



# 2013 First Quarter Financial Performance Report



June 2013

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To: Board of Directors

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

Subject: 2013 First Quarter Financial Performance Report

This report summarizes Sound Transit's financial performance for revenues, transit operations, capital outlays, and staff operations for the first quarter of 2013. The discussion and graphs below summarize the budget and financial results, followed by more detailed financial data with notes assessing the Agency's performance to budget.

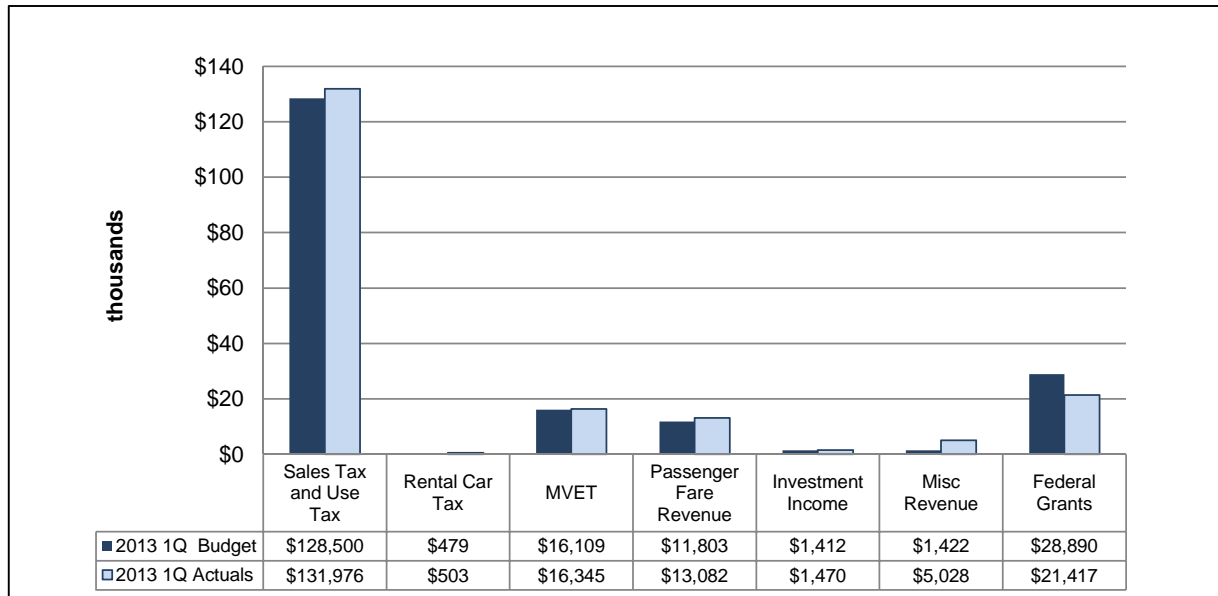
## Section I – Executive Summary

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

Agency revenues of \$189.8M were above budget by \$1.2M or 1%, primarily due to higher than budgeted tax revenues, passenger fares, and the receipt of Federal Build America Bond subsidy one month earlier than budgeted. These positive budget variances offset federal grant revenues which were \$7.5M or 26% below budget.

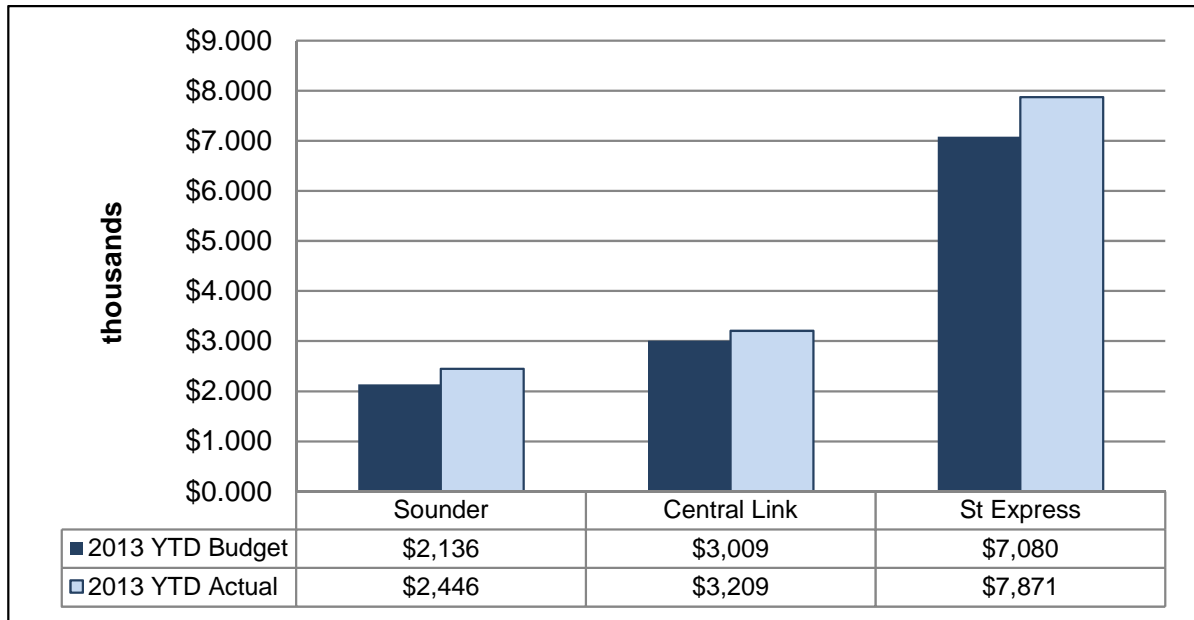
On the cost side, service delivery, capital projects, and agency staff are all running below first quarter 2013 budget. Service delivery finished the quarter 5% or \$2.8 million under budget, capital projects for all modes is 23% or \$34 million under budget, and the agency staff costs are 12% or \$2.8 million under budget.

### Agency Revenues



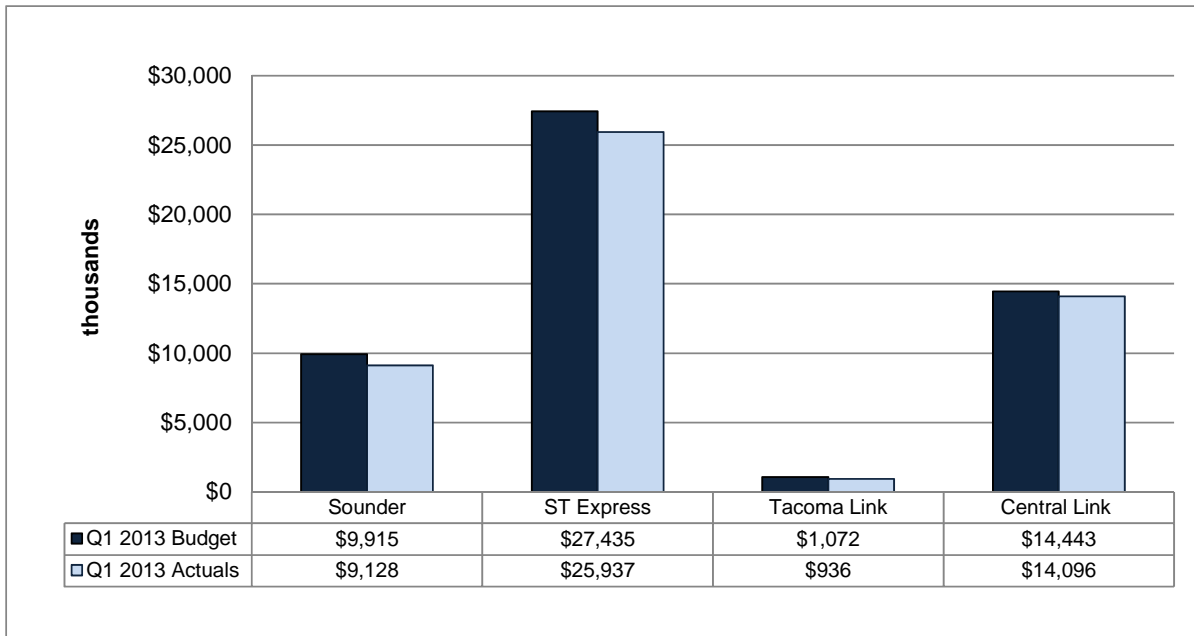
- All tax related revenues are above budget: Sales tax 3%; rental car 5%, MVET 1%
- Passenger fare revenue above budget by \$1.3M or 11%: Sounder up by \$320K or 16%; Central Link up by \$201K or 7%, and ST Express up by \$757K or 11%.
- Federal Grant Revenue is less than budget due lower than expected draw-downs.

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



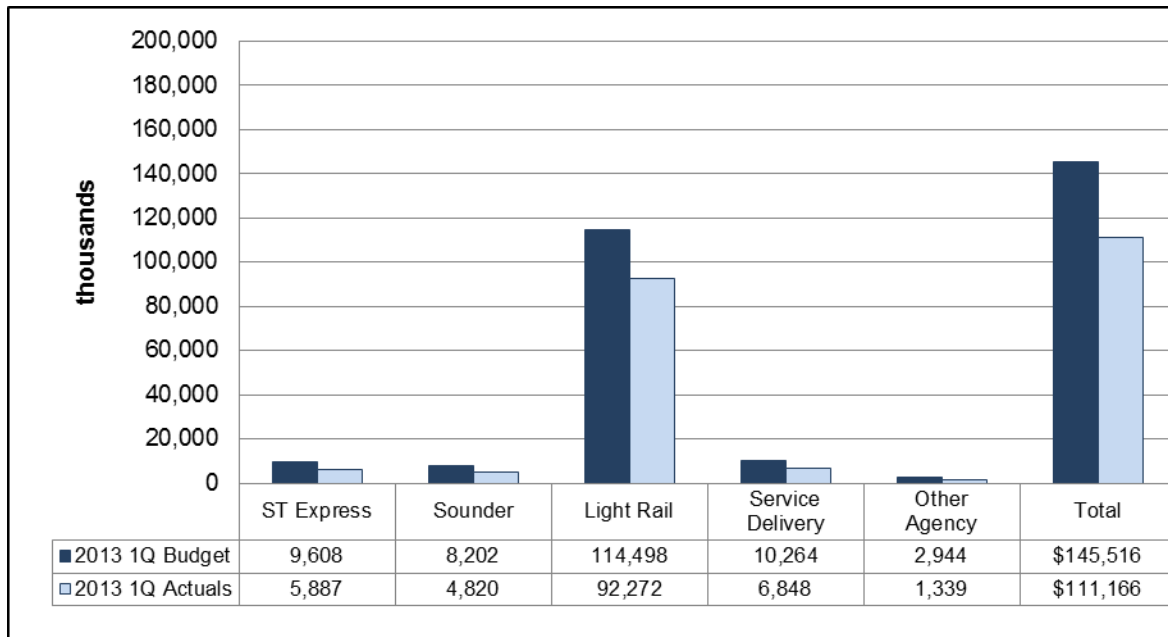
- Revenue better than budget by 1.3M or 11% (This includes passenger fares and other mode revenues). Compared to 2012 revenue is up by \$1.5M or 12%.
- Boardings increased for all three modes by 594K or 9% compared to 2012: ST Express up by 303K or 8%; Souder up by 73K or 12%, and Central Link up by 217K or 12%.

## Service Delivery Expenditures by Mode



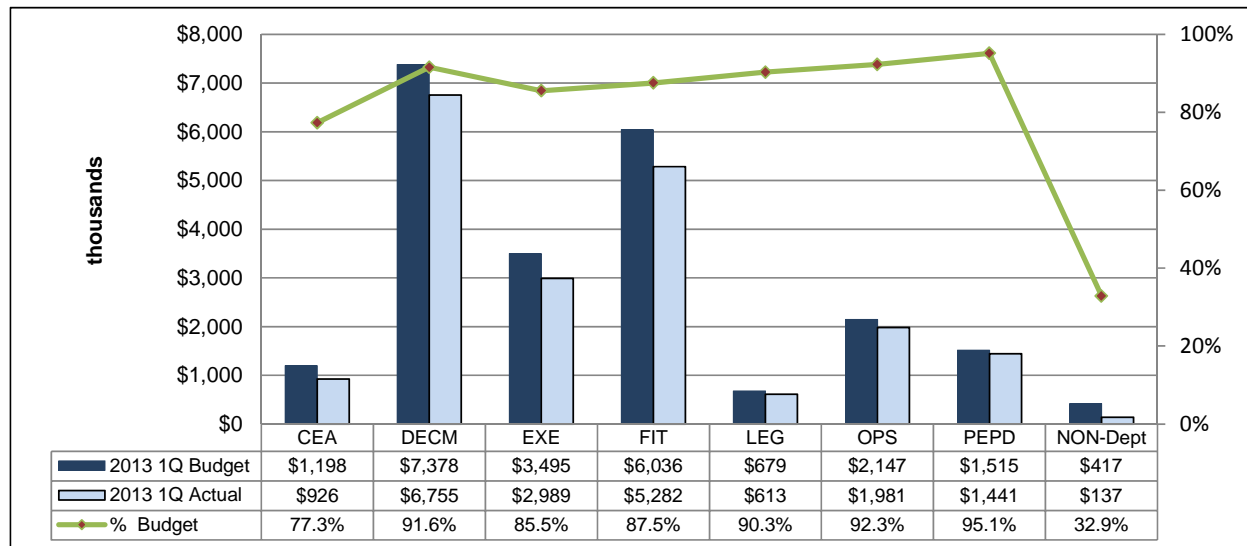
- Service delivery costs under budget by \$2.8M or 5%. All modes are running below budgeted levels.

## Capital Projects



- Overall capital project costs are under budget by \$34M or 24%.
- All modes are under budget.

## Agency Staff Costs



- Overall Agency Staff Costs are under budget by \$2.8M or 12%.
- Service related costs are under budget by \$1.9M or 54%
- Salary and Benefits costs are under budget by \$399K or 2%. For 2013 Salary and Benefit costs were budgeted with a 5% vacancy rate which minimizes the budget to actual variance.
- All Departments are running below budget.

## Section II – Agency Revenue

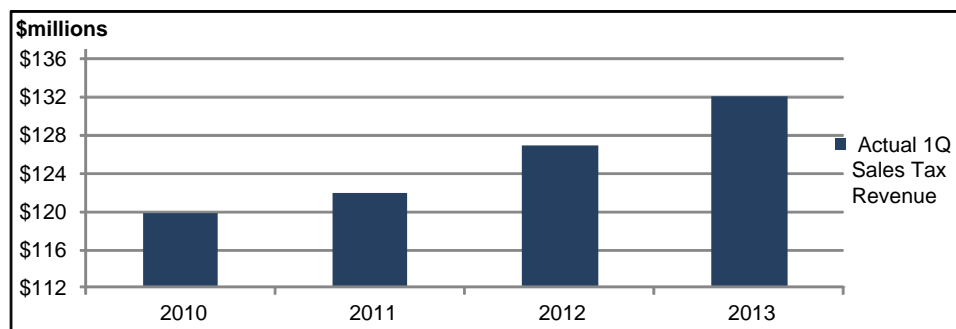
### Agency Revenues as of March 31, 2013 (\$Thousands)

Revenue Source	2013 1Q Actuals	2013 1Q Budget	2013 1Q Actuals v. Budget	% Variance
Sales Tax and Use Tax	\$131,976	\$128,500	\$3,476	103%
Rental Car Tax	\$503	\$479	\$24	105%
MVET	\$16,345	\$16,109	\$236	101%
Passenger Fare Revenue	\$13,082	\$11,803	\$1,279	111%
Investment Income	\$1,470	\$1,412	\$58	104%
Misc Revenue	\$5,028	\$1,422	\$3,606	354%
Federal Grants	\$21,417	\$28,890	(\$7,473)	74%
<b>Total Revenue</b>	<b>\$189,821</b>	<b>\$188,615</b>	<b>\$1,206</b>	<b>101%</b>

**Overall revenues** of \$189.8M were above budget by \$1.2M or 1%, primarily due to higher than budgeted tax revenues, passenger fares, and the receipt of Federal Build America Bond subsidy one month earlier than budgeted. These positive budget variances offset federal grant revenues which were \$7.5M or 26% below budget.

**Retail Sales and Use Tax** revenues were \$3.5M or 2.7% above budget at the end of Q1 reflecting a gradual improvement in the local economy.

#### Historical First Quarter Sales Tax Performance



**Rental Car Tax** revenues were above YTD budget by \$24K or 5.0%.

**Motor Vehicle Excise** revenues were above budget by \$236K or 1.5% at the end of Q1.

**Passenger Fare Revenue** was \$1.28M or 11% above budget due to increased ridership. Central link ridership exceeded projections by 5% which generated \$202K more revenue than planned. ST Express ridership is 11% better than expected which generated \$757K more in revenue than planned. Sounder ridership exceeded projections by 16% which generated \$320K more revenue than planned.

**Investment Income** exceeded budget by \$58K or 4.1% at the end of Q1. Interest rates on the unrestricted and capital replacement portfolios are slightly higher than expected when the budget was prepared.

**Miscellaneous Revenues** exceeded budget by \$3.6M primarily due to Federal Build America Bond subsidy \$2.9M being received one month earlier than budgeted. Local and State Contributions exceeded budget by \$0.7M due to the receipt of a DOE grant of \$0.4M for Sounder wayside power installation at Lakewood Layover and a \$0.3M operating grant from WSDOT for Sounder operations. These grants were not budgeted for in 2013.

**Federal Grant revenues** trailed YTD budget by \$7.5M or 25.9% primarily due to lower than budgeted draw-downs for construction costs of So. 200th St. Ext. project and final design costs of I-90 Stage III that were less than budgeted.

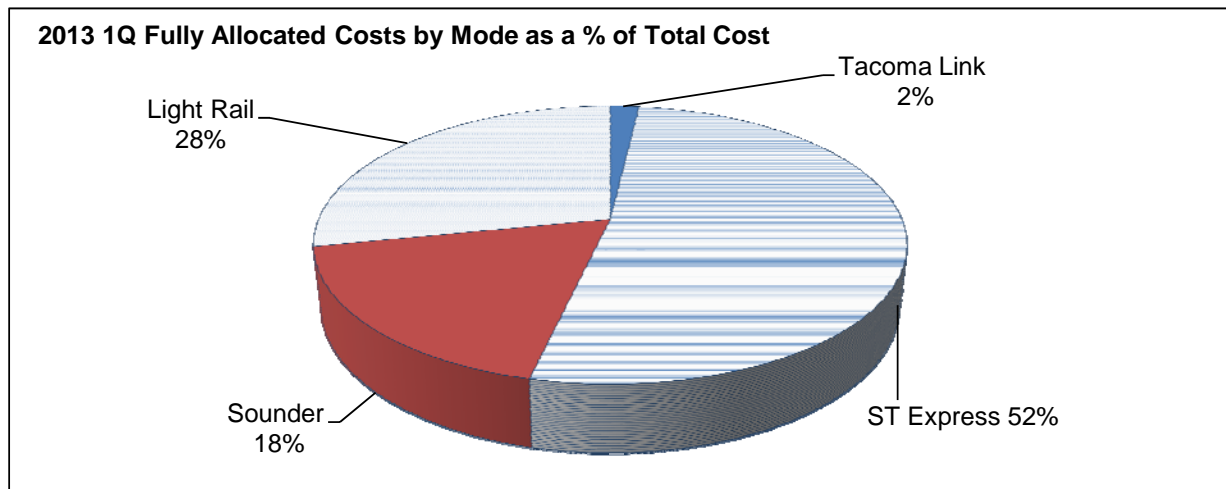


## Section III – Service Delivery by Mode

Service Delivery All Modes as of March 31, 2013  
(\$Thousands)

	Q1 2013 Actuals	Q1 2013 Budget	2013 Budget Remaining	2013 Q1 % Budget
<b>Operating Revenues</b>				
Passenger Fares	13,082	11,803	1,279	111%
Other Operating Revenue	450	420	29	107%
<b>Total Operating Revenues \$</b>	<b>13,532</b>	<b>\$ 12,224</b>	<b>1,308</b>	<b>111%</b>
<b>Direct Operating Expenses</b>				
Salaries and Benefits	1,096	1,240	144	88%
Services	8,627	9,630	1,002	90%
Materials and Supplies	2,373	2,291	(82)	104%
Insurance	561	732	171	77%
Purchased Transportation Svcs	31,265	32,594	1,329	96%
Miscellaneous Expenses	11	198	187	6%
Leases & Rentals	1,785	1,464	(321)	122%
Other Expenses	1,314	1,314	0	100%
<b>Total Direct Operating Expenses</b>	<b>47,033</b>	<b>49,462</b>	<b>2,430</b>	<b>95%</b>
Agency Admin Allocations	3,064	3,402	338	90%
Fully Allocated Operating Expenses	50,097	52,864	2,768	95%

Total Service Delivery fully allocated operating expenses for first quarter 2013 are \$50M which is \$2.8M or 5% under budget. All modes are running below budget for first quarter. Specific by mode financial reviews follow this page. As highlighted in the chart below, ST Express accounts for 52% of all service delivery operational costs; the other modes are Light Rail with 28% of total operating expenditures; Sounder with 18% of operating expenditures, and Tacoma Link with 2%.



**Souder Commuter Rail as of March 31, 2013**  
(\$Thousands)

	<b>Q1 2013 Actuals</b>	<b>Q1 2013 Budget</b>	<b>2013 Budget Remaining</b>	<b>2013 Q1 % Budget</b>
<b>Operating Revenues</b>				
Passenger Fares	2,319	1,999	(320)	116%
Other Operating Revenue	127	137	10	93%
<b>Total Operating Revenues \$</b>	<b>2,446</b>	<b>(2,136)</b>	<b>(310)</b>	<b>115%</b>
<b>Direct Operating Expenses</b>				
Salaries and Benefits	235	264	29	89%
Services	3,506	3,988	482	88%
Materials and Supplies	1,772	1,700	(73)	104%
Insurance	150	208	57	72%
Purchased Transportation Svcs	2,134	2,254	120	95%
Miscellaneous Expenses	8	61	52	14%
Leases & Rentals	169	119	(51)	143%
Other Expenses	420	495	75	85%
<b>Total Direct Operating Expenses \$</b>	<b>8,395</b>	<b>9,087</b>	<b>692</b>	<b>92%</b>
Agency Admin Allocations	732	827	95	89%
<b>Fully Allocated Operating Expenses \$</b>	<b>9,128</b>	<b>9,915</b>	<b>787</b>	<b>92%</b>

**Revenues and Ridership:** Passenger revenues were at 116% of the first quarter 2013 budget. Ridership was over budgeted levels by 16% and was above the prior year by 12%. Average fare per boarding was at the targeted level.

**Services** were at 88% of the 2013 budget. The largest individual component of services spending is the vehicle maintenance contract with Amtrak, which is at 94% of the budget. The lower spending is due to the delay of delivery of three new locomotives; all are undergoing acceptance testing and are expected to be placed into services in Q2. In addition, billing rates were lower than budget due to lower inflation. Maintenance of way expenses were above budget by \$86K due to extra work to fix a crossing that was damaged by a semi-trailer and to flagging related to SR 16 construction. The latter will be reimbursed by WSDOT with the reimbursement recorded in other operating revenues.

**Materials & Supplies** were over budget by 4%. Fuel costs were under budget by 2% due in part to trips that were annulled during the first quarter due to mudslides. The unfavorable variance was driven by non-cash adjustments related to inventory accounting and spare parts purchase for maintenance of way which was not budgeted.

**Purchased Transportation Services** were at 95% of budget. In Q1, sixty trips in North were cancelled due to mudslides, resulting into cost savings of \$70K. In addition, budgets reserved for special events for North Line were not spent in Q1.

**Leases and Rentals** were over budget by \$51K due to a one-time payment for Boeing lease. Expenses in this category are expected to be at the budgeted level at year end.

**Agency Allocations** were at 89% of the 2013 budget. This account includes the staff operating costs allocated from both corporate and line of business departments, as well as previously unallocated expenses for Leased Office Space and Internal Audit as a result of the Agency switching to a fully allocated model. Agency spending had been under budget overall in the first quarter, resulting in a smaller amount of allocated costs to Service Delivery than was budgeted.

**ST Express as of March 31, 2013**  
(\$Thousands)

	<b>Q1 2013 Actuals</b>	<b>Q1 2013 Actuals</b>	<b>Q1 2013 Budget</b>	<b>2013 Budget Remaining</b>	<b>2013 Q1 % Budget</b>
<b>Operating Revenues</b>					
Passenger Fares	7,583	7,583	6,826	(757)	111.1%
Other Operating Revenue	288	288	254	(34)	113.5%
<b>Total Operating Revenues \$</b>	<b>7,871</b>	<b>7,871</b>	<b>(7,079)</b>	<b>(792)</b>	<b>111.2%</b>
<b>Direct Operating Expenses</b>					
Salaries and Benefits	97	97	94	(3)	102.9%
Services	1,467	1,467	1,842	375	79.6%
Materials and Supplies	16	16	19	2	88.0%
Insurance	5	5	5	(0)	101.2%
Purchased Transportation Svcs	22,160	22,160	23,204	1,044	95.5%
Miscellaneous Expenses	0	0	42	42	1.0%
Leases & Rentals	695	695	600	(96)	115.9%
Other Expenses	234	234	231	(3)	101.3%
<b>Total Direct Operating Expenses \$</b>	<b>24,675</b>	<b>24,675</b>	<b>26,037</b>	<b>1,362</b>	<b>94.8%</b>
Agency Admin Allocations	1,262	1,262	1,398	136	90.3%
Fully Allocated Operating Expenses	\$ 25,937	\$ 25,937	27,435	1,498	94.5%

**Revenues and Ridership:** Passenger Fares were over the first quarter 2013 Budget by 11%. Ridership is above the 2013 budget by 11%, and average fare per boarding is right on target.

**Services** were under the 2013 budget by \$375K, or 20%. The largest variance was underspending of \$132K related to facilities maintenance at ST Express stations as major maintenance projects are planned in the second and third quarter when the weather is warmer, but were budgeted in the first quarter.

**Purchased Transportation Services** were at 96% of the 2013 budget. Positive variance was driven by partner rates being slightly lower than budgeted levels for 2013. Service levels were at the levels budgeted in Service Implementation Plan.

**Leases and Rentals** were at 116% of the 2013 budget. Unfavorable variance was driven by the payments accrued for debt service on the DSTT.

**Agency Admin Allocations** were at 90% of the 2013 budget. This account includes the staff operating costs allocated from both corporate and line of business departments, as well as previously unallocated expenses for Leased Office Space and Internal Audit as a result of the Agency switching to a fully allocated model. Agency spending had been under budget overall in the first quarter, resulting in a smaller amount of allocated costs to Service Delivery than was budgeted.

**Tacoma Link Light Rail as of March 31, 2013**  
(\$Thousands)

	Q1 2013 Actuals	Q1 2013 Budget	2013 Budget Remaining	2013 Q1 % Budget
<b>Operating Revenues</b>				
Passenger Fares	-	-	-	0%
Other Operating Revenue	6	-	-	0%
Total Operating Revenues \$	6	-	-	0%
<b>Direct Operating Expenses</b>				
Salaries and Benefits	464	466	2	100%
Services	126	226	100	56%
Materials and Supplies	63	57	(6)	111%
Insurance	40	57	17	70%
Purchased Transportation Svcs	1	1	-	100%
Miscellaneous Expenses	-	29	29	0%
Leases & Rentals	3	3	-	100%
Other Expenses	55	33	(22)	167%
Total Direct Operating Expenses	\$ 752	872	120	86%
Agency Admin Allocations	184	200	16	92%
Fully Allocated Operating Expenses \$	936	1,072	136	87%

**Ridership:** Q1 2013 Ridership was 7% higher than the budgeted level and at about the same level for the same period of 2012. There are no fare revenues on Tacoma Link.

**Services** were at 56% of the first quarter 2013 budget. The largest variance was underspending of \$54K related to facilities maintenance at Tacoma Link stations as major maintenance projects are planned in the second and third quarter when the weather is warmer. In addition, there was no spending for Maintenance of Way as most preventive maintenance work for right of way, power and track is scheduled for the later in the year. Other service contracts for testing and annual certification of the system components are scheduled for later in the year.

**Materials and Supplies** were over the 2013 budget by 11%. Usage of spare parts was running higher than budget forecast through Q1 due to a non-cash charge of \$39K in February related to inventory accounting.

**Other Expenses** were over the 2013 budget by \$22K. Utility rates were higher than what was budgeted for 2013 and the electricity was running high at the OMF facilities.

**Agency Admin Allocations** were at 92% of the 2013 budget. This account includes the staff operating costs allocated from both corporate and line of business departments, as well as previously unallocated expenses for Leased Office Space and Internal Audit as a result of the Agency switching to a fully allocated model. Agency spending had been under budget overall in the first quarter, resulting in a smaller amount of allocated costs to Service Delivery than was budgeted.

**Central Link Light Rail as of March 31, 2013**  
(\$Thousands)

	Q1 2013 Actuals	Q1 2013 Budget	2013 Budget Remaining	2013 Q1 % Budget
<b>Operating Revenues</b>				
Passenger Fares	3,180	2,979	(202)	107%
Other Operating Revenue	29	30	1	96%
<b>Total Operating Revenues \$</b>	<b>3,209</b>	<b>3,009</b>	<b>(200)</b>	<b>107%</b>
<b>Direct Operating Expenses</b>				
Salaries and Benefits	300	415	115	72%
Services	3,528	3,574	46	99%
Materials and Supplies	521	516	(6)	101%
Insurance	366	462	96	79%
Purchased Transportation Svcs	6,970	7,135	165	98%
Miscellaneous Expenses	2	66	63	3%
Leases & Rentals	917	743	(174)	123%
Other Expenses	605	555	(50)	109%
<b>Total Direct Operating Expenses \$</b>	<b>13,210</b>	<b>13,466</b>	<b>256</b>	<b>98%</b>
Agency Admin Allocations	885	977	91	91%
<b>Fully Allocated Operating Expenses \$</b>	<b>14,096</b>	<b>14,443</b>	<b>347</b>	<b>98%</b>

**Revenues and Ridership:** Fare revenues were at 107% of the first quarter 2013 budget. Ridership was 5% over budgeted levels, while the average fare per boarding is 2% above budgeted levels. Ridership on Central Link was 12% higher in 2013 compared to the same period in 2012.

**Services** were under the 2013 budget by less than 2%, or \$46K. Fare Collection costs Maintenance were under budget by \$43K, primarily driven by lower costs in contracted services for Ticket Vending Machines as more work has been brought in house. Facilities Maintenance was over budget due to unexpected charges for Sensitive Area maintenance that were not budgeted.

**Purchased Transportation** costs were at 98% of the 2013 budget. Budgets reserved for task orders and emergency services had no spending in the first quarter. Paratransit expenses were also below plan.

**Other Expenses** were over budget by \$50K, or 9% of the 2013 budget. Electricity was running high at OMF facilities and utilities rates were higher than budgeted level.

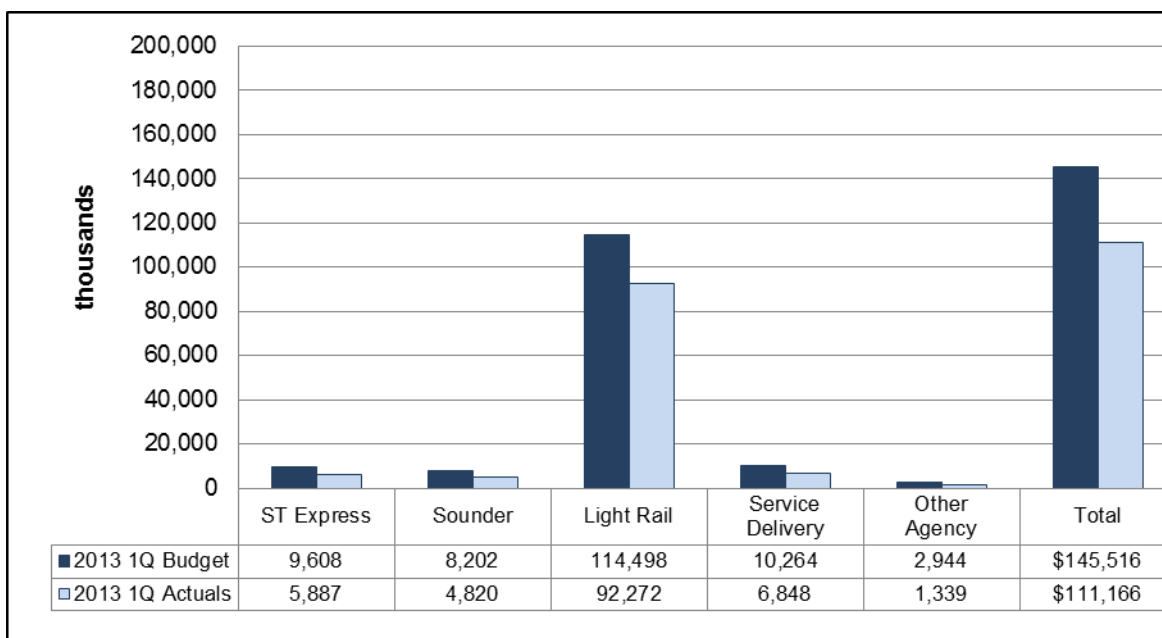
**Agency Admin Allocations** were at 92% of the 2013 budget. This account includes the staff operating costs allocated from both corporate and line of business departments, as well as previously unallocated expenses for Leased Office Space and Internal Audit as a result of the Agency switching to a fully allocated model. Agency spending had been under budget overall in the first quarter, resulting in a smaller amount of allocated costs to Service Delivery than was budgeted.

## Service Delivery - Supplemental Information

<b>Systemwide</b>	<b>1st Quarter</b>			<b>Year to Date</b>			<b>YTD vs. Budget</b>	
<b>Boardings by Service Type</b>	<b>2012</b>	<b>2013</b>	<b>% Change</b>	<b>2012</b>	<b>2013</b>	<b>% Change</b>	<b>Budget</b>	<b>% Variance</b>
ST Express Bus	3,615,741	3,918,938	8%	3,615,741	3,918,938	8%	3,536,557	11%
Sounder Commuter Rail	636,412	710,057	12%	636,412	710,057	12%	609,522	16%
Central Link	1,822,619	2,040,578	12%	1,822,619	2,040,578	12%	1,946,747	5%
Tacoma Link	259,521	259,303	0%	259,521	259,303	0%	241,765	7%
<b>Total</b>	<b>6,334,294</b>	<b>6,928,876</b>	<b>9%</b>	<b>6,334,294</b>	<b>6,928,876</b>	<b>9%</b>	<b>6,334,591</b>	<b>9%</b>
<b>Farebox Recovery</b>	<b>Annual Target</b>		<b>Q1 2013 Actuals</b>		<b>YTD 2013 Actuals</b>			
Sounder Commuter Rail		22%		29%		29%		
ST Express Bus		27%		28%		28%		
Central Link		24%		23%		23%		

## Section IV – Capital Outlays

Capital Project Financial Status as of March 31, 2013



(\$Thousands)	Current Year 2013					Lifetime				
	2013 Budget	2013 1Q Budget	2013 1Q Actuals	Budget Remaining	YTD % Budget Used	Lifetime Budget	LTD Actuals	Contract/ Budget Remaining	LTD Budget Uncommitted	LTD % Un-committed
ST Express	33,277	9,608	5,887	3,721	61%	441,060	368,259	25,003	\$47,798	11%
Sounder	110,311	8,202	4,820	3,382	59%	668,516	487,914	12,693	\$167,909	25%
Light Rail	507,546	114,498	92,272	22,226	81%	7,810,738	3,898,139	849,879	\$3,062,720	39%
Service Delivery	40,807	10,264	6,848	3,416	67%	255,670	125,262	130,408	\$0	51%
Other Agency	19,261	2,944	1,339	1,605	45%	139,513	93,858	6,536	\$39,119	28%
Total	\$711,202	\$145,516	\$111,166	\$34,350	76%	\$9,315,497	\$4,973,432	\$1,024,519	\$3,317,546	36%

Total Agency capital outlays of \$111M were at 76% of 2013 YTD budget. **ST Express** is under budget by \$3.7M or 39% due to the timing of final design cash flow for the I90 Stage 3 project. **Sounder** is under budget by \$3.4M or 41% due to timing in the start of the construction phase for several projects. **Light Rail** is under budget by \$22M or 19%. **Service delivery** is under budget by \$3.4M or 33% primarily due to less than expected costs for construction of Transit System projects. **Other Agency** is under budget by \$1.6M or 55%. Detailed capital financial analysis for ST Express, Sounder, and Light Rail are included in this report and follow immediately after this section.

**Sounder Commuter Rail Capital Outlays by Phase as of March 31, 2013**  
(\$Thousands)

**Sounder Commuter Rail - Capital Outlays by Phase**  
As of March 31st, 2013

<u>Phase</u>	Current Year	YTD	YTD	YTD actuals	YTD actuals
	Capital Budget	Capital Budget	Actuals	(over)/under	as % of
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b - c]</i>	<i>[c / b]</i>
Agency Administration	8,175,862	2,261,084	408,036	1,853,048	18%
Preliminary Engineering	5,082,823	1,604,510	120,235	1,484,275	7%
Final Design	14,106,001	532,110	64,389	467,721	12%
Third Party	2,332,000	313,000	15,831	297,169	5%
ROW Acq. & Permits	54,127,452	461,533	1,697,285	-1,235,752	368%
Construction	22,292,522	2,427,162	2,250,476	176,686	93%
Construction Management	3,564,408	602,736	264,392	338,344	44%
Vehicles	203	203	0	203	0%
Contingency	630,508	0	0	0	0%
<b>Sounder Total</b>	<b>110,311,778</b>	<b>8,202,337</b>	<b>4,820,645</b>	<b>3,381,692</b>	<b>59%</b>

**LifeTime Capital Plan 1997 - 2023**

<u>Phase</u>	Adopted	Life-to-date	LTD Contract	Budget	% Spent and
	LifeTime Budget	Actuals	Remaining	Remaining	Committed
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	33,479,204	21,188,903	13,721	12,276,580	63%
Preliminary Engineering	18,307,167	9,757,380	2,101,879	6,447,908	65%
Final Design	50,894,230	32,323,660	1,795,499	16,775,071	67%
Third Party	8,445,402	3,097,299	2,648,459	2,699,645	68%
ROW Acq. & Permits	279,281,454	219,599,038	259,602	59,422,813	79%
Construction	247,093,476	178,716,048	2,256,452	66,120,976	73%
Construction Management	12,478,286	5,325,677	3,617,519	3,535,090	72%
Vehicles	17,906,675	17,906,472	0	203	100%
Contingency	630,508	0	0	630,508	0%
<b>Total</b>	<b>668,516,402</b>	<b>487,914,478</b>	<b>12,693,131</b>	<b>167,908,793</b>	<b>75%</b>

Sounder annual capital outlays through March 2013 were 59% of the YTD 2013 Budget plan. A description of financial performance follows.

**Agency Administration** phase outlays of \$0.4M were 18% of the YTD 2013 Budget plan, or \$1.9M below plan. Agency Administration is mainly the direct staff overhead being charged to the projects. In developing the budget it was anticipated that construction would be taking place at Tukwila and Mukilteo Stations and that further progress would be made on design and implementation of positive train control. Construction is scheduled to begin at Tukwila and Mukilteo this summer; the contract for positive train control is still in negotiations. In addition it was anticipated that further progress would have been made on the ST2 projects (Sumner, Puyallup and Lakewood station improvements, Tacoma Trestle Replacement and the Sounder Yard and Shops projects. Activity on these projects was deferred due to Board direction to advance ST3 planning. Projects have been reassigned and are progressing. Administrative cost will be evaluated during the budget cycle and adjusted.

**Preliminary Engineering** phase outlays of \$0.1M were 7% of the YTD 2013 Budget plan, or \$1.5M below plan.

- Sounder Yard and Shops Facility (PEPD) was \$0.8M underspent as each step requires Board Approval. Board had only recently given approval to complete environmental documentation.
- Sounder South Expanded Service was \$0.4M under spent due to delays in PE/ED tasks, i.e. assessment of environmental mitigation and development of appropriate strategy for completing mitigation in advance of initiating final design of mitigation elements. This also resulted in delays in following phases versus forecast.



**Final Design** phase outlays of \$0.1M were 12% of the YTD 2013 Budget plan, or \$0.5M below plan.

- Sounder South Expanded Service was \$0.3M under spent due to delay in PE/ED tasks.

**Third Party** phase outlays of \$0.02M were 5% of the YTD 2013 Budget plan, or \$0.3M below plan.

- Lakewood Station Improvements (PEPD) was \$0.3M below YTD plan. The city has been slow to bill Sound Transit. This project is a “capped contribution” project; the city intends to bill Sound Transit for a total of \$1M. The budget reflects the availability of this funding.

**ROW** phase outlays of \$1.7M were 368% of the YTD 2013 Budget plan, or \$1.2M above plan.

- Monthly cash flow for the Layover project showed that the project overspent by \$1.6M, this is a timing issue as April cash flow normalized the budget to actual at 86%.

**Construction** phase outlays of \$2.3M were 93% of the YTD 2013 Budget plan, or \$0.2M below plan.

- M Street-Lakewood Track & Signal was \$0.7M under spent with follow on work being budgeted but yet to start. Billings are also expected to catch up in Q2.
- Permitting/Environmental Mitigation was \$0.3M under spent. Construction is delayed due to weather conditions.
- Layover was represented as \$0.4M over spent due to an error in the loading of the budget. Adjustment was only made in April. Currently, construction phase is still on track at approximately 82% spending performance.
- Tukwila Station was \$0.6M over spent, with \$0.2M of permit fee that was not forecasted. An accrual was also duplicated in March of \$0.4M, which was only reversed in April.

**Construction Management** phase outlays of \$0.3M were 44% of the YTD 2013 Budget plan, or \$0.3M below plan.

- D Street – M Street Track & Signal was \$0.2M under spent, the CM services contract is projecting to finish under budget.
- Positive Train Control was \$0.05M under spent. The contract for positive train control is in protracted negotiations.

## Regional Express Capital Outlays by Phase as of March 31, 2013

(\$Thousands)

### Regional Express - Capital Outlays by Phase As of March 31st, 2013

<u>Phase</u>	Current Year Capital Budget	YTD Capital Budget	YTD Actuals	YTD actuals (over)/under YTD Budget	YTD actuals as % of YTD Budget
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b - c]</i>	<i>[c / b]</i>
Agency Administration	2,108,659	676,952	103,938	573,014	15%
Preliminary Engineering	2,249,280	565,735	38,158	527,577	7%
Final Design	12,153,916	6,093,750	2,797,413	3,296,337	46%
Third Party	0	0	0	0	0%
ROW Acq. & Permits	120,500	30,125	457	29,668	2%
Construction	16,268,363	2,242,121	2,947,329	-705,208	131%
Construction Management	0	0	0	0	0%
Vehicles	0	0	0	0	0%
Contingency	376,625	0	0	0	0%
<b>Regional Express Total</b>	<b>33,277,343</b>	<b>9,608,683</b>	<b>5,887,294</b>	<b>3,721,388</b>	<b>61%</b>

### LifeTime Capital Plan 1997 - 2023

<u>Phase</u>	Adopted LifeTime Budget	Life-to-date Actuals	LTD Contract Remaining	Budget Remaining	% Spent and Committed
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	26,357,669	22,321,640	-2,930	4,038,959	85%
Preliminary Engineering	36,423,439	32,814,460	108,106	3,500,873	90%
Final Design	53,241,203	33,728,632	12,932,343	6,580,229	88%
Third Party	14,730,000	14,730,374	0	-374	100%
ROW Acq. & Permits	16,885,508	16,824,709	338,742	-277,942	102%
Construction	256,331,966	247,840,020	11,626,832	-3,134,887	101%
Construction Management	0	0	0	0	0%
Vehicles	0	0	0	0	0%
Contingency	37,090,468	0	0	37,090,468	0%
<b>Total</b>	<b>441,060,254</b>	<b>368,259,835</b>	<b>25,003,093</b>	<b>47,797,326</b>	<b>89%</b>

Regional Express annual capital outlays through March 2013 were 61% of the YTD 2013 Budget plan. A description of financial performance follows.

**Agency Administration** phase outlays of \$0.1M were 15% of the YTD 2013 Budget plan, or \$0.6M below plan. Agency Administration is mainly the direct staff overhead being charged to the projects. Limited progress has been made on on-going projects due to emphasis on initiating ST3 planning and as WSDOT finalized the 60% design for I-90 Stage 3 (the design was delivered on May 9, 2013 and is under design and constructability review and risk analysis in preparation for base lining in late summer.

**Preliminary Engineering** phase outlays of \$0.04M were 7% of the YTD 2013 Budget plan, or \$0.5M below plan.

- ST Bus Base was 0.5M under spent; this project is proceeding incrementally as directed by the Board.

**Final Design** phase outlays of \$2.8M were 46% of the YTD 2013 Budget plan, or \$3.3M below plan.

- I90 Stage 3 was represented as \$3.2M under budget as the forecasted cash flow was duplicated in the system. Adjustment was done in April. Normalized spending was at 93%.

**ROW** phase outlays of \$0.00M (\$457) were 2% of the YTD 2013 Budget plan, or \$0.03M below plan.

- ST Bus Base forecasted for \$0.03M that because the project is advancing incrementally per Board direction was unspent.

Construction phase outlays of \$3.0M were 131% of the YTD 2013 Budget plan, or \$0.7M above plan.

- Rainier Avenue Arterial Improvements was \$1.1M over spent; the city began construction later than planned in April 2012 pushing costs into Q1 of 2013.
- Strander Boulevard Extension was \$0.7M over spent as forecast was made based on milestone payments. However, billings came in otherwise.
- Mountlake Terrance Freeway station was \$0.6M below plan. WSDOT has yet to finalize billing to close out the project. ST is completing installation of the water well and pump house requested by Operations. Well installation was delayed due to permitting issues.

Link Light Rail Capital Outlays by Phase as of March 31, 2013

**Light Rail - Capital Outlays by Project (in thousands)**

As of March 31, 2013

<u>Project</u>	2013 Adopted	YTD	YTD	YTD Actuals	YTD Actuals
	Capital Plan	Budget	Actuals	(over)/under YTD Budget	as % of YTD Budget
	a	b	c	[b-c]	[c/b]
Northgate Link Extension	83,845	7,336	6,432	903	88%
Northgate Link Extension Project Reserve	-	-	-	-	0%
University Link Extension	166,724	46,997	41,331	5,666	88%
LRV On Board Energy	1,121	178	166	13	93%
Initial Segment	882	265	52	214	19%
DSTT South Access Security	88	75	0	75	0%
Noise Abatement	3,914	1,039	963	75	93%
Beacon Avenue Paving	2,000	48	7	41	14%
Link Station Paver Replacement	500	16	9	7	59%
Airport Link	400	-	-	-	0%
S 200th Link Extension	72,152	25,824	12,945	12,879	50%
East Link	91,851	13,676	13,792	(116)	101%
Lynnwood Link Extension	10,399	2,020	1,533	486	76%
Federal Way Transit Extension	8,120	1,152	886	265	77%
South Corridor Alternatives Planning	3,254	731	270	461	37%
First Hill Street Car	55,420	13,825	12,736	1,089	92%
Tacoma Link Expansion	2,628	498	306	192	61%
Link Operations & Maint Satellite Facility	4,249	819	843	(24)	103%
<b>TOTAL</b>	<b>507,546</b>	<b>114,498</b>	<b>92,273</b>	<b>22,225</b>	<b>81%</b>

**Lifetime Capital Plan**

<u>Project</u>	Adopted	Life-to-date	Contract	Budget	% Spent &
	Capital Plan	Outlays	Remaining	Remaining	Committed
	d	e	f	[d-(e+f)]	[(e+f)/d]
Northgate Link Extension	2,131,400	144,800	135,426	1,851,175	13%
Northgate Link Extension Project Reserve	50,000	-	-	50,000	0%
University Link Extension	1,756,007	1,048,715	320,476	386,816	78%
LRV On Board Energy	1,643	169	1,307	167	90%
Initial Segment	2,095,618	2,088,488	759	6,371	100%
Central Link Switch Heaters	2,000	7	(0)	1,993	0%
DSTT South Access Security	800	725	6	69	91%
Noise Abatement	13,000	3,425	3,778	5,797	55%
Beacon Avenue Paving	2,000	7	(0)	1,993	0%
Link Station Paver Replacement	500	9	(0)	491	2%
DSTT Capital Costs	23,719	23,719	-	-	100%
Airport Link	262,024	260,827	400	797	100%
S 200th Link Extension	383,241	51,911	185,850	145,480	62%
East Link	756,819	106,323	128,278	522,218	31%
Tacoma Link	77,097	77,097	-	-	100%
Puyallup Extension Study	-	35	-	(35)	0%
Lynnwood Link Extension	57,119	15,940	6,009	35,169	38%
Federal Way Transit Extension	41,843	2,487	1,342	38,014	9%
South Corridor Alternatives Planning	4,064	299	2,267	1,498	63%
First Hill Street Car	136,647	66,015	63,196	7,436	95%
Tacoma Link Expansion	5,765	926	418	4,420	23%
Link Operations & Maint Satellite Facility	9,432	2,259	366	6,806	28%
LRT Overhead Reserve	-	3,955	-	(3,955)	0%
<b>TOTAL</b>	<b>7,810,738</b>	<b>3,898,139</b>	<b>849,879</b>	<b>3,062,720</b>	<b>61%</b>

Light rail capital outlays through the first quarter of 2013 are 61% of the YTD 2013 Budget plan. A description of financial performance through March 2013 follows.

## Northgate Link Extension - Capital Outlays by Phase

As of March 31, 2013

Phase	2013 Adopted	YTD	YTD	YTD Actuals	YTD Actuals
	Capital Plan	Budget	Actuals	(over)/under	as % of
	a	b	c	[b-c]	[c/b]
Agency Administration	7,571	1,893	1,264	629	67%
Preliminary Engineering	-	-	-	-	0%
Final Design	18,773	2,327	2,329	(2)	100%
Third Party	908	227	131	96	58%
ROW Acq. & Permits	27,329	1,095	1,537	(442)	140%
Construction	24,252	964	763	201	79%
Construction Services	5,012	831	409	422	49%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>83,845</b>	<b>7,336</b>	<b>6,432</b>	<b>903</b>	<b>88%</b>

### Lifetime Capital Plan

Phase	Adopted	Life-to-date	Contract	Budget	% Spent &
	Capital Plan	Outlays	Remaining	Remaining	Committed
	d	e	f	[d-(e+f)]	[(e+f)/d]
Agency Administration	149,500	13,156	185	136,159	9%
Preliminary Engineering	15,077	15,077	-	-	100%
Final Design	113,123	54,003	41,808	17,312	85%
Third Party	11,000	2,222	7,536	1,241	89%
ROW Acq. & Permits	148,050	49,052	1,293	97,705	34%
Construction	1,310,570	9,961	10,449	1,290,160	2%
Construction Services	112,050	1,328	74,154	36,568	67%
Vehicles	259,100	-	-	259,100	0%
Test and Startup	12,930	-	-	12,930	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>2,131,400</b>	<b>144,800</b>	<b>135,426</b>	<b>1,851,175</b>	<b>13%</b>

Northgate Link Extension annual capital outlays of \$6.4M through March 2013 were 88% of the YTD 2013 Budget plan, or \$0.9M below plan.

**Agency Administration** includes: Staff costs, OCIP/Builder's Risk insurance, and direct expenses. Capital outlays of \$1.3M were 67% of the YTD 2013 Budget plan, or \$0.6M below plan. Staff costs of \$1.2M (89%) were \$0.1M below plan, insurance payments of \$47K (39%) were \$0.1M below plan, and direct expenses of \$61K (13%) were \$0.4M below plan.

**Preliminary Engineering** is complete.

**Final Design** Activity planned for this phase includes civil and systems final design, and civil design services in support of construction (DSDC). Capital outlays of \$2.3M were approximately 100% of the YTD 2013 Budget plan.

**Third Party** Activity planned for this phase represents work by outside agencies to support final design and construction. Capital outlays of \$0.1M were 58% of the YTD 2013 Budget plan, or \$0.1M below plan. Work reported by the City of Seattle was for design coordination; no construction assistance work was reported.

**Right of Way** Capital outlays of \$1.5M were 140% of the YTD 2013 Budget plan, or \$0.4M ahead of plan for property acquisitions and tunnel easements that were settled earlier than anticipated.

**Construction** Capital outlays of \$0.8M were 79% of the YTD 2013 Budget plan, or \$0.2M below plan due to delays in obtaining site access and required permits for early work at Roosevelt station.

**Construction Services** Capital outlays of \$0.4M were 49% of the YTD 2013 Budget plan, or \$0.4M below plan because of the delays in having access to start construction work.

## University Link Extension - Capital Outlays by Phase

As of March 31, 2013

Phase	2013 Adopted	YTD	YTD	YTD Actuals	YTD Actuals
	Capital Plan	Budget	Actuals	(over)/under	as % of
	a	b	c	[b-c]	[c/b]
Agency Administration	10,807	2,713	1,750	962	65%
Preliminary Engineering	-	-	-	-	0%
Final Design	5,873	1,321	1,450	(130)	110%
Third Party	829	193	(21)	214	-11%
ROW Acq. & Permits	450	62	2	60	4%
Construction	133,659	38,757	34,954	3,803	90%
Construction Services	14,856	3,839	3,165	674	82%
Vehicles	150	87	29	58	34%
Test and Startup	100	25	-	25	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>166,724</b>	<b>46,997</b>	<b>41,331</b>	<b>5,666</b>	<b>88%</b>

### Lifetime Capital Plan

Phase	Adopted	Life-to-date	Contract	Budget	% Spent &
	Capital Plan	Outlays	Remaining	Remaining	Committed
	d	e	f	[d-(e+f)]	[(e+f)/d]
Agency Administration	115,229	45,142	300	69,787	39%
Preliminary Engineering	24,261	24,261	-	-	100%
Final Design	87,633	74,667	9,266	3,701	96%
Third Party	18,646	10,461	963	7,221	61%
ROW Acq. & Permits	152,332	125,522	17	26,792	82%
Construction	1,148,783	617,246	286,771	244,766	79%
Construction Services	95,814	52,479	22,837	20,499	79%
Vehicles	103,909	98,853	321	4,734	95%
Test and Startup	9,400	85	-	9,315	1%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>1,756,007</b>	<b>1,048,715</b>	<b>320,476</b>	<b>386,816</b>	<b>78%</b>

University Link Extension annual capital outlays of \$41.3M through March 2013 were 88% of the YTD 2013 Budget plan, or \$5.7M below plan. As a result of tunneling work completing with few complications, current estimates indicate a budget surplus of \$106.8M at project completion.

**Agency Administration** includes: Staff costs, OCIP/Builder's Risk insurance and direct expenses. Outlays of \$1.8M were 65% of the YTD 2013 Budget plan, or \$0.1M below plan. Staff costs of \$1.4M (90%) were \$0.2M below plan, insurance payments of \$0.3M (42%) were \$0.4M below plan, and direct expenses of \$45K (10%) were \$0.4M below plan.

**Preliminary Engineering** is complete.

**Final Design** Activity planned for this phase includes systems final design and ongoing design services in support of construction (DSDC). Capital outlays of \$1.5M were 110% of the YTD 2013 Budget plan, or \$0.1M ahead plan, primarily for civil DSDC for U240 (Capitol Hill Station Finishes) mobilization and U220 (UW to CHS) mitigation of ground water leakage at Cross Passage 17.

**Third Party** Activity planned for this phase represents work by outside agencies to support final design and construction. Capital outlays of negative \$21K were \$0.2M below the YTD 2013 Budget plan. Expenditures were below plan; levels of support were lower than expected, because construction contracts have been doing well.

**Right of Way** phase outlays of \$2K were 4% of the YTD 2013 Budget plan, or \$60K below plan. All property acquisitions are complete.

**Construction** phase outlays of \$35.0M were 90% of the YTD 2013 Budget plan, or \$3.8M below plan. Expenditures were ahead of plan for U220 (UW to CHS) by \$1.8M due to mitigation of ground water leakage in Cross Passage 17, and U250 (UW Station Finishes) by \$1.2M as construction is progressing with only minor complications.

Expenditures were below plan for U230 (CHS to PSST) by \$1.6M; few problems were encountered. This contract is expected to be completed for less than what was budgeted. In addition, expenditures on U240 (Capitol Hill Station Finishes) were below plan by \$4.0M and by \$0.8M on U830 (Systems) as the station site has not fully been turned over to the stations finishes and Systems contractors. Permitting expenditures were also below plan by \$0.4M.

**Construction Services** Capital outlays of \$3.2M were 82% of the YTD 2013 Budget plan, or \$0.7M below plan. Of this amount, Systems CM was below plan by \$0.4M and Inspection & Testing Support by \$0.3.

**Vehicles** The current payment plan for this contract is tied to specific deliverables for the University Link Extension. Capital outlays of \$29K were 34% of the YTD 2013 Budget plan, or \$58K below plan. All 27 LRVs were commissioned in 2011, Final Acceptance was issued, and vehicles are in warranty. Only punch list work remains with minor financial cost outstanding. The contract will close out within the awarded amount.

**Testing & Startup** Miscellaneous systems testing that may be required in advance of the full testing and startup effort scheduled to get underway in late 2014. Capital outlays were \$25K below the YTD 2013 Budget plan, because no work has been reported through March.

## Initial Segment - Capital Outlays by Phase

As of March 31, 2013

(in thousands)

<u>Phase</u>	2013 Adopted Capital Plan	YTD Budget	YTD Actuals	YTD Actuals (over)/under YTD Budget	YTD Actuals as % of YTD Budget
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
Agency Administration	200	110	93	17	85%
Preliminary Engineering	-	-	-	-	0%
Final Design	10	8	-	8	0%
Third Party	-	-	-	-	0%
ROW Acq. & Permits	34	2	(3)	4	-184%
Construction	618	132	(39)	170	-30%
Construction Services	20	15	(0)	15	-1%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>882</b>	<b>265</b>	<b>52</b>	<b>214</b>	<b>19%</b>

### Lifetime Capital Plan

<u>Phase</u>	Adopted Capital Plan	Life-to-date Outlays	Contract Remaining	Budget Remaining	% Spent & Committed
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	185,912	185,806	(4)	110	100%
Preliminary Engineering	33,268	33,268	-	-	100%
Final Design	143,984	143,981	6	(3)	100%
Third Party	61,101	61,101	0	(0)	100%
ROW Acq. & Permits	205,058	205,017	72	(31)	100%
Construction	1,215,320	1,208,369	684	6,266	99%
Construction Services	102,552	102,523	0	28	100%
Vehicles	131,799	131,799	-	-	100%
Test and Startup	16,625	16,625	-	-	100%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>2,095,618</b>	<b>2,088,488</b>	<b>759</b>	<b>6,371</b>	<b>100%</b>

The Initial Segment opened for revenue service in July 2009. This project is in close out. The only planned current year activity is paving at 26<sup>th</sup> Avenue, including SCL work to support that; the 2013 TIP anticipates a budget surplus of \$6.3M at project close.

Water leaks continue to be observed in the Beacon Hill Station and consultant services have been procured to identify the cause(s) for the leaks and recommend remedial measures.

Annual capital outlays of \$52K through March 2013 were 19% of the YTD 2013 Budget plan, or \$0.2M below plan.



## DSTT South Access Security - Capital Outlays by Phase

As of March 31, 2013

(in thousands)

Phase	2013 Adopted	YTD	YTD	YTD Actuals	YTD Actuals	YTD Actuals
	Capital Plan	Budget	Actuals	(over)/under	as % of	
	a	b	c	[b-c]	[c/b]	
Agency Administration	1	1	0	1	18%	
Preliminary Engineering	-	-	-	-	0%	
Final Design	-	-	-	-	0%	
Third Party	-	-	-	-	0%	
ROW Acq. & Permits	-	-	-	-	0%	
Construction	87	74	0	74	0%	
Construction Services	-	-	-	-	0%	
Vehicles	-	-	-	-	0%	
Test and Startup	-	-	-	-	0%	
Contingency	-	-	-	-	0%	
<b>TOTAL</b>	<b>88</b>	<b>75</b>	<b>0</b>	<b>75</b>	<b>0%</b>	

### Lifetime Capital Plan

Phase	Adopted	Life-to-date	Contract	Budget	% Spent &
	Capital Plan	Outlays	Remaining	Remaining	Committed
	d	e	f	[d-(e+f)]	[(e+f)/d]
Agency Administration	165	164	-	1	99%
Preliminary Engineering	-	-	-	-	0%
Final Design	-	-	-	-	0%
Third Party	-	-	-	-	0%
ROW Acq. & Permits	-	-	-	-	0%
Construction	635	561	6	67	89%
Construction Services	-	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>800</b>	<b>725</b>	<b>6</b>	<b>69</b>	<b>91%</b>

DSTT South Access Security project annual capital outlays of <\$1K were \$75K below the YTD 2013 Budget plan, which is surplus budget.

Final payment to SDOT for the restriping work on Royal Brougham Way was made in March (recorded in ledgers as paid in 2012). No additional SDOT or contractor billings are expected, and project close-out has been initiated.

## Noise Abatement - Capital Outlays by Phase

As of March 31, 2013

(in thousands)

Phase	2013 Adopted	YTD	YTD	YTD Actuals	YTD Actuals
	Capital Plan	Budget	Actuals	(over)/under	as % of
	a	b	c	[b-c]	[c/b]
Agency Administration	241	70	104	(34)	148%
Preliminary Engineering	-	-	-	-	0%
Final Design	35	10	-	10	0%
Third Party	-	-	-	-	0%
ROW Acq. & Permits	-	-	-	-	0%
Construction	2,618	693	686	7	99%
Construction Services	1,020	265	173	92	65%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>3,914</b>	<b>1,039</b>	<b>963</b>	<b>75</b>	<b>93%</b>

### Lifetime Capital Plan

Phase	Adopted	Life-to-date	Contract	Budget	% Spent &
	Capital Plan	Outlays	Remaining	Remaining	Committed
	d	e	f	[d-(e+f)]	[(e+f)/d]
Agency Administration	1,000	472	(5)	533	47%
Preliminary Engineering	-	-	-	-	0%
Final Design	60	5	25	29	51%
Third Party	-	-	-	-	0%
ROW Acq. & Permits	-	-	-	-	0%
Construction	8,750	1,532	2,446	4,772	45%
Construction Services	3,190	1,415	1,312	463	85%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>13,000</b>	<b>3,425</b>	<b>3,778</b>	<b>5,797</b>	<b>55%</b>

Noise Abatement project capital outlays of \$1.0M through March 2013 were 93% of the YTD 2013 Budget plan, or \$0.1M below plan.

**Agency Administration** includes: Staff costs and direct expenses. Capital outlays of \$104K were 148% of the YTD 2013 Budget plan, or \$34K ahead of plan. Staff costs were over plan, because work in support of noise wall construction originally planned for 2012 was delayed and carried into 2013.

**Final Design** Work planned for this phase represents design services in support of constructing the noise wall. Capital outlays were \$10K below the YTD 2013 Budget plan as no activity was reported through March.

**Construction** Activities planned for this phase include RSIP, but primarily reflect construction of the noise wall. Capital outlays of \$0.7M (99%) were only \$7K below plan. The RSIP program is trending closer to plan (within 90%) with the award of additional contract packages. Construction progress on the noise wall is trending ahead of plan and work will likely be completed ahead of the September 2013 completion date.

**Construction Services** Current year activities planned for this phase include CM for the noise wall, but primarily reflect RSIP CM. Capital outlays of \$0.2M were 65% of the YTD 2013 Budget plan, or \$0.1M below plan; RSIP and noise wall expenditures were each \$46K below plan.

## S 200th Link Extension - Capital Outlays by Phase

As of March 31, 2013

(in thousands)

Phase	2013 Adopted	YTD	YTD	YTD Actuals	YTD Actuals
	Capital Plan	Budget	Actuals	(over)/under	as % of
	a	b	c	[b-c]	[c/b]
Agency Administration	2,881	488	621	(134)	127%
Preliminary Engineering	-	-	-	-	0%
Final Design	1,600	250	183	67	73%
Third Party	2,321	153	1,122	(969)	734%
ROW Acq. & Permits	10,972	9,583	2,052	7,531	21%
Construction	50,602	14,857	8,509	6,349	57%
Construction Services	3,775	493	457	35	93%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>72,152</b>	<b>25,824</b>	<b>12,945</b>	<b>12,879</b>	<b>50%</b>

### Lifetime Capital Plan

Phase	Adopted	Life-to-date	Contract	Budget	% Spent &
	Capital Plan	Outlays	Remaining	Remaining	Committed
	d	e	f	[d-(e+f)]	[(e+f)/d]
Agency Administration	15,864	5,188	(12)	10,689	33%
Preliminary Engineering	5,702	5,698	1	3	100%
Final Design	6,811	4,445	1,817	548	92%
Third Party	7,085	2,359	3,166	1,560	78%
ROW Acq. & Permits	43,549	15,814	9,011	18,724	57%
Construction	285,120	17,493	157,812	109,816	61%
Construction Services	17,322	915	14,055	2,352	86%
Vehicles	-	-	-	-	0%
Test and Startup	1,789	-	-	1,789	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>383,241</b>	<b>51,911</b>	<b>185,850</b>	<b>145,480</b>	<b>62%</b>

South 200<sup>th</sup> Link Extension annual capital outlays of \$12.9M through March 2013 were 50% of the YTD 2013 Budget plan, or \$12.9M below plan. The S440 Design-Build contractor's schedule differs from the pre-award schedule used to prepare the 2013 Budget plan.

**Agency Administration** includes: Staff costs and direct expenses. Annual capital outlays of \$0.6M were 127% of the YTD 2013 Budget plan, or \$0.1M ahead of plan due to higher staffing levels than planned. Staff costs of \$0.6M (128%) were \$0.1M ahead of plan, and direct charges of \$34K (124%) were \$7K ahead of plan.

**Preliminary Engineering** is complete.

**Final Design** Activity planned for this phase reflects preparation for the S445 Design-Build (Parking Garage) contract. Annual capital outlays of \$0.2M were 73% of the YTD 2013 Budget plan, or \$0.1M below plan.

**Third Party** Activity planned for this phase represents work by outside agencies performed in support of design and construction. Annual capital outlays of \$1.1M exceed the YTD 2013 Budget plan by \$1.0M, because a \$1.1M accrual for work performed under the Transitway and Development Agreement (DA) with the City of SeaTac was inadvertently coded to the third party phase. Only \$85K should have been applied to this phase, and the remaining \$1.0M to the construction phase for construction mitigation. This has been corrected for April reporting.

**Right of Way** Annual capital outlays of \$2.1M were 21% of the YTD 2013 Budget plan, or \$7.5M below plan. The 2013 Budget plan anticipated \$9.3M property acquisitions in March. Acquisitions are trending behind schedule; however, property required for early work has been acquired.

**Construction** Annual capital outlays of \$8.5M were 57% of the YTD 2013 Budget plan, or \$6.3M below plan, entirely for the S440 Design-Build contract. Of this amount, expenditures were below plan by \$5.3M because the contractor's schedule differs from the pre-award schedule used to prepare the budget, and the remaining \$1.0M was due to accruals for City SeaTac DA work being miscoded to the third party phase.

**Construction Services** Work planned for this phase includes design-build project management (DB PM) and construction support. Annual capital outlays of \$0.5M were 93% of the YTD 2013 Budget plan, or \$35K below plan.

## East Link - Capital Outlays by Phase

As of March 31, 2013

(in thousands)

Phase	2013 Adopted	YTD	YTD	YTD Actuals	YTD Actuals
	Capital Plan	Budget	Actuals	(over)/under	as % of
	a	b	c	[b-c]	[c/b]
Agency Administration	11,525	2,056	1,867	189	91%
Preliminary Engineering	2,145	280	1,124	(844)	402%
Final Design	48,900	11,145	10,325	820	93%
Third Party	1,280	150	217	(67)	145%
ROW Acq. & Permits	28,000	45	259	(214)	575%
Construction	-	-	-	-	0%
Construction Services	-	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>91,851</b>	<b>13,676</b>	<b>13,792</b>	<b>(116)</b>	<b>101%</b>

### Lifetime Capital Plan

Phase	Adopted	Life-to-date	Contract	Budget	% Spent &
	Capital Plan	Outlays	Remaining	Remaining	Committed
	d	e	f	[d-(e+f)]	[(e+f)/d]
Agency Administration	66,539	16,237	256	50,046	25%
Preliminary Engineering	61,123	54,160	199	6,765	89%
Final Design	223,685	19,482	124,658	79,545	64%
Third Party	40,064	1,497	2,353	36,214	10%
ROW Acq. & Permits	365,408	14,947	813	349,648	4%
Construction	-	-	-	-	0%
Construction Services	-	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>756,819</b>	<b>106,323</b>	<b>128,278</b>	<b>522,218</b>	<b>31%</b>

East Link project capital outlays of \$13.8M through March 2013 were 101% of the YTD 2013 Budget, or \$0.1M ahead of plan.

**Agency Administration** phase costs of \$1.9M were 91% of the YTD 2013 Budget plan, or \$0.2M below plan for direct expenses, mainly Information Technology (IT) and Legal.

**Preliminary Engineering** Annual capital outlays of \$1.1M were \$0.8M above the YTD 2013 Budget plan, mainly due to higher than planned expenditures related to closing out Phase 1 of Track Bridge and continued evaluation of the Bellevue cost savings alternatives.

**Final Design** Annual capital outlays of \$10.6M were 93% of the YTD 2013 Budget plan, or \$0.8M below plan due to extended deliberations on Bellevue Cost Savings options and additional time required to secure rights-of-entry for geotech exploration and surveying.

**Third Party** Annual capital outlays of \$0.2M were 145% of the YTD 2013 Budget plan, or \$0.1M ahead of plan; support from third party agencies has been required earlier than projected.

**Right of Way** Capital outlays of \$0.3M were \$0.2M above the YTD 2013 Budget plan due to ROW consultant costs. Additional consultant support was needed to acquire rights of entry for geotechnical investigations and survey work.

## Lynnwood Link Extension - Capital Outlays by Phase

As of March 31, 2013

(in thousands)

Phase	2013 Adopted	YTD	YTD	YTD Actuals	YTD Actuals
	Capital Plan	Budget	Actuals	(over)/under YTD Budget	as % of YTD Budget
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
Agency Administration	2,522	468	235	233	50%
Preliminary Engineering	7,362	1,487	1,281	206	86%
Final Design	-	-	-	-	0%
Third Party	304	60	13	47	21%
ROW Acq. & Permits	210	5	4	1	85%
Construction	-	-	-	-	0%
Construction Services	-	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>10,399</b>	<b>2,020</b>	<b>1,533</b>	<b>486</b>	<b>76%</b>

### Lifetime Capital Plan

Phase	Adopted	Life-to-date	Contract	Budget	% Spent &
	Capital Plan	Outlays	Remaining	Remaining	Committed
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	10,738	2,532	9	8,197	24%
Preliminary Engineering	44,334	13,331	5,755	25,247	43%
Final Design	-	-	-	-	0%
Third Party	996	42	215	740	26%
ROW Acq. & Permits	1,050	36	30	985	6%
Construction	-	-	-	-	0%
Construction Services	-	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>57,119</b>	<b>15,940</b>	<b>6,009</b>	<b>35,169</b>	<b>38%</b>

Lynnwood Link Capital outlays of \$1.5M through the end of March are 76% of the Adopted 2013 YTD budget, or \$0.5M below plan.

Agency Administration phase outlays of \$0.2M are 50% of the Adopted 2013 YTD budget, or \$0.2M below plan. The Staffing budget is utilized at 57%

Preliminary Engineering phase outlays of \$1.3M are 86% of the Adopted 2013 YTD budget, or \$0.2M below plan primary due to lower than expected North Corridor Transit Partners Contract run rate.

Third Party phase expenditures will continue to trend below 2013 budget due to lower-than-anticipated charges from WSDOT.

## First Hill Streetcar - Capital Outlays by Phase

As of March 31, 2013

(in thousands)

Phase	2013 Adopted	YTD	YTD	YTD Actuals	YTD Actuals	YTD Actuals
	Capital Plan	Budget	Actuals	(over)/under	as % of	
	a	b	c	[b-c]	[c/b]	
Agency Administration	420	75	6	69	8%	
Preliminary Engineering	-	-	-	-	0%	
Final Design	-	-	-	-	0%	
Third Party	55,000	13,750	12,730	1,020	93%	
ROW Acq. & Permits	-	-	-	-	0%	
Construction	-	-	-	-	0%	
Construction Services	-	-	-	-	0%	
Vehicles	-	-	-	-	0%	
Test and Startup	-	-	-	-	0%	
Contingency	-	-	-	-	0%	
<b>TOTAL</b>	<b>55,420</b>	<b>13,825</b>	<b>12,736</b>	<b>1,089</b>	<b>92%</b>	

### Lifetime Capital Plan

Phase	Adopted	Life-to-date	Contract	Budget	% Spent &
	Capital Plan	Outlays	Remaining	Remaining	Committed
	d	e	f	[d-(e+f)]	[(e+f)/d]
Agency Administration	3,867	150	(1)	3,718	4%
Preliminary Engineering	-	-	-	-	0%
Final Design	-	-	-	-	0%
Third Party	132,780	65,865	63,197	3,718	50%
ROW Acq. & Permits	-	-	-	-	0%
Construction	-	-	-	-	0%
Construction Services	-	-	-	-	0%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>136,647</b>	<b>66,015</b>	<b>63,196</b>	<b>7,436</b>	<b>95%</b>

**First Hill** – Capital outlays of \$12.7M through the end of March are 8% of the Adopted 2013 YTD budget, or \$1.1M below plan. The City of Seattle is the lead Agency for this project and they invoice on a Quarterly basis and no invoice was received in the 1<sup>st</sup> Quarter. YTD actuals are based on accruals.

**Agency Administration phase** Agency Administration phase is 8% of plan as staff costs are much lower than planned.

**Third Party phase** – City of Seattle costs of \$12.7M are \$1.02M or 7% below plan. We continue to work with the City of Seattle to refine the spending forecast to align closer with the actual progress of work.

## Section V – Agency Staff Expenses

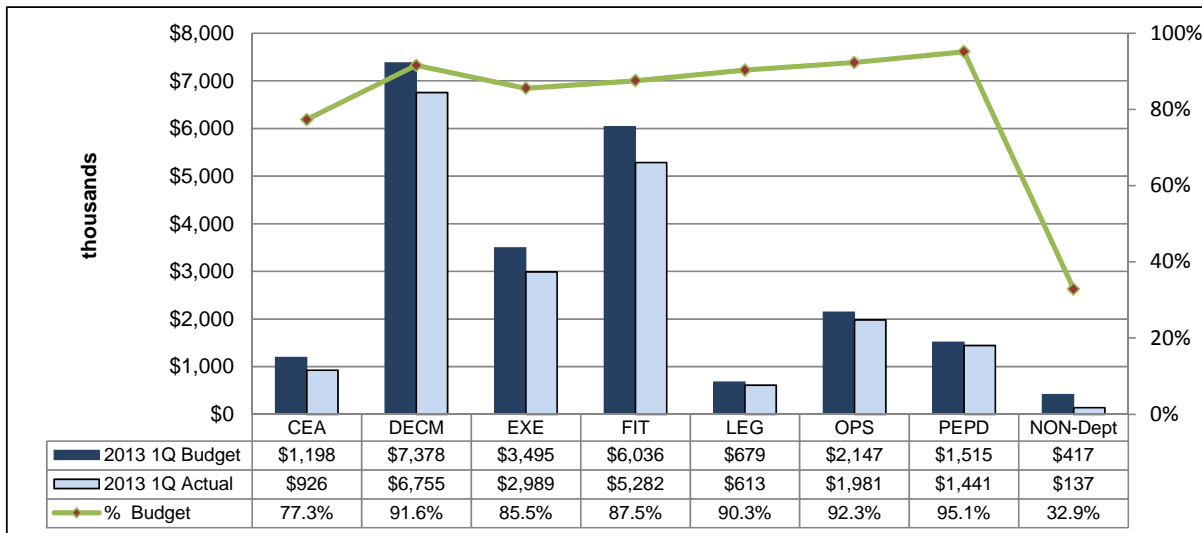
### Agency Staff Operating by Category as of March 31, 2013

Staff Operating Expenses (\$Thousands)	Q1 2013 Actuals	Q1 2013 Budget	Q1 2013 Budget Remaining	Q1 2013 % Budget
Salaries and Benefits	15,700	16,099	399	98%
Services	1,636	3,576	1,940	46%
Materials and Supplies	317	406	89	78%
Insurance	584	644	60	91%
Miscellaneous Expenses	317	552	235	57%
Leases & Rentals	906	973	67	93%
Other Expenses	203	197	(6)	103%
Staff Operating Expenses	\$ 19,663	22,447	2,784	88%
Agency Admin Allocations	(13,611)	(16,262)	5,169	84%
Total Staff Operating Expenses	\$ 6,052	\$ 6,185	8,398	98%

### Staff Operating Expense Notes

Total Agency staff costs are 2.8M or 12% below budget. The primary factor contributing to this variance is for service agreements which are \$1.9M or 54% below budget including: software and hardware maintenance and licensing, marketing contracts, temporary professional contracts and auditing services. Delays in the start of these services result in lower than expected costs. Due to the budgeted 5% vacancy rate, salary and benefits are just 2% under budget despite the fact that the Agency experienced an 11% vacancy rate for the first quarter.

### Agency Department Expenses as of March 31, 2013



As the graph illustrates, all departments are running under budget through first quarter of 2013.

### Staffing Plan by Department as of March 31, 2013

<b>AGENCY ADMINISTRATION</b>	<b>2013 Staffing Plan</b>	<b>Filled Positions</b>	<b>Open Positions</b>
Communications and External Affairs	30.00	30.00	0.00
Design, Engineering & Construction Mgmt	213.00	186.00	27.00
Executive	94.00	86.00	8.00
Finance & Information Technology	118.00	103.00	15.00
Legal	17.00	17.00	0.00
Operations	65.00	59.00	6.00
Planning, Environment & Project Dev	45.00	41.00	4.00
Agency Administration Total	582.00	522.00	60.00
<b>SERVICE DELIVERY</b>			
IT Transit Systems	12.00	9.00	3.00
OPS Central Link Light rail	7.00	5.00	2.00
OPS Sounder	5.00	3.00	2.00
OPS ST Express	3.00	3.00	0.00
OPS Tacoma Light rail	19.00	19.00	0.00
Service Delivery Total	46.00	39.00	7.00
<b>Total Sound Transit Staff</b>	<b>628.00</b>	<b>561.00</b>	<b>67.00</b>

Total Sound Transit staffing finished first quarter with 67 vacant positions and quarterly vacancy rate of 11.1%. Specifically for March the number of vacancies dropped by eight and improved the Agency vacancy rate by 10%.