Why we are here

• May YTD 2023 Reports:
  o Financial Performance Report
• Green Bond Report
• 2022 Fare Revenue Report
• Enterprise Risk Management program update
May YTD 2023 Financial Performance Report
## May YTD performance

<table>
<thead>
<tr>
<th>Revenues &amp; Other Financing Sources (in thousands)</th>
<th>May 2023 YTD Budget</th>
<th>May 2023 YTD Actuals</th>
<th>Variance ($) Under/(Over)</th>
<th>Actuals as % of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tax Revenues</td>
<td>$868,100</td>
<td>$901,917</td>
<td>$ (33,817)</td>
<td>104%</td>
</tr>
<tr>
<td>Other Revenues</td>
<td>$165,726</td>
<td>$131,694</td>
<td>$ 34,032</td>
<td>79%</td>
</tr>
<tr>
<td><strong>Total Revenues</strong></td>
<td><strong>$1,033,825</strong></td>
<td><strong>$1,033,611</strong></td>
<td><strong>$ (214)</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Expenditures (in thousands)</th>
<th>May 2023 YTD Budget</th>
<th>May 2023 YTD Actuals</th>
<th>Variance ($) Under/(Over)</th>
<th>Actuals as % of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Operations</td>
<td>$201,104</td>
<td>$177,946</td>
<td>$ 23,158</td>
<td>88%</td>
</tr>
<tr>
<td>System Expansion Projects</td>
<td>$733,580</td>
<td>$658,266</td>
<td>$ 75,314</td>
<td>90%</td>
</tr>
<tr>
<td>Non-System Expansion Projects</td>
<td>$84,821</td>
<td>$54,921</td>
<td>$ 29,900</td>
<td>65%</td>
</tr>
<tr>
<td>Debt Service</td>
<td>$69,425</td>
<td>$68,897</td>
<td>$ 528</td>
<td>99%</td>
</tr>
<tr>
<td>Other Expenses</td>
<td>$16,962</td>
<td>$15,029</td>
<td>$ 1,933</td>
<td>89%</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td><strong>$1,105,891</strong></td>
<td><strong>$975,058</strong></td>
<td><strong>$130,833</strong></td>
<td><strong>88%</strong></td>
</tr>
</tbody>
</table>
May YTD revenue & other financing sources

Actuals were $0.2M lower than planned

- Federal grants (68% unfavorable)
- Link ridership / fares (8% unfavorable)
- Tax revenues (4% favorable)
- Investment income (260% favorable)
May YTD transit operations

Actuals were $23M or 12% lower than planned

- Maintenance projects delayed to later this year
- Agency administration driven by FTE vacancies
- Lower insurance premiums and timing of DSTT turnover
6% S&B underspend is driven by 6% vacancy over assumed vacancy

- Vacancy budgeted at 8%, YTD average at 14%
- Difference between budgeted and actual YTD vacancy is 6%
May YTD system expansion projects

Actuals were $75M or 10% lower than planned

- Link – LRV Fleet Expansion
- Stride – I-405 BRT
- Sounder – Fleet Expansion
- Regional Express – Pacific Ave SR 7 Bus Corridor
- Other – Fare Admin.
May YTD non system expansion projects

Actuals were $30M or 36% lower than planned

- Enhancements – Digital PIMS, PSO program work and Data Mgmt.
- State of Good Repair – Vertical Conveyance Program and IT led programs
- Administrative – Higher vacancies than assumed
Green Bond Report
Annual Green Bond Report

- Included in the meeting materials is the annual green bond report in support of the Agency's debt issued as "Green Bonds"

- The report summarizes the Agency's sustainability efforts and meets the requirements of the International Capital Market Association "Green Bond Principles"

- Please reach out if there are any questions
2022 Fare Revenue Report
2022 Fare Revenue Report

• Fare Revenue of $45M in 2022, up from $28M in 2021

• Fare payment compliance continued to be a challenge
  44% of Link Boardings in 2022 were Non-Fare Boardings

• Farebox Recovery rates were significantly below policy thresholds
  2022 Recovery: Link 16%, ST Express 9%, Sounder 7%

• Continued to assist riders with reducing ORCA LIFT fares and
  implementing Free Youth fares
Enterprise Risk Management Program Update
Enterprise Risk Management (ERM)

- ERM is an Agency-wide strategy to identify and address hazards across the Agency (operations, system expansion, finance, etc.)

- Risk Management is occurring today at the Division level

- Foundational activities are underway to create Agency level risk management to support ISO certification and help prioritize resources.

- The foundational activities support moving to an Agency level aggregation and awareness of risks to further mature the great work occurring at the department/division level.
Thank you.