officer

Contingency – A budgetary reserve put aside for emergencies or unforeseen expenses

COP – Citizen Oversight Panel

CPI – Consumer Price Index

DBE – Disadvantaged Business Enterprise

Debt Service – Payment of interest and principal

DECM – Design, Engineering, and Construction Management Department

Department – Highest organizational unit of Sound Transit, consisting of Executive; Finance and Information Technology; Legal; Design, Engineering, and Construction Management; Planning, Environment, and Project Development; Operations; and Communications and External Affairs.

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

Division – Organizational sub-unit within departments

DPO – Diversity Program Office

DSTT – Downtown Seattle Transit Tunnel

EEO – Equal Employment Opportunity

EIS – Environmental Impact Statement

ELT – Executive Leadership Team

ERP – Enterprise Resource Planning

ESMS – Environmental Sustainability Management System

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.

EXEC – Executive Department

FEIS – Final Supplemental Environmental Impact Statement

FFGA – Full Funding Grant Agreement

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 and Information Technology Department

FTA – Federal Transit Administration

FTE – Full Time Equivalent employee. The fractional equivalent of one full-time employee working a 40-hour work week for one calendar year.

FY – Fiscal Year

GAAP – General Accepted Accounting Principles

GFOA – Government Finance Officers Association

GIS – Geographic Information Services

GMA – Growth Management Act

HCT – High Capacity Transit

HOV – High-Occupancy Vehicle

IT – Information Technology

KCM – King County Metro

LRV – Light Rail Vehicle

MMIS - Maintenance Management Information System

MVET – Motor Vehicle Excise Tax

NTD – National Transit Database

O&M – Operations and Maintenance

OCS - Overhead Contract System

OEM – Original Equipment Manufacturer

OMF – Operations Maintenance Facility

OPS – Operations Department

ORCA – One Regional Card for All

P-Card – Purchase Card

PCMCIA – Personal Computer Memory Card International Association

PE – Preliminary Engineering

PE/ED – Preliminary Engineering and Environmental Documentation

PEPD – Planning, Environment, and Project Development Department

PLA – Project Labor Agreement

Proposed Budget – The recommended and unapproved Sound Transit budget submitted by the CEO to the Board.

PSST – Pine Street Stub Tunnel

Revenues – Increases in proprietary fund type net total assets from other than expense refunds and capital contributions.

REX – Regional Express

RFP – Request for Proposal

RIAS - Remote Infrared Audible Signage

ROD – Record of Decision

ROIP – Rail Operations Insurance Program

ROW – Right of Way

RSIP - Residential Sound Insulation Program

SIP – Service Implementation Plan

SODO – South of downtown Seattle

Sound Move – Voter-approved plan to build a high-capacity public transit system

Sound Transit – The Central Puget Sound Regional Transit Authority

SPI - Schedule Performance Index

SR – State Route

ST2 – Sound Transit 2 – the 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 – Public Art

STU – Sound Transit University Program

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.

TCO – Total Cost of Ownership

TIP – Transit Improvement Plan

TOD – Transit Oriented Development

TPSS – Traction Power Sub Station

TVM – Ticket Vending Machine

USB – Universal Serial Bus

UW – University of Washington

WSDOT – Washington State Department of Transportation

YOE – Year of Expenditure