

**SOUND TRANSIT
STAFF REPORT**

RESOLUTION NO. R2009-23

Adoption of the 2010 Budget

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	12/03/09	Discussion/Possible Action to Recommend Board Approval	Brian McCartan, Executive Director Finance & Information Technology	(206) 398-5100
Board	12/10/09	Action	Pete Rogness, Finance & Budget Manager	(206) 398-5102

PROPOSED ACTION

Adoption of the 2010 Budget

KEY FEATURES of PROPOSED ACTION

The resolution approves the following operating expenditures for 2010:

- \$72.2 million for staff operations
- \$1.2 million for Planning & Development
- \$0.1 million for Research and Technology
- \$7.1 million for transit operations in Tacoma Link Light Rail
- \$118.6 million for transit operations in Central Link Light Rail
- \$55.3 million for transit operations in Sounder
- \$115.6 million for transit operations in ST Express Bus Operations
- \$0.9 million for Accessible Services
- \$74.3 million for payment of debt service on outstanding bonds
- \$0.1 million for Public Art Program
- \$0.3 million for Transit Oriented Development
- \$24.5 million for non-operating costs

In addition, the resolution authorizes the following capital outlays in 2010:

- \$131.9 million for Sounder
- \$376.8 million for Link Light Rail
- \$50.6 million for Regional Express projects
- \$59.0 million for Service Delivery capital
- \$0.7 million for the Public Art program
- \$24.7 million for the Capital Replacement Program
- \$3.4 million for Administrative Capital outlays
- \$1.1 million for Research and Technology
- \$0.7 million for Fare Integration project
- \$4.6 million for systemwide capital

For 2010 budget management, staff will continue providing quarterly briefings to the Audit and Reporting Subcommittee on progress to date. Based on the outcome of these briefings, quarterly budget amendments will be prepared for Board approval when appropriate.

BUDGET IMPACT SUMMARY

Not applicable for this action.

BUDGET DISCUSSION

Sound Transit's Proposed 2010 Budget requests funding authorization totaling \$945,921,593 in operating expenditures and capital outlays. The agency's expenses and outlays will be funded by an estimated \$794,922,686 in revenue and other financing sources (on an accrual basis) and by an estimated positive cash position in January 2010 of \$414,500,000. Of this amount, an estimated \$531,448,314 will be collected from Retail Sales and Use Tax; \$66,896,247 from Motor Vehicle Excise and Rental Car Taxes; \$145,689,390 from federal grants; \$38,168,384 from Farebox revenues; \$10,702,397 in interest earnings; and \$2,017,954 in miscellaneous revenues.

REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS

The Proposed 2010 Budget is fully affordable within the agency's existing revenue projections and financial policies.

BUDGET TABLE

Not applicable for this action.

SMALL BUSINESS PARTICIPATION

Not applicable for this action.

Prior Board/Committee Actions

Motion/Resolution Number and Date	Summary of Action
R72-1 4/13/06	Rescinding Resolution 72 and amending the financial policies to include a strategic property acquisition program as an enumerated purpose of the Regional Fund.
R2002-08 7/25/02	Adopting revised budget policies, and superseding Resolution No. 98-4

CONSEQUENCES OF DELAY

Adoption of the annual budget requires a two-thirds affirmative vote of the entire membership of the Board.

PUBLIC INVOLVEMENT

The Sound Transit Board reviewed the Proposed 2010 Budget in public session in September and October. On November 19, 2009, a public hearing was held where testimony was taken from interested members of the public.

ENVIRONMENTAL COMPLIANCE

SSK 11/24/09

LEGAL REVIEW

JW 11/24/09

SOUND TRANSIT

RESOLUTION NO. R2009-23

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting an annual budget for the period from January 1 through December 31, 2010.

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the King, Pierce, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996 and November 8, 2008, voters approved local funding to implement a regional high-capacity transportation system for the central Puget Sound region; and

WHEREAS, by Resolution No. R2002-08 the Sound Transit Board adopted revised budget policies; and

WHEREAS, the Sound Transit Board has adopted financial policies to govern the financing and implementation of the regional transit system and to specify budgetary guidelines for providing subarea equity in accomplishing the same; and

WHEREAS, Sound Transit is successfully building and operating the first phase of the regional transit system plan that was approved by voters in 1996; and

WHEREAS, Sound Transit is implementing the second phase of the regional transit system plan that was approved by voters in 2008; and

WHEREAS, Sound Transit is meeting a high standard of public accountability through effective monthly progress reports and quarterly financial reporting; and

WHEREAS, a weak economic climate has put increased pressure on agency resources, requiring the agency to continue to seek to increase productivity while holding down costs; and

WHEREAS, the Sound Transit chief executive officer submitted a proposed 2010 budget and amendments to the Board for consideration; and

WHEREAS, the 2010 Budget is consistent with and affordable under adopted Sound Transit financial policies; and

WHEREAS, a two-thirds affirmative vote of the entire membership of the Sound Transit Board is required to adopt the annual budget.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that:

Section 1a. Subject to the provisions of Resolution No. 78-1 requiring Sound Transit Board approval of capital infrastructure projects, and Finance Committee or Board approval of contracts authorizing expenses exceeding \$200,000, Sound Transit is authorized to incur \$74,315,402 for payment of debt service on outstanding bonds, or such amounts by amendment to the 2010 Budget as adopted by the Board.

Section 1b. Sound Transit is authorized to incur in the year 2010, \$72,153,821 for staff operating expenses, \$1,194,000 for operating expenses for Planning and Development, \$50,000 for the Research and Technology project, \$265,000 for Transit Oriented Development expenses, \$24,494,772 for non-operating costs, and \$68,000 for STart expenses or such amounts in amendments to the 2010 Budget as adopted by the Board. In addition, Sound Transit is authorized to incur in the year 2010, \$115,630,609 in expenses for service delivery for ST Express bus, \$7,088,526 in expenses for transit operations for Tacoma Link light rail, \$118,639,605 in expenses for service delivery for Central Link Light Rail, \$55,265,696 in expenses for service delivery for Sounder commuter rail, \$4,444,202 as contingency for service delivery, and \$895,464 for Accessible Services, or such amounts adopted by amendment to the 2010 Budget as adopted by the Board.

Section 1c. Sound Transit is authorized to incur in the year 2010, \$723,929,493 in capital outlays (including allocations); composed of \$50,591,710 in Regional Express, \$131,903,620 in Sounder commuter rail, \$376,753,249 in Link light rail, \$58,954,985 for Service Delivery capital, \$4,565,342 for systemwide capital, \$1,050,000 for the Research and Technology capital project, \$650,165 for the Fare Integration capital project, \$744,000 for the STart program capital, \$24,689,540 for the Capital Replacement Program, \$3,427,250 in administrative capital, or such amounts adopted by amendment to the 2010 Budget as adopted by the Board.

Section 2. The budget for the period January 1, 2010 to December 31, 2010 (Adopted Budget), as set forth in the Proposed 2010 Budget document (Attachment A1) and Proposed 2010 Transit Improvement

Plan (Attachment A2) submitted to the Board in September and October 2009 and incorporated herein by reference, and approved amendments (Attachment B), is hereby adopted. The Adopted 2010 Budget projects the collection of \$794,922,686 in total revenues including \$531,448,314 in Sales and Use Tax, \$66,896,247 in Motor Vehicle Excise Tax and Rental Car Tax, \$145,689,390 in Federal Grants, \$38,168,384 in farebox revenues, \$10,702,397 in Interest Earnings, and \$2,017,954 in Miscellaneous Revenues or such amounts adopted by amendment to the Proposed Budget as adopted by the Board.

Section 3. The Adopted 2010 Budget is not an authorization of expenses, except as specified in Section 1 above.

Section 4. The chief executive officer is authorized to conform and reformat the budget document as necessary to uniformly present the information, and to revise the Adopted Budget to correct nonmaterial errors.

Section 5. The 2010 Transit Improvement Plan described in Attachment A2 is hereby endorsed. Such endorsement does not constitute final project authorization under Section 9.B. of Resolution No. 78-1.

Section 6. The chief executive officer is authorized to amend the Adopted 2010 Budget to allow for transfers between capital budget and operating budgets with no net change in overall budgetary level, in order to comply with Generally Accepted Accounting Principles and Governmental Accounting Standards Board pronouncements. Any such changes will be reported to the Board on a quarterly basis.

Section 7. The chief executive officer is authorized to amend the fiscal year 2010 budget reflected in the published Adopted 2010 Budget to reflect actual expenditures for 2009, including shifting of budget authority between 2009 and 2010 for projects anticipated to be completed in 2010, provided the adopted total lifetime budget is not changed.

Section 8. The Board directs that any use of Service Delivery contingency will require approval of the chief executive officer with prior notification to the Board.

Section 9. The Board directs the chief executive officer, or her designee, to submit the final Adopted 2010 Budget and Transit Improvement Plan to the Board Chair and the Finance Committee Chair to ensure that the amendments are accurately reflected.

Section 10. The chief executive officer, or her designee, shall provide regular budget reports to the Board and shall provide the Board with such information as may be necessary to compare actual financial performance with the Adopted 2010 Budget and to ensure conformance with the financial policies.

Section 11. The Board directs the chief executive officer, or her designee, to amend the lifetime ST2 budgets for: ST3 Planning to \$76.289 million, Fare Integration to \$23.661 million, Administrative and Insurance Expenses to \$915.944 million, Research and Technology to \$46.962 million, System Access to \$89.061 million and Administrative Capital to \$51.563 million, in order to partially offset the effects of reduced tax revenues.

Section 12. The Board directs the chief executive officer to reduce the 2010 staff operating budget by \$800,000 through delayed hiring to fill new and/or vacant positions and/or other savings.

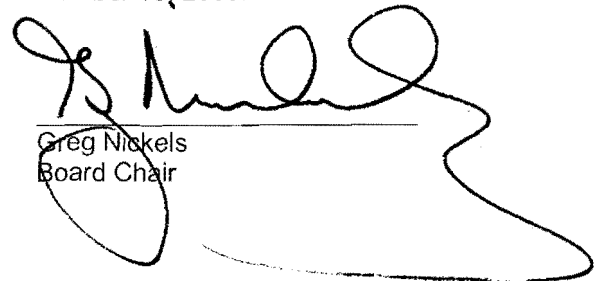
Section 13. The Board directs the chief executive officer to provide the Board with information by June 30, 2010 to allow the Board to reexamine the policy of charging fares for Tacoma Link.

Section 14. The Board further authorizes the chief executive officer, or her designee, to take any actions necessary to implement the policies and determinations of the Board pursuant to this Resolution.

ADOPTED by a two-thirds affirmative vote of the entire membership of the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on December 10, 2009.

ATTEST:


Marcia Walker
Board Administrator


Greg Nickels
Board Chair

Proposed 2010 Budget



 **SOUNDTRANSIT**
RIDE THE WAVE

SEPTEMBER 2009



September 24, 2009

TO: Sound Transit Board of Directors
FROM: Joni Earl, Sound Transit Chief Executive Officer
SUBJECT: Proposed 2010 Budget

I am pleased to submit to the Board for consideration our proposed 2010 Budget.

Overview

2010 will be a year of opportunity and great challenge for Sound Transit. We will continue operating, planning and building the voter-approved regional mass transit system while also dealing with the fallout from a severe nationwide economic recession. In short, we'll be working hard in 2010 finding creative ways to fulfill the agency's commitments to the voters with less financial resources over the long term.

Even with this economic challenge, the people of this region will continue to see improved Sound Transit projects and services. In 2010, riders will be able to continue relying on our popular ST Express bus, Tacoma and Central Link light rail, and Sounder commuter rail systems. Sound Transit will stay on track building the University Link light rail line, while planning will go forward on extensions east, north, and south so our light rail system will eventually extend 55 miles, as approved by voters. We will continue to move forward with other improvements to the regional transit system Sound Transit was created to develop.

To make the 2010 budget easier to read and comprehend, we're splitting the budget book into two volumes: a 2010 Budget, including annual staff, operating and capital budgets; and a new separate multi-year Capital Improvement Program (CIP) volume that provides project details and outlines the lifetime capital budgets. The new CIP is designed to be periodically updated as important project milestones are reached in the future.

The change in budget documents is one of several changes we are making to the agency's budgeting process as a result of a comprehensive review of our budget and financial reporting practices and in response to feedback we have received from both Board members and the Citizens Oversight Panel (COP). The 2010 Budget will include information on what is driving changes in our staff and operating costs in order to distinguish increases in base costs from the impacts of new transit service and project implementation efforts. In addition, beginning in 2010 we are planning to give the Board earlier opportunities to provide comment and direction on the budget and will be spending more time throughout the year updating the Sound Transit Board on financial and operating results.

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Seattle Mayor

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CHIEF EXECUTIVE OFFICER

Joni Earl

2009 Achievements Set the Stage for 2010

The start of Link light rail service in July 2009 and the upcoming extension to Sea-Tac Airport in December, have dominated the agency's efforts and achievements for the year. The entire region celebrated the introduction of light rail. On opening weekend alone, more than 92,000 riders tried out the new Link system and by year's end, an estimated 21,000 passengers will be riding the trains every weekday.

Besides the start of Link service, 2009 was a year of many other achievements. Sound Transit teamed up with the rest of the region's transit agencies, including the Washington State Ferries, to launch the new ORCA smart card. The new card is an easy way to pay fares and use transit services throughout Central Puget Sound.

In 2009, Sound Transit began the ninth Sounder round-trip between Tacoma and Seattle. The South Tacoma Station opened for bus service and the Everett Station parking expansion project was completed. We broke ground on the University Link light rail project and the Montlake Terrace Freeway Station and ordered 16 new ST Express buses.

The economic recession and lower gasoline prices tempered the strong ridership growth seen in prior years. Still, more than 16 million boardings are expected on Sound Transit trains and buses in 2009.

Independent audits throughout the year showed Sound Transit is in good financial health and well positioned to deliver on its projects and services.

Finally, in 2009 we began the process of restructuring Sound Transit to manage a greatly expanded level of transit operations and to implement the major expansion of the transit system called for in ST2. We are in the final stages of reorganizing the agency and are implementing changes to our business processes and management systems that will help us achieve the Sound Transit mission.

Highlights of 2010

Transit Service Operations

The proposed 2010 Budget funds the continued expansion of regional and high capacity transit service operations and reflects the priority Sound Transit places on providing quality service to our customers especially their safety and security. It also reflects our efforts to contain cost growth and improve the productivity and efficiency of the transit system.

The 2010 Budget provides for operating 757,100 hours of service across all Sound Transit modes, a 17.2% increase over the projected 2009 service level. Ridership is projected to total 25.1 million passengers, a 55.2% increase over 2009 projected ridership of 16.2 million. The preliminary service plan for 2010 reflects a 32.4% improvement in overall system productivity measured on the basis of passengers per service hour (33.1 in 2010 versus an estimated 25.0 in

2009). These results are largely driven by the addition of Central Link light rail service with its strong ridership and higher productivity.

The 2010 Budget proposes spending \$183.9 million to directly operate this level of service. This is a 22.4% increase over the 2009 estimate for direct service operating costs and a 20.6% increase over the 2009 service operations budget level. These increases are largely driven by a full year of Central Link service and the 13th round trip on Sounder as well as service increases on Regional Express per ST2. The overall system cost per service hour operated in 2010 increases by only 4.4% over the estimate for 2009 (\$243 in 2010 versus \$233). The 2010 Budget document provides more detailed information on increases in base service delivery costs versus increases due to added service.

System Expansion and Project Delivery

Despite the recession, Sound Transit riders in 2010 will discover ST Express bus service improvements across the Sound Transit service area. New bus services called for in ST2 will be implemented including a major restructuring of service in South King County in conjunction with King County Metro. We expect to order 24 more buses during the year for expanded service.

The Kirkland Transit Center will open in 2010 and we will add parking to the Puyallup Sounder station and platforms and passenger shelters to the Edmonds Sounder station. We will continue work on the Mountlake Terrace Freeway Station and we'll break ground on the important D-M Street project in Tacoma that sets the stage for Sounder service to reach South Tacoma and Lakewood in 2012. Meanwhile, the track and signal improvements from M Street to Lakewood will be completed as will final design on the permanent Tukwila Sounder station.

U-Link construction will continue during 2010. The Board will make major decisions on the final East Link preferred alternative alignment and we expect to complete an FEIS for the project. The Alternatives Analysis Study for extending light rail to Lynwood will get underway in 2010. And finally, we could see possible advancement of final design for North Link to Northgate and an extension of Link service beyond the Airport to S. 200th Street should the Board decide to advance these projects in its review of the 2010 Capital Program and CIP.

Stewardship of Resources

Being mindful of the projected reduction in tax income Sound Transit will see as a result of the current economic situation, as well as Board and COP concerns over operating costs, I directed that a number of things be done in the preparation of the 2010 Budget for both Sound Transit's operating and capital programs. This included:

- The CEO's office and Finance staff undertook a detailed line item review of the entire staff and operating budgets to identify areas where costs could be reduced or eliminated.

- Budgets for capital projects still in development stages were reduced by 15% with directions to project managers to seek out ways to achieve this reduction while still delivering on scope commitments.
- The reduced staff salary increase guidelines put into place in 2009 will be continued into 2010.
- Pursue implementation of the recommendations on containing operating cost growth developed by the Board's Transit Operations Task Force.
- Address the comments and recommendations we have received from the board and the COP on making our budget information more transparent; isolating increases in base staff and operating costs from those driven by service increases and project driven increases; changes in staffing levels (FTE's); and consolidation of budgeted contingencies.

Finally, I should note that the 2010 Budget we are presenting for your consideration does not reflect any change in fare levels on Sound Transit services. However, staff is in the process of reviewing whether and to what extent we should have a fare increase on Sound Transit services in the coming year in recognition of our reduced tax revenues and the increasing costs of operating high quality transit services. In this regard, we are consulting with the other transit agencies in the region all of which have either approved or are considering fare increases next year in light of their respective revenue and cost situations. It is likely that during the Board's review of the 2010 Budget in the weeks ahead I will be proposing that some form of fare increase be included in our plans for next year.

Organizational Development

The proposed 2010 Budget does not contain any major new initiatives given the agency's revenue situation. It does however include the allocation of resources to key ongoing efforts to enhance the organization's ability to deliver on what the voters expect and to continue improving our performance in the future, specifically:

- Creation of a new Internal Audit function within the FIT Department using two existing staff positions and the addition of one FTE and \$100,000 in consulting services to enhance oversight of compliance with agency policy and good business practices and to undertake audits of contracts for services, construction and equipment.
- Continuation of the effort to develop and implement an Asset Management Program including a maintenance management information system.
- Expansion of our Environmental and Sustainability Management System activities in accordance with the Board approved Sound Transit sustainability program.

Conclusion/Summary

Over the course of the last nine years I have been with Sound Transit, the Board of Directors and staff have worked closely together to ensure that our annual budget reflect the priorities and policies of the Board, the voter approved plans and the internal management of this complex Agency. In my opinion, each year we have improved in our process and transparency with the public. However, of all of those budgets, this proposed 2010 budget represents the most change and improvement in process and transparency into our costs for operations, capital projects, and overall staff costs. It also provides the greatest opportunity for Board involvement and oversight during the life of our capital projects.

We have an expanded mission given to us by the voters at the very same time we are challenged by the revenue impacts of the economic recession. It will take the full engagement of the Board of Directors, our staff, jurisdictional partners, key stakeholders and the public to deliver our programs and services. I want to thank Deputy CEO Ron Tober for his leadership and in depth scrutiny of the budget requests and Pete Rogness, Budget Manager, and his team for their hard work to develop this proposed budget. Everyone has worked very hard to develop this proposed budget, amidst re-organization and new processes. I look forward to the Board's reaction, discussion, and decisions over the next couple of months.

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BUDGET OVERVIEW

SOUND TRANSIT

THE CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Sound Transit was created by the state legislature (RCW 81.112.030) to build a mass transit system that connects major regional employment and housing centers in King, Pierce, and Snohomish counties.

Sound Transit's Mission

Sound Transit's mission is to build and operate an integrated regional high-capacity transportation system serving the three-county Sound Transit district. The services include commuter rail, light rail, and regional bus services and capital facilities. Sound Transit is implementing its *Sound Move* and *Sound Transit 2 (ST2)* regional plan in partnership with public agencies, jurisdictions, private sector and other interests, and the citizens of the Sound Transit District.

Sound Move

In 1996, voters in the central Puget Sound region voted to approve implementation of the *Sound Move* plan to build a high capacity public transit system. Since 1996, Sound Transit has implemented the *Sound Move* plan, building and operating 75 miles of Sounder Commuter rail, 19 Regional Express bus routes, and 14 miles of Link light rail. In 2009, this system will carry around 16.2 million riders. The agency is completing other elements of the Sound Move Plan, most notably University Link (extending light rail from downtown Seattle to the University of Washington) and extending Sounder Commuter rail from Tacoma to Lakewood. In 2010, Sound Transit is projected to carry more than 25 million passengers.

Sound Transit 2

On November 4, 2008, voters in King, Pierce, and Snohomish counties approved a mass transit expansion proposal *Sound Transit 2 (ST2)* that will add 36 miles of light rail to the system, a 17 percent expansion of ST Express bus service starting in 2009 and increases to Sounder commuter rail service. During 2009, the Sound Transit Board has worked to develop an implementation plan with more specific details about project timing and delivery. Projects will be brought into service after they undergo planning, environmental review, preliminary engineering, property acquisition, final design, construction, startup, and testing. New service will be phased in over several years. The first of the new services began in 2009 with increased ST Express bus service. All of the projects are scheduled to be completed by 2023.

Sound Transit Board of Directors

Sound Transit is governed by an 18-member board made up of 17 elected officials and the Washington State Department of Transportation (WSDOT) secretary. The local elected officials include mayors, city councilmembers, county executives, and county councilmembers from within the Sound Transit District. Each county is represented by one board member per 145,000 people living within that county. Board members from each county are appointed by their respective county executive and confirmed by their county council. The appointment process includes consultation with local cities and towns.

By state law, appointments must include an elected city official representing the largest city in the participating county and proportional representation from other cities and unincorporated areas. To help assure coordination between local and regional transit plans, half the appointments in each county must be officials who serve on the local transit agency board.

Sound Transit board members elect the board officers, including a chair and two vice chairs, every two years. The chair presides over all board meetings and is also a voting member. Additional information on the Sound Transit Board—including its structure, meeting schedules and locations, standing committees and actions—can be accessed at the Sound Transit Web site at www.soundtransit.org.

The Sound Transit District Boundary

The Sound Transit District, shown on the accompanying map, includes the most congested urban areas of King, Pierce, and Snohomish counties. The Sound Transit District boundary lines generally follow the urban growth boundaries created by each county in accordance with the state Growth Management Act.

Effective January 1, 1999, the Sound Transit Board approved the withdrawal of approximately half of the city of Covington from the Sound Transit District. Effective January 1, 2002, the Issaquah Highlands area of the city of Issaquah was annexed into the Sound Transit District. On June 13, 2002, the Sound Transit Board authorized changes to the existing agency's narrative boundary description. The changes include the annexed Issaquah Highlands area and replace references to precinct boundaries and city limit lines with geographical landmarks or references based on the public land survey system.

Sound Transit District Subareas

The Sound Transit District is divided into five geographic subareas for planning and budgeting purposes. The system components in *Sound Move* address unique needs in each of these subareas. Local tax revenues and related debt for projects and services are utilized to benefit the subareas generally in proportion to the level of revenues each subarea generates.

Snohomish County:

The Snohomish County subarea includes the cities of Brier, Edmonds, Everett, Lynnwood, Mill Creek, Mountlake Terrace, Mukilteo, and Woodway. In 2008, the Snohomish County subarea had an estimated population of 410,000 residents, accounting for 58 percent of the Snohomish County population.

North King County: The North King County subarea includes the cities of Seattle, Shoreline, and Lake Forest Park. In 2008, the North King subarea had an estimated population of 660,000, accounting for 34 percent of King County's population.

South King County:

The South King County subarea includes the cities of Algona, Auburn, Burien, Des Moines, Federal Way, Kent, Normandy Park, Pacific, SeaTac, and Tukwila. Since 1990, this has been the fastest growing area of King County. In 2008, the South King subarea had an estimated population of 495,000 residents, accounting for 26 percent of King County's population.

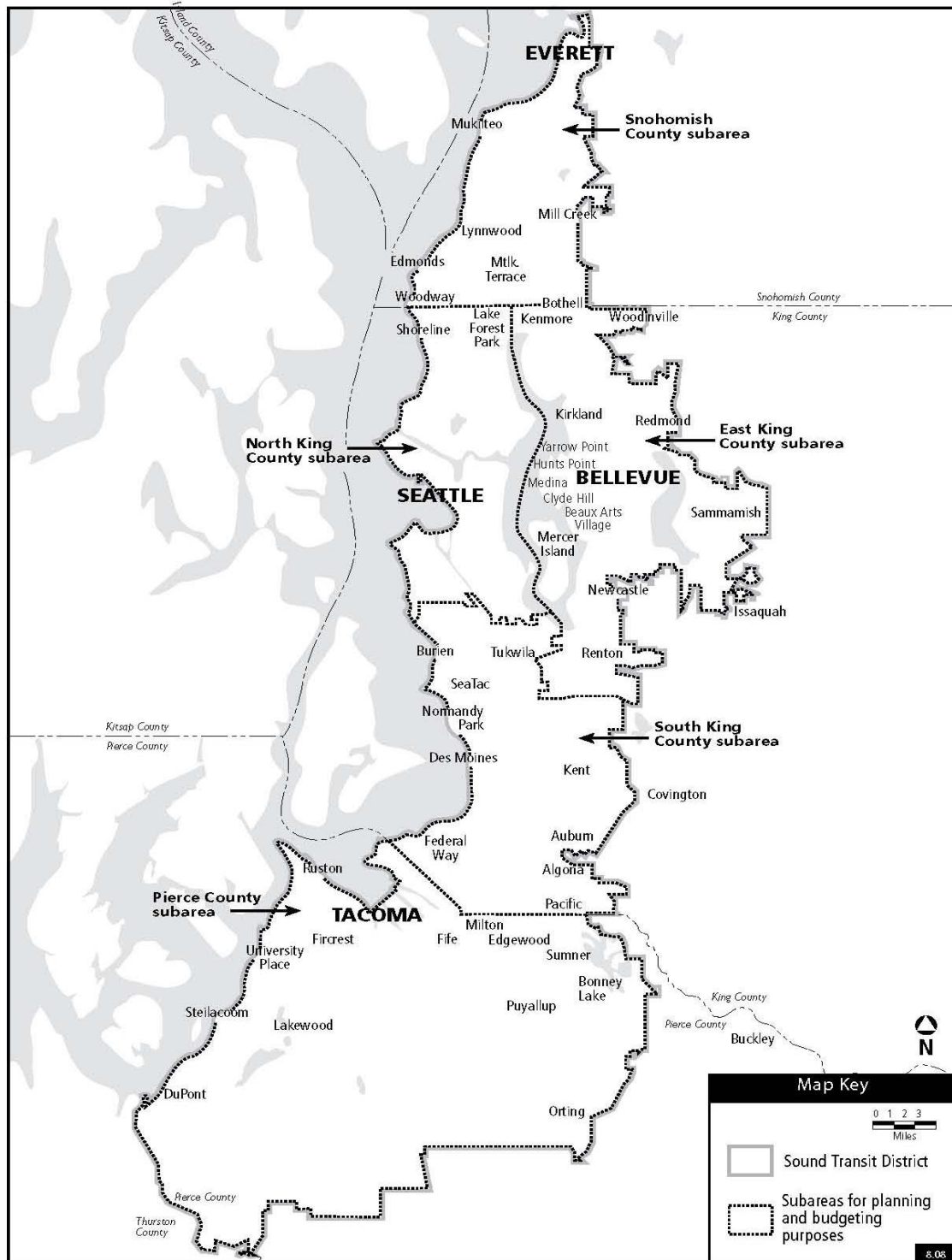
East King County:

The East King County subarea includes the cities of Beaux Arts, Bellevue, Bothell, Clyde Hill, Hunts Point, Issaquah, Kenmore, Kirkland, Medina, Mercer Island, Newcastle, Redmond, Renton, Sammamish, Woodinville, and Yarrow Point. In 2008, the East King subarea had an estimated population of 491,000 residents, accounting for 26 percent of King County's population.

The combined three King County subareas account for 86 percent of the total King County population.

Pierce County: The Pierce County subarea includes the cities of Bonney Lake, DuPont, Edgewood, Fife, Fircrest, Lakewood, Milton, Orting, Puyallup, Ruston, Steilacoom, Sumner, Tacoma, and University Place. In 2008, the Pierce County subarea had an estimated population of 672,000 residents, accounting for 83 percent of the Pierce County population.

SOUND TRANSIT DISTRICT



Management Organization

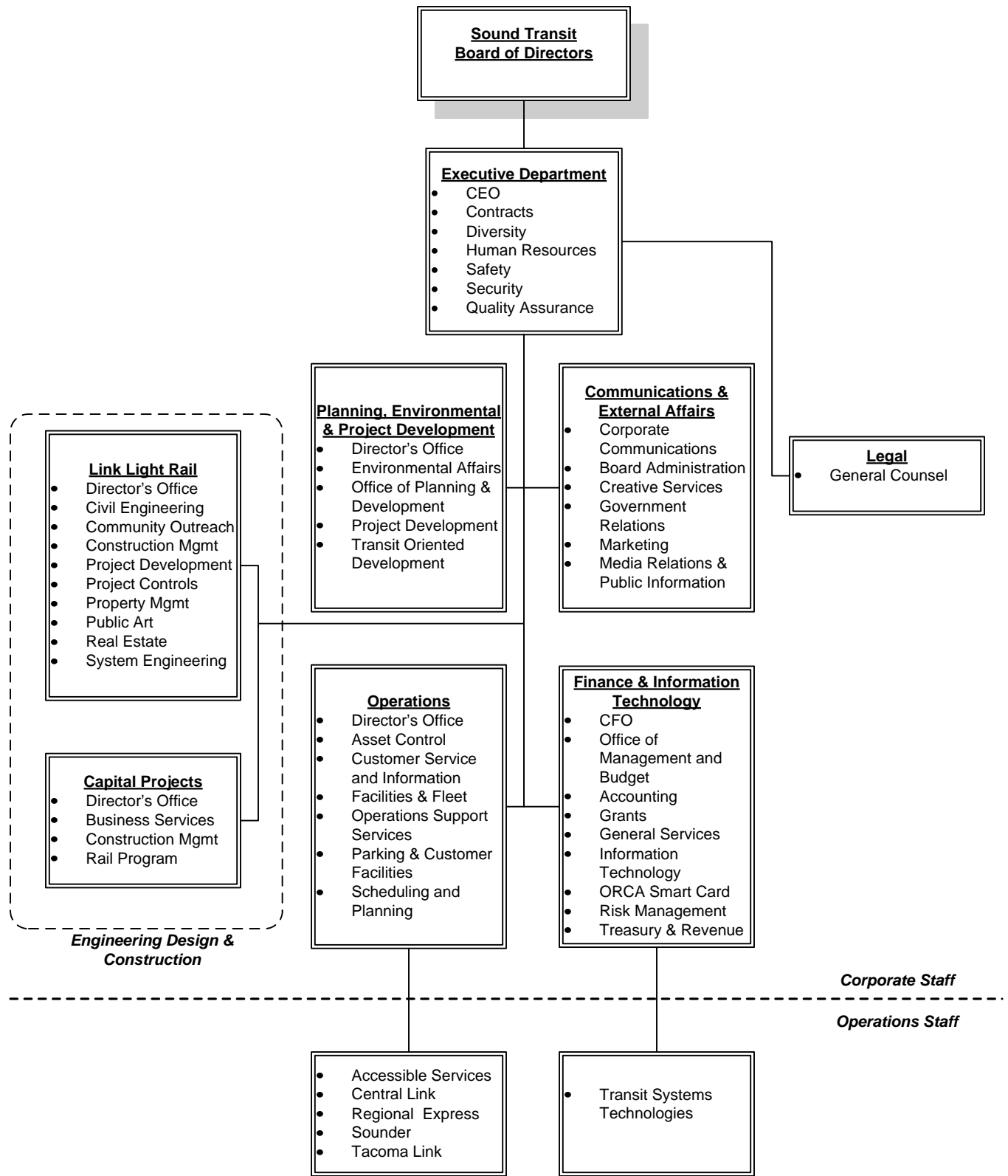
Sound Transit's management organization is designed to ensure achievement of the Agency's strategic focus on project delivery, service delivery, system expansion, stewardship of resources, and organizational vibrancy.

In 2009, future challenges and opportunities, both external and internal, called for a strategic organizational structure to improve the agency's ability to effectively deliver the mission—"Sound Transit plans, builds, and operates regional transit systems and services to improve mobility for the Central Puget Sound." The CEO led the agency in implementing most of the changes throughout the year with the new structure reflecting the growing needs of operations, project development, and engineering and construction. The organizational changes will be complete in 2010.



Project Delivery
Service Delivery
System Expansion
Stewardship of Resources
Organizational Vibrancy

Sound Transit Management Structure



Proposed 2010 Budget Summary

The Proposed 2010 Budget represents the fourteenth full year of Sound Transit's *Sound Move*. It contains the agency's 2010 budgets for staff operations, transit operations, and capital budgets for the next fiscal year. Sound Transit uses the January-to-December calendar year for its budget and fiscal year. The total budgeted operating and capital plan projected for fiscal year 2010 is \$945.9 million.

Sound Transit's Proposed 2010 Budget is organized according to its strategic focus: Service Delivery, Project Delivery, and Agency Administration. Each of these components has a separate section in the budget document containing proposed expenditures for 2010 for capital expenditures and operating expenses. The following table summarizes the Proposed 2010 Budget by total operating and total capital expenses, regardless of the program area in which it is contained.

In addition to the Proposed 2010 Budget, the agency maintains a separate **Capital Improvement Plan (CIP)** which records historic spending for active projects and forecasts all capital outlays for all approved phases for each project. The CIP is updated through the year as the Board releases additional capital budget authority as projects reach key milestones. The Board will review and approve the CIP concurrent with its review of the Proposed 2010 Budget.

How to Read the Proposed 2010 Budget

Budget Overview: This section provides background on Sound Transit and its financial structure and a summary of the Proposed 2010 Budget.

Service Delivery: This section provides detailed annual budgets for the operation of Sounder commuter rail, Tacoma Link light rail, Central Link light rail, Regional Express bus service, and staff for direct operations.

Project Delivery: This section includes an overview and schedule summary of the agency's capital program for Link light rail, Sounder commuter rail, and Regional Express projects.

Agency Administration: This section details the 2010 staff operating budgets and 2010 performance management scorecards for each Sound Transit department.

Sound Transit Revenue and Expense Summary

I. REVENUES & OTHER FINANCING SOURCES

	2008 Actual Revenues	Adopted 2009 Budget	2009 Forecast	Proposed 2010 Budget
Retail Sales and Use Tax	\$265,357,722	\$278,661,569	\$418,198,635	\$531,448,314
Motor Vehicle Excise Tax & Car Rental Tax	71,119,011	74,386,360	\$68,424,412	66,896,247
Federal Grants	162,118,845	127,024,296	\$130,949,612	145,689,390
Farebox Revenue	26,701,464	29,639,591	\$28,305,691	38,168,384
Interest Earnings	15,720,084	11,481,556	\$10,543,277	10,702,397
Miscellaneous Revenue ¹	25,846,635	3,893,846	\$2,786,829	2,017,954
Bond Proceeds	-	-	402,497,664	-
TOTAL REVENUES & OTHER FINANCING SOURCES	\$566,863,762	\$525,087,218	\$1,061,706,119	\$794,922,686

II. EXPENSES AND OUTLAYS

	2008 Actual Expenses	Adopted 2009 Budget	2009 Forecast	Proposed 2010 Budget
OPERATING BUDGET				
Staff Operating Budget	54,219,406	65,388,739	62,668,377	72,153,821
less: Allocation to Capital	(34,342,460)	(28,957,104)	(28,997,786)	(36,514,256)
less: Allocation to Tr. Ops & Op Projs.	(6,957,012)	(11,478,001)	(10,521,872)	(11,274,198)
Transit Operations & Allocs.	150,795,341	203,859,212	219,578,698	301,964,101
Op. Projects, Interest & Allocs.	91,293,961	51,076,948	50,696,385	29,787,542
Total Operating Budget	255,009,236	279,889,793	293,423,802	356,117,011
Adjustment for Non-cash Items	(104,893,290)	(65,038,470)	(86,267,015)	(134,124,911)
TOTAL NET OPER. BUDGET	150,115,947	214,851,323	207,156,786	221,992,100
CAPITAL PLAN				
Capital Outlays	505,390,804	605,506,896	605,506,896	588,698,815
Capital Replacement	22,244,940	24,689,540	24,689,540	24,689,540
Administrative Capital Outlays	261,964	1,243,000	1,243,000	3,427,250
Costs Allocated to Capital	34,342,460	28,957,104	28,997,786	36,514,256
Capitalized Interest	57,752,162	54,198,834	42,876,377	70,599,632
TOTAL CAPITAL OUTLAYS	619,992,330	714,595,374	703,313,599	723,929,493
TOTAL OPERATING BUDGET AND CAPITAL OUTLAYS	\$770,108,277	\$929,446,698	\$910,470,385	\$945,921,593

Notes

¹ Includes contributions from local jurisdictions, REX advertising revenues, and rental income from Sound Transit properties.

Revenues and Financing Sources

Retail sales and use tax

In 2010, Sound Transit is estimating to receive \$531.4 million in Retail Sales and Use Tax revenue. Sound Transit collects 9/10 of one percent Retail Sales and Use Tax on transactions which take place in the Sound Transit District. The Retail Sales and Use Tax is imposed on the sale of most goods and the consumption of certain services. Taxes on Retail Sales amount to approximately 92% of the Sales and Use tax collected; Use Taxes account for the remaining 8%. The use tax is levied on items purchased out of state but used in state and on other items for which sales tax has not been paid. The tax is collected by the state Department of Revenue and remitted to Sound Transit through the Office of the State Treasurer.

Motor Vehicle Excise Tax

Sound Transit is expecting to receive \$64.3 million in Motor Vehicle Excise Tax revenue for 2010. Sound Transit collects 3/10 of one percent Motor Vehicle Excise Tax. The Motor Vehicle Excise Tax is a tax levied on the value of motor vehicles and collected at the time of vehicle licensing. The tax is collected by the state Department of Licensing and remitted to Sound Transit through the Office of the State Treasurer.

Rental Car Tax

Rental Car Tax revenues for 2010 are forecast to be \$2.6 million. Sound Transit collects 8/10 of one percent Rental Car Tax, levied on the rental value of vehicles. The tax is collected by businesses and remitted to the state Department of Revenue. The Department of Revenue disburses the proceeds to Sound Transit through the Office of the State Treasurer.

Federal Grant Funding Program

Grant Assumptions in 2010 Financial Plan: The Financial Plan assumes a total of \$3.16 billion in grant awards for *Sound Move* and *ST2* projects through 2023.

The \$3.16 billion total grant assumption includes three Full Funding Grant Agreements (FFGAs). The three FFGAs included in the plan are: \$500 million for the Initial Segment/Airport Link; \$813 million for the University Link; and \$600 million for a project to be decided in the Sound Transit 2 plan. The Initial Segment/Airport Link and University Link FFGAs have already been executed and the Sound Transit 2 FFGA is assumed to be executed in the future.

The grant assumptions in the 2010 Financial Plan also include:

- \$436 million already secured for Sounder and Regional Express projects;
- \$62 million secured for Airport Link; and
- \$535 million of annual FTA formula funds assumed for either capital projects and/or preventative maintenance for all modes.

Federal funding will be secured through conventional Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) programs currently authorized under the Safe, Accountable, Flexible, Efficient Transportation Efficiency Act: A Legacy for Users (SAFETEA-LU) and future authorizations. Funding will be secured through both congressional appropriations and regional/national grant competitions. Grant funding assumptions by source are shown in the following table.

Federal Funding Assumptions through 2023

Funding Category	Funding in Millions
Section 5309 New Starts/Small Starts	\$ 2,110
Section 5307 FTA Formula	\$ 430
Section 5309 Fixed Guideway FTA Formula	\$ 323
Congestion Mitigation Air Quality (CMAQ)	\$ 96
Surface Transportation Program (STP)	\$ 71
State	\$ 55
Section 5309 Bus (FTA Discretionary)	\$ 33
Section 5307 ARRA funding (Econ Stimulus)	\$ 23
Miscellaneous Competitive	\$ 14
Surface Transportation Program (FHWA Railroad Crossing Comp.)	\$ 5
Total	\$ 3,160

Results

To date, Sound Transit has been awarded approximately \$1.2 billion, or 38 percent, of the total projected federal funding through 2023. Funding has been secured through congressional appropriations and regional, state, and national competitions. Funding has been secured across all funding sources and modes:

- \$764 million for Link Initial Segment, Airport Link, University Link, and ST2 light rail projects.
- \$292 million for Sounder commuter rail rolling stock, track and signal work, railroad crossings, equipment, right-of-way, and station construction.
- \$144 million for Regional Express rolling stock, transit centers, park-and-rides, HOV direct access ramps and system wide improvements such as security improvements, signage and planning, Smart Card equipment, and the Remote Infrared Audible Signage project.

2010 Grant Award Projections: In 2010, Sound Transit is estimated to receive \$163 million in grant awards. Of this amount, \$113 million (69%) is the 2010 appropriation for University Link and the Initial Segment/Airport Link – consistent with the schedule of federal funds in the Full Funding Grant Agreements.

2010 Grant Drawdown Projections: Grant drawdowns represent actual grant funds received from grant awards based on eligible expenditures occurring in the program. Generally, there is a time lag between the grant awards and the grant drawdowns, so the annual grant award estimate will not match the grant drawdown estimate. The time lag between the grant awards and the grant drawdowns varies in relation to when the FTA annual apportionments are published in the Federal Register, the time for FTA grant processing, and when actual spending occurs on Sound Transit grant funded projects. In 2010, the budget for grant drawdowns is \$145.7 million.

Farebox Revenues

The Proposed 2010 Budget of \$38.2 million includes approximately \$19.1 million in farebox revenues from ST Express bus service, \$10.5 million from Central Link service, and \$8.5 million from Sounder commuter rail service. In projecting fare revenues over the long run, it is generally assumed that present transit fares continue with fare increases matching only inflation rates; the Proposed 2010 Budget does not assume any fare increases.

The fare revenue forecast was built on the assumption of an average fare per boarding of \$3.00 for Sounder commuter rail service, \$1.40 for ST Express bus service, and \$1.30 for Central Link service. Factors influencing the average fare per boarding include the base fare, the average number of zones traveled or distance traveled, the amount of institutional purchases of Puget Passes, and the amount of fare evasion.

Interest Earnings

In 2010, Sound Transit will earn an estimated \$10.7 million in interest on its investments (on an accrual basis). The assumed 2010 effective interest rate on Sound Transit's investments unrestricted funds is 1.36%. On October 28, 2004, the Sound Transit Board adopted Resolution No. R2004-14 that adopted an Asset Liability Management Framework to synchronize the management of the agency's investments and debt on a consolidated basis. This policy superseded Resolution No. 97 and includes four distinct but coordinated policies: Asset Liability Management, Investment, Debt Management, and Debt Swap.

Miscellaneous Revenue

The agency expects to receive a variety of miscellaneous revenue totaling \$2.0 million in 2010. Primarily, these revenues include advertising on Sounder rail cars and Sound Transit buses along with rental income from Sound Transit properties. The agency will also receive some other miscellaneous payments and contributions from other government or private parties to Sound Transit. In the budget these revenues are reported on a consolidated basis for the agency.

Expenses and Outlays

Transit Operations Budget

The Transit Operations budget records the budgeted amounts for expenditures to operate and maintain the agency's bus, light rail, commuter rail, and accessible services for the next fiscal year. These budgets include provision for direct labor costs and benefits for operators, maintenance staff, and direct management. Some of these direct staff are Sound Transit employees, but most are employees of the transit operator organizations. It also includes budget for fuel, spare parts, insurance, facility maintenance costs and other direct operating and maintenance costs. Transit Operations also includes agency administrative costs allocated to transit services as overhead.

Capital Outlays

The Proposed 2010 Budget includes budget for capital outlays for the next fiscal year (2010). These outlays include capital expenditures for Sounder Commuter rail, Link light rail, and Regional Express program costs. These outlays include *Sound Move* and *ST2* capital program elements as well as capital expenditures related to maintenance and replacement of operating fleet and facilities.

Staff Operating Budget

The Staff Operating budget contains the costs for Sound Transit corporate employees and other administrative costs. The costs for salaries, benefits, travel, training and other employee costs account for the majority of the Staff Operating budget. In addition, costs for services and consultants that support Sound Transit administrative staff are captured within this budget. Also included are agency insurance, operating costs for technology, advertising, lobbying, and audit services. Approximately 51% of staff costs are allocated to capital projects as overhead; approximately 16% of staff costs are allocated to transit operations as overhead.

Other Program Budgets

Sound Transit also maintains separate budgets for other programs that are not directly related to moving passengers on its transit systems, but rather support the agency's mission. These programs include Fare Integration, Research and Technology, Planning, SStart, and Transit Oriented Development.

The 2010 budget also includes an annual contribution to a Capital Replacement fund that is set aside, by board policy, to fund future replacement of capital assets built under the *Sound Move* and *ST2* programs. The budget for expenditure of these capital funds will be included within future budgets and within the agency's Capital Improvement Plan (CIP).

In addition to capital outlays to build the *Sound Move* and *ST2* transit projects, the Proposed 2010 budget includes funds for capital outlays for administration of the agency. These outlays are primarily information technology systems, non-revenue fleet (cars) and outlays related to maintenance of operating and administrative facilities.

Sound Transit funds a portion of its capital program through the issuance of bonds. Debt service (payment of interest and principal) on outstanding bonds is budgeted with a portion allocated to capital projects as capitalized interest under generally accepted accounting principles, and the remainder budgeted as an operating expense.

Sound Transit Budget Overview
Proposed 2010 Budget Summary

	2010 Operating Budget	2010 Capital Budget	2010 Total Budget
Service Delivery			
Tacoma Link Light Rail	\$ 4,142,951	\$ -	4,142,951
Central Link Light Rail	\$ 45,568,105		45,568,105
Sounder commuter rail	36,127,342	-	36,127,342
ST Express bus	97,207,433	-	97,207,433
Accessible Services	895,464	-	895,464
Contingency	4,444,202		4,444,202
<i>Subtotal</i>	\$ 188,385,497	\$ -	\$ 188,385,497
Project Delivery			
Link light rail	-	376,753,249	376,753,249
Sounder commuter rail	-	131,903,620	131,903,620
Regional Express bus	-	50,591,710	50,591,710
Systemwide		4,565,342	4,565,342
Service Delivery Capital	-	58,954,985	58,954,985
<i>Subtotal</i>	\$ -	\$ 622,768,906	\$ 622,768,906
Agency Operations			
Net Staff Operations	21,741,172	-	21,741,172
STart	68,000	744,000	812,000
Research & Technology	50,000	1,050,000	1,100,000
Transit Oriented Development	265,000	-	265,000
Capital Replacement	-	24,689,540	24,689,540
Administrative Capital	-	3,427,250	3,427,250
Net Non-Operating Expenses	6,572,660	-	6,572,660
Debt Service	3,715,770	70,599,632	74,315,402
Planning & Development	1,194,000	650,165	1,844,165
<i>Subtotal</i>	\$ 33,606,603	\$ 101,160,587	\$ 134,767,190
Total	\$ 221,992,100	\$ 723,929,493	\$ 945,921,593

Sound Transit Proposed 2010 Capital Budget

In \$000

Project	Project Name	2010 Proposed
	STart Capital	
x68	STart Program	744
	STart Capital	744
	Souder	
001	Station Access & Demand Study	2,248
004	Souder Yard & Shop Facility	989
100	Everett-Seattle Track & Signal	50
101	Willow Creek Environmental Mitigation	872
130	M Street-Lakewood Track & Signal	33,356
131	Permitting/Environmental Mitigation	2,679
135	D Street-M Street Track & Signal	26,353
140	Layover	5,354
201	Everett Station	52
205	Mukilteo Station, North Platform	297
206	Mukilteo Station, South Platform	7,800
209	Edmonds Station	5,489
236	Tukwila Station	5,315
251	South Tacoma Station	647
253	Lakewood Station	25
510	ST2 Seattle - Auburn Track & Signal	22,192
520	ST2 Auburn - Tacoma Track & Signal	18,187
	Souder	131,904
	Light Rail Capital	
007	First Hill Link Connector	3,080
008	Tacoma Link Expansion	403
009	Link Maintenance & Storage	338
600	East Link	66,923
100	North Link - UW Station to Northgate	48,667
115	North Corridor HCT - Northgate to Lynnwood	4,288
200	University Link - Pine St Stub Tunnel (PSST) to UW Station	205,999
300	Initial Segment	27,368
400	Airport Link - 154th St to 176th St	5,319
420	South Link - Airport to 200th St	13,961
445	South Corridor HCT - S 200th St to S 272nd St	407
	Light Rail Capital	376,753
	Regional Express	
005	ST Express Bus Base	1,992
006	Burien Transit Center Parking Expansion	2,105
105	Ash Way Transit Access/164th SW	71
140	Totem Lake Freeway Station/NE 128th	419
141	85th Corridor, Kirkland	1,555
142	Kirkland Transit Center/3rd	7,730
151	Rainier Avenue Arterial Improvements	5,462
152	Strander Boulevard Extension	31
160	Eastgate HOV Access/142nd Ave SE	837
311	Lynnwood Transit Ctr/46th Ave W	9
312	Mountlake Terrace Freeway Station/236th SW	13,998
319	S Everett Freeway Station/112th SE	374
321	Federal Way Transit Center/S 317th	1,220
324	Canyon Park Freeway Station	420
326	Issaquah Transit Center/SR900	757
328	Totem Lake Transit Center/Evergreen Medical Center	99

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail. Capitalized Debt Service costs are not included in Total Capital budget.

Sound Transit Proposed 2010 Capital Budget

In \$000

Project	Project Name	2010 Proposed
330	Newcastle Transit Improvements	1,103
354	Mercer Island Park-And-Ride/N Mercer Way	150
372	Bothell Branch Campus Access	34
374	Redmond Transit Center/NE 83rd	862
380	Sammamish Park-And-Ride/228th SE	132
382	I-90 Two-Way Transit & HOV Operations, Stage 1	160
385	SR522 HOV Enhancements/Bothell	3,502
386	I-90 Two-Way Transit & HOV Operations, Stage 2	1,128
387	I-90 Two-Way Transit & HOV Operations, Stage 3	2,458
999	Regional Express Program Reserve	3,981
	Regional Express	50,592
	System-Wide	
003	Systems Access Program	4,565
	System-Wide	4,565
	Service Delivery Capital	
212	Ticket Vending Machines	27
216	Passenger Information System/CCTV	436
261	Bus Maintenance Facility	382
701	ST Express Fleet Replacement Program	16,890
702	Sounder Fleet Program	1,400
705	ST2 Fleet Expansion	32,760
740	Small Works Program	692
743	Homeland Security Enhancements	336
745	ST Express Mobile Communications Projects	2,572
746	Regional Mobility Parking Enhancements	2,771
752	Link OMF Entrance Improvements	150
753	Bike Locker Program	537
	Service Delivery Capital	58,955
	Agency Administration	
001	Agency Administration	3,427
405	Fare Integration	650
410	Research & Technology	1,050
500	Capital Replacement	24,690
	Agency Administration	29,817
	Total Capital budget	653,330

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail. Capitalized Debt Service costs are not included in Total Capital budget.

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SERVICE DELIVERY

2010 Highlights

The Operations Department's mission is to provide safe, reliable, user-friendly, and cost-effective bus and rail services to our customers. The following are service highlights for 2010:

Operations and Maintenance

Tacoma Link Operations

- Regular daily service and continue special event service, extending hours to accommodate events at the Tacoma Dome and Downtown Tacoma.

Central Link Operations

- Implement a full year of operations along the entire initial segment, from the Downtown Seattle Transit Tunnel to SeaTac/Airport Station.

Sounder Commuter Rail Operations

- All thirteen round trips—nine between Seattle and Tacoma and four between Everett and Seattle – will be operated for a full year.
- Sounder will continue to offer event service to Mariner baseball and Seahawk football games and other selected special events.

ST Express Bus Operations

- Continue implementation of voter-approved service expansion throughout the ST service area.
- Develop bus procurement plan for fleet replacement. Included in this plan will be an evaluation of alternative technologies in support of the agency's Sustainability Initiative.

Agency Transit Operations Budget Summary

	2008 Actuals	2009 Adopted Budget	2009 Estimate	2010 Proposed Budget
SALARIES AND BENEFITS	2,131,363	3,756,496	3,316,644	4,254,308
SERVICES				
Management Services - TVMs	645,545	575,590	1,050,000	1,465,612
Maintenance of vehicles and system	8,035,121	10,554,978	10,301,903	10,819,108
Maintenance of stations	1,713,004	3,334,162	2,702,797	2,692,217
Downtown Seattle Transit Tunnel	4,029,879	3,372,416	5,100,000	4,801,366
Transit Planning and Services	35,680	18,000	25,557	57,640
Security and safety	3,383,035	6,029,056	7,767,617	11,266,980
Interlocal Agreement	10,723	50,000	10,000	10,000
Maintenance of Way	57,101	300,000	250,000	250,000
Maintenance of Parking	-	-	10,000	25,000
Marketing and Rider Information	198,979	1,259,429	1,295,789	1,605,857
Miscellaneous services	928,355	996,470	411,602	787,329
Accessible Services Program Operations	494,458	680,500	521,351	496,816
Subtotal, Services	19,531,880	27,170,601	29,446,616	34,277,925
MATERIALS & SUPPLIES	4,941,971	7,464,891	5,368,457	7,474,718
UTILITIES	738,794	1,511,991	1,496,796	3,477,411
INSURANCE	1,878,793	2,655,904	2,824,164	3,720,774
TAXES	1,135,470	1,263,554	1,401,284	1,496,192
PURCHASED TRANSPORTATION SERVICES	77,199,639	94,934,788	93,621,425	114,334,238
PURCHASED TRANSPORTATION SERVICES - PARATRANSIT	-	622,550	750,000	1,505,230
MISCELLANEOUS EXPENSES	826,667	935,313	896,330	633,255
LEASES & RENTALS	272,471	696,291	668,095	1,104,311
Subtotal, Gross Transit Operations	108,657,048	141,012,381	139,789,811	172,278,362
Transfer of agency admin.	6,957,012	11,563,352	10,521,872	11,662,933
Fully Allocated Transit Operations	115,614,060	152,575,733	150,311,683	183,941,296
Contingency		5,228,193		4,444,202
Subtotal, Fully Allocated Transit Operations and Contingency	115,614,060	157,803,926	150,311,683	188,385,498
Depreciation and amortization	35,181,281	46,055,235	69,267,015	113,578,604
TOTAL TRANSIT OPERATIONS	150,795,341	203,859,162	219,578,698	301,964,102

2009 Budget Compared to 2010 Proposed

Mode	Adopted 2009 Budget	Proposed 2010 Budget	Change	% Change
Tacoma Link	\$ 4,188,684	\$ 4,142,951	\$ (45,733)	(1.1%)
Central Link	21,812,084	45,568,105	23,756,021	108.9%
Sounder	36,710,379	36,127,342	(583,037)	(1.6%)
ST Express	88,743,952	97,207,434	8,463,482	9.5%
Accessible Services	1,120,634	895,464	(225,170)	(20.1%)
Subtotal	152,575,733	183,941,296	31,365,563	20.6%
Contingency	5,228,193	4,444,202	(783,991)	(15.0%)
Total	157,803,926	188,385,498	30,581,572	19.4%
Depreciation	46,055,235	113,578,604	67,523,369	146.6%
Total	\$ 203,859,162	\$ 301,964,102	\$98,104,940	48.1%

Cost per Revenue Vehicle Hour				
Mode	2008 Actual	2009 Adopted	2009 Estimates	2010 Proposed
Tacoma Link Light Rail	\$ 349.46	\$ 439.85	\$ 415.77	\$ 419.41
Central Link Light Rail	-	\$ 343.37	\$ 375.52	\$ 329.52
Sounder Commuter Rail	\$ 1,163.54	\$ 1,039.63	\$ 993.09	\$ 932.46
ST Express Bus*	\$ 129.30	\$ 136.49	\$ 131.09	\$ 137.88

* - ST Express costs based on cost per platform hour, the driver of costs in the operating service agreements with King County Metro, Pierce Transit and Community Transit.

Operating Cost per Hour Summary

Tacoma Link: Tacoma Link costs per hour are projected to decline slightly compared to the Adopted 2009 Budget. Increases in costs related to the maintenance of the right of way and facilities were offset by reductions in salaries and benefits, security and safety costs.

Central Link: Central Link cost per hour is projected to be lower by 4% compared to the Adopted 2009 Budget. 2009 was a start up year for operations, which typically entails higher costs than a steady state year of operations. In addition, added service to the airport will allow for a more efficient use of the fixed resources of the system.

Sounder: Sounder cost per hour is projected to be lower by 10.3% compared to the Adopted 2009 Budget. This reflects the reduction in the projected fuel price per gallon from \$4.08 in 2009 to \$3.00 in 2010. In addition, a full year of operations of the ninth and final round trip on the South line enables Sounder to more efficiently spreading fixed costs over increased service hours.

ST Express: ST Express cost per hour is projected to increase by just 1% compared to the Adopted 2009 Budget. Savings related to lower fuel prices (\$3.00 per gallon) as described above are projected to be offset by increases in salaries and benefits and other maintenance costs as the ST Express fleet continues to age.

Reconciliation of Budget to Service Increases				
Mode	Adopted 2009 Budget	Proposed 2010 Budget	Description	
Tacoma Link	\$ 4,188,684	\$ 4,188,684	Adopted 2009 budget (Cost per hour \$424.04)	
Change in service levels		150,534	Additional 355 hours of service in 2010 budget at \$424.04/hour	
Unit cost changes		(196,267)	Reduction in cost per hour	
Sounder 2010 budget		\$ 4,142,951	Proposed 2010 Budget (Cost per hour \$419.41)	
Central Link	\$ 21,812,084	\$ 21,812,084	2009 Budget for six months of service (Cost per hour \$343.37)	
Full year of service		21,812,236	Additional six months of service at \$343.37/hour	
Airport Link		3,859,479	Full year of Airport Link extension	
Unit cost changes		(1,915,694)	Reduction in cost per hour	
Central Link 2010 budget		\$ 45,568,105	Proposed 2010 Budget (Cost per hour \$329.52)	
Sounder	\$ 36,710,479	\$ 36,710,479	Adopted 2009 budget (Cost per hour \$1,039.63)	
			Additional six months of ninth round trip service (about 3,400 vehicle	
Ninth Round Trip		3,569,050	hours) at \$1,039.63/hour	
Unit cost changes		(4,152,187)	Reduction in cost per hour	
Sounder 2010 budget		\$ 36,127,342	Proposed 2010 Budget (Cost per hour \$932.46)	
ST Express	\$ 88,743,952	\$ 88,743,952	Adopted 2009 budget (Cost per hour \$136.49)	
			Approximately 54,000 of additional service budgeted at	
ST2 Implementation		7,478,560	\$136.49/hour	
Unit cost changes		984,921	Increase in cost per hour	
ST Express 2010 budget		\$ 97,207,433	Proposed 2010 Budget (Cost per hour \$137.88)	

Tacoma Link Light Rail Transit Operations Budget

	2008 Actuals	2009 Adopted Budget	2009 Estimate	2010 Proposed Budget
SALARIES AND BENEFITS	1,370,112	1,826,632	1,733,390	1,607,441
SERVICES				
Maintenance of Stations and Facilities	194,084	238,676	220,797	318,216
Maintenance of Vehicles	35,833	75,000	59,336	58,000
Security Services	501,947	437,072	488,206	351,424
Marketing and Rider Information	20,771	39,424	38,702	58,677
Miscellaneous Services	29,641	35,403	23,602	39,465
Subtotal, Services	782,276	825,575	830,643	825,782
MATERIALS & SUPPLIES	27,355	198,550	241,359	232,523
UTILITIES	116,150	148,338	145,000	152,227
INSURANCE	540,659	309,055	346,612	429,839
TAXES	1,902	500	1,000	1,250
PURCHASED TRANSPORTATION SERVICES	1,798	3,000	35,000	5,000
MISCELLANEOUS EXPENSES	11,061	16,000	10,000	11,942
LEASES AND RENTALS	1,500	5,500	4,667	5,500
Subtotal, Gross Transit Operations	2,852,813	3,333,150	3,347,671	3,271,504
Transfer of agency admin.	539,740	855,534	759,329	871,447
Fully Allocated Transit Operations	3,392,553	4,188,684	4,107,000	4,142,951
Contingency	-	190,510		
Subtotal, Fully Allocated Transit Operations and Contingency	3,392,553	4,379,194	4,107,000	4,142,951
Depreciation and amortization	2,818,194	2,982,577	2,942,028	2,945,575
TOTAL TRANSIT OPERATIONS	6,210,746	7,361,772	7,049,028	7,088,526
Revenue Vehicle Hours	9,708	9,523	9,878	9,878
Cost per Revenue Vehicle Hour	\$ 349.46	\$ 439.85	\$ 415.77	\$ 419.41

Tacoma Link Operations

Service Description

Tacoma Link is a 1.6-mile light rail passenger system that runs through the heart of downtown Tacoma. From the Tacoma Dome Station on South 25th Street to the Theater District on Commerce Street, there are five unique stations complete with artwork that reflect the history and community of Tacoma. Two trains operate Monday through Friday with one train at 5:20 a.m. and a second train at 7:00 a.m. A two-train operation continues until 8:10 p.m. when one train is removed and the remaining train continues to operate until 10:20 p.m. On Saturday two trains provide service from 8:00 a.m. to 10:00 p.m. and on Sunday Tacoma Link runs a one-train operation from 10:00 a.m. to 6:00 p.m. A third train is available as a spare when maintenance is required. All vehicles, services, and facilities are ADA compliant.

Since Tacoma Link service began in August 2003, the average ridership has exceeded the Sound Move projection of 2,000 passengers per weekday in 2010. Ridership now averages about 3,000 per weekday. In 2010, more than 9,500 service hours will be delivered. The 2010 target for ridership is 973,915 total boardings and 3,216 per weekday. Additional service and performance data is provided in Performance Statistics at the end of this chapter.

Operations Overview

Sound Transit operates Tacoma Link Light Rail out of the Operations and Maintenance (O&M) facility in Tacoma. The staffing plan currently consists of 18 employees, including one manager, one assistant manager, three operations supervisors, one operations lead, seven full-time light rail vehicle operators, three system technicians, and one support staff.

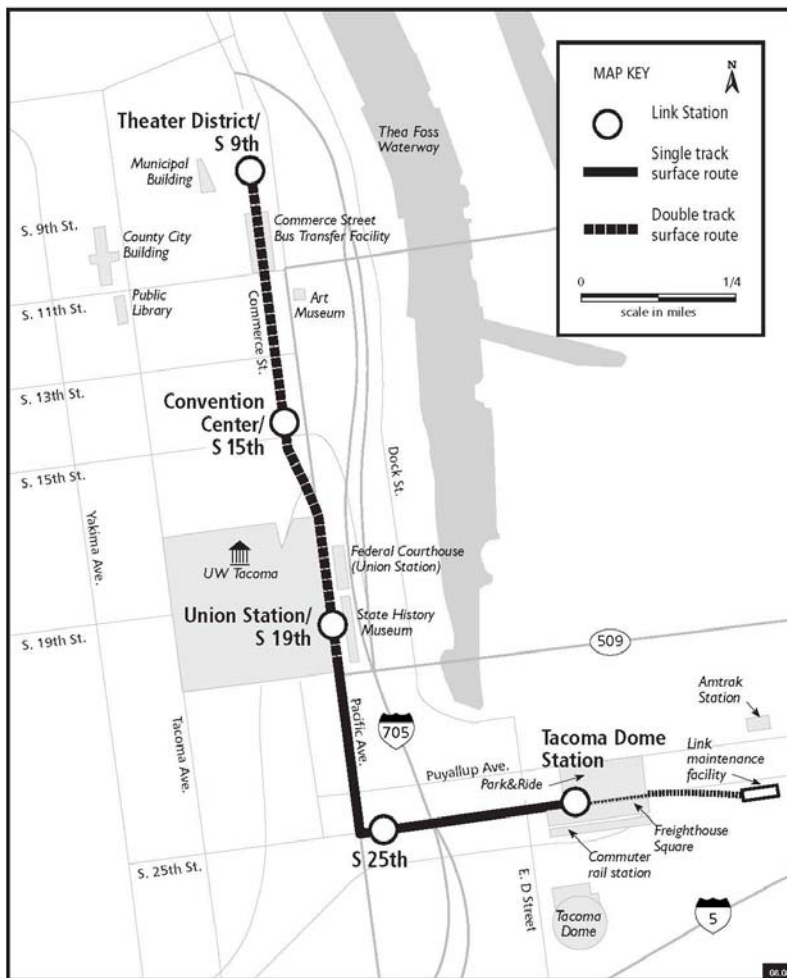
The fleet consists of three single-car trains. Staff performs routine maintenance work eleven hours per day, seven days per week out of the maintenance workshops located at the Tacoma facility. Maintenance work for traction power, track work, signals, landscaping and janitorial work is primarily contracted out.

Changes in the Proposed 2010 Budget – Tacoma Link

For 2010, there are no changes to personnel and no significant changes to service levels.

The total transit operations budget decreases from \$4.19 million in 2009 to \$4.14 million in 2010 (excluding depreciation). Increases in costs related to the maintenance of the right of way and facilities were offset by reductions in salaries and benefits, security and safety costs.

TACOMA LINK LIGHT RAIL



Central Link Light Rail Transit Operations Budget

	2008 Actuals	2009 Adopted Budget	2009 Estimate	2010 Proposed Budget
SALARIES AND BENEFITS ¹	-	533,708	300,000	1,239,394
SERVICES				
Downtown Seattle Transit tunnel ²	-	1,114,022	2,500,000	2,590,375
Security	-	2,074,334	3,000,000	6,441,078
Marketing and Rider Information		19,165	50,000	140,000
Facilities Maintenance and Maintenance of Wa	-	1,124,880	300,000	278,840
Ticket Vending Machines		188,836	350,000	936,630
Miscellaneous services	-	345,618	232,000	578,995
Subtotal, Services	-	4,866,854	6,432,000	10,965,918
MATERIALS & SUPPLIES	-	828,491	750,000	1,385,277
UTILITIES	-	767,476	750,000	2,589,901
INSURANCE	-	680,700	650,000	1,500,000
TAXES	-	117,600	117,600	206,388
PURCHASED TRANSPORTATION SERVICES - LIGHT RAIL	-	11,253,902	12,000,000	23,128,278
PURCHASED TRANSPORTATION SERVICES - PARATRANSIT	-	622,550	750,000	1,505,230
MISCELLANEOUS EXPENSES	-	155,628	150,000	200,475
LEASES & RENTALS	-	69,342	55,000	441,390
Subtotal Gross Transit Operations	-	19,896,251	21,954,600	43,162,251
Transfer of agency admin.	-	1,915,886	1,900,000	2,405,854
Fully Allocated Transit Operations	-	21,812,137	23,854,600	45,568,105
Contingency	-	1,090,607	-	
Subtotal Fully Allocated Transit Operations and Contingency	-	22,902,744	23,854,600	45,568,105
Depreciation and amortization	-	8,709,048	30,000,000	73,071,500
TOTAL TRANSIT OPERATIONS	-	31,611,792	53,854,600	118,639,605
Revenue Vehicle Hours	-	63,524	63,524	138,288
Cost per Revenue Vehicle Hour	N/A \$	343.37 \$	375.52 \$	329.52

Central Link Operations

Service Description

In November, 2003, Sound Transit broke ground on the Initial Segment of Central Link light rail. This 13.9-mile segment begins at Westlake Station in the Downtown Seattle Transit Tunnel (DSTT) and ends at the Tukwila/International Boulevard Station, next to SR-518 and just north of Sea-Tac Airport. In addition to downtown Seattle and Tukwila, the Initial Segment serves Seattle's SODO industrial area, Beacon Hill and the Rainier Valley.

Light rail service on the Initial Segment began in July 2009, providing a 30-minute ride between Tukwila and downtown Seattle. Trains leave approximately every seven to eight minutes during peak periods, and every 10-15 minutes during midday and evening hours. By 2020, the Link Initial Segment is projected to carry more than 42,500 passengers each day.

Link light rail service to Sea-Tac Airport is scheduled to begin in December 2009. In the months between the opening of the Initial Segment and the opening of the airport extension, a shuttle bus

will transport passengers from Tukwila International Blvd. Station to SeaTac/Airport Station, just minutes away.

Additional service and performance data is provided in Performance Statistics at the end of this chapter.

Changes in the Proposed 2010 Budget – Central Link

2010 will be first full year budget for Central Link operations. Passenger service began in July of 2009, so full year-to-year comparisons are not meaningful. With the extension of the initial segment to Seattle-Tacoma International Airport, the level of service provided for Link should be fairly steady until the opening of the University Link extension, currently scheduled for approximately 2016.

During 2009, Sound Transit added one additional FTE to provide vehicle maintenance support and oversight, bringing the number of direct management staff to four. For 2010, an additional FTE has been proposed to provide administrative and procurement support for ST staff.

With the opening of the Airport segment in December, the temporary Link Connector bus between Tukwila/International Boulevard Station and SeaTac/Airport will no longer be necessary. These savings are offset by additional hours and miles of operations related to providing a full year of service between downtown and the airport.

Since Link did not begin service until late July 2009, the 2009 Budget still includes estimates of actual cost elements such as traction power, facilities maintenance and utilities, security, and insurance. These costs will be monitored and may be adjusted for the final 2010 budget.

Central Link Alignment - Initial Segment and Airport Link



Sounder Commuter Rail Transit Operations Budget

	<i>2008 Actuals</i>	<i>2009 Adopted Budget</i>	<i>2009 Estimate</i>	<i>2010 Proposed Budget</i>
SALARIES AND BENEFITS	470,242	981,657	902,130	861,902
SERVICES				
Management Services - TVMs	645,545	386,754	700,000	528,982
Marketing and Rider Information	79,361	958,955	960,000	968,339
Maintenance of vehicles	7,974,005	10,271,778	10,100,000	10,586,108
Maintenance of stations	752,624	926,750	925,000	788,124
Security and safety	2,051,641	2,646,704	3,000,000	2,829,714
Maintenance of Way	57,101	300,000	250,000	250,000
Maintenance of Parking			10,000	25,000
Miscellaneous services	828,890	192,931	125,000	141,250
Subtotal, Services	12,389,167	15,683,872	16,070,000	16,117,517
MATERIALS & SUPPLIES	4,757,147	5,879,155	4,000,000	5,266,120
UTILITIES	359,126	361,811	365,000	391,313
INSURANCE	1,316,185	1,643,239	1,800,000	1,766,478
TAXES	763,642	777,490	910,169	933,089
PURCHASED TRANSPORTATION SERVICES	8,621,050	7,270,319	7,086,425	7,317,390
MISCELLANEOUS EXPENSES	363,768	341,500	325,000	198,025
LEASES & RENTALS	150,865	517,580	500,000	534,800
Subtotal, Gross Transit Operations	29,191,192	33,456,623	31,958,724	33,386,634
Transfer of agency admin.	2,231,377	3,253,755	2,700,000	2,740,708
Fully Allocated Transit Operations	31,422,569	36,710,379	34,658,724	36,127,342
Contingency		1,254,236		
Subtotal, Fully Allocated Transit Operations and Contingency	31,422,569	37,964,615	34,658,724	36,127,342
Depreciation and amortization	17,400,516	18,945,522	18,627,413	19,138,354
TOTAL TRANSIT OPERATIONS	48,823,085	56,910,137	53,286,137	55,265,696
Revenue Vehicle Hours	27,006	35,311	34,900	38,744
Cost per Revenue Vehicle Hour	\$ 1,163.54	\$ 1,039.63	\$ 993.09	\$ 932.46

Sounder Commuter Rail Operations

Service Description

With the initiation of the ninth round trip between Seattle and Tacoma, all train trips that will be provided for Sounder have been implemented. In addition to the South line service, there are four round trips between Everett and Seattle on the North line.

With the completion of track and signal improvements between Tacoma and Lakewood – currently projected for 2012 – service will extend from Seattle to Lakewood in the south and Everett to Seattle in the north.

South line ridership now averages about 9,000 boardings per day; North line ridership averages about 900 boardings per day. In 2010, about 39,000 vehicle hours will be delivered, up 11% over 2009, reflecting a full year of the ninth round trip between Seattle and Tacoma that was implemented during June of 2009. The 2010 target for ridership is 2.7 million boardings.

Additional service and performance measure data is provided in Performance Statistics at the end of this chapter.

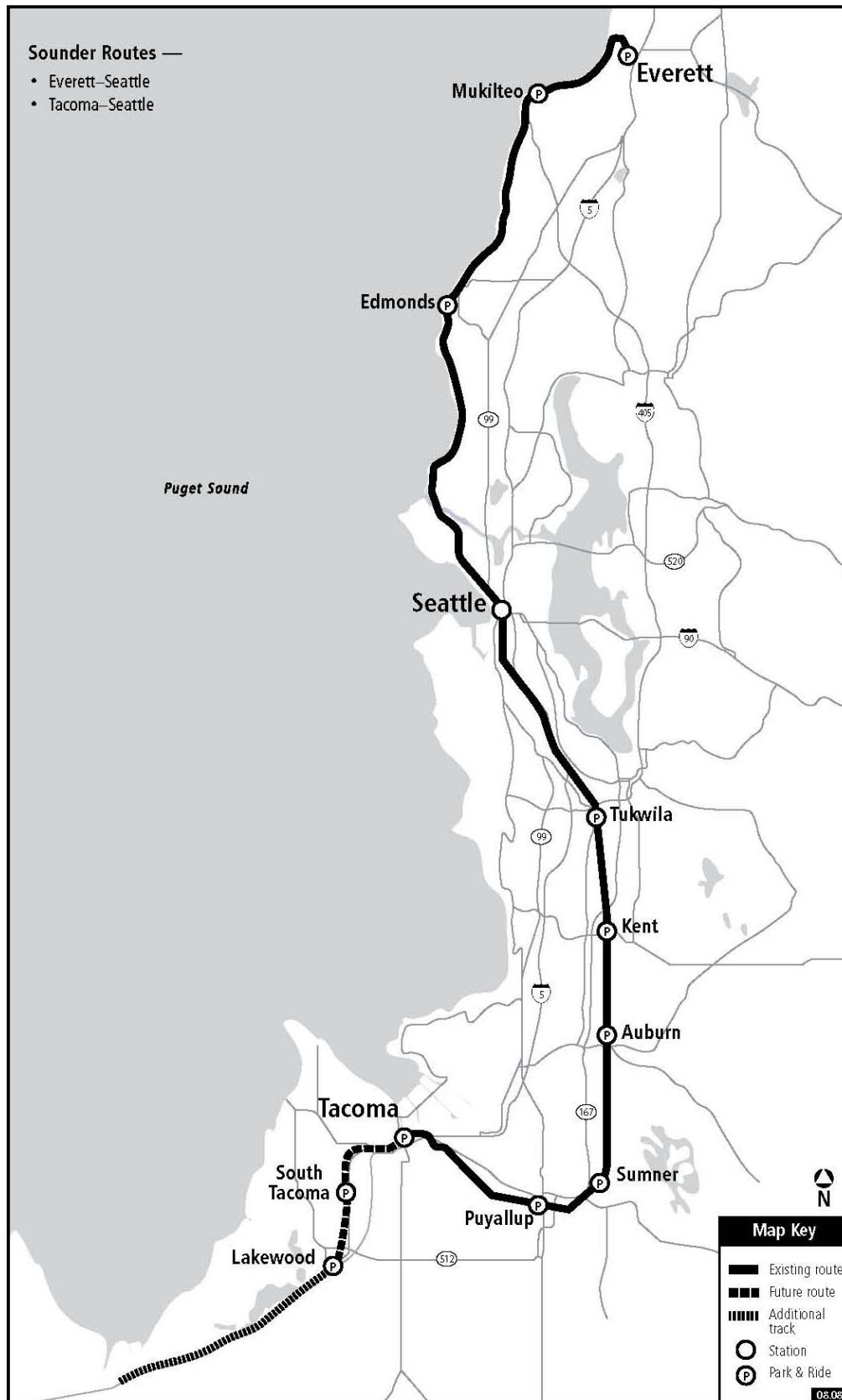
Changes in the Proposed 2010 Budget – Sounder Commuter Rail

The total transit operations budget before contingency is projected to decrease from \$36.7 million in 2009 to \$36.1 million in 2010. The largest driver of this decrease in the budget is the 25% decrease in fuel prices that is projected for 2010 compared to the 2009 budget. These savings are offset by the additional 11% service that will be provided during 2010.

2010 budget estimates reflect the preliminary results of negotiations with Amtrak for a new maintenance agreement that contains changes that help contain growth in equipment maintenance costs valued at approximately \$1 million per year. At the same time, the aging of the Sounder fleet will cause locomotive overhaul program costs and seat upholstery replacement projects to yield increases in maintenance of vehicles and materials and supplies costs. In addition, Ticket Vending Machine costs in 2010 will decline from 2008 actual and 2009 estimated actual expenses as the maintenance of this equipment is done by in-house Transit Systems Technologies Division employees rather than by the third party contractor.

There are no changes to staffing levels for direct ST management staff.

SOUNDER COMMUTER RAIL



ST Express Bus Transit Operations Budget

	2008 Actuals	2009 Adopted Budget	2009 Estimate	2010 Proposed Budget
SALARIES AND BENEFITS ¹	93,668	206,464	173,010	338,824
SERVICES				
Marketing and Rider Information	98,847	241,885	247,087	438,841
Maintenance of vehicles	25,283	208,200	142,567	175,000
Maintenance of stations	764,959	1,043,856	1,257,000	1,307,037
Transit Planning & Financial Services	35,680	18,000	25,557	57,640
Security and safety	829,447	870,946	1,279,411	1,644,764
Downtown Seattle Transit tunnel ²	4,029,879	2,258,394	2,600,000	2,210,991
Interlocal agreements	10,723	50,000	10,000	10,000
Miscellaneous services	69,824	422,518	31,000	27,619
Subtotal, Services	5,864,642	5,113,800	5,592,622	5,871,892
MATERIALS & SUPPLIES	157,308	507,095	342,650	586,676
UTILITIES	262,600	233,166	235,703	342,727
INSURANCE	21,949	22,910	27,552	24,457
TAXES	369,926	367,964	372,515	355,465
PURCHASED TRANSPORTATION SERVICES	68,576,791	76,407,570	74,500,000	83,883,570
Community Transit	11,269,136	12,250,474	12,123,000	13,566,140
King County Metro	40,834,375	43,189,258	42,300,240	45,234,313
Pierce Transit	16,473,280	20,967,838	20,076,760	25,083,117
MISCELLANEOUS EXPENSES	444,304	409,785	400,000	209,967
LEASES & RENTALS	120,106	103,869	108,428	122,621
Subtotal Gross Transit Operations	75,912,620	83,372,624	81,752,480	91,736,199
Transfer of agency admin.	4,081,104	5,371,328	5,014,834	5,471,234
Fully Allocated Transit Operations	79,993,724	88,743,952	86,767,314	97,207,434
Contingency	-	2,659,221		0
Subtotal Fully Allocated Transit Operations and Contingency	79,993,724	91,403,173	86,767,314	97,207,434
Depreciation and amortization	14,962,571	15,418,088	17,697,574	18,423,175
TOTAL TRANSIT OPERATIONS	94,956,295	106,821,261	104,464,888	115,630,609
Platform Hours	630,621	650,200	661,895	704,992
Cost Per Platform Hour	\$ 126.85	\$ 136.49	\$ 131.09	\$ 137.88

ST Express Bus Operations

Service Description

The ST Express bus system operates fast, frequent, two-way service connecting the major urban centers of Snohomish, King, and Pierce counties.

Approximately 705,000 service hours will be delivered in 2010, about a 7% increase over the estimated actual service levels for 2009. Service in 2009 is higher than budgeted levels, reflecting the implementation of additional ST2-funded service as fleet and maintenance base capacity allows.

Weekday ridership now averages about 42,000 passenger boardings. The target for 2010 total ridership is about 13.7 million boardings which includes nearly 47,000 boardings per weekday. Additional service and performance data is provided at the end of this section.

Operations Overview

Operation of ST Express bus service is provided via contracts with Community Transit, King County Metro Transit, and Pierce Transit. Community Transit operates four routes through a private operator, First Transit. Sound Transit provides a current total of 243 buses to support this service.

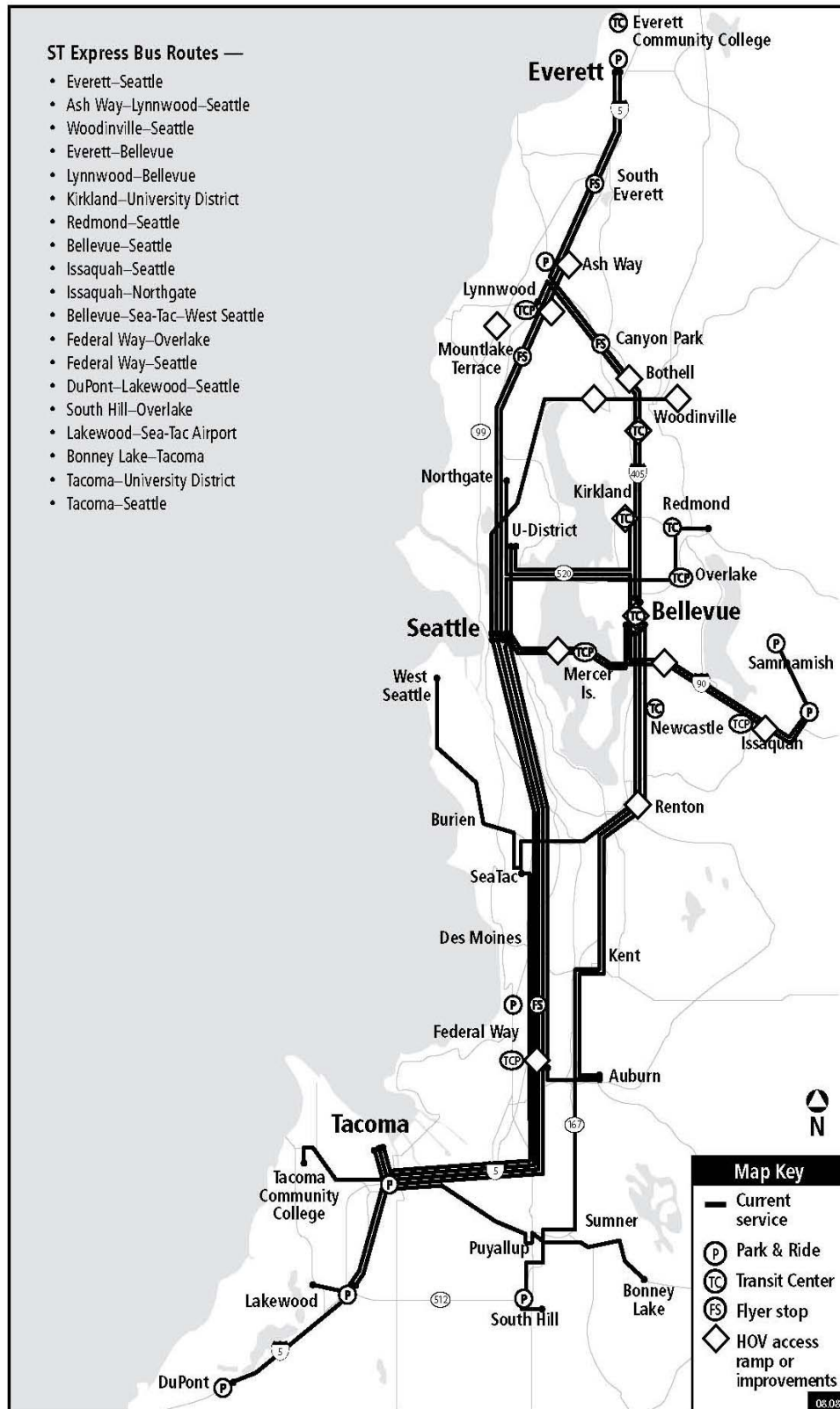
Changes in the Proposed 2010 Budget — ST Express Bus

The budget for fully-allocated transit operations, including the allocated administrative costs, increased from \$88.7 million in 2009 to \$97.2 million in the Proposed 2010 Budget, an increase of \$8.5 million. Purchased transportation, which is the largest single element of the ST Express bus budget, is budgeted to increase by a total of \$9.4 million. This is due in part to increases in service, but also due to higher wages and benefit rates offset by projections of lower fuel costs than in the 2009 budget. Diesel fuel prices are budgeted to be \$3.00 per gallon in 2010, a reduction from the 2009 budget assumption of \$4.08, but higher than the estimated actual 2009 cost of about \$2.40 per gallon. In addition, ST Express will be providing shuttle service between Tacoma and Lakewood Station until Sounder service is up and running in that corridor.

For 2010, ST Express has proposed to add a new FTE to provide vehicle maintenance oversight and support services. This would bring the total number of ST direct management staff of ST Express operations to three FTE.

The current service agreements with Community Transit, King County Metro and Pierce Transit expire at the end of 2009. The 2010 ST Express transit operations budget assumes that the terms of the existing service agreements will be continued in future agreements. Security costs are also projected to be higher as security patrols are increased at sites across the ST service area, including Tacoma, Federal Way, Everett and Bellevue. This increased coverage is intended to enhance the customer experience across the ST system.

ST EXPRESS BUS



Accessible Services Program Operations Budget

	2008 Actuals	2009 Adopted Budget	2009 Estimate	2010 Proposed Budget
SALARIES AND BENEFITS	197,342	208,085	208,114	206,747
SERVICES				
Communications/Info Program	15,627	40,000	30,965	42,000
Accessibility Training	30,414	5,000	3,334	5,000
Facility/Equipment Improvement	29,745	150,000	131,366	106,000
Assessability Service Research		10,000	6,685	10,000
Consulting Services	19,473	25,000	29,100	55,000
Other Services	397,934	450,000	319,568	278,298
Printing/Binding	1,265	500	333	518
Subtotal, Services	494,458	680,500	521,351	496,816
MATERIALS & SUPPLIES	161	51,600	34,448	4,122
UTILITIES	918	1,200	1,093	1,243
MISCELLANEOUS EXPENSES	7,534	12,400	11,330	12,846
Subtotal Gross Transit Operations	700,413	953,785	776,336	721,774
Transfer of agency admin.	104,791	166,849	147,709	173,690
Fully Allocated Transit Operations	805,204	1,120,634	924,045	895,464
Contingency	-	33,619		
Subtotal Fully Allocated Transit Operations and Contingency	805,204	1,154,253	924,045	895,464
Depreciation and amortization	-	-	-	
TOTAL TRANSIT OPERATIONS	805,204	1,154,253	924,045	895,464

Accessible Services

In 1999 it was determined that Sound Transit did not have a complementary paratransit responsibility under the Americans with Disabilities Act (ADA) for ST Express bus or Sounder commuter rail service. However, a main tenet of Sound Transit's mission is to improve mobility for all people in the Central Puget Sound region. To meet this objective the Mobility Initiative Program (MIP) was created by the Sound Transit board with the adoption of the 2001 Service Implementation Plan. There are currently two Sound Transit staff dedicated to the implementation of this program.

Accessible Services contains programs in five general areas:

- *Communications and Information:* The development, production, and distribution of a FindARide.org and public information in Braille and other alternate forms of transit information.
- *Accessibility Training:* To provide experiential sensitivity training to Sound Transit staff, contractors, and partner agencies and travel training for seniors and people with disabilities.
- *Facility and Equipment Improvements:* To ensure Sound Transit services and facilities are compliant with ADA Accessibility Design Guidelines and state and local guidelines. Also to fund and manage improvements at existing facilities.
- *Accessibility Research:* To fund research and demonstration projects in ways to make Sound Transit services and facilities more accessible.

- *Special Needs Transportation:* To implement the Regional Special Needs Transportation Coordination Plan (RSNTCP), which was adopted by the ST Board and the Puget Sound Regional Council in 2006, support FindARide.org, and to fund special needs transportation coalitions in Pierce, King and Snohomish counties.

Changes in the Proposed 2010 Budget – Accessible Services

The budget for Accessible Services, including the allocated administrative costs declined to \$0.9 million in the Proposed 2010 Budget, a decrease of about \$0.2 million from 2009. Declines are related to reductions in the budget for ADA-related facilities improvements at ST facilities.

Transit Operations FTE Summary

Sound Transit 2010 Staffing Plan					
	Filled At End of June 2009	2009 Staffing Plan	Current Staffing Plan	2010 Staffing Plan	Change to Current
Transit Operations					
Tacoma Light Rail	15.00	19.00	18.00	18.00	-
Central Link	3.00	1.50	4.00	5.00	1.00
Sounder	4.00	4.00	4.00	4.00	-
ST Express	-	2.00	2.00	3.00	1.00
Accessible Services	2.00	2.00	2.00	2.00	-
Transit Systems Technologies	6.00	7.50	9.00	9.00	-
Transit Operations Total	30.00	36.00	39.00	41.00	2.00

There are two components in the staffing plan related to the Operations Department. The direct management staff related to transit operations are directly charged to the operating budgets and are included in the salaries and benefits and other line item budgets in transit operations.

For 2010, the proposed budget includes an increase of 2 FTE for the transit operations modal budgets. An administrative assistant position to support Link operations has been included in the Central Link transit operations budget and a new project manager position in support of ST Express operations is included in the ST Express transit operations budget request.

Sound Transit Staffing By Department

	2009 Staffing Plan	Current Staffing Plan	2010 Staffing Plan
Transit Operations			
Tacoma Link			
Assistant Director	1.00	-	-
Assistant Operations & Maintenance Manager	1.00	1.00	1.00
LRV Operator	7.00	7.00	7.00
Maintenance Supervisor	1.00	-	-
Operations & Maintenance Manager	1.00	1.00	1.00
Operations & Maintenance Supervisor	4.00	5.00	5.00
Project Assistant	1.00	1.00	1.00
Systems Maintenance Technician	3.00	3.00	3.00
Tacoma Link Total	19.00	18.00	18.00
Central Link			
Administrative Assistant	-	-	1.00
Program Manager	0.50	2.00	2.00
Project Manager	1.00	2.00	2.00
Central Link Total	1.50	4.00	5.00
Sounder			
Mechanical Compliance Officer	1.00	1.00	1.00
Program Manager	1.00	1.00	1.00
Project Assistant	1.00	1.00	1.00
Project Manager	1.00	1.00	1.00
Sounder Total	4.00	4.00	4.00
ST Express			
Bus Operations Program Manager	1.00	1.00	1.00
Project Manager	-	-	1.00
Project Development Coordinator	-	1.00	1.00
Project Coordinator	1.00	-	-
ST Express Total	2.00	2.00	3.00
Accessible Services			
Project Assistant	1.00	1.00	1.00
Project Manager	1.00	1.00	1.00
Accessible Services Total	2.00	2.00	2.00
Transit Systems Technologies			
Senior Project Manager	-	1.00	1.00
Senior Systems Engineer	0.50	1.00	1.00
TVM Supervisor	2.00	2.00	2.00
TVM Technician	5.00	5.00	5.00
Transit Systems Technologies Total	7.50	9.00	9.00
Transit Operations Total	36.00	39.00	41.00

Performance Statistics Discussion

Systemwide Performance Management Program

Sound Transit has designed an outcome-based performance management system to monitor progress towards accomplishing our goals. The Service Delivery Quarterly Performance Report was established as a means of helping to establish the baseline framework for evaluating existing agency and departmental goals, objectives, and performance measures relative to the agency's service delivery vision. Now finishing its fifth year, the quarterly report has been an integral way for the department to communicate its performance to the rest of the Agency as well as the public.

Performance Measures and Standards

The performance measures that are presented here and that are reported on in the quarterly report are coordinated with the Operations Department scorecard as well as the Agency scorecard as described in the Agency Administration section of the budget. They were selected by the department's management based on industry practices for transit performance; are consistent with National Transit Database requirements; and take into account recommendations from the 2004 performance audit of ST Express bus operations.

Efficiency and effectiveness measures that are reported on quarterly include:

- Ridership
- Percent of scheduled trips operated
- Boardings per revenue vehicle hour
- Boardings per trip or train
- Cost per boarding

Service quality measures that will be reported on quarterly include:

- On-time performance
- Customer complaints
- Preventable accidents

In the following tables, the information shown in the “% Change” column compare the 2010 budget statistics with the 2009 Budget planned level of service.

Performance Statistics - Systemwide

	2008 Actuals	2009 Budget	2009 Est. Actuals	2010 Budget	% Change
Service Consumed					
Total Boardings	16,128,142	19,692,640	16,257,814	25,141,646	27.7%
Average Weekday Boardings	55,953	79,159	67,937	85,080	7.5%

Tacoma Link Light Rail Transit Operations - Performance Statistics

	2008 Actuals	2009 Budget	2009 Est. Actuals	2010 Budget	% Change
SUMMARY DATA					
Service Provided					
Revenue Vehicle Hours Operated ⁽¹⁾	9,708	9,523	9,583	9,878	3.7%
Revenue Vehicle Miles Operated	94,189	92,195	92,775	92,208	0.0%
Trips Operated	58,812	57,379	57,740	57,387	0.0%
Service Consumed					
Total Boardings	930,632	854,687	952,903	973,915	13.9%
Average Weekday Boardings	3,032	2,851	3,191	3,216	12.8%
PERFORMANCE MEASURES					
Total Boardings/Service Hour	96	90	99	99	9.9%
Total Boardings/Trip	16	15	17	17	13.9%
Percentage of Scheduled Trips Operated	99.8%	98.5%	99.9%	98.5%	0.0%
Cost/Revenue Vehicle Hour	\$ 349.46	\$ 439.85	\$ 428.58	\$ 419.41	-4.6%
Cost/Revenue Vehicle Mile	\$ 36.02	\$ 45.43	\$ 44.27	\$ 44.93	-1.1%
Cost/Boarding	\$ 3.65	\$ 4.90	\$ 4.31	\$ 4.25	-13.2%
On-time Performance ⁽²⁾	99.8%	98.5%	99.9%	98.5%	
Complaints (Percent of boardings)	0.00%	0.05%	0.00%	0.05%	
Preventable Accidents per 30,000 service miles ⁽³⁾	0	<1	0	<1	
Operating costs (less depreciation and contingency)	\$ 3,392,552	\$ 4,188,684	\$ 4,107,000	\$ 4,142,951	-1.1%

Notes

- (1) Service is reported as service hours or miles operated. Revenue hours or miles are not reported as Tacoma Link collects no fares for regular service at this time.
- (2) Standard is greater than or equal to 98.5%. A train is late if it a) departs a terminal station more than one minute late or, b) arrives at a terminal station three or more minutes late and is unable to make it's departure time.
- (3) A preventable accident is defined as an accident in which the operating employee(s) failed to do everything reasonable to prevent it. For Tacoma Link, the standard is less than or equal to 1.0 per 30,000 service miles. This standard was lowered from one preventable accident per 100,000 service miles to better reflect standard industry practices for light rail.

Central Link Light Rail Transit Operations - Performance Statistics

	2008 Actuals	2009 Budget	2009 Est. Actuals	2010 Budget	% Change
SUMMARY DATA					
Service Provided					
Revenue Vehicle Hours Operated ⁽¹⁾	0	63,524	63,524	138,288	117.7%
Revenue Vehicle Miles Operated ⁽¹⁾	0	1,412,381	1,412,381	2,824,763	100.0%
Trips Operated	0	46,096	46,096	92,192	100.0%
Service Consumed					
Total Boardings	0	2,400,000	2,400,000	8,100,000	237.5%
Average Weekday Boardings	0	19,800	19,800	26,600	34.3%
PERFORMANCE MEASURES					
Total Boardings/Service Hour	N/A	38	38	59	55.0%
Total Boardings/Trip	N/A	52	52	88	68.8%
Percentage of Scheduled Trips Operated	N/A	98.5%	98.5%	98.5%	N/A
Cost/Revenue Vehicle Hour	N/A	\$ 343.37	\$ 375.52	\$ 329.52	-4.0%
Cost/Revenue Vehicle Mile	N/A	\$ 15.44	\$ 16.89	\$ 16.13	4.5%
Cost/Boarding	N/A	\$ 9.09	\$ 9.94	\$ 5.63	-38.1%
On-time Performance ⁽²⁾	N/A	98.5%	98.5%	98.5%	N/A
Complaints (Percent of boardings)	N/A	0.05%	0.05%	0.05%	N/A
Preventable Accidents per 30,000 service miles ⁽³⁾	N/A	<1	0	<1	N/A
Operating costs (less depreciation and contingency) ⁽⁴⁾	N/A	\$ 21,812,084	\$ 23,854,600	\$ 45,568,105	108.9%

Notes

- (1) Hours of operation assumed to be from 5:00 AM to 1:00 AM with 7 1/2 minute headways during peak rush hour times up to 15 minute headways during the early morning/late evening hours.
- (2) Standard is greater than or equal to 98.5%. A train is late if it a) departs a terminal station more than one minute late or, b) arrives at a terminal station three or more minutes late and is unable to make it's departure time.
- (3) A preventable accident is defined as an accident in which the operating employee(s) failed to do everything reasonable to prevent it. For Central Link, the standard is less than or equal to 1.0 per 30,000 service miles.
- (4) For cost metrics, paratransit costs are not included in Link operating costs as they are a separate mode for NTD purposes.

Sounder Commuter Rail Transit Operations - Performance Statistics

	2008 Actuals	2009 Budget	2009 Est. Actuals	2010 Budget	% Change
SUMMARY DATA					
Service Provided⁽¹⁾					
Revenue Vehicle Hours Operated	27,006	35,311	34,900	38,744	9.7%
Revenue Vehicle Miles Operated	1,039,433	1,378,281	1,362,239	1,513,543	9.8%
Trips Operated	5,114	6,576	6,553	6,814	3.6%
Service Consumed					
Total Boardings	2,668,623	3,117,762	2,654,911	2,747,540	-11.9%
Average Weekday Boardings	9,914	11,759	9,946	10,215	-13.1%
PERFORMANCE MEASURES					
Total Boardings/Revenue Vehicle Hour	99	88	76	71	-19.7%
Total Boardings/Trip	522	474	405	403	-15.0%
Percentage of Scheduled Trips Operated	99.9%	99.5%	99.5%	99.5%	0.0%
Cost/Revenue Vehicle Hour	\$ 1,163.54	\$ 1,039.63	\$ 993.09	\$ 947.51	-8.9%
Cost/Revenue Vehicle Mile	\$ 30.23	\$ 26.63	\$ 25.44	\$ 24.25	-8.9%
Cost/Boarding	\$ 11.77	\$ 11.77	\$ 13.05	\$ 13.36	13.5%
On-time Performance ⁽²⁾	98%	>95%	98%	>95%	
Complaints (Percent of boardings) ⁽³⁾	0.02%	<0.05%	0.01%	<0.05%	
Preventable Accidents per 1,000,000 total miles ⁽⁴⁾	0	<1	0	<1	
Operating costs (less depreciation and contingency)	\$ 31,422,574	\$ 36,710,379	\$ 34,658,724	\$ 36,710,379	0.0%

Notes

- (1) Service at the end of 2009 is nine round trips on the South line and four round trips on the North line.
- (2) Standard is 95%, defined as having the average of all trains in a month arriving at terminus within seven minutes of schedule at least 19 out of 20 trips.
- (3) The standard is less than .05% of total boardings, based on the Performance Standards from the ST Express bus service
- (4) A preventable accident is defined as an accident in which the operating employee(s) failed to do everything reasonable to prevent it. For Sounder, the standard is less than or equal to 1.0 per 1,000,000 total miles.

ST Express Transit Operations - Performance Statistics

	2008 Actuals	2009 Budget	2009 Est. Actuals	2010 Budget	% Change
SUMMARY DATA					
Service Provided					
Revenue Vehicle Hours Operated ⁽¹⁾	504,709	517,500	532,496	570,602	10.3%
Revenue Vehicle Miles Operated	10,290,367	10,575,000	10,881,445	11,660,119	10.3%
Trips Operated	391,199	401,991	413,640	443,240	10.3%
Platform Hours ⁽²⁾	630,621	650,200	661,895	704,992	8.4%
Service Consumed					
Total Boardings	12,528,887	13,320,191	10,250,000	13,320,191	0.0%
Average Weekday Boardings	43,007	44,749	35,000	44,749	0.0%
PERFORMANCE MEASURES					
Total Boardings/Revenue Vehicle Hour	24.8	25.7	19.2	23.3	-9.3%
Total Boardings/Trip	32.0	33.1	24.8	30.1	-9.3%
Percentage of Scheduled Trips Operated	100.11%	99.80%	99.98%	99.80%	0.0%
Cost/Revenue Hour	\$ 161.56	\$ 171.49	\$ 162.94	\$ 170.36	-0.7%
Cost/Platform Hour	\$ 129.30	\$ 136.49	\$ 131.09	\$ 137.88	1.0%
Cost/Boarding	\$ 6.51	\$ 6.66	\$ 8.47	\$ 7.30	9.5%
On-time Performance ⁽³⁾	94%	>90%	94%	>90%	
Complaints (Percent of boardings) ⁽⁴⁾	0.02%	<0.05%	0.01%	<0.05%	
Preventable Accidents per 100,000 revenue miles ⁽⁵⁾	0.9	< 0.80	0.9	< 0.80	
Operating costs (less depreciation and contingency)	\$ 81,540,238	\$ 88,743,952	\$ 86,767,314	\$ 97,207,433	9.5%

Notes

- (1) Revenue hours: The aggregation of time during which service is available to carry passengers.
- (2) Platform hours: The aggregation of time during which a transit vehicle leaves the operating base, is available for service and returns to the operating base, including layover and deadhead time.
- (3) Per the performance standards set in the service agreements with the transit partners, the standard is 90% or higher, defined as no later than 10 minutes of scheduled departure time.
- (4) Per the performance standards set in the service agreements with the transit partners, the standard is less than .05% of total boardings.
- (5) A preventable accident is defined as an accident in which the operating employee(s) failed to do everything reasonable to prevent it. Per the service agreements, the standard is less than or equal to 0.8 or 1.0 per 100,000 revenue miles during tunnel closure.

PROJECT DELIVERY

The FY 2010 Capital Plan in this section describes the proposed capital outlays for fiscal year 2010. The Capital Improvement Plan (CIP) contains a more detailed program description both *Sound Move* and *ST2* capital programs as well as the lifetime budgets for all active phases for projects.

Capital Programs

Sound Transit capital programs provided for the acquisition, construction, reconstruction, purchase of initial fixtures and equipment, renovation, rehabilitation, and replacement of facilities with a value of \$5,000 or more and a life expectancy of at least one year together with any related costs for land acquisitions, land improvements, design, feasibility studies, engineering studies and engineering.

Capital projects are planned and executed in phases. The preliminary engineering phase 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 final design phase includes professional consultant activities, legal and technical documentation, environmental clearance, constructability review, data collection, advertising, assessment of alternatives related to project design, and bid reviews.

The right of way phase includes the purchase of land, easements, and rights-of-way. This also includes negotiating the purchase price, surveys, appraisals, environmental audits, permits, legal costs, maps, charts, and other costs.

The construction services phase includes construction management and other professional services in support of the agency's management of construction activities.

The construction phase includes: project construction contracts, professional and technical assistance, advertising, legal and technical documentation, inspection, testing, and permitting.

In addition, administrative and third party costs occur through the life of a project.

Administrative expenditures include costs for direct labor by Sound Transit staff (staff dedicated to specific projects) and other direct charges to the project necessary for project administration or other costs.

Third party expenditures include agreements with 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.

Capital Budget Process

For *Sound Move* capital projects, through FY 2009, the Sound Transit board endorsed a capital budget which detailed the projected capital outlays by project, by year by phase for the lifetime of all projects. Each year with the adoption of the annual budget, the Board approved the

expenditure of capital funds by mode (Sounder commuter rail, Regional Express, Link light rail) for the coming fiscal year.

Beginning in FY 2010, the agency is shifting to a new capital budgeting process for ST2 capital projects which will allow for tighter Board control over the approval of capital budgets. The board will not endorse, nor will the Capital Improvement Plan contain, lifetime budgets for all ST2 projects. Rather, during the course of the year, as capital projects reach key milestones, the Board will approve additional budget authority to complete the next phase of the project. When the scope of the ST2 project is set, Sound Transit staff will seek adoption by the Board of a baseline budget and schedule that match the project's baselined scope, which will authorize the full lifetime budget by phase. Throughout this process, the CIP will maintain reporting on the original and updated cost estimate for each project to provide transparency to the board and public of the current cost estimates vs. the original cost estimate provided in the voter approved ST2 Plan.

Under this process, the Proposed Budget document will contain only the next year's capital outlays for board consideration. If adopted by the board, this budget will then provide the authorized expenditure levels and associated activities for each capital project for that year. The CIP will contain the current lifetime budget for active phases for projects as well as the total lifetime cost estimate to complete the project.

Project Delivery Capital Budget

The Project Delivery section of the budget provides the proposed capital outlays for the next fiscal year for the Link light rail, Sounder commuter rail, Regional Express, Service Delivery and Systemwide capital programs. The following section provides a summary overview of these major capital program areas. More detailed descriptions of these programs can be found in the CIP.

Project Delivery	
Proposed 2010 Capital Budget Summary	
	Proposed 2010 Budget
Link light rail	\$ 376,753,249
Sounder commuter rail	131,903,620
Regional Express bus	50,591,710
Systemwide	4,565,342
Service delivery	58,954,985
Total	\$ 622,768,906

LINK LIGHT RAIL CAPITAL PROGRAM SUMMARY

Light rail is part of a regional high-capacity transit network that was approved by Puget Sound voters in 1996. It includes a 24-mile Central Link system connecting Seattle, Tukwila, and SeaTac. Downtown Tacoma is served by a 1.6-mile Tacoma Link light rail line. This transportation investment provides a stepping stone for expansion. Central Link light rail is creating a new transportation corridor where it is needed most—in the major population and employment centers where existing roads and bus services are already at capacity during peak travel times.

The Initial Segment extends from the Tukwila International Boulevard Station in Tukwila and moves through Tukwila and Rainier Valley on elevated and at-grade tracks. It passes through Beacon Hill in a tunnel and emerges south of downtown Seattle. It then continues north alongside the existing E-3 Busway and into the Downtown Seattle Transit Tunnel to Westlake Station. A stub tunnel extends under Pine Street. Buses and rail operate jointly in the downtown tunnel. The Initial Segment opened for service on schedule on July 18, 2009.

The Airport Link project connects the Tukwila International Boulevard Station in Tukwila on elevated and at-grade tracks into the city of SeaTac to a light rail station at the main terminal parking garage at Sea-Tac International Airport. Airport Link is scheduled to be constructed and operated as part of the Central Link Light Rail Project by the end of 2009.

The South Link – Airport to South 200th Street project will extend from the Airport Station at SeaTac along an elevated guideway to an elevated station combined with a park and ride lot at S. 200th Street. This extension is included as part of ST2, as is the next extension south to South 272nd Street.

North of downtown Seattle, the University Link project route consists of new tunnels to a station on Capitol Hill and under the Montlake Cut to the University of Washington Station near Husky Stadium. University Link started construction in early 2009 and is expected to open for revenue service in 2016.

The North Link – University of Washington (UW) Station to Northgate project is 4.3 miles in length and will extend light rail from the UW Station north under campus via tunnels to the underground Brooklyn Station in the University District at NE 45th Street, and underground Roosevelt Station at NE 65th Street, and via retained cut and elevated sections to an elevated station at Northgate. North Link was included in *Sound Move*, but construction was not funded north of NE 45th Street. This extension is included as part of ST2, as is the next extension north to Lynnwood.

Tacoma Link opened on August 22, 2003, and connects downtown Tacoma with a regional transit center at the Tacoma Dome Station. Riders can transfer to Sounder commuter rail, ST Express regional buses, or local Pierce Transit buses. Five stations along the line serve major city destinations such as the theater district, history museum, University of Washington branch campus, and the commercial core.

East Link has completed conceptual engineering and is currently in the environmental process. The East Link corridor extends from the Central Link International District Station in Seattle to Redmond via I-90, Mercer Island, and Bellevue.

The *ST2* plan provided funding for planning, design, and construction of the First Hill Streetcar through a partnership arrangement with the City of Seattle. The arrangement calls for ST to make a series of reimbursement payments to the city.

Through a three-way partnership, Sound Transit is teaming with the City of Tacoma and Pierce Transit to study the potential for an extension to Tacoma Link in the context of city and PT service and capital plans. The work will follow guidance from the Federal Transit Administration with respect to conducting Alternatives Analysis so as not to preclude future Small Starts consideration. Funding for this project represents a maximum capital contribution to the future extension as partnership match other stakeholders. In addition to funding the Alternatives Analysis this budget also provides for the completion of all environmental study and preliminary engineering for the extension.

The *ST2* plan provided for a review of Link Light Rail Storage and Maintenance strategies and *ST2* assumptions with respect to light rail vehicle storage and maintenance.

2010 Activities

The primary Link activities in 2010 will be to manage the continuing construction of University Link and complete construction closeouts for the Initial Segment from downtown Seattle to Tukwila following the start of revenue operation in mid-July 2009.

Construction of Airport Link will be completed in December 2009, and project close out activities will occur in 2010.

North Link activities for 2010 include expansion of trackwork at the Central Link Operations and Maintenance Facility yard for University Link and North Link – UW Station to Northgate projects.

East Link is expected to enter the preliminary engineering phase and significant progress will be made on the final EIS.

The North Corridor – HCT Project is budgeted for 2010 to begin to conduct an Alternatives Analysis along with EIS scoping and conceptual engineering.

For the South Corridor – HCT Project, a consultant procurement is expected in 2010 to begin work by year-end on conceptual engineering.

SOUNDER CAPITAL PROGRAM SUMMARY

The Sounder Commuter Rail program includes planning, right of way acquisition, design, and construction of the infrastructure needed to support a commuter rail system. When completed, the system will have peak-hour passenger train service to 12 stations along an 83-mile corridor between Everett in Snohomish County and Lakewood in Pierce County. The Sounder capital projects are grouped in three segments: Everett-to-Seattle, Seattle-to-Tacoma, and Tacoma-to-Lakewood. Burlington Northern Santa Fe Railroad (BNSF) owns the right-of-way between Everett and Tacoma. Sound Transit owns about 7 miles of right-of-way at the south end of the corridor in Lakewood and Tacoma, and is acquiring about 1.2 miles of right-of-way to close the gap between the northern end of this right-of-way and the Tacoma Dome Station in Tacoma.

Everett-to-Seattle Segment

The Everett to Seattle segment is a 35-mile long BNSF railroad corridor that will include three Sounder commuter rail stations - Everett, Mukilteo, and Edmonds. In 2003, Sound Transit and BNSF executed agreements that allowed commuter rail service in the corridor to begin with stops in Edmonds and Everett. Service at the Mukilteo Station began in May 2008. The agreements provide Sound Transit perpetual commuter rail, round-trip service easements for four trips a day that are tied to Sound Transit delivering to BNSF environmental permits and approvals for track and signal improvements throughout the corridor. The final permit was completed and certified by BNSF in August 2006. The BNSF track and signal improvements will replace three single track sections in the corridor with double tracking and increase the capacity of the system. The first round trip went into service in December 2003 and the second in June 2005. The third round trip began in September 2007; the fourth trip began in September 2008. Under *ST2* future activities within the Everett to Seattle segment include completion of the Mukilteo and Edmonds Stations and access improvements at the Mukilteo Station.

Seattle-to-Tacoma Segment

This Sounder segment is a 40-mile long BNSF railroad corridor between Seattle and Tacoma that includes seven Sounder commuter rail stations - King Street (Seattle), Tukwila, Kent, Auburn, Sumner, Puyallup, and Tacoma. The service at Tukwila is currently being provided at a temporary facility; construction of a permanent station is planned for 2011-2012.

Extensive track and signal improvements throughout the 40-mile Seattle to Tacoma corridor were completed through a partnership between Sound Transit and BNSF. These improvements increased the rail capacity of the corridor to support nine round trip Sounder trains a day without compromising freight mobility in the Puget Sound area. The 5th and 6th roundtrip trains including a reverse commute train began in 2007; the 7th and 8th round trips began in 2008 and the 9th round trip began in 2009. Together, the partnership accomplished approximately \$453 million in rail capacity improvements, including a new train control signal system; railroad crossing safety improvements and approximately 25 miles of track upgrades.

Future activities planned within the Seattle to Tacoma segment using *ST2* funding include access improvements and platform extensions at each of the Sounder stations located within the segment.

Tacoma-to-Lakewood Segment

This Sounder segment is eight-miles long, including over one mile of new track to be constructed by Sound Transit and seven miles of track purchased from BNSF that will be upgraded for commuter rail by Sound Transit. This corridor will serve stations in South Tacoma and Lakewood. It will connect to the Seattle to Tacoma segment at the Tacoma Dome Station.

Construction in the corridor is being completed in two phases; the M Street to Lakewood phase began in 2009 and the D Street to M Street phase is tentatively scheduled to begin in 2010. Future activities within the Tacoma to Lakewood segment include platform extensions and access improvements at the Lakewood and South Tacoma Stations.

Sounder Systemwide

Layover facilities are a systemwide element of the Sounder capital program. The Layover project includes three facilities for overnight train layover at Everett, Seattle, and Lakewood. Currently layover facilities are in service at Everett Station, King Street Station in Seattle, and at L Street in Tacoma.

Under ST2, plans are in development for a Sounder Yard Shops Facility for the maintenance of Sounder vehicles and a Station Access and Demand Study to develop a comprehensive program of Sounder improvements.

2010 Activities

The major activity in 2010 for the Sounder Capital program will be the Tacoma-Lakewood corridor. This section of track is the last remaining element of the Sound Move program to build commuter rail service from Everett to Lakewood. Construction in the corridor is being completed in two phases; the M Street to Lakewood phase began in 2009 and the D Street to M Street phase is tentatively scheduled to begin in 2010. The other major expenditure of funds proposed for 2010 is the payment to BNSF for additional easements to provide additional Sounder service between Seattle and Tacoma, together with accompanying environmental work.

REGIONAL EXPRESS CAPITAL PROGRAM SUMMARY

The Regional Express program includes Community Connections and HOV Access projects. To maximize public access between regional and local transit systems, Sound Transit has completed a variety of Community Connection facilities, including transit centers, park-and-ride lots, and transit access improvements. These facilities will improve access to the regional transit system as well as connections to local transit services.

The HOV Access projects are being implemented through a partnership between Sound Transit and the Washington State Department of Transportation. Sound Transit is funding direct access ramps and freeway transit stations within WSDOT right-of-way to make it easier for transit customers, vanpools, and carpools to access the HOV lanes on some of the region's most congested freeways.

Under ST2, two new projects are being included in the 2010 budget. One is the Burien Transit Center Parking Expansion and the other for a ST Express Bus Base.

2010 Activities

Regional Express projects remain to be completed in the Snohomish and East King County subareas; all Regional Express *Sound Move* projects for the Pierce and South King County subareas have been completed. Mountlake Terrace Freeway Station, currently in construction, remains to be completed in Snohomish County. In East King County, Regional Express management is focused on completing the design of the remaining program and advancing remaining projects into construction. The projects not yet under construction include the Kirkland Transit Center, Renton HOV Access and the I-90 Two-Way Transit, and HOV Operations (Stages 2 and 3) projects. The Kirkland Transit Center project is currently in the design phase and is scheduled to begin construction in the 4Q of 2009. The remaining East King County projects are being led by others with capped contributions from Sound Transit.

Under ST2, a new project explores the development of a ST Express Bus Base facility which would provide additional maintenance capacity and a project that provides funding for the Burien Transit Center Parking expansion. The ST Express Bus Base project begins scoping, environmental analysis, and preliminary engineering of a new bus base within the district. The

budget provides project development funding required to complete that work through preliminary engineering (30% design) and environmental determination. Early scoping may reveal the need for two or more facilities of varying size and configuration. The project scope prepared for the representative project cost estimate in *ST2* called for constructing new maintenance and operations capacity to accommodate up to 300 buses supporting ST Express services through 2020. The Burien Transit Center Parking Expansion project provides capped funding to support the expansion of transit commuter parking at the joint City of Burien and King County Transit Oriented Development at the Burien Transit Center.

SERVICE DELIVERY CAPITAL BUDGET

The Service Delivery capital budget includes the capital purchases for fleet vehicles and capital projects associated with assets already placed into service. These infrastructure improvement and acquisition projects include: Bus Acquisition and Replacement, Bus Maintenance Facilities, Sounder Vehicle procurement and major overhaul, Mobile Communications, Parking Enhancements, Security Projects, and Other Capital Projects.

2010 Activities

The Proposed 2010 capital budget for FY 2010 for Service Delivery includes necessary improvements to maintain and operate efficient transit services as well as purchase of new buses for *ST2*. Major elements of the Proposed 2010 budget are outlays in support of *ST2* service expansion, replacement of existing bus fleet, Sounder commuter rail fleet, mobile communication systems, parking enhancement programs, and bus maintenance facilities. In addition, included in the budget is a Small Works capital program to provide funding for small capital projects, each with lifetime budgets under \$100,000. This program, which was started in 2006, enables Sound Transit to address those needs expected to arise as operations continue to expand and facilities age. Finally, other on-going programs include CCTV and passenger information systems projects for Sounder stations, and the acquisition and installation of ticket vending machines (TVMs) for Sound Transit commuter rail locations.

Systemwide and Other Capital Programs

Both the Sound Move and *ST2* programs provide for system-wide operating and capital programs. These programs contain projects that benefit all the region's subareas, primarily for agency administration, fare integration, research and technology, system access and future phase planning.

2010 Activities

In 2010, the primary focus of system-wide capital will be building agency capacity to effectively manage and operating the *Sound Move* and *ST2* operating and capital programs. The budget contains funding for a number of information technology projects to improve and expand the agency's management systems. The largest expenditure of funds would be to develop a capital asset management system that would allow the agency to more effectively track and manage its now sizable capital asset base. In addition the budget would fund new initiatives in human resource recruiting systems, customer relationship database, email archiving, and data warehousing. Another area of focus is in agency facilities, with funds for new workstations, workspace, and fleet for new employees necessary to implement the *ST2* program. In addition,

the systemwide capital program contains the first programming of the System Access program that was in the *ST2* Plan.

Detailed information regarding the S^Tart program, Research and Technology, Fare Integration and Capital Replacement is contained in the Agency Administration section of this budget document.

Sound Transit Proposed 2010 Capital Budget

In \$000

Project	Project Name	2010 Proposed
	STart Capital	
x68	STart Program	744
	STart Capital	744
	Souder	
001	Station Access & Demand Study	2,248
004	Souder Yard & Shop Facility	989
100	Everett-Seattle Track & Signal	50
101	Willow Creek Environmental Mitigation	872
130	M Street-Lakewood Track & Signal	33,356
131	Permitting/Environmental Mitigation	2,679
135	D Street-M Street Track & Signal	26,353
140	Layover	5,354
201	Everett Station	52
205	Mukilteo Station, North Platform	297
206	Mukilteo Station, South Platform	7,800
209	Edmonds Station	5,489
236	Tukwila Station	5,315
251	South Tacoma Station	647
253	Lakewood Station	25
510	ST2 Seattle - Auburn Track & Signal	22,192
520	ST2 Auburn - Tacoma Track & Signal	18,187
	Souder	131,904
	Light Rail Capital	
007	First Hill Link Connector	3,080
008	Tacoma Link Expansion	403
009	Link Maintenance & Storage	338
600	East Link	66,923
100	North Link - UW Station to Northgate	48,667
115	North Corridor HCT - Northgate to Lynnwood	4,288
200	University Link - Pine St Stub Tunnel (PSST) to UW Station	205,999
300	Initial Segment	27,368
400	Airport Link - 154th St to 176th St	5,319
420	South Link - Airport to 200th St	13,961
445	South Corridor HCT - S 200th St to S 272nd St	407
	Light Rail Capital	376,753
	Regional Express	
005	ST Express Bus Base	1,992
006	Burien Transit Center Parking Expansion	2,105
105	Ash Way Transit Access/164th SW	71
140	Totem Lake Freeway Station/NE 128th	419
141	85th Corridor, Kirkland	1,555
142	Kirkland Transit Center/3rd	7,730
151	Rainier Avenue Arterial Improvements	5,462
152	Strander Boulevard Extension	31
160	Eastgate HOV Access/142nd Ave SE	837
311	Lynnwood Transit Ctr/46th Ave W	9
312	Mountlake Terrace Freeway Station/236th SW	13,998
319	S Everett Freeway Station/112th SE	374
321	Federal Way Transit Center/S 317th	1,220
324	Canyon Park Freeway Station	420
326	Issaquah Transit Center/SR900	757
328	Totem Lake Transit Center/Evergreen Medical Center	99

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail. Capitalized Debt Service costs are not included in Total Capital budget.

Sound Transit Proposed 2010 Capital Budget

In \$000

Project	Project Name	2010 Proposed
330	Newcastle Transit Improvements	1,103
354	Mercer Island Park-And-Ride/N Mercer Way	150
372	Bothell Branch Campus Access	34
374	Redmond Transit Center/NE 83rd	862
380	Sammamish Park-And-Ride/228th SE	132
382	I-90 Two-Way Transit & HOV Operations, Stage 1	160
385	SR522 HOV Enhancements/Bothell	3,502
386	I-90 Two-Way Transit & HOV Operations, Stage 2	1,128
387	I-90 Two-Way Transit & HOV Operations, Stage 3	2,458
999	Regional Express Program Reserve	3,981
	Regional Express	50,592
	System-Wide	
003	Systems Access Program	4,565
	System-Wide	4,565
	Service Delivery Capital	
212	Ticket Vending Machines	27
216	Passenger Information System/CCTV	436
261	Bus Maintenance Facility	382
701	ST Express Fleet Replacement Program	16,890
702	Sounder Fleet Program	1,400
705	ST2 Fleet Expansion	32,760
740	Small Works Program	692
743	Homeland Security Enhancements	336
745	ST Express Mobile Communications Projects	2,572
746	Regional Mobility Parking Enhancements	2,771
752	Link OMF Entrance Improvements	150
753	Bike Locker Program	537
	Service Delivery Capital	58,955
	Agency Administration	
001	Agency Administration	3,427
405	Fare Integration	650
410	Research & Technology	1,050
500	Capital Replacement	24,690
	Agency Administration	29,817
	Total Capital budget	653,330

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail. Capitalized Debt Service costs are not included in Total Capital budget.

AGENCY ADMINISTRATION

PROGRAM SUMMARY

Agency Administration consolidates the activities of the agency that support the project and service delivery activities, manage board-approved initiatives and programs, and cover agency-wide costs not associated with a specific project or modal service. The major program areas include net staff operations, capital replacement, debt service and planning and development.

Agency Administration Proposed 2010 Budget Summary			
	2010 Proposed Operating Budget	2010 Proposed Capital Budget	Total
Net Staff Operations	\$ 21,741,172	\$ -	\$ 21,741,172
STart	68,000	744,000	812,000
Research & Technology	50,000	1,050,000	1,100,000
Transit Oriented Development	265,000	-	265,000
Capital Replacement	-	24,689,540	24,689,540
Administrative Capital	-	3,427,250	3,427,250
Net Non-Operating Expenses	6,572,660	-	6,572,660
Debt Service	3,715,770	70,599,632	74,315,402
Planning & Development	1,194,000	650,165	1,844,165
Regional Orca support costs	1,014,237	-	1,014,237
Less Reimbursed Orca Support Costs	(1,014,237)	-	(1,014,237)
Total Sound Transit	\$ 33,606,603	\$ 101,160,587	\$ 134,767,190

Staff Operations

In 2010 and beyond, areas that will require additional staff focus include Central Link operations, final selection of a locally preferred alternative and preliminary engineering for East Link, as well as the ramping up of alternatives analysis and preliminary engineering for the light rail segments north of Northgate and south of SeaTac Airport and for commuter rail projects which were part of the ST2 program.

In addition, the 2010 Budget proposes advancing work on three agency-wide initiatives related to environmental sustainability, management of the agency's assets and the development of an internal audit function.

Sound Transit employs both corporate staff which administers its programs and services, and operations staff which are directly involved in transit operations. The organizational chart (page 6) identifies the functions that are performed within each department. For example, the Executive Department includes executive management, diversity, human resources, and procurement, as well as safety, security and quality assurance functions. The agency maintains a long-term staffing plan which allows agency management to confirm staffing levels fall within the agency's financial resources.

The costs for employees and associated expenses dedicated to the operation of Link light rail, ST Express bus, Accessible Services, Sounder commuter rail, and Transit Systems Technologies are listed under *Transit Operations Budget Summary* in the Service Delivery section of this document.

The costs for corporate employees and associated expenses are captured within the agency's staff budgets, which are detailed in the agency's eight departments later in this section of the Proposed 2010 Budget. These costs include salaries and benefits for all agency non-operational employees, services, materials and supplies, utilities, insurance, depreciation, leases and rentals, and other miscellaneous expenses. In addition, this section presents performance scorecards for each department for 2010.

ST Staff Operating Budget Change Summary

Department	Adopted 2009 Budget	Proposed 2010 Budget	\$ Change	% Change
Capital Projects	\$ 3,030,376	\$ 2,965,066	\$ (65,310)	-2.16%
Central Costs	3,917,260	4,547,135	629,875	16.08%
Communications and External Affairs	6,883,710	6,380,639	(503,071)	-7.31%
Executive	9,488,388	9,566,761	78,373	0.83%
Finance and Information Technology	15,529,230	18,561,552	3,032,322	19.53%
Legal	2,204,780	2,540,454	335,674	15.22%
Link Light Rail	13,806,470	14,965,212	1,158,742	8.39%
Operations	6,202,007	6,802,495	600,488	9.68%
Planning, Environmental & Project Dev	4,326,518	5,824,506	1,497,988	34.62%
Total Staff Operating Budget	65,388,740	72,153,821	6,765,082	10.35%
Allocation to Capital	(28,957,104)	(36,514,256)	(7,557,152)	26.10%
Allocation to Transit Services	(11,478,001)	(11,274,198)	203,803	-1.78%
Depreciation	(2,294,073)	(2,624,195)	(330,122)	14.39%
Net Staff Operating Budget	\$22,659,562	21,741,172	(918,389)	-4.05%

ST Staff Operating Budget Change Summary

Category	Adopted 2009 Budget	Proposed 2010 Budget	\$ Change	% Change
Salaries & Benefits	\$ 44,306,909	\$ 49,616,614	\$ 5,309,705	11.98%
Services	10,126,645	10,370,356	243,711	2.41%
Materials & Supplies	1,221,791	1,157,831	(63,960)	-5.23%
Miscellaneous Expenses	3,041,862	2,831,012	(210,850)	-6.93%
Leases & Rentals	1,969,700	2,461,790	492,090	24.98%
Other Expenses	2,427,760	3,092,023	664,263	27.36%
Depreciation	2,294,073	2,624,195	330,122	14.39%
Total Staff Operating Budget	65,388,740	72,153,821	6,765,081	10.35%
Allocation to Capital	(28,957,104)	(36,514,256)	(7,557,152)	26.10%
Allocation to Transit Services	(11,478,001)	(11,274,198)	203,803	-1.78%
Depreciation	(2,294,073)	(2,624,195)	(330,122)	14.39%
Net Staff Operating Budget	22,659,562	21,741,172	(918,390)	-4.05%

The total Proposed Staff Operating Budget for 2010 of \$72.2 million represents a \$6.8 million (10.4 percent) increase to the Adopted 2009 Budget. This budget increase can be attributed to:

- Changes in base costs due to changes in the amount budgeted for positions and other costs that were included in the 2009 budget.
- Changes due to new capital work related to the ramp up in 2010 of the *ST2* capital program.
- Changes due to operations ramp-up as Central Link will be completing its first full year of operations, Sounder will complete the first full year of nine round trips between Seattle and Tacoma, and added ST Express service.
- Changes in order to support the three agency-wide initiatives.

Changes to ST Staff Operating Budget

Adopted 2009 Budget		\$65,388,741
Changes:		
Change in base costs	\$333,147	0.5%
Change due to new capital work	\$3,914,086	6.0%
Change due to operations ramp-up	\$1,439,106	2.2%
Change due to initiatives	\$625,619	1.0%
Additional depreciation (non-cash)	\$453,123	0.7%
Total Change		\$6,765,081
Proposed 2010 Budget		\$72,153,821

The Board's budget policy vests authority to add, move, or delete positions to the CEO while maintaining authority over agency staff expenditures through its authorization of the budget amount. As a part of the adopted 2009 Budget, the Board added \$300,000 in additional CEO contingency to allow for added staff to begin ramping up work related to the implementation of the ST2 program. After a careful review of the program, 18 FTE's have been added to the staffing plan forecast that was included in the 2009 budget. These positions will be filled over the course of the second half of 2009. For 2009, these positions will be funded within board-authorized budgetary levels and are reflected in the current staffing plan column.

The staffing plan for corporate positions includes an increase of 37 FTEs over current staffing plan level. The corporate staffing plan will add positions to support the ORCA Smartcard system, an enhanced facilities maintenance function, additional support for University Link construction and ST2 related capital activities, and administration and customer relations staff in Operations.

ST Staffing Plan Summary

Department	2009 Staffing Plan	Current Staffing Plan	2010 Staffing Plan	Change to Current
Corporate Staff				
Executive	31.00	66.00	67.00	1.00
Finance and Information Technology	78.00	84.00	92.00	8.00
Legal	19.00	14.00	15.00	1.00
Light Rail Engineering	104.00	111.00	124.00	13.00
Capital Projects	26.00	24.00	25.00	1.00
Communications & External Affairs	58.25	34.75	34.75	-
Operations	47.10	44.60	51.60	7.00
Planning, Environmental & Project Development	31.50	33.00	39.00	6.00
Total Corporate Staff	394.85	411.35	448.35	37.00

Sound Transit Staff Operating Budget Summary

<i>Description</i>	2008 Actuals	2009 Budget	2009 Forecast	2010 Proposed
Salaries & Benefits				
Salaries	24,116,629	27,888,194	26,336,375	31,040,833
Benefits	12,801,689	16,418,716	15,544,855	18,575,781
Subtotal	36,918,318	44,306,910	41,881,230	49,616,614
Services				
Consultant/Management	2,986,801	4,124,338	3,864,928	4,027,460
Legal	235,956	237,500	357,500	490,000
Accounting/Auditing	385,058	455,500	410,206	610,000
Maintenance	330,666	442,000	363,642	258,446
Printing/Binding	465,482	630,062	563,322	488,970
Advertising/Marketing	371,672	498,200	463,216	476,416
Interlocal Agreements	721,598	743,500	869,031	999,000
Other Services	1,751,531	1,678,288	1,990,162	1,299,664
Software And Hardware Maintenance	1,103,680	1,307,758	1,134,610	1,720,400
Subtotal	8,352,444	10,117,146	10,016,617	10,370,356
Materials And Supplies				
Office Supplies	292,395	330,295	307,261	313,400
Postage	28,643	102,411	54,130	48,150
Small Equipment/Furniture	419,856	415,935	358,100	386,005
Other Materials & Supplies	274,229	382,650	339,921	410,276
Subtotal	1,015,123	1,231,291	1,059,413	1,157,831
Miscellaneous Expenses				
Dues & Memberships	265,165	343,666	334,158	315,828
Travel & Meetings	311,324	413,670	318,656	428,381
Books & Subscriptions	99,389	128,700	103,788	118,468
Training	187,235	225,105	224,244	253,336
Other Misc. Expenses	2,113,788	1,453,187	1,356,810	1,415,000
Contingency	12,502	477,533	477,533	300,000
Subtotal	2,989,403	3,041,862	2,815,189	2,831,012
Leases and Rentals				
Admin Facilities Rental	1,623,123	1,682,187	1,687,682	1,986,340
Leased Vehicles/Parking	291,726	185,000	314,866	308,000
Meeting Space	3,111	21,013	16,663	16,750
Leased Furniture & Equip	117,958	81,500	84,136	150,700
Subtotal	2,035,917	1,969,700	2,103,347	2,461,790
Other Expenses				
Utilities	494,266	649,010	560,072	610,814
Insurance	1,240,636	1,750,000	2,200,000	2,440,000
Taxes	3,073	3,250	33,802	13,909
Interest Expense	15,742	25,500	25,589	27,300
Depreciation	1,878,762	2,294,073	1,673,115	2,624,195
Subtotal	3,632,480	4,721,832	4,492,579	5,716,218
TOTAL STAFF OPERATIONS	54,943,685	65,388,741	62,368,374	72,153,821

Sound Transit Staff Operating Change Summary

<i>Description</i>	2009 Adopted	2010 Proposed	\$ Change	% Change
Salaries & Benefits				
Salaries	27,888,194	31,040,833	3,152,639	11.30%
Benefits	16,418,716	18,575,781	2,157,064	13.14%
Subtotal	44,306,910	49,616,614	5,309,704	11.98%
Services				
Consultant/Management	4,124,338	4,027,460	-96,878	-2.35%
Legal	237,500	490,000	252,500	106.32%
Accounting/Auditing	455,500	610,000	154,500	33.92%
Maintenance	442,000	258,446	-183,554	-41.53%
Printing/Binding	630,062	488,970	-141,092	-22.39%
Advertising/Marketing	498,200	476,416	-21,784	-4.37%
Interlocal Agreements	743,500	999,000	255,500	34.36%
Other Services	1,678,288	1,299,664	-378,624	-22.56%
Software And Hardware Maintenance	1,307,758	1,720,400	412,642	31.55%
Subtotal	10,117,146	10,370,356	253,210	2.50%
Materials And Supplies				
Office Supplies	330,295	313,400	-16,895	-5.12%
Postage	102,411	48,150	-54,261	-52.98%
Small Equipment/Furniture	415,935	386,005	-29,930	-7.20%
Other Materials & Supplies	382,650	410,276	27,626	7.22%
Subtotal	1,231,291	1,157,831	-73,460	-5.97%
Miscellaneous Expenses				
Dues & Memberships	343,666	315,828	-27,838	-8.10%
Travel & Meetings	413,670	428,381	14,710	3.56%
Books & Subscriptions	128,700	118,468	-10,232	-7.95%
Training	225,105	253,336	28,230	12.54%
Other Misc. Expenses	1,453,187	1,415,000	-38,187	-2.63%
Contingency	477,533	300,000	-177,533	-37.18%
Subtotal	3,041,862	2,831,012	-210,849	-6.93%
Leases and Rentals				
Admin Facilities Rental	1,682,187	1,986,340	304,153	18.08%
Leased Vehicles/Parking	185,000	308,000	123,000	66.49%
Meeting Space	21,013	16,750	-4,263	-20.29%
Leased Furniture & Equip	81,500	150,700	69,200	84.91%
Subtotal	1,969,700	2,461,790	492,090	24.98%
Other Expenses				
Utilities	649,010	610,814	-38,196	-5.89%
Insurance	1,750,000	2,440,000	690,000	39.43%
Taxes	3,250	13,909	10,659	327.97%
Interest Expense	25,500	27,300	1,800	7.06%
Depreciation	2,294,073	2,624,195	330,122	14.39%
Subtotal	4,721,832	5,716,218	994,386	21.06%
TOTAL STAFF OPERATIONS	65,388,741	72,153,821	6,765,081	10.35%

SOUND TRANSIT AGENCY REVIEW (STAR)

In 2005, Sound Transit initiated work on updating its performance reporting through development of a performance management system based on the “balanced scorecard” approach developed by Robert Kaplan of the Harvard Business School. Development of this reporting system included updating the agency vision and mission statements, establishment of five key results areas, identification of a goal statement for each key result area, implementing department initiatives to achieve desired outcomes, and selection of performance measures for department initiatives.

A Transit Performance Management Roundtable was held in October 2005 where Sound Transit exchanged performance management ideas with executives from BART (Bay Area Rapid Transit), DART (Dallas Area Rapid Transit), Orange County Transit Authority (OCTA), Utah Transit Authority (UTA), and Valley Transit Authority (VTA). After studying the performance measurement and reporting systems of 11 transit agencies, a new performance reporting system was developed for Sound Transit based on knowledge gained from those peer comparisons. The performance system called Sound Transit Agency Review (STAR) includes goals and objectives statements for five key results areas or Themes which consists of Project Delivery, Service Delivery, System Expansion, Stewardship, and Organizational Vibrancy. A goal statement for each Theme is published and each department is responsible for translating those goals into specific initiatives with defined performance measures. This integrated system provides a basis for evaluating the accomplishments of our departments towards the overall agency goals.

The Agency’s vision statement is:

*“Easy connections...
to more places...
for more people.”*

Sound Transit’s mission statement is:

“Sound Transit plans, builds, and operates regional transit systems and services to improve mobility for the Central Puget Sound.”

These goals, initiatives, and measures are summarized below on individual scorecards for each department to provide a concise basis for evaluation of our performance. As the STAR performance management system is implemented, this set of scorecards will evolve as Sound Transit gains experience through quarterly internal reporting on these measures. The scorecards include an overall agency scorecard and departmental scorecards that support the overall agency vision and mission. This project continues to be refined as staff is focused on improving the performance metrics and the data to measure and report.

2010 AGENCY SCORECARD

Mission Statement:

Sound Transit plans, builds and operates regional transit systems and services to improve mobility for the Central Puget Sound.

Vision:

Easy connections
to more places
for more people.

THEME	GOAL STATEMENT	PERFORMANCE OUTCOMES
PROJECT DELIVERY	Safely build quality projects on time and within budget	<ul style="list-style-type: none"> The injury rate on Sound Transit projects should be lower than the national average injury rate (Recordable Injury Rate (RIR)). 100% of project designs meet established criteria and quality checks before moving to the next phase. To achieve final acceptance, all construction contracts must be completed with no exceptions to their quality. Construction contracts will be kept on or ahead of schedule (Schedule Performance Index (SPI) index of 0.95 or greater). Construction contracts will be completed on or below budget by not allowing contingency expenditures to exceed project progress. (Contingency Index greater 1.0 or greater).
SERVICE DELIVERY	Provide quality service to our customers and co-workers	<ul style="list-style-type: none"> Achieve ridership systemwide at or above 25.1 million projected for 2010 Maintain annual customer service rating greater than 3.5 on a 4 point scale. (Exclusive of survey items related to non-specific questions about desire for more service.) Meet or exceed all service on time performance and preventable accident objectives for 2010.
SYSTEM EXPANSION	Implement voter approved Sound Transit Programs to expand regional high capacity transit.	<ul style="list-style-type: none"> Establish and maintain effective schedules, project scopes and necessary work programs to implement the ST2 projects approved by the voters. Deliver new service as authorized in voter approved plan.
STEWARDSHIP OF RESOURCES	Manage public resources in a manner that demonstrates accountability, environmental responsibility, fiscal responsibility, and delivers on commitments	<ul style="list-style-type: none"> 100% of Environmental Sustainability Management System targets met. Receipt of unqualified financial audit opinion with no reportable conditions. For 2010 achieve at least 24% farebox revenue for Central Link light rail, 34% for Sounder Commuter rail and 24% for Regional Express bus service. Limit annual growth of vehicle operating costs per hour to no more than inflation. Maintain agency spending within approved 2010 Budget and Board budget policies.
ORGANIZATIONAL VIBRANCY	Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward our common mission.	<ul style="list-style-type: none"> 100% of employees have a professional development plan that includes opportunities for career development. 80% of employees receive at least 16 hours of training / professional development. 50% of managers/supervisors will receive 32 hours of leadership / management training (through 2010). 100% of performance reviews are completed and submitted to HR within 30 days of the anniversary date. At least 28% of ST jobs posted will be filled through internal promotions.

EXECUTIVE DEPARTMENT

- **CEO**
- **Diversity**
- **Human Resources**
- **Procurement and Contracts**
- **Safety, Security & Quality Assurance**

Executive Staff Operating Budget

<i>Description</i>	2008 Actuals	2009 Budget	2009 Forecast	2010 Proposed
Salaries & Benefits				
Salaries	3,446,291	4,389,530	4,056,582	4,618,984
Benefits	1,864,277	2,487,091	2,328,833	2,651,014
Subtotal	5,310,568	6,876,621	6,385,415	7,269,999
Services				
Consultant/Management	535,257	982,861	904,590	818,200
Accounting/Auditing			-	-
Maintenance	-	3,500	-	2,000
Printing/Binding	10,749	39,800	24,889	31,100
Advertising/Marketing	352	1,500	-	8,000
Other Services	488,580	538,250	648,923	495,900
Software And Hardware Maintenance	294		-	-
Subtotal	1,035,231	1,565,911	1,578,402	1,355,200
Materials And Supplies				
Office Supplies	22,578	22,875	22,513	21,600
Postage	60	9,300	4,654	5,000
Small Equipment/Furniture	30,376	31,000	41,003	50,500
Other Materials & Supplies	56,074	80,000	79,353	94,500
Subtotal	109,088	143,175	147,523	171,600
Miscellaneous Expenses				
Dues & Memberships	9,508	52,270	52,488	52,350
Travel & Meetings	71,325	83,006	65,679	88,215
Books & Subscriptions	21,442	20,771	17,829	24,400
Training	35,806	44,000	34,017	45,912
Other Misc. Expenses	208,105	196,500	193,504	232,500
Contingency	12,502	477,533	477,533	300,000
Subtotal	358,687	874,080	841,049	743,377
Leases and Rentals				
Meeting Space	2,456	8,000	7,500	8,000
Leased Furniture & Equip	2,938	1,500	1,000	500
Subtotal	5,393	9,500	8,500	8,500
Other Expenses				
Utilities	35,563	19,100	37,971	17,900
Taxes	23		-	185
Depreciation			-	-
Subtotal	35,586	19,100	37,971	18,085
TOTAL STAFF OPERATIONS	6,854,554	9,488,388	8,998,860	9,566,761

*** Due to reorganization, historical expenditures and forecasts will vary from previously published budget documents. Agency wide summaries include all figures

2010 PROCUREMENT AND CONTRACTS SCORECARD

THEME	GOAL STATEMENT	DIVISION INITIATIVES	PERFORMANCE OUTCOMES
PROJECT DELIVERY	Safely build quality projects on time and within budget	Provide timely and proper contract action to facilitate project delivery goals.	<ul style="list-style-type: none"> 75% of Micro and Small Purchase PO's (below \$100k) issued within 30 days of receipt of requisition 75% of formal contracts (over \$100k) issued within 180 days of receipt of requisition. 75% of change orders issued within 30 days of Request for Change. 75% of contract closeout processed within 90 days from date of final acceptance.
SERVICE DELIVERY	Provide quality service to our customers and co-workers	<ol style="list-style-type: none"> Ensure procurement processes are aligned with internal customer goals and expectations. Take a leadership role in local business/contracting community. 	<ul style="list-style-type: none"> Conduct a monthly brown bag session with internal customers to address concerns and questions. Conduct quarterly local business/contracting outreach to promote participation in ST business.
SYSTEM EXPANSION	Implement voter approved Sound Transit Programs to expand regional high capacity transit.	<ol style="list-style-type: none"> Transform contracts function from process orientation to customer and business orientation. Implement forward planning for all major and critical projects. 	<ul style="list-style-type: none"> Conduct periodic reviews of the Procurement Manual and Contract Administration Manual for cutting edge practices. All procurements exceeding \$500k must contain contract administration plan. Develop a Procurement Plan for 2011-2013.
STEWARDSHIP OF RESOURCES	Manage public resources in a manner that demonstrates accountability, environmental responsibility, fiscal responsibility, and delivers on commitments.	<ol style="list-style-type: none"> Review and ensure that Contracts Division hard copy records are maintained within State and Federal statute and records management guidelines. Executed contracts are held in compliance with State and Federal regulations. Division practices are in compliance with and in support of ST ESMS goals and measures for procurement and contracting. 	<ul style="list-style-type: none"> 100% of applicable contracts undergo internal audit, where required. Obtain negligible audit findings. 100% of formal solicitation documents contain direction for providing responses that use environmentally friendly practices and materials and encourage "green" purchasing practices. Maintain department/division spending within the approved 2010 staff/operating budget.

2010 PROCUREMENT AND CONTRACTS SCORECARD

THEME	GOAL STATEMENT	DIVISION INITIATIVES	PERFORMANCE OUTCOMES
ORGANIZATIONAL VIBRANCY	Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward our common mission.	<ol style="list-style-type: none"> 1. Ensure professional development through training, growth opportunities, and challenging work. 2. Manage, recognize, measure, and compensate performance that focuses on the mission, goals, and initiatives. 3. Build and develop valued teams with ownership of agency goals. 	<ul style="list-style-type: none"> 100% of employees have a professional development plan that includes opportunities for career development. 80% of employees receive at least 16 hours of training / professional development. 50% of managers/ supervisors will receive 32 hours of leadership/ management training (through 2010). 100% of performance reviews are completed and submitted to HR within 30 days of the anniversary date. At least 28% of ST jobs posted will be filled through internal promotions.

2010 DIVERSITY SCORECARD

DIVERSITY MISSION STATEMENT

To influence stakeholders so that Sound Transit improves mobility for Central Puget Sound in ways that include the diverse people of the region.

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVE	PERFORMANCE OUTCOMES
PROJECT DELIVERY	Build projects on time and within budget	<ol style="list-style-type: none"> 1. Ensure all Title VI and DBE requirements are updated, implemented, and in compliance with CFR 49, part 26. 2. Develop and submit Title VI Program that is compliant with FTA provisions. 3. Develop roles and scope of PLA Lessons Learned Analysis. 4. Conduct objective analysis of the effectiveness of the PLA. 5. Maintain and nurture a productive and harmonious construction workplace environment. 	<ul style="list-style-type: none"> ▪ DBE / Title VI program submittals are provided in a timely manner and are approved by FTA. ▪ A revised Title VI Program consistent with the provisions of CFR 49 section 21.9(b) is successfully submitted to the FTA ▪ FTA rescinds requirement that Sound Transit submit quarterly reports. ▪ A scope of work for an independent consultant to objectively review the effectiveness of PLA is developed by 1st Quarter 2010. ▪ The Executive Leadership Team is provided an analysis of the pros and cons and "Lessons Learned" relating to the PLA by 4th Quarter 2010. ▪ RAP Program is reinstituted for pre-apprentice training and administrative support. ▪ Mentor Training Program implemented.
SERVICE DELIVERY	Provide quality service to our customers	Develop a comprehensive communications strategy to improve the dissemination of information about Sound Transit's Small Business and DBE Programs.	<ul style="list-style-type: none"> ▪ By second Quarter 2010, a comprehensive communications plan has been developed and implemented.
SYSTEM EXPANSION	Create integrated plans for future expansion		

2010 DIVERSITY SCORECARD

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVE	PERFORMANCE OUTCOMES
STEWARDSHIP OF RESOURCES	Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments	Engage Executive Leadership Team with Diversity Oversight Committee to dialogue and share plans and initiatives relating to Small Business and DBE participation.	<ul style="list-style-type: none"> Each Executive Leadership Team member will attend at least one Diversity Oversight Committee meeting during 2010. Maintain department/division spending within the approved 2010 staff/operating budget.
ORGANIZATIONAL VIBRANCY	Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward our common mission.	<ol style="list-style-type: none"> Ensure professional development through training, growth opportunities, and challenging work. Manage, recognize, measure, and compensate performance that focuses on the mission, goals, and initiatives. Build and develop valued teams with ownership of agency goals. 	<ul style="list-style-type: none"> 100% of employees have a professional development plan that includes opportunities for career development. 80% of employees receive at least 16 hours of training / professional development. 50% of managers/ supervisors will receive 32 hours of leadership/ management training (through 2010). 100% of performance reviews are completed and submitted to HR within 30 days of the anniversary date. At least 28% of ST jobs posted will be filled through internal promotions.

2010 HUMAN RESOURCES SCORECARD

HUMAN RESOURCES MISSION STATEMENT

We exist to provide quality innovative HR Services, as a strategic partner to ensure organization effectiveness. Believing employees are our most valuable asset. We strive to uphold the integrity of Sound Transit's mission and values.

THEME	GOAL STATEMENT	DIVISION INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	Safely build quality projects on time and within budget	<ol style="list-style-type: none"> 1. Provide Project Management training to enhance skills at varied levels and to facilitate agency project delivery goals. 2. Incorporate Safety elements via training, employee orientation, and on-going HR programs. 3. Provide Division support via training initiatives and Organization Effectiveness (OE) and Organization Development (OD) programs. 4. Provide training that supports Strategic Thinking as a core competency to support business goal achievement that is timely, relevant and proactive 5. Assist in meeting ST's FY2010 DBE/SBE business participation goal within the vendor selection process. 	<ul style="list-style-type: none"> • Successfully transition the Project Management Training Program to HR from Agency Project Control. • Partner with SSQA (Safety, Security, and Quality Assurance) in implementing an enhanced Safety employee awareness. • Provide OE & OD programs and expertise • Implement a training tracking system. • Continue to provide Strategic Thinking training opportunities. • Partner with Environmental Division to help deliver ESMS (Environmental Sustainability Management System) general awareness training program for all employee and new hires.
SERVICE DELIVERY	Provide quality service to our customers and co-workers	<ol style="list-style-type: none"> 1. Continue to enhance HR processes and service delivery practices. 2. Survey customer base to determine effectiveness. 3. Implement two new "Best Practices" initiatives annually. 4. Measure the effectiveness of Contractors/Temp agencies. 	<ul style="list-style-type: none"> • Continue HR Process improvement and automation. • Develop a customer survey. • Implement HR Best Practice. • Hold quarterly vendor reviews to measure effectiveness.

2010 HUMAN RESOURCES SCORECARD

THEME	GOAL STATEMENT	DIVISION INITIATIVES	PERFORMANCE MEASURES
SYSTEM EXPANSION	Implement voter approved Sound Transit Programs to expand regional high capacity transit.	<ol style="list-style-type: none"> 1. Provide Human Capital plans to support implementing ST2 projects. 2. Ensure recruiting & staffing plans are in step with business needs. 3. Deliver a Development/Career Path Program to support internal growth. 4. Increase public awareness of ST as a "Best Place to Work." 	<ul style="list-style-type: none"> • Understand ST2 plans and initiatives and develop Human Capital Programs to support. • Develop recruiting and staffing plans. • Develop the Development/Career Path Program guidelines and train managers and employees.
STEWARDSHIP OF RESOURCES	Manage public resources in a manner that demonstrates accountability, environmental responsibility, fiscal responsibility, and delivers on commitments	<ol style="list-style-type: none"> 1. Ensure State and Federal compliance with HR and employment practices. 2. Responsibly manage the department budget. 	<ul style="list-style-type: none"> • On-going – work to attain zero audit findings. • Strive for zero EEO complaints. • Affirmative Action Plan preparation. (Current plan expires in 2010). • File required reports OSHA, Vets 100, etc. • Maintain department/division spending within the approved 2010 staff/operating budget.
ORGANIZATIONAL VIBRANCY	Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward our common mission.	<ol style="list-style-type: none"> 1. Support executives, managers, and supervisors in ensuring professional development through training and growth opportunities. 2. Support executives, managers, and supervisors in managing, recognizing, measuring, and compensating performance that focuses on the mission, goals, values, and business. 3. Provide employee training & development opportunities. 4. Develop a ST On-Boarding Program 5. Recruit, motivate and Retain ST employees. 6. Finalized the overhaul of ST's Classification Structure and Compensation Programs. 	<ul style="list-style-type: none"> • 100% of employees have a professional development plan that includes opportunities for career development. • 80% of employees receive at least 16 hours of training / professional development. • 50% of managers/supervisors will receive 32 hours of leadership/ management training (through 2010). • 100% of performance reviews are completed and submitted to HR within 30 days of the anniversary date. • At least 28% of ST jobs posted will be filled through internal promotions. • Develop an ST Succession Planning initiative. • Re-vamp ST's Performance Management Program • Develop BET / Contracts Training Initiatives. • Increase diversity awareness and work to have an employee population representative of the general population of the Greater Puget Sound region.

2010 OFFICE OF SAFETY, SECURITY & QUALITY ASSURANCE SCORECARD

SAFETY, SECURITY & QUALITY ASSURANCE MISSION STATEMENT

To ensure quantifiable, effective, and responsible stewardship of Sound Transit resources to provide a safe and secure environment that can leverage our strengths and establish beneficial partnerships that result in compliant and quality services.

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVE	PERFORMANCE OUTCOMES
PROJECT DELIVERY	Build projects on time and within budget	<ol style="list-style-type: none"> 1. Uniformly communicate Safety, Security, Quality Management goals to consultants, contractors and outside government agencies. 2. Integrate Safety, Security, and Quality Management programs into the project management processes for design & construction to develop a Safety & Security Culture and to strive for better than average quality. 	<ul style="list-style-type: none"> ▪ Develop standardized safety, security, & quality manuals and contract documents for all ST contracts. ▪ Update all SSQA plans biannually. ▪ Provide biannual training to staff and consultants on SSQA program documents.
SERVICE DELIVERY	Provide quality service to our customers	<ol style="list-style-type: none"> 1. Provide visible security and fare enforcement presence at ST facilities. 2. Work with local jurisdictions to provide emphasis police patrols of ST facilities. 3. Increase worksite safety & security awareness. 4. Conduct audits & surveillances to assess the performance and service delivery of the agency 	<ul style="list-style-type: none"> ▪ Maintain fare evasion rate below 3%. ▪ Meet monthly with local jurisdictions to review police presence. ▪ Prepare monthly safety, security, and QA surveillance report of each worksite. ▪ Conduct safety, security, & QA audits quarterly of each worksite.
SYSTEM EXPANSION	Create integrated plans for future expansion	<ol style="list-style-type: none"> 1. Create project specific Safety and Security Management plans for ST2 programs. 2. Implement Agency-wide QAPP to identify quality issues and improve performance. 	<ul style="list-style-type: none"> ▪ Complete North Link and East Link Safety, Security, & QA plans by 06-30-10.
STEWARDSHIP OF RESOURCES	Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments	<ol style="list-style-type: none"> 1. Provide comprehensive Personal Protective Equipment (PPE) plan 2. Provide comprehensive technical security evaluations for ST facilities. 3. Maintain police & security patrols of all ST facilities. 4. Complete Job Hazard Analysis for all ST positions. 	<ul style="list-style-type: none"> ▪ Survey and develop PPE requirements for projects & operations by 04-15-10. ▪ Purchase PPE for all activities as required. ▪ Complete Threat & Vulnerability

2010 OFFICE OF SAFETY, SECURITY & QUALITY ASSURANCE SCORECARD

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVE	PERFORMANCE OUTCOMES
ORGANIZATIONAL VIBRANCY	Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward our common mission.	5. Design and submittal reviews to report compliance of design and construction.	<ul style="list-style-type: none"> Assessments of ST facilities by 12-31-10. Provide monthly crime statistics reports of ST facilities. Interview each employee to mitigate any job hazards by 06-30-10. Review 75% of design and construction submittals within the scheduled due dates. Maintain department/division spending within the approved 2010 staff/operating budget.
		<ol style="list-style-type: none"> Ensure professional development through training, growth opportunities, and challenging work. Manage, recognize, measure, and compensate performance that focuses on the mission, goals, and initiatives. Build and develop valued teams with ownership of agency goals. 	<ul style="list-style-type: none"> 100% of employees have a professional development plan that includes opportunities for career development. 80% of employees receive at least 16 hours of training / professional development. 50% of managers/supervisors will receive 32 hours of leadership/ management training. 100% of performance reviews are completed and submitted to HR within 30 days of the anniversary date. At least 28% of ST jobs posted will be filled thru internal promotions.

FINANCE & INFORMATION TECHNOLOGY

Finance and Information Technology Staff Operating Budget

<i>Description</i>	2008 Actuals	2009 Budget	2009 Forecast	2010 Proposed
Salaries & Benefits				
Salaries	4,391,959	5,155,648	4,801,748	5,790,362
Benefits	2,473,305	3,175,895	2,962,278	3,597,996
Subtotal	6,865,265	8,331,543	7,764,026	9,388,358
Services				
Consultant/Management	1,329,506	1,371,000	1,398,002	1,809,500
Legal	68,949	-	120,000	150,000
Accounting/Auditing	385,058	455,000	409,706	610,000
Maintenance	-	1,000	-	600
Printing/Binding	306,463	308,213	363,231	320,100
Advertising/Marketing	507	-	-	
Interlocal Agreements	526,443	525,000	668,031	800,000
Other Services	446,786	397,200	516,660	202,000
Software And Hardware Maintenance	1,103,385	1,292,158	1,134,610	1,717,400
Subtotal	4,167,098	4,349,571	4,610,240	5,609,600
Materials And Supplies				
Office Supplies	189,399	207,750	180,629	202,650
Postage	25,182	34,300	30,750	34,100
Small Equipment/Furniture	253,305	225,400	195,372	222,700
Other Materials & Supplies	14,921	33,500	22,816	34,140
Subtotal	482,808	500,950	429,568	493,590
Miscellaneous Expenses				
Dues & Memberships	5,387	20,200	11,668	15,650
Travel & Meetings	57,877	49,926	14,252	71,486
Books & Subscriptions	31,063	50,250	33,956	37,250
Training	88,422	63,980	76,792	50,168
Other Misc. Expenses	8,431	25,500	8,785	13,000
Subtotal	191,180	209,856	145,453	187,554
Leases and Rentals				
Meeting Space	-	250	-	-
Leased Furniture & Equip	111,038	79,000	80,468	145,200
Subtotal	111,038	79,250	80,468	145,200
Other Expenses				
Utilities	194,438	282,560	233,382	269,950
Insurance	1,245,719	1,750,000	2,200,000	2,440,000
Interest Expense	15,742	25,500	25,589	27,300
Depreciation	2,654	-	1,892	
Subtotal	1,458,553	2,058,060	2,460,862	2,737,250
TOTAL STAFF OPERATIONS	13,275,941	15,529,230	15,490,616	18,561,552

*** Due to reorganization, historical expenditures and forecasts will vary from previously published budget documents. Agency wide summaries include all figures

2010 FINANCE AND INFORMATION TECHNOLOGY SCORECARD

FINANCE AND INFORMATION TECHNOLOGY MISSION STATEMENT

Support Sound Transit's mission to build and operate the regional transit system for the Central Puget Sound by providing high quality, efficient financial, technological, and risk management services.

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE OUTCOMES
PROJECT DELIVERY	Build quality projects on time and within budget	<ol style="list-style-type: none"> 1. Provide Relevant and accurate management systems and financial data. 2. Maximize project funding. 3. Develop and maintain risk management programs for all ST capital projects. 	<ul style="list-style-type: none"> ▪ Reconciliation of capital outlay reports within 10 working days of month-end. ▪ Payments to 90% of vendors within established time frames ▪ Deliver baselined IT projects and initiatives on budget and schedule ▪ Meet 95% of agency revenue forecast ▪ Maintain up-to-date monthly schedules/status reports for Phase Gate
SERVICE DELIVERY	Provide quality service to our customers and co-workers	<ol style="list-style-type: none"> 1. Provide relevant and accurate management systems and fin. and service data. 2. Maintain property and liability risk programs. 3. Manage ORCA program for ST and Regional Program Administrative function. 	<ul style="list-style-type: none"> ▪ Process ORCA invoices with 30 days. ▪ Resolve 80% of level 1 IT service calls. ▪ Completion of NTD reporting by April 30th. ▪ 100% of annual insurance renewals 30-60 days prior to policy expiration date. ▪ Maintain 99.5% uptime for critical IT systems. ▪ Achieve unqualified ORCA audit opinion. ▪ Maintain ORCA payment card compliance (PCI).
SYSTEM EXPANSION	Create integrated plans for future expansion	<ol style="list-style-type: none"> 1. Provide financial planning support for system expansion planning. 2. Define an IT architecture that matches agency long-term planning. 	<ul style="list-style-type: none"> ▪ Implement updated budget policies and systems for ST2 capital program. ▪ Implement new subarea reporting system. ▪ Update ST2 staffing plans. ▪ Begin implementation of ST2 R&T Fund program.

2010 FINANCE AND INFORMATION TECHNOLOGY SCORECARD

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE OUTCOMES
STEWARDSHIP OF RESOURCES	Manage public resources in a manner that demonstrates accountability, environmental responsibility, fiscal responsibility and delivers on commitments	<ol style="list-style-type: none"> 1. Provide reporting of financial information that meets federal, state, and legal requirements. 2. Maintain records and insure all agency assets. 3. Protect and secure all FIT intellectual assets. 4. Ensure agency long-term financial liquidity. 	<ul style="list-style-type: none"> ▪ Receipt of 100% unqualified fin. audit opinions with no reportable conditions. ▪ Drawdown eligible grants funds within 30 days of month-end report. ▪ 100% of agency projects and assets insured or have implement risk transfer mechanism. ▪ Zero IT security breaches ▪ Meet backup and retention requirements for technology assets. ▪ Develop Financial Plan by October 30. ▪ 100% of month-end close within established time-frames. ▪ Process 12 lessons learned. ▪ Maintain department/division spending within the approved 2010 staff/operating budget.
ORGANIZATIONAL VIBRANCY	Foster an atmosphere where talented and dedicated people want to work toward our common mission	<ol style="list-style-type: none"> 1. 100% of employees have a professional development plan that includes opportunities for career development. 2. 80% of employees receiving at least 16 hours of training/professional development per year. 3. 100% of performance reviews are completed within 30 days of anniversary. 	<ul style="list-style-type: none"> ▪ 100% of employees have a professional development plan that includes opportunities for career development. ▪ 80% of employees receive at least 16 hours of training / professional development. 50% of managers/ supervisors will receive 32 hours of leadership/ management training (through 2010). ▪ 100% of performance reviews are completed and submitted to HR within 30 days of the anniversary date. ▪ At least 28% of ST jobs posted will be filled through internal promotions.

LEGAL

Legal Staff Operating Budget

<i>Description</i>	2008 Actuals	2009 Budget	2009 Forecast	2010 Proposed
Salaries & Benefits				
Salaries	1,014,246	1,191,514	1,099,859	1,382,968
Benefits	510,113	655,610	605,344	744,333
Subtotal	1,524,359	1,847,124	1,705,203	2,127,301
Services				
Consultant/Management	618	5,700	5,700	
Legal	160,507	237,500	237,500	340,000
Printing/Binding	231	333	332	520
Advertising/Marketing	-	-	-	
Other Services	15,684	62,320	62,320	600
Subtotal	177,040	305,853	305,853	341,120
Materials And Supplies				
Office Supplies	2,242	2,850	2,850	3,900
Postage	25	48	48	
Small Equipment/Furniture	3,493	3,135	3,135	3,700
Other Materials & Supplies	3,171	4,750	4,750	6,000
Subtotal	8,929	10,782	10,783	13,600
Miscellaneous Expenses				
Dues & Memberships	3,862	5,054	5,054	6,000
Travel & Meetings	6,452	6,251	6,252	12,015
Books & Subscriptions	22,559	22,259	22,259	26,118
Training	9,096	6,270	6,270	8,040
Other Misc. Expenses	-	475	475	500
Subtotal	41,969	40,309	40,310	52,673
Leases and Rentals				
Meeting Space	-	713	713	
Subtotal	-	713	713	
Other Expenses				
Utilities	3,364	-	2,200	5,760
Subtotal	3,364	-	2,200	5,760
TOTAL STAFF OPERATIONS	1,755,661	2,204,780	2,065,062	2,540,454

*** Due to reorganization, historical expenditures and forecasts will vary from previously published budget documents. Agency wide summaries include all figures

2010 LEGAL SCORECARD

LEGAL MISSION STATEMENT

Provide the sound legal counsel required to efficiently implement the Sound Move and ST2 transit plans.

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE OUTCOMES
PROJECT DELIVERY	Safely build projects on time and within budget	<ol style="list-style-type: none"> 1. Provide timely legal advice to avoid project delays. 2. Ensure that environmental documents comply with environmental requirements. 	<ul style="list-style-type: none"> • 90% of requests for legal services completed by date agreed by attorney and client. • 100% of appeals successfully defended when legal advice followed.
SERVICE DELIVERY	Provide quality service to our customers and co-workers	<ol style="list-style-type: none"> 1. Provide prompt, thorough review of legal issues identified. 2. Keep clients informed about major or recurring legal issues. 3. Regularly engage with divisions to build strong relationships, understand their challenges, and help anticipate future legal needs. 	<ul style="list-style-type: none"> • No errors in legal analysis. • 100% of law/regulatory changes that affect clients' activities communicated to clients at least 30 days before effective date through education and training sessions or documents on recurring legal issues provided. • Attorneys will meet with all division managers at least once during the year to discuss the division's general legal needs. Conducting at least 17 meetings per quarter.
SYSTEM EXPANSION	Implement voter approved Sound Transit Programs to expand regional high capacity transit		
STEWARDSHIP OF RESOURCES	Manage resources in a manner that demonstrates accountability, environmental responsibility, fiscal responsibility, and delivers on commitments	<ol style="list-style-type: none"> 1. Provide mechanism to capture significant work product and research. 2. Ensure compliance with public disclosure laws. 3. Minimize energy use in the office 4. Provide a mechanism for attorneys to review their time allocation to assist in ensuring efficient and high quality service. 	<ul style="list-style-type: none"> • Maintain monthly report tracking legal memoranda, briefs, and legal instruments archived in library database. • 100% of public disclosure requests responded to on time. • All energy consuming devices such as computers, office lights, desk lamps are turned off at end of day unless otherwise directed by IT. • Quarterly all attorneys will record their time for a week. • Maintain department/division spending within the approved 2010 staff/operating budget.

2010 LEGAL SCORECARD

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE OUTCOMES
ORGANIZATIONAL VIBRANCY	Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward our common mission	<ol style="list-style-type: none"> 1. Create an environment where life balance is respected. 2. Provide professional association opportunities for Legal Department. 	<ul style="list-style-type: none"> • 100% of employees have a professional development plan that includes opportunities for career development. • 80% of employees receive at least 16 hours of training / professional development. 50% of managers/supervisors will receive 32 hours of leadership/management training (through 2010). • 100% of performance reviews are completed and submitted to HR within 30 days of the anniversary date. • At least 28% of ST jobs posted will be filled through internal promotions.

LINK LIGHT RAIL

Link Light Rail Staff Operating Budget

<i>Description</i>	2008 Actuals	2009 Budget	2009 Forecast	2010 Proposed
Salaries & Benefits				
Salaries	7,717,170	8,264,734	8,111,471	9,060,682
Benefits	3,981,948	4,807,082	4,709,173	5,374,419
Subtotal	11,699,118	13,071,816	12,820,643	14,435,101
Services				
Consultant/Management	-	41,000	38,500	87,000
Legal			-	
Accounting/Auditing	-	500	500	
Maintenance	60,131	104,000	115,193	-
Printing/Binding	3,885	12,250	10,573	12,750
Advertising/Marketing	-		-	
Other Services	27,595	81,650	154,907	32,900
Software And Hardware Maintenance		15,600	-	3,000
Subtotal	91,611	255,000	319,673	135,650
Materials And Supplies				
Office Supplies	30,460	48,000	41,982	45,750
Postage	52	1,600	1,300	900
Small Equipment/Furniture	12,216	67,150	60,676	45,350
Other Materials & Supplies	12,181	56,700	54,464	33,700
Subtotal	54,910	173,450	158,422	125,700
Miscellaneous Expenses				
Dues & Memberships	25,924	17,429	19,223	16,560
Travel & Meetings	68,319	134,925	117,838	98,523
Books & Subscriptions	13,308	17,750	16,218	17,850
Training	21,643	35,550	30,594	68,628
Other Misc. Expenses	50,665	18,800	18,222	5,800
Subtotal	179,859	224,454	202,096	207,361
Leases and Rentals				
Admin Facilities Rental	-	4,000	4,000	-
Meeting Space	655	7,950	6,950	4,000
Leased Furniture & Equip			-	
Subtotal	655	11,950	10,950	4,000
Other Expenses				
Utilities	55,500	69,800	69,301	57,400
Subtotal	55,500	69,800	69,301	57,400
TOTAL STAFF OPERATIONS	12,081,653	13,806,470	13,581,085	14,965,212

*** Due to reorganization, historical expenditures and forecasts will vary from previously published budget documents. Agency wide summaries include all figures

2010 LINK LIGHT RAIL SCORECARD

LINK LIGHT RAIL MISSION STATEMENT

Link plans, designs, and builds safe, secure, and sustainable light rail systems on time and within budget that reliably meet the transportation needs of the Central Puget Sound region.

THEME	GOAL STATEMENT	DEPARTMENTAL INITIATIVES	PERFORMANCE OUTCOMES
PROJECT DELIVERY	Safely build quality projects on time and within budget	<ol style="list-style-type: none"> 1. Construct projects in a safe and efficient manner 2. Design and construct projects per approved design criteria and construction plans and specifications 3. Manage schedule effectively 4. Maintain project float throughout the life of the project 5. Manage budget effectively 6. Achieve forecasted expenditure level 7. Manage project contingency over the life of the project 8. Major projects must have a formal risk assessment and adequate contingency assigned to mitigate registered risk 	<ul style="list-style-type: none"> ▪ The injury rate on Sound Transit projects should be lower than the national average injury rate (Recordable Injury Rate (RIR)). ▪ 100% of project designs meet established criteria and quality checks before moving to the next phase. ▪ Total value of all change orders classified as design errors and omission is less than 5% of the contract value. ▪ To achieve final acceptance, all construction contracts must be completed with no exceptions to their quality ▪ Construction contracts will be kept on or ahead of schedule (Schedule Performance Index (SPI) index of 0.95 or greater). ▪ All projects must maintain positive schedule float throughout the life of the project. ▪ Cost Performance Index (CPI) for major contracts should be 0.9 or greater. ▪ The annual project expenditures incurred to date should be within +/- 10% of the budgeted amounts. ▪ Construction contracts will be completed on or below budget by not allowing contingency expenditures to exceed project progress. (Contingency Index greater 1.0 or greater). ▪ Quarterly updates of risk register to assure adequate contingency for remaining risk.
SERVICE DELIVERY	Provide quality service to our customers and co-workers	Design and build reliable and customer friendly transit projects.	<ul style="list-style-type: none"> ▪ After the opening of the Link system, survey users to determine satisfaction

2010 LINK LIGHT RAIL SCORECARD

THEME	GOAL STATEMENT	DEPARTMENTAL INITIATIVES	PERFORMANCE OUTCOMES
SYSTEM EXPANSION	Create integrated plans for future expansion.	Participate with other ST departments and transit organizations in the implementation of the ST2 plan	<ul style="list-style-type: none"> Provide sufficient resources (engineering, community outreach, project controls, real estate, property management and art) and on-time input to the development of projects during the PE/EIS phase
STEWARDSHIP OF RESOURCES	Manage resources in a manner that demonstrates public accountability and fiscal responsibility, and delivers on commitments.	<ol style="list-style-type: none"> Provide timely information about Link projects to all interested stakeholders Provide project staff at the levels required to complete the projects on-time and within budget Each project shall establish annual Sustainability targets through the ESMS. 	<ul style="list-style-type: none"> Produce each monthly report prior to end of following month. Actual Link staff/consultant hours expended within 95-100% of planned hours. Each project should meet at least 85% of their Annual Sustainability targets. Maintain department/division spending within the approved 2010 staff/operating budget.
ORGANIZATIONAL VIBRANCY	Foster an atmosphere where talented and dedicated people want to work toward our common mission.	<ol style="list-style-type: none"> Ensure professional development through training, growth opportunities, and challenging work. Manage, recognize, measure and compensate performance that focuses on the mission, goals and initiatives 	<ul style="list-style-type: none"> 100% of employees have a professional development plan that includes opportunities for career development. 80% of employees receive at least 16 hours of training / professional development. 50% of managers/supervisors will receive 32 hours of leadership/ management training (through 2010). At least 28% of ST jobs posted will be filled through internal promotions. 100% of performance reviews are completed and submitted to HR within 30 days of the anniversary date.

CAPITAL PROJECTS

Capital Projects Staff Operating Budget

<i>Description</i>	2008 Actuals	2009 Budget	2009 Forecast	2010 Proposed
Salaries & Benefits				
Salaries	1,589,053	1,764,797	1,623,559	1,774,386
Benefits	842,835	1,043,147	962,944	1,070,056
Subtotal	2,431,888	2,807,945	2,586,503	2,844,441
Services				
Consultant/Management	2,526	118,743	118,743	35,000
Legal			-	
Printing/Binding	1,385	1,059	1,059	1,500
Advertising/Marketing	-	2,000	-	2,000
Other Services	28,505	48,400	25,127	27,500
Subtotal	32,415	170,202	144,929	66,000
Materials And Supplies				
Office Supplies	1,304	10,000	5,422	5,000
Postage	180	200	150	200
Small Equipment/Furniture	4,718	-	730	
Other Materials & Supplies	3,309	1,500	1,500	1,500
Subtotal	9,511	11,700	7,802	6,700
Miscellaneous Expenses				
Dues & Memberships	1,444	2,500	1,467	2,000
Travel & Meetings	5,245	19,398	18,595	20,025
Books & Subscriptions	303	1,500	547	1,000
Training	6,298	9,132	8,711	13,400
Other Misc. Expenses	1,040		-	
Subtotal	14,330	32,530	29,320	36,425
Leases and Rentals				
Meeting Space	-	2,000	1,000	2,000
Subtotal	-	2,000	1,000	2,000
Other Expenses				
Utilities	4,018	6,000	6,326	9,500
Subtotal	4,018	6,000	6,326	9,500
TOTAL STAFF OPERATIONS	2,492,162	3,030,377	2,775,880	2,965,066

*** Due to reorganization, historical expenditures and forecasts will vary from previously published budget documents. Agency wide summaries include all figures

2010 CAPITAL PROJECTS SCORECARD

CAPITAL PROJECTS MISSION STATEMENT

Capital Projects designs and constructs Sound Transit regional bus, commuter rail, and facility projects and provide engineering support to other Agency programs and services, ensuring quality and delivering best value to the region.

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	Safely build quality projects on time and within budget.	Manage design and construction process to deliver projects safely within baseline budget and schedule.	<ul style="list-style-type: none"> 100% of project designs meet established criteria and quality checks before moving to the next phase. 100% of project design and construction projects will be completed within Board approved schedule. 100% of project design and construction projects will be completed within Board approved budget. 100% of construction projects will develop and implement an accepted site specific safety plan consistent with Sound Transit standards.
SERVICE DELIVERY	Provide quality service to our customers.	Provide engineering support to Transportation Operations for facility and system repairs and major maintenance efforts.	Design and construct facility and system projects within approved scope, schedule, and budget.
SYSTEM EXPANSION	Create integrated plans for future expansion.	Identify and manage resources to provide technical expertise for long range planning and ST2 plan development.	Maintain staffing levels to meet project lifecycle staffing requirements and Adopted Budget.
STEWARDSHIP OF RESOURCES	Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments.	Effectively manage department financial resources.	<ul style="list-style-type: none"> Performance on Project Delivery Measures. Maintain department/division spending within the approved 2010 staff/operating budget

2010 CAPITAL PROJECTS SCORECARD

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
ORGANIZATIONAL VIBRANCY	Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward our common mission.	<ol style="list-style-type: none"> 1. Ensure professional development through training, growth opportunities, and challenging work. 2. Manage, recognize, measure, and compensate performance that focuses on the mission, goals, and initiatives. 3. Build and develop valued teams with ownership for overall agency goals. 	<ul style="list-style-type: none"> ▪ 100% of employees have a professional development plan that includes opportunities for career development. ▪ 80% of employees receive at least 16 hours of training / professional development. 50% of managers/supervisors will receive 32 hours of leadership/ management training. (through 2010). • 100% of performance reviews are completed and submitted to HR within 30 days of the anniversary date. ▪ At least 28% of ST jobs posted will be filled through internal promotions.

COMMUNICATIONS & EXTERNAL AFFAIRS

Communications and External Affairs Staff Operating Budget

<i>Description</i>	2008 Actuals	2009 Budget	2009 Forecast	2010 Proposed
Salaries & Benefits				
Salaries	2,128,957	2,279,352	2,125,647	2,244,250
Benefits	1,197,782	1,383,505	1,297,897	1,447,269
Subtotal	3,326,739	3,662,857	3,423,544	3,691,519
Services				
Consultant/Management	884,355	1,063,840	874,233	360,440
Maintenance	22,652	25,000	24,600	32,700
Printing/Binding	112,127	141,157	88,308	79,500
Advertising/Marketing	259,481	344,000	380,950	351,000
Interlocal Agreements	7,666	8,500	6,000	199,000
Other Services	46,178	190,000	114,757	145,300
Subtotal	1,332,459	1,772,497	1,488,848	1,167,940
Materials And Supplies				
Office Supplies	20,949	19,175	34,455	15,700
Postage	3,121	36,163	228	1,700
Small Equipment/Furniture	13,981	18,000	9,644	16,000
Other Materials & Supplies	8,114	32,300	18,865	26,700
Subtotal	46,165	105,639	63,192	60,100
Miscellaneous Expenses				
Dues & Memberships	4,435	38,638	35,985	209,700
Travel & Meetings	57,722	60,380	41,909	60,205
Books & Subscriptions	1,935	2,500	1,344	1,950
Training	6,105	12,888	15,377	18,626
Other Misc. Expenses	1,135,317	1,209,912	1,096,546	1,152,000
Subtotal	1,205,515	1,324,318	1,191,161	1,442,481
Leases and Rentals				
Leased Vehicles/Parking	87	-	(87)	
Meeting Space	-	1,500	-	
Leased Furniture & Equip			-	
Subtotal	87	1,500	(87)	
Other Expenses				
Utilities	17,539	16,900	16,820	18,600
Subtotal	17,539	16,900	16,820	18,600
TOTAL STAFF OPERATIONS	5,928,504	6,883,710	6,183,477	6,380,639

*** Due to reorganization, historical expenditures and forecasts will vary from previously published budget documents. Agency wide summaries include all figures

2010 COMMUNICATIONS AND EXTERNAL AFFAIRS SCORECARD

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE OUTCOMES
PROJECT DELIVERY	Safely build quality projects on time and within budget.	<ol style="list-style-type: none"> Secure federal appropriations. Increase public awareness of ST projects. 	<ul style="list-style-type: none"> Deliver 100% of federal appropriations assumed in financial plan. Maintain awareness of ST projects within two percentage points of baseline survey results from previous years... Hold special events for project delivery milestones as appropriate.
SERVICE DELIVERY	Provide quality service to our customers and co-workers.	Increase public awareness of ST services.	<ul style="list-style-type: none"> Maintain awareness of ST services and brand within 2% points of previous year baseline survey results. Increase ridership on lower productivity routes identified by Transportation Services by 2-4% range Hold special events/promotions for service enhancement milestones as appropriate. Design and provide graphics and printed materials (including publications, maps, mailers, and signage), web visuals and video productions, as requested.
SYSTEM EXPANSION	Implement voter approved Sound Transit Programs to expand regional high capacity transit.	<ol style="list-style-type: none"> Increase public awareness of ST service expansion. Engage with federal, state, and local partners to ensure development and improvement of the regional transit system and facilitate opportunities for partnership and integration. 	<ul style="list-style-type: none"> Reach 85% of target audience (adults 25 – 54 within three-county service area) with ST advertising. Demonstration of regular engagement with stakeholders (federal, state, regional, local) to build strong relationships and ensure supportive policy direction. Regular communication with stakeholders to ensure consistent visibility of the agency in all arenas (federal, state, regional, local). Consistent support of organizations and associations involved in developing and improving the regional transit system.
STEWARDSHIP OF RESOURCES	Manage public resources in a manner that demonstrates accountability, environmental responsibility, fiscal responsibility, and delivers on commitments.	<ol style="list-style-type: none"> Prepare and disseminate information about the agency's stewardship of public resources including annual report and frequently updated web site. Manage department budget within 95% of the 2010 Board-Adopted Budget. Maintain high standards of accuracy, timeliness, and transparency in communicating with the news media and public about the agency's projects, 	<ul style="list-style-type: none"> Maintain favorability rating within 2% points of previous year's survey. Maintain or increase the number of stories proactively pitched each quarter. Maintain or increase the amount of coverage generated by proactive pitches each quarter. Measure the overall volume of media coverage received each quarter. Maintain a positive trend in public opinion about Sound Transit as reflected in surveys. Ensure Board and committee meeting notices and all materials are provided to the Board and made available to the public on Friday of the week prior to meetings 95% of

2010 COMMUNICATIONS AND EXTERNAL AFFAIRS SCORECARD

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE OUTCOMES
		<p>services, system expansion initiatives, accomplishments and challenges.</p> <ol style="list-style-type: none"> Support the Board's legislative processes. Ensure open access to the Board's proceedings and records. Preserve Sound Transit's essential permanent and historical records. 	<p>the time.</p> <ul style="list-style-type: none"> 100% of Board records and proceedings are verified and preserved as essential public record. Within one month of identification, transfer non-current records from active office storage to off-site storage, annually dispose of records that have reached the end of their retention period, annually transfer essential and historically valuable records to state archivist for permanent preservation and availability. Maintain department/division spending within the approved 2010 staff/operating budget.
ORGANIZATIONAL VIBRANCY	Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward our common mission.	Meet or exceed agency performance outcomes.	<ul style="list-style-type: none"> 100% of employees have a professional development plan that includes opportunities for career development. 80% of employees receive at least 16 hours of training/professional development. 50% of managers/supervisors receive 32 hours of leadership/management training (through 2010). 100% of performance reviews are completed and submitted to HR within 30 days of anniversary date. At least 28% of ST jobs posted will be filled through internal promotions.

OPERATIONS

Operations Staff Operating Budget

<i>Description</i>	2008 Actuals	2009 Budget	2009 Forecast	2010 Proposed
Salaries & Benefits				
Salaries	1,922,149	2,800,699	2,431,043	3,099,252
Benefits	937,843	1,677,461	1,453,799	1,911,001
Subtotal	2,859,993	4,478,160	3,884,841	5,010,253
Services				
Consultant/Management	87,976	76,902	64,063	184,320
Legal	6,500		-	
Maintenance	247,883	308,500	223,849	223,146
Printing/Binding	26,483	90,000	37,680	35,000
Advertising/Marketing	106,937	148,700	79,782	113,416
Interlocal Agreements	-	25,000	10,000	
Other Services	584,066	258,050	370,681	287,814
Subtotal	1,059,844	907,152	786,055	843,696
Materials And Supplies				
Office Supplies	22,671	13,795	13,675	10,500
Postage	14	5,200	2,500	500
Small Equipment/Furniture	96,832	61,000	37,670	30,255
Other Materials & Supplies	167,840	169,400	153,514	208,736
Subtotal	287,356	249,395	207,360	249,991
Miscellaneous Expenses				
Dues & Memberships	1,665	2,325	3,123	5,638
Travel & Meetings	19,799	28,400	27,295	41,332
Books & Subscriptions	7,618	12,050	9,375	7,500
Training	12,548	39,425	37,924	27,658
Other Misc. Expenses	83,286	2,000	39,127	10,800
Subtotal	124,916	84,200	116,844	92,927
Leases and Rentals				
Admin Facilities Rental	61,355	55,000	61,337	63,400
Leased Vehicles/Parking	291,639	185,000	314,953	308,000
Meeting Space	-	600	500	2,500
Leased Furniture & Equip	3,982	1,000	2,668	5,000
Subtotal	356,976	241,600	379,457	378,900
Other Expenses				
Utilities	173,155	238,250	177,409	213,004
Insurance	(5,083)		-	
Taxes	2,984	3,250	33,802	13,724
Subtotal	171,056	241,500	211,211	226,728
TOTAL STAFF OPERATIONS	4,860,141	6,202,007	5,585,768	6,802,495

*** Due to reorganization, historical expenditures and forecasts will vary from previously published budget documents. Agency wide summaries include all figures

2010 OPERATIONS SCORECARD

OPERATIONS MISSION STATEMENT

Operations ensures that the operation of ST transit services is performed safely, reliably, and efficiently and that all necessary operational support systems and processes are identified, developed, and implemented.

THEME	GOAL	DEPARTMENT INITIATIVES	PERFORMANCE OUTCOMES
PROJECT DELIVERY	Safely build quality projects on time and within budget	<ol style="list-style-type: none"> Review all capital project design plans to ensure operations and maintenance related issues are addressed. To prevent project delays, ensure operations and maintenance plans are developed for all capital projects. 	<ul style="list-style-type: none"> 100% of design plans are reviewed, comments provided and issues identified within prescribed timeframe. 100% of capital projects receive operations and maintenance plans prior to base lining (Phase Gate 3).
SERVICE DELIVERY	Provide quality service to our customers and co-workers	<ol style="list-style-type: none"> Ridership: Retain and increase ridership on all modes. Service quality: Provide high quality service that is responsive to customer needs, including the region's special needs population. Ensure service is safe, accessible, reliable, cost effective, and efficient. 	<ul style="list-style-type: none"> Achieve ridership system wide at or above 25.1 million projected for 2010* Meet agency goals to increase ridership as follows: <ul style="list-style-type: none"> - ST Express bus: 13.3 million - Sounder commuter rail: 3.6 million - Tacoma Link: 0.9 million - Central Link: 8.1 million Meet or exceed all service on time performance and preventable accident objectives for 2010 On-time performance: <ul style="list-style-type: none"> - ST Express: ≥90% - Sounder: ≥95% - Tacoma Link: ≥98.5% - Central Link: ≥98.5% Preventable accidents per revenue mile: <ul style="list-style-type: none"> - ST Express: ≤0.8 per 100,000 miles - Tacoma Link: ≤1 per 50,000 miles - Sounder: ≤1 per 1,000,000 miles - Central Link: ≤6 per 1,000,000 miles Customer complaints as percent of total boardings: <ul style="list-style-type: none"> - ST Express : <0.05% - Sounder: <0.05% - Tacoma Link: <0.05%

**Ridership goals are based on 2009 SIP – Draft 2010 SIP will be out in Sept/Oct.*

2010 OPERATIONS SCORECARD

THEME	GOAL	DEPARTMENT INITIATIVES	PERFORMANCE OUTCOMES
			<ul style="list-style-type: none"> Central Link: <0.05% Percent of scheduled trips operated: <ul style="list-style-type: none"> ST Express : 99.8% Souder: 99.5% Tacoma Link: 98.5% Vehicle availability: <ul style="list-style-type: none"> ST Express: ≥90% Souder: 100% Tacoma Link: ≥ 98.5% Sound Transit facilities are 100% maintained in accordance with specified maintenance standards and schedules. Maintain annual customer service rating greater than 3.5 on 4-point scale (Exclusive of survey items related to non-specific questions about desire for more service.).
SYSTEM EXPANSION	Implement voter approved Sound Transit Programs to expand regional high capacity transit	Review proposed ST long-range plans and provide input relative to service delivery issues.	<ul style="list-style-type: none"> 95% of plans reviewed, comments provided and issues resolved within prescribed timeframe. Develop and implement yearly work plan incorporating ST2 service. Deliver new service as authorized in voter-approved plan.
STEWARDSHIP OF RESOURCES	Manage public resources in a manner that demonstrates accountability, environmental responsibility, fiscal responsibility, and delivers on commitments	<ol style="list-style-type: none"> Preventive maintenance: perform preventive maintenance to maximize the life cycle of facilities and equipment and minimize maintenance costs. Efficiently and effectively use resources to control costs and manage service levels. Ensure integrity of Souder barrier-free collection system to maximize cost recovery. 	<ul style="list-style-type: none"> 100% of Environmental Sustainability Management System targets met. Evaluate 100% of service annually according to the <i>Service Standards and Performance Measures</i> guidelines and recommend appropriate action. For each mode, meet agency 2010 budget target for cost per boarding as follows: <ul style="list-style-type: none"> ST Express: ≤\$6.97 Souder: ≤\$11.94 Tacoma Link: ≤\$4.89 Central Link: ≤\$5.48 Achieve agency 2010 fare box recovery targets: <ul style="list-style-type: none"> ST Express: 18.2% Souder: 25.8% Central Link: 24.2% Limit annual growth of vehicle operating costs per hour to no

2010 OPERATIONS SCORECARD

THEME	GOAL	DEPARTMENT INITIATIVES	PERFORMANCE OUTCOMES
ORGANIZATIONAL VIBRANCY	Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward our common mission	<ol style="list-style-type: none"> 1. Ensure professional development through training, growth opportunities, and challenging work. 2. Manage, recognize, measure, and compensate performance that focuses on the mission, goals and initiatives. 3. Build and develop valued teams with ownership for overall agency goals. 	<p>more than average inflation (based on actual + future forecast).</p> <ul style="list-style-type: none"> ▪ Maintain department/division spending within the approved 2010 staff/operating budget.
			<ul style="list-style-type: none"> ▪ 100% of employees have a professional development plan that includes opportunities for career development. ▪ 80% of non-operating staff receiving at least 16 hours of training/professional development per year. 50% of managers/supervisors will receive 32 hours of leadership/management training (through 2010). ▪ 100% of performance reviews are completed and submitted to HR within 30 days of the anniversary date. ▪ At least 28% of ST jobs posted will be filled through internal promotions.

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PLANNING, ENVIRONMENTAL & PROJECT DEVELOPMENT

Planning, Environmental & Project Development Staff Operating Budget

<i>Description</i>	2008 Actuals	2009 Budget	2009 Forecast	2010 Proposed
Salaries & Benefits				
Salaries	1,855,536	2,041,920	2,086,467	3,069,950
Benefits	957,118	1,188,925	1,224,588	1,779,693
Subtotal	2,812,654	3,230,844	3,311,054	4,849,642
Services				
Consultant/Management	146,565	464,292	459,186	733,000
Printing/Binding	4,159	37,250	37,250	8,500
Advertising/Marketing	-	2,000	2,000	2,000
Interlocal Agreements	187,489	185,000	185,000	
Other Services	111,568	102,417	96,786	107,650
Subtotal	449,780	790,960	780,222	851,150
Materials And Supplies				
Office Supplies	2,793	5,850	5,734	8,300
Postage	9	15,600	14,500	5,750
Small Equipment/Furniture	4,935	10,250	9,870	17,500
Other Materials & Supplies	8,620	4,500	4,402	5,000
Subtotal	16,357	36,200	34,506	36,550
Miscellaneous Expenses				
Dues & Memberships	212,941	205,250	205,149	7,930
Travel & Meetings	24,584	31,384	26,836	36,580
Books & Subscriptions	1,161	1,620	2,261	2,400
Training	7,316	13,860	14,559	20,904
Other Misc. Expenses	837	-	151	400
Subtotal	246,839	252,114	248,956	68,214
Leases and Rentals				
Meeting Space			-	250
Subtotal			-	250
Other Expenses				
Utilities	10,613	16,400	16,664	18,700
Subtotal	10,613	16,400	16,664	18,700
TOTAL STAFF OPERATIONS	3,536,244	4,326,518	4,391,402	5,824,506

*** Due to reorganization, historical expenditures and forecasts will vary from previously published budget documents. Agency wide summaries include all figures

2010 PLANNING, ENVIRONMENT & PROJECT DEVELOPMENT SCORECARD

PLANNING, ENVIRONMENT& PROJECT DEVELOPMENT (PEPD) MISSION STATEMENT
PEPD plans, develops, and designs regional transit projects and systems in a fiscally responsible and environmentally sustainable manner to foster livable, transit-supportive communities.

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE OUTCOMES
PROJECT DELIVERY	Safely build quality projects on time and within budget.	<ol style="list-style-type: none"> Complete environmental review, permitting, and associated processes necessary to implement projects. Ensure construction activities comply with environmental requirements. 	<ul style="list-style-type: none"> Necessary environmental clearances obtained for all projects. No permit violations during construction.
SERVICE DELIVERY	Provide quality service to our customers and co-workers.	Ensure facilities are operated and maintained consistent with applicable environmental requirements.	<ul style="list-style-type: none"> Prepare environmental compliance implementation plans, including audit schedules, for all facilities.
SYSTEM EXPANSION	Implement voter approved Sound Transit Programs to expand regional high capacity transit.	<ol style="list-style-type: none"> Conduct project development activities for implementation of voter approved HCT expansion consistent with schedule and budget commitments. Develop regional model for livable communities' development. Develop tools needed by internal and external stakeholders to ease transition from ST2 plan development to project implementation. 	<ul style="list-style-type: none"> Review strategic expansion of LRV storage and maintenance needs. Initiate Sounder south line Access & Demand Study and meet all scheduled milestones. Select North Corridor (Northgate to Lynnwood) consultant through RFQ/RFP process by the 2nd quarter. Complete North Corridor alternatives by the end of the 4th quarter. Complete East Link Final EIS six months after the identification of the downtown Bellevue preferred alternative. Manage PE/environmental contracts to maintain a cost performance index of greater than 1.0. Complete agreement with local stakeholders regarding the Tacoma Link alternatives analysis and conduct the study, meeting all scheduled milestones. Initiate NEPA/Preliminary engineering for Sounder CR and Regional Express O&M facilities and meet all scheduled milestones. Advertise two major TOD projects through the RFP process. Advance station area development analysis early in the process for the Northgate to Lynnwood AA Work cooperatively with regional partners to advance understanding of TOD benefits Develop Planning and TOD Guidelines to define expectations and major-decision making needs for project implementation.

2010 PLANNING, ENVIRONMENTAL & PROJECT DEVELOPMENT SCORECARD

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE OUTCOMES
STEWARDSHIP OF RESOURCES	Manage public resources in a manner that demonstrates accountability, environmental responsibility, fiscal responsibility, and delivers on commitments	Ensure ST2 projects are implemented consistent with Sustainability Initiative.	<ul style="list-style-type: none"> Agency design guidelines revised to incorporate sustainable design criteria. Develop sustainability work plan to advance the Sustainability Initiative and ensure that each department meets its sustainability targets. Identify a site, obtain funding, and implement a clean energy pilot project. Develop approach for reporting GHG emissions to the state of Washington that accounts for avoided emissions. Maintain department/division spending within the approved 2010 staff/operating budget.
ORGANIZATIONAL VIBRANCY	Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward our common mission.	<ol style="list-style-type: none"> Ensure professional development through training, growth opportunities and challenging work. Manage, recognize, measure and compensate performance that focuses on the mission, goals, and initiatives. Build and develop valued teams with ownership of agency goals. 	<ul style="list-style-type: none"> 100% of employees have a professional development plan that includes opportunities for career development. 80% of employees receive at least 16 hours of training / professional development. 50% of managers/ supervisors will receive 32 hours of leadership/ management training (through 2010). 100% of performance reviews are completed and submitted to HR within 30 days of the anniversary date. At least 28% of ST jobs posted will be filled through internal promotions.

CENTRAL COSTS

Central Costs Staff Operating Budget

<i>Description</i>	2008 Actuals	2009 Budget	2009 Forecast	2010 Proposed
Services				
Consultant/Management		-	1,913	
Maintenance			-	
Advertising/Marketing	4,395	-	483	
Interlocal Agreements	-		-	
Subtotal	4,395	-	2,396	
Materials And Supplies				
Small Equipment/Furniture			-	
Other Materials & Supplies		-	257	
Subtotal		-	257	
Miscellaneous Expenses				
Dues & Memberships			-	
Travel & Meetings			-	
Other Misc. Expenses	2,438		-	
Subtotal	2,438		-	
Leases and Rentals				
Admin Facilities Rental	1,561,768	1,623,187	1,622,346	1,922,940
Subtotal	1,561,768	1,623,187	1,622,346	1,922,940
Other Expenses				
Utilities	78		-	
Taxes	66		-	
Depreciation	1,876,108	2,294,073	1,671,224	2,624,195
Subtotal	1,876,251	2,294,073	1,671,224	2,624,195
TOTAL STAFF OPERATIONS	3,444,852	3,917,260	3,296,222	4,547,135

*** Due to reorganization, historical expenditures and forecasts will vary from previously published budget documents. Agency wide summaries include all figures

TRANSIT ORIENTED DEVELOPMENT (TOD)

2010 Activities:

In 2010, the TOD Program will celebrate the completion of the Korean Women's Association senior housing TOD project at the Federal Way Transit Center. Property transactions will be brought to the Board for the joint development "Triangle" site and for the former Firestone retail store site, both at Mount Baker Station. Staff will complete a multi-year process with the City of Seattle, Capitol Hill Chamber, and the community guiding the future TOD opportunities at the Capitol Hill Station. A request for proposals (RFP) will be issued for redevelopment of the surplus property at Othello Station. The Program anticipates engaging the University of Washington in an analysis of adjacent property development opportunities at Mount Baker Station.

Future *ST2* joint development opportunities will be evaluated based on alignment and facility decisions, with staff contributing to real property evaluations for right-of-way and stations options. Staff will continue to provide on-demand real estate and land use information for internal agency clients, and to provide on-hand information to the public and private sectors for station areas and facilities throughout the district.

The Proposed 2010 operating budget for TOD is \$265,000 in district wide TOD and joint development operating expenditures.

Transit Oriented Development Proposed 2010 Budget Summary	
	Proposed 2010 Budget
Operating Budget	
Technical Assistance	265,000
	\$ 265,000

ORCA (One Regional Card for All)

In 2009, Sound Transit, Community Transit, Everett Transit, King County Metro Transit, Kitsap Transit, Pierce Transit, and Washington State Ferries launched a simplified fare collection program – using smart card technology – for bus, rail, and ferry travel in King, Kitsap, Snohomish, and Pierce counties. This new electronic ORCA fare card can be used to pay on multiple systems throughout the four-county Central Puget Sound area, making travel and fare payment on buses, commuter trains, light rail trains, and ferries more convenient for thousands of passengers.

Benefits: Connects the region into a transportation system without boundaries, involving:

- 6,493 square miles in...
 - 4 counties: Snohomish, King, Pierce, and Kitsap
 - 62 cities and towns
- 432 bus routes
- 12 ferry routes (10 state ferry routes; 2 Kitsap Transit routes)
- 73 miles of commuter rail
- 17 miles of light rail travel
- ...and replaces the current assortment of more than 300 types of tickets, tokens, and passes with one card the customer can revalue, with pass or fare product, to suit their individual travel needs.

Technology: The ORCA card is a contact-free smart card with an internal antenna and microprocessor, which connects to the system when customers “tap” the card on a card reader. These durable plastic cards have “transfer memory” that automatically recognizes a valid pass or calculates any fare due.

One Regional Card for All—ORCA means better transportation service:

- More accurate ridership data for funding and service planning,
- Better revenue data and the ability for daily regional revenue reconciliation,
- Reduces the cost and employee time of producing and selling fare media,
- Faster, easier boarding and customer service without the hassle of multiple transfers or passes,
- Seamless connections for customers between systems,
- Additional transportation systems to join in the future.

Revenue distribution: The smart card will improve the regional system of fare collection from passengers transferring between transportation systems. Currently, the partner agencies collect and redistribute more than \$100 million a year in regional fares. The new technology will allow for daily reconciliation of inter-jurisdictional revenues.

ORCA regional reimbursed costs: These costs are for 2.25 Sound Transit employees and other costs listed below that support the ORCA program. These are costs that are initially paid by Sound Transit then reimbursed by the ORCA regional partners. These costs are not included in the agency staff budget. Sound Transit’s share of the regional costs is budgeted for in the Planning and Development section of the budget document.

**ORCA Regional Reimbursed cost
Proposed 2010 Budget Summary**

	Proposed 2010 Budget
Salary & Benefits	\$ 248,763
Services	\$ 543,100
Material & Supplies	\$ 201,000
Miscellaneous Expense	\$ 21,374
Total Regional costs	\$ 1,014,237
Less reimbursed costs	\$ (1,014,237)
Net Regional costs	\$ -

PLANNING AND DEVELOPMENT

Policy & Business Development

The Policy & Business Development group, within the Office of Planning & Development, is responsible for the following functions:

- Innovations Development: researching next-generation fare collection systems; evaluation of new transit systems or investments for added customer convenience and information.
- Alternative Revenue and System Pricing Research: research and analysis to support review of fare policies, transit fares, regional fare coordination and to develop and evaluate pricing strategies for existing and new transit products.
- New Markets Research: research and analysis of new revenue/business opportunities, such as retail activities at transit stations and informing facility design to accommodate business and/or revenue opportunities.
- Transit Market Research: providing technical support for customer surveys, including origin and destination studies, opinion research, fare enforcement performance, etc.
- Public Policy Analysis: in addition to continuing its work related to fare policy development, this group will be responsible for future policy research and analysis, including providing support for the Board in general and governmental relations and legislative affairs in matters of proposed or pending legislation impact analysis.

Fare Policy & Pricing Analysis: In an attempt to maintain pricing parity with our partner agencies and to address equity considerations in the regional express bus pricing model, research will be undertaken to analyze the benefits and constraints of developing a route based fare structure. Such a structure could better align the regional express bus system with the Sounder and Link distance based fare structure as well as provide for pricing parity in specific regional travel markets served by multiple providers. Additional analysis will be applied to the benefits and constraints of instituting a fare structure on Tacoma Link. Results of the parking pricing study underway in 2009 will provide a basis for assisting the region consider the potential for implementing parking pricing at some or all regional ST park-and-rides.

Ongoing ORCA Operations: Budget closeout activities will take place in 2010 to finalize the transition of ST's component of the ORCA program from Planning and Development to Finance as

well as to support the regional ORCA Board in establishing the permanent and ongoing ORCA program.

Research & Market Development: In 2010 the group will be focused on developing tools to help analyze the new market research data available through the regional ORCA program. This research will include analysis of travel patterns for our existing customers, including never before available detailed information on inter-service transfers and time-of-day and day-of-week travel patterns. This information will be useful in both near-term service planning and longer-term systems planning efforts.

Planning: The High Capacity Transit (HCT) Planning Program has proceeded with building on the updated Long-Range Plan to develop a second phase High Capacity Transit implementation plan known as “ST2” which was approved by the voters in November of 2008. The 2010 budget will fund the completion of work that is currently under way including:

- Sounder parking pricing study.
- Travel demand model maintenance.
- Natural resource mitigation assessment consulting work for the ST2 link segments.

Planning & Development Proposed 2010 Budget Summary	
	Proposed 2010 Budget
Capital Budget	
Fare Integration	\$ 650,165
Operating Budget	
Fare Policy & Pricing Analysis	\$ 375,000
Ongoing ORCA Operations	250,000
Research & Market Development	309,000
Planning	260,000
<i>Subtotal</i>	\$ 1,194,000
Total	\$ 1,844,165

PUBLIC ART PROGRAM

The Sound Transit Board has endorsed a public art program to work with artists, community, and project staff to develop art projects for the agency's capital projects that reflects the community's interest and reflects positively on the agency.

The Sound Transit art policy adopted by the board in January 1998:

- Recognizes a wide range of opportunities for art, from discrete artworks to artistic enhancements, to functional elements of facilities.
- Commits to having artists work with the preliminary and final design teams on the development of the project design and on the integration of art into the system as a whole.
- Establishes an art budget calculated as 1% of capital construction costs, excluding the cost of tunneling. The funds for art are pooled within subareas.
- Operating budgets are for the purpose of maintenance and care for existing art assets.

To carry out the policy, the Sound Transit Art Program (STart) was established. STart is staffed by one full-time administrator and one full-time project coordinator who are responsible for coordinating the work of the art program.

Art and design are developed collaboratively through a process involving communities, engineers, architects, landscape architects, artists, and staff working together and sharing ideas. Because art is intended to be an integral part of Sound Transit facilities, it is reviewed during the design review process organized for each project.

In 2010 the public art program will:

- Initiate early planning for art projects to be integrated into ST2 implementation, including developing funding distribution method, initial identification of projects and review of artist commissioning methods.
- Oversee start of fabrication for artworks for the Capitol Hill and UW Stadium Stations of University Link; Continue design development for Tukwila Sounder Station.
- Commission artists and oversee design development for Edmonds Sounder Station, D-M Track Improvement Project
- Oversee installation of art projects for the following capitol projects: Kirkland Transit Center; Mukilteo Station Phase II; Mountlake Terrace Freeway Station.
- Manage design development for South Everett Transit Center and Ash Way Transit Center.
- Analyze system-wide art to identify remaining commission opportunities within the *Sound Move* package.
- Develop long-term stewardship plan and maintenance schedules for artworks completed to date.

Public Art (STart)	
Proposed 2010 Budget Summary	
	Proposed 2010 Budget
Operating Expenditures	\$ 68,000
Capital	744,000
Total	\$ 812,000

RESEARCH & TECHNOLOGY

In 2002, the Sound Transit Board approved the “Sound Transit Technology Plan (Motion 2002-101),” which established the goals, objectives and funding limits for a set of advanced technology based initiatives. The purpose of these initiatives is to provide research, funding, and the implementation of new systems to support bus rapid transit type technology applications, improve visual and en-route passenger information systems, and increase security technologies among ST facilities and services. Applications have included the expansion of transit signal priority in specific corridors, funding for automated next stop displays next stop annunciation for passengers on ST buses, vehicle location systems and research, automated passenger counting systems, and real-time passenger information at select transit centers and Sounder Stations.

Research and Technology staff will continue the implementation of the transit technology initiatives in 2010, and begin the planning process for the *ST2* Research and Technology Fund. The activities that are continuing into next year include:

- The expansion of next arriving vehicle to transit facilities and integration into Sound Transit web application.
- Developing better ticketing purchasing options via the Sound Transit web site.
- A data analysis project to develop better reporting of Orca Card origin and destination data coupled with ridership data.
- A pilot project to assess the use of security video analytics hardware/software that will lessen the need for operators constantly viewing live video.
- Integrating Link Automatic Passenger Counting data into the Sound Transit Dilax APC reporting system.
- Begin developing strategies for the *ST2* Research and Technology Fund.

Research and Technology Budget Proposed 2010 Budget Summary

	Proposed 2010 Budget
Operating Budget	\$ 50,000
Capital Budget	\$ 1,050,000
<i>Total</i>	\$ 1,100,000

CAPITAL REPLACEMENT

This project provides funds for a sinking fund contribution to a capital replacement reserve to replace agency capital assets as they wear out and need replacement. These amounts are derived from the Agency's long-term financial plan which generates a capital replacement schedule for all agency assets based on their costs and useful lives.

Capital Replacement Budget	
Proposed 2010 Budget Summary	
	Proposed 2010 Budget
	<hr/>
Capital Budget	\$ 24,689,540
<i>Total</i>	<hr/> \$ 24,689,540

DEBT EXPENSE

As of July 31, 2009, Sound Transit has \$1,190 million of long-term bonds outstanding, the proceeds of which are being used to finance construction of capital projects. In December 1998, Sound Transit issued its first series of bonds in the amount of \$350 million, with maturity dates from 2006 to 2028. In March 2005, after the board of directors approved Resolution 2005-7 providing for the issuance of new bonds, \$423 million in bonds were issued, with maturity dates on the 2005 issue of bonds ranging from 2011 to 2030. In December 2007 after the board of directors approved Resolution 2007-22 providing for the issuance of new bonds, \$450 million in bonds were issued with maturity dates on the 2007 issue of bonds ranging from 2008 to 2036. A proposed bond issue is slated for early autumn 2009 and this new bond issue could add as much as \$400 million to long-term bonds outstanding. The aggregate debt expense for the existing and proposed bonds is \$74.3 million in the Proposed 2010 Budget.

NON-OPERATING EXPENSES

In accordance with generally accepted accounting principles, certain costs (insurance claim costs and premiums related to operations, taxes, operating leases and rentals, costs of maintaining facilities which are completed, but not yet in service, depreciation, and amortization) should not be capitalized to projects, but rather expensed.

These accounting principles also require that the agency regularly evaluate the costs that are capitalized. If some of the agency's capital projects have not progressed as rapidly as initially anticipated, excess general and administration costs or costs related to project elements that are not included in the final project build-out may be expensed. In addition, as projects are completed that will not be owned by Sound Transit, such projects are donated to the municipality that will own and maintain the project and an expense equivalent to the cost of the project is recorded for the donation.

For 2010, these costs are captured in three non-operating expense categories. This approach will allow the agency to reflect more clearly the true costs of its capital assets once completed.

Non-operating Property Expenses

The 2010 budget for non-operating property expenses is \$0.7million.

Expenses in this category relate to non-operational properties, including property purchased for use in agency projects but not yet in construction and property remaining after construction is complete such as remainders and construction staging areas. In addition, costs of preparing excess property for resale such as surveys, title, and other costs are included in this category. Budget for expenses for transit centers, stations, park-and-ride lots, and other operational facilities are included in the appropriate operational mode's transit operations budget and not in this category.

Costs related to operations and maintenance of property include such costs as utilities, property taxes, security, landscaping, cleaning, and other management services related to keeping the agency's properties in good condition.

Non-operating Project Expenses

The 2010 budget for non-operating project expenses is \$5.9 million.

Included in this category are \$7.4 million in costs related to the Central Link start-up. Budget and expenditures for these costs have been included in the Initial Segment and Airport Link projects, but due to their nature, as described above, they are being expensed to the appropriate subarea.

Donations and other non-cash expenses

The 2010 budget for donations and other non-cash expenses is \$17.9 million.

Certain projects being built in the Sound Transit capital program are intended to belong to other governmental agencies when completed. Examples of these projects include HOV ramps being built in WSDOT right of way and other projects in which Sound Transit is a partial funding partner and a city or county agency is acting as project lead. Authorization to expend ST funds to design and build these projects occurs in the capital program. However, as these projects are completed and put into service, accounting principles require Sound Transit to record the donation of these projects to the agency as an expense in the year that the transfer occurs.

Also included in this category are project costs that are being written off and depreciation related to non-operating agency assets.

Non-Operating Expenses		
Proposed 2010 Budget Summary		
	2009 Adopted Budget	2010 Proposed Budget
Non-operating Property Expense	\$ 1,398,242	\$ 699,200
Non-operating Project Expense	14,561,193	5,873,460
Subtotal	\$ 15,959,435	\$ 6,572,660
Donations and other non-cash Expenses	16,689,161	17,922,112
Total Non-Capitalizable costs	\$ 32,648,596	\$ 24,494,772

Sound Transit 2010 Staffing Plan

	Filled At End of June 2009	2009 Staffing Plan	Current Staffing Plan	2010 Staffing Plan	Change to Current
Corporate					
Executive					
CEO's Office	4.00	3.00	4.00	4.00	-
Contracts Management	23.00	-	26.00	26.00	-
Diversity Program	8.00	8.00	8.00	8.00	-
Human Resources	6.00	-	8.00	9.00	1.00
Quality Assurance	5.00	8.00	6.00	6.00	-
Rail Activation	-	2.00	1.00	-	(1.00)
Safety	8.00	6.00	9.00	10.00	1.00
Safety Security and QA Manager's Office	2.00	2.00	2.00	2.00	-
Security	2.00	2.00	2.00	2.00	-
Executive Total	58.00	31.00	66.00	67.00	1.00
Finance and Information Technology					
Agency Project Control	2.00	2.00	-	-	-
CFO's Office	3.00	4.00	3.00	3.00	-
Finance and Budget	8.00	8.00	11.00	12.00	1.00
Financial Accounting	20.00	20.00	21.00	23.00	2.00
Grants	2.00	2.00	2.00	2.00	-
Gsc/Warehouse	2.00	-	2.00	2.00	-
Information Technology	31.00	32.00	33.00	37.00	4.00
ORCA ST Regional Services	2.25	-	2.25	2.25	-
ORCA Regional Administration	1.00	-	1.00	2.00	1.00
Risk Management	3.00	4.00	4.00	4.00	-
Treasury & Revenue	4.75	6.00	4.75	4.75	-
Finance and Information Technology Total	79.00	78.00	84.00	92.00	8.00
Legal					
Environmental Compliance	-	6.00	-	-	-
General Counsel	12.00	13.00	14.00	15.00	1.00
Legal Total	12.00	19.00	14.00	15.00	1.00
Light Rail					
Civil Engineering	17.00	16.00	19.00	23.00	4.00
Community Outreach	11.00	11.00	11.00	14.00	3.00
Construction Management	12.00	13.00	14.00	15.00	1.00
Environmental	-	2.00	-	-	-
Executive Director's Office	12.00	12.00	14.00	13.00	(1.00)
Link Project Development	5.00	11.00	5.00	6.00	1.00
Project Controls	20.00	20.00	22.00	24.00	2.00
Property Management	3.00	-	3.00	5.00	2.00
Public Art Program	2.00	-	2.00	2.00	-
Real Estate	7.00	7.00	10.00	10.00	-
Systems Engineering	9.00	12.00	11.00	12.00	1.00
Light Rail Total	98.00	104.00	111.00	124.00	13.00
Capital Projects					
Business Services	8.00	8.00	8.00	8.00	-
Construction Management	7.00	8.00	7.00	8.00	1.00
Director's Office	2.00	3.00	3.00	3.00	-
Rail Program	6.00	6.00	6.00	6.00	-
Transit-Oriented Development	-	1.00	-	-	-
Capital Projects Total	23.00	26.00	24.00	25.00	1.00
Communications & External Affairs					
Board Administration	5.00	-	5.00	5.00	-
Contracts Management	-	26.00	-	-	-
Corporate Communications	1.00	2.00	2.00	2.00	-
Creative Services	6.00	7.00	7.00	7.00	-
Government Relations	4.00	-	5.00	5.00	-
Gsc/Warehouse	-	2.00	-	-	-
Human Resources	-	7.00	-	-	-
Marketing	10.75	11.25	10.75	10.75	-
Media Relations and Public Information	5.00	-	5.00	5.00	-
OPCS Exec Dir Office	-	1.00	-	-	-
Public Art Program	-	2.00	-	-	-
Communications & External Affairs Total	31.75	58.25	34.75	34.75	-

Sound Transit 2010 Staffing Plan

	Filled At End of June 2009	2009 Staffing Plan	Current Staffing Plan	2010 Staffing Plan	Change to Current
Operations Department					
Asset Control	-	-	5.00	7.00	2.00
Central Link Operations	-	1.50	-	-	-
Customer Service and Information	9.60	10.60	10.60	11.60	1.00
Director's Office	9.00	10.00	10.00	10.00	-
Facilities and Fleet	14.00	19.00	11.00	11.00	-
Operations Support Services	1.00	-	3.00	6.00	3.00
Parking & Customer Facilities	2.00	-	2.00	3.00	1.00
Property Management	-	3.00	-	-	-
Scheduling And Planning	3.00	3.00	3.00	3.00	-
Operations Department Total	38.60	47.10	44.60	51.60	7.00
Planning, Environmental & Project Development					
Board Administration	-	5.00	-	-	-
Environmental Compliance	8.00	-	9.00	13.00	4.00
Government Relations	-	5.00	-	-	-
Media Relations and Public Information	-	5.50	-	-	-
Office of Planning and Development	12.00	14.00	12.00	12.00	-
PEPD Executive Director's Office	2.00	2.00	2.00	2.00	-
Project Development	6.00	-	9.00	11.00	2.00
Transit Oriented Development	1.00	-	1.00	1.00	-
Planning, Environmental & Project Development Total	29.00	31.50	33.00	39.00	6.00
Corporate Total	369.35	394.85	411.35	448.35	37.00

Sound Transit Staffing By Department

	2009 Staffing Plan	Current Staffing Plan	2010 Staffing Plan
Corporate			
Executive			
CEO's Office			
Chief Executive Officer	1.00	1.00	1.00
Deputy Chief Executive Officer	-	1.00	1.00
Deputy Director Executive Administration	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
CEO's Office Total	3.00	4.00	4.00
Contracts Management			
Administrative Assistant	-	2.00	2.00
Contracts Administrator	-	6.00	6.00
Contracts Assistant	-	4.00	4.00
Contracts Officer	-	1.00	1.00
Lead Contracts Administrator	-	2.00	2.00
Project Coordinator	-	1.00	1.00
Senior Contracts Administrator	-	10.00	10.00
Contracts Management Total	-	26.00	26.00
Diversity Program			
Diversity Program Manager	1.00	1.00	1.00
Diversity Program Specialist	4.00	2.00	2.00
Diversity Technical Advisor	1.00	1.00	1.00
Lead Diversity Program Specialist	-	1.00	1.00
Project Assistant	1.00	1.00	1.00
Project Labor Agreement Specialist	1.00	2.00	2.00
Diversity Program Total	8.00	8.00	8.00
Human Resources			
Administrative Assistant	-	1.00	2.00
Human Resources Coordinator	-	2.00	2.00
Human Resources Generalist	-	2.00	2.00
Human Resources Officer	-	1.00	1.00
Senior Human Resources Generalist	-	2.00	2.00
Senior Training Specialist	-	-	-
Human Resources Total	-	8.00	9.00
Quality Assurance			
Lead Assessor	1.00	1.00	1.00
Project Assistant	1.00	1.00	1.00
Quality Assurance Manager	1.00	1.00	1.00
Quality Assurance Specialist	4.00	3.00	3.00
System Safety and QA Specialist	1.00	-	-
Quality Assurance Total	8.00	6.00	6.00
Rail Activation			
Project Assistant	1.00	-	-
Senior Rail Activation Manager	1.00	1.00	-
Rail Activation Total	2.00	1.00	-
Safety			
Chief Safety Officer	1.00	1.00	1.00
Community Outreach Specialist	-	1.00	1.00
Construction Safety Manager	1.00	1.00	1.00

Sound Transit Staffing By Department

	2009 Staffing Plan	Current Staffing Plan	2010 Staffing Plan
Construction Safety Specialist	2.00	1.00	1.00
Project Assistant	-	-	1.00
Rail Activation Safety Manager	1.00	-	-
Rail Safety Manager	-	1.00	1.00
System Safety and QA Specialist	-	1.00	1.00
Systems Assurance Specialist	-	1.00	1.00
Senior Safety Specialist	-	1.00	1.00
Safety Specialist	1.00	1.00	1.00
Safety Total	6.00	9.00	10.00
Safety Security and QA Manager's Office			
Administrative Specialist	1.00	1.00	1.00
Chief Safety, Security and QA Manager	1.00	1.00	1.00
Safety Security and QA Manager's Office Total	2.00	2.00	2.00
Security			
Project Assistant	1.00	1.00	1.00
Chief Security Officer	1.00	1.00	1.00
Security Total	2.00	2.00	2.00
Executive Total	31.00	66.00	67.00
Finance and Information Technology			
Agency Project Control			
Project Manager	1.00	-	-
Project Coordinator	1.00	-	-
Agency Project Control Total	2.00	-	-
CFO's Office			
Administrative Assistant	1.00	1.00	1.00
Administrative Specialist	1.00	-	-
Executive Director	1.00	1.00	1.00
Project Assistant	1.00	1.00	1.00
CFO's Office Total	4.00	3.00	3.00
Finance & Budget			
Agency Project Control & Finance & Budget Manager	1.00	1.00	1.00
Project Coordinator	-	1.00	1.00
Project Manager	-	1.00	1.00
Senior Economist	1.00	-	-
Senior Finance Analyst	5.00	6.00	6.00
Senior Finance Planner/Analyst	-	-	1.00
Senior Financial Planner	-	1.00	1.00
Transportation Finance Planner	1.00	1.00	1.00
Finance & Budget Total	8.00	11.00	12.00
Financial Accounting			
Accountant	4.00	5.00	6.00
Accounting Assistant	3.00	3.00	3.00
Accounts Payable Lead	1.00	1.00	1.00
Administrative Analyst	1.00	1.00	1.00
Assistant Controller	1.00	1.00	1.00
Business Reporting Analyst	1.00	1.00	1.00
Controller	1.00	1.00	1.00

Sound Transit Staffing By Department

	2009 Staffing Plan	Current Staffing Plan	2010 Staffing Plan
External Reporting & Compliance Manager	1.00	1.00	1.00
Financial Compliance Analyst	1.00	1.00	1.00
Lead Accountant	1.00	1.00	1.00
Payroll Coordinator	1.00	1.00	1.00
Senior Accountant	2.00	3.00	3.00
Senior Finance Analyst	1.00	-	-
Senior Internal Auditor	-	-	1.00
Senior Financial Compliance Analyst	1.00	1.00	1.00
Financial Accounting Total	20.00	21.00	23.00
Grants			
Grants Administrator	1.00	1.00	1.00
Grants Manager	1.00	1.00	1.00
Grants Total	2.00	2.00	2.00
Gsc/Warehouse			
General Services Center Assistant	-	1.00	1.00
General Services Center Coordinator	-	1.00	1.00
Gsc/Warehouse Total	-	2.00	2.00
Information Technology			
Business Systems Administrator	2.00	-	-
Business Systems Analyst	3.00	2.00	2.00
Business Systems Analyst, Senior	1.00	2.00	3.00
Chief Information Officer	1.00	1.00	1.00
Database Administrator	-	1.00	1.00
Database Administrator, Senior	-	1.00	1.00
Deputy Chief Information Officer	-	1.00	1.00
Desktop Specialist	1.00	1.00	1.00
Desktop Specialist, Senior	3.00	2.00	2.00
Enterprise Applications Administrator	1.00	1.00	1.00
Enterprise Systems Administrator	1.00	1.00	1.00
GIS Analyst	1.00	1.00	1.00
GIS Specialist	-	1.00	1.00
Help Desk Analyst	1.00	-	-
Help Support Technician	-	1.00	1.00
Integration Engineer	1.00	1.00	1.00
Integration Engineer, Senior	-	-	1.00
IT Business Systems Manager	1.00	-	-
IT Client Services Supervisor	-	1.00	1.00
IT Project Analyst	1.00	2.00	2.00
IT Project Manager	1.00	1.00	1.00
IT Project Manager, Senior	1.00	-	1.00
IT Services Manager	1.00	1.00	1.00
Network Engineer	1.00	1.00	1.00
Network Engineer, Senior	1.00	1.00	1.00
Project Coordinator	2.00	1.00	1.00
Report & Systems Developer	2.00	2.00	2.00
Server Administrator	1.00	1.00	1.00
Server Engineer	2.00	2.00	2.00
Service Desk Technician	-	-	1.00

Sound Transit Staffing By Department

	2009 Staffing Plan	Current Staffing Plan	2010 Staffing Plan
Systems Integration Analyst, Senior	1.00	1.00	1.00
Telecommunications Specialist	1.00	1.00	1.00
Web Developer	-	1.00	1.00
Information Technology Total	32.00	33.00	37.00
ORCA ST Regional Services			
Accountant	-	0.25	0.25
Project Manager	-	1.00	1.00
Senior Finance Analyst	-	1.00	1.00
ORCA ST Regional Services Total	-	2.25	2.25
ORCA Regional Administration			
Program Administrator	-	-	1.00
Project Coordinator	-	1.00	1.00
ORCA Regional Administration Total	-	1.00	2.00
Risk Management			
Claims Coordinator	1.00	1.00	1.00
Risk & Claims Analyst	1.00	1.00	1.00
Risk & Insurance Specialist	1.00	1.00	1.00
Risk Manager	1.00	1.00	1.00
Risk Management Total	4.00	4.00	4.00
Treasury & Revenue			
Accountant	1.00	0.75	0.75
Assistant Treasurer	1.00	1.00	1.00
Cash Accountant	1.00	1.00	1.00
ORCA Site Manager	-	1.00	1.00
Project Manager	1.00	-	-
Senior Finance Analyst	1.00	-	-
Treasurer	1.00	1.00	1.00
Treasury & Revenue Total	6.00	4.75	4.75
Finance & Information Technology Total	78.00	84.00	92.00
Legal			
Environmental Compliance			
Biologist	1.00	-	-
Environmental Compliance Manager/Legal Counsel	1.00	-	-
Project Assistant	1.00	-	-
Senior Environmental Analyst	1.00	-	-
Senior Environmental Planner	2.00	-	-
Environmental Compliance Total	6.00	-	-
General Counsel			
Administrative Specialist	1.00	-	-
Business Manager	1.00	1.00	1.00
Deputy General Counsel	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Legal Counsel	6.00	7.00	7.00
Legal Secretary	-	1.00	1.00
Project Assistant	2.00	2.00	2.00
Project Coordinator	1.00	1.00	2.00
General Counsel Total	13.00	14.00	15.00

Sound Transit Staffing By Department

	2009 Staffing Plan	Current Staffing Plan	2010 Staffing Plan
Legal Total	19.00	14.00	15.00
Light Rail			
Civil Engineering			
Architect	2.00	2.00	2.00
Assistant Permits Administrator	1.00	1.00	1.00
CADD Operator	-	1.00	1.00
CADD Specialist	2.00	2.00	2.00
Civil Engineer	2.00	2.00	2.00
Civil Engineering Manager	1.00	1.00	1.00
Permits Administrator	1.00	1.00	1.00
Program Manager	1.00	1.00	1.00
Project Assistant	-	-	1.00
Senior Architect	-	1.00	1.00
Senior Civil Engineer	5.00	5.00	6.00
Senior Structural Engineer	1.00	1.00	1.00
Specification Writer	-	-	1.00
Structural Engineer	-	-	1.00
Utility Engineer	-	1.00	1.00
Civil Engineering Total	16.00	19.00	23.00
Community Outreach			
Administrative Assistant	1.00	1.00	1.00
Community Outreach Coordinator	3.00	3.00	5.00
Community Outreach Specialist	4.00	5.00	6.00
Program Manager	1.00	1.00	1.00
Project Assistant	1.00	1.00	1.00
Project Manager	1.00	-	-
Community Outreach Total	11.00	11.00	14.00
Construction Management			
Construction Management Specialist	1.00	1.00	1.00
Construction Manager	2.00	5.00	5.00
Deputy Construction Manager	5.00	3.00	4.00
Project Assistant	1.00	-	-
Project Coordinator	2.00	2.00	2.00
Project Manager	1.00	1.00	1.00
Senior Civil Engineer	1.00	2.00	2.00
Construction Management Total	13.00	14.00	15.00
Link Director's Office			
Administrative Assistant	2.00	2.00	2.00
Administrative Specialist	1.00	1.00	1.00
CAD Specialist	-	1.00	1.00
Civil/Systems Integration Manager	1.00	1.00	1.00
Deputy Executive Director - Light Rail	3.00	3.00	3.00
Executive Director	1.00	1.00	1.00
Link Chief of Staff	1.00	1.00	-
Electrical Engineer	-	1.00	1.00
Mechanical Engineer	1.00	1.00	1.00
Project Coordinator	1.00	1.00	1.00

Sound Transit Staffing By Department

	2009 Staffing Plan	Current Staffing Plan	2010 Staffing Plan
Senior Civil Engineer	1.00	1.00	1.00
Link Director's Office Total	12.00	14.00	13.00
Environmental			
Environmental Planner	1.00	-	-
Program Manager	1.00	-	-
Environmental Total	2.00	-	-
Link Project Development			
Administrative Assistant	1.00	-	-
Program Manager	2.00	1.00	1.00
Project Development Coordinator	3.00	2.00	2.00
Project Manager	5.00	2.00	3.00
Link Project Development Total	11.00	5.00	6.00
Project Controls			
Administrative Analyst	1.00	1.00	1.00
Administrative Assistant	1.00	-	-
Document Control Coordinator	4.00	4.00	4.00
Program Manager	-	-	1.00
Project Assistant	2.00	3.00	4.00
Project Control Coordinator	1.00	1.00	1.00
Project Control Manager	-	1.00	1.00
Project Control Specialist	7.00	3.00	3.00
Project Cost Estimator	-	1.00	1.00
Project Manager	1.00	-	-
Senior Project Control Engineer	2.00	2.00	2.00
Senior Project Control Manager	1.00	1.00	1.00
Senior Project Control Specialist	-	4.00	4.00
Senior Scheduler	-	1.00	1.00
Project Controls Total	20.00	22.00	24.00
Property Management			
Assistant Property Management Contracts Administrator	-	-	1.00
Assistant Property Manager	-	1.00	1.00
Lead Contracts Administrator	-	-	1.00
Project Coordinator	-	1.00	1.00
Property Manager	-	1.00	1.00
Property Management Total	-	3.00	5.00
Public Art Program			
Project Coordinator	-	1.00	1.00
Public Art Program Administrator	-	1.00	1.00
Public Art Program Total	-	2.00	2.00
Real Estate			
Administrative Assistant	-	1.00	1.00
Project Assistant	1.00	1.00	1.00
Project Coordinator	2.00	3.00	3.00
Real Property Manager	1.00	1.00	1.00
Records Research Technician, Specialist	-	1.00	1.00
Senior Real Property Agent	3.00	3.00	3.00
Real Estate Total	7.00	10.00	10.00
Systems Engineering			

Sound Transit Staffing By Department

	2009 Staffing Plan	Current Staffing Plan	2010 Staffing Plan
Administrative Assistant	1.00	1.00	1.00
Engineering Systems Inspector	1.00	1.00	1.00
Senior Systems Engineer	6.00	6.00	7.00
Systems Engineer	3.00	2.00	2.00
Systems Engineering Manager	1.00	1.00	1.00
Systems Engineering Total	12.00	11.00	12.00
Light Rail Total	104.00	111.00	124.00

Capital Projects

Business Services

Business Services Program Manager	1.00	1.00	1.00
Community Outreach Specialist	1.00	1.00	1.00
Document Control Coordinator	1.00	1.00	1.00
Management Analyst	1.00	1.00	1.00
Project Control Coordinator	1.00	1.00	1.00
Project Control Specialist	2.00	2.00	2.00
Project Control Specialist, Senior	1.00	1.00	1.00

Business Services Total

8.00 8.00 8.00

Construction

Construction Manager	1.00	1.00	1.00
Project Coordinator	1.00	1.00	1.00
Project Development Coordinator	2.00	1.00	1.00
Project Manager	4.00	4.00	5.00

Construction Total

8.00 7.00 8.00

Capital Project Director's Office

Administrative Assistant	1.00	1.00	1.00
Project Coordinator	1.00	1.00	1.00
Capital Projects Director	1.00	1.00	1.00

Capital Project Director's Office Total

3.00 3.00 3.00

Rail Program

Program Manager	1.00	1.00	1.00
Project Development Coordinator	2.00	1.00	1.00
Project Manager	3.00	4.00	4.00

Rail Program Total

6.00 6.00 6.00

Transit Oriented Development Total

TOD Program Manager	1.00	-	-
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Transit Oriented Development Total Total

1.00 - -

Capital Projects Total	26.00	24.00	25.00
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Communications & External Affairs

Board Administration

Board Administrator	-	1.00	1.00
Board Coordinator	-	2.00	2.00
Project Assistant	-	1.00	1.00
Records Management Coordinator	-	1.00	1.00

Board Administration Total

- 5.00 5.00

Contracts Management

Administrative Assistant	2.00	-	-
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Sound Transit Staffing By Department

	2009 Staffing Plan	Current Staffing Plan	2010 Staffing Plan
Contracts Administrator	6.00	-	-
Contracts Assistant	7.00	-	-
Contracts Manager	1.00	-	-
Cost/Price Analyst	1.00	-	-
Lead Contracts Administrator	4.00	-	-
Project Coordinator	1.00	-	-
Senior Contracts Administrator	4.00	-	-
Contracts Management Total	26.00	-	-
Director's Office			
Administrative Specialist	1.00	1.00	1.00
Comm & External Affairs Director	1.00	1.00	1.00
Director's Office Total	2.00	2.00	2.00
Creative Services			
Creative Services Manager	1.00	1.00	1.00
Graphic Design Specialist	4.00	4.00	4.00
Project Assistant	1.00	1.00	1.00
Video Production Specialist	1.00	1.00	1.00
Creative Services Total	7.00	7.00	7.00
Government Relations			
Government & Community Relations Manager	-	1.00	1.00
Government & Community Relations Specialist	-	2.00	2.00
Government Relations Specialist	-	2.00	2.00
Government Relations Total	-	5.00	5.00
Gsc/Warehouse			
General Services Center Assistant	1.00	-	-
General Services Center Coordinator	1.00	-	-
Gsc/Warehouse Total	2.00	-	-
Human Resources			
Administrative Assistant	1.00	-	-
Human Resources Coordinator	2.00	-	-
Human Resources Officer	1.00	-	-
Senior Human Resources Generalist	2.00	-	-
Senior Training Specialist	1.00	-	-
Human Resources Total	7.00	-	-
Marketing			
Communications Specialist	3.50	4.00	4.00
Marketing & Events Specialist	1.00	1.00	1.00
Marketing Coordinator	1.00	-	-
Marketing Manager	1.00	1.00	1.00
Marketing Specialist	1.00	2.00	2.00
Project Coordinator	2.00	2.00	2.00
Web Developer	1.00	-	-
Web Producer	0.75	0.75	0.75
Marketing Total	11.25	10.75	10.75
Media Relations and Public Information			
Government & Community Relations Specialist	-	1.00	1.00
Media Relations & Public Information Manager	-	1.00	1.00
Project Coordinator	-	1.00	1.00

Sound Transit Staffing By Department

	2009 Staffing Plan	Current Staffing Plan	2010 Staffing Plan
Public Information Specialist	-	2.00	2.00
Media Relations and Public Information Total	-	5.00	5.00
OPCS Exec Director's Office			
Executive Director	1.00	-	-
OPCS Exec Director's Office Total	1.00	-	-
Public Art Program			
Project Coordinator	1.00	-	-
Public Art Program Administrator	1.00	-	-
Public Art Program Total	2.00	-	-
Communications & External Affairs Total	58.25	34.75	34.75

Operations Department

Asset Control

Facilities Specialist, Senior	-	1.00	1.00
Program Manager	-	-	1.00
Project Assistant	-	1.00	1.00
Project Coordinator	-	1.00	2.00
Project Development Coordinator	-	1.00	1.00
Project Manager	-	1.00	1.00

Asset Control Total

- 5.00 7.00

Central Link Operations

Program Manager	0.50	-	-
Project Manager	1.00	-	-

Central Link Operations Total

1.50 - -

Customer Services

Administrative Assistant	2.00	2.00	2.00
Customer Service Manager	1.00	1.00	1.00
Customer Service Coordinator	1.00	-	-
Customer Service Specialist	1.00	1.00	1.00
Information Center Specialist	0.60	0.60	0.60
Project Assistant	3.00	3.00	4.00
Project Coordinator	2.00	3.00	3.00

Customer Services Total

10.60 10.60 11.60

Director's Office

Administrative Assistant	1.00	1.00	1.00
Administrative Specialist	1.00	1.00	1.00
Assistant Director	1.00	2.00	2.00
Deputy Director	2.00	2.00	2.00
Document Control Coordinator	1.00	1.00	1.00
Project Assistant	-	1.00	1.00
Project Control & Contracts Administrator Specialist	1.00	-	-
Project Coordinator	2.00	1.00	1.00
Operations Director	1.00	1.00	1.00

Director's Office Total

10.00 10.00 10.00

Facilities and Fleet

Facilities Manager	1.00	1.00	1.00
Facilities Specialist	6.00	4.00	4.00
Facilities Specialist, Senior	2.00	2.00	2.00

Sound Transit Staffing By Department

	2009 Staffing Plan	Current Staffing Plan	2010 Staffing Plan
Maintenance Management Information System Technician	1.00	-	-
Program Manager	2.00	-	-
Project Assistant	1.00	1.00	-
Project Coordinator	2.00	2.00	2.00
Project Development Coordinator	2.00	-	-
Project Manager	2.00	1.00	2.00
Facilities and Fleet Total	19.00	11.00	11.00
Operations Business			
Business Systems Analyst	-	-	1.00
Program Manager	-	1.00	1.00
Project Control Coordinator	-	1.00	1.00
Project Development Coordinator	-	1.00	3.00
Operations Business Total	-	3.00	6.00
Parking & Customer Facilities			
Project Development Coordinator	-	1.00	2.00
Project Manager	-	1.00	1.00
Parking & Customer Facilities Total	-	2.00	3.00
Property Management			
Assistant Property Manager	1.00	-	-
Project Coordinator	1.00	-	-
Property Manager	1.00	-	-
Property Management Total	3.00	-	-
Service Planning			
Program Manager	1.00	1.00	1.00
Project Coordinator	-	1.00	1.00
Project Manager	2.00	1.00	1.00
Service Planning Total	3.00	3.00	3.00
Operations Department Total	47.10	44.60	51.60

Planning, Environmental & Project Development

Board Administration

Board Administrator	1.00	-	-
Board Coordinator	2.00	-	-
Project Assistant	1.00	-	-
Records Management Coordinator	1.00	-	-

Board Administration Total

5.00 - -

Environmental Affairs

Environmental Affairs & Sustainability Officer	-	1.00	1.00
Environmental Analyst	-	-	2.00
Environmental Compliance Manager	-	1.00	1.00
Environmental Planner	-	1.00	2.00
Program Manager	-	1.00	1.00
Project Assistant	-	1.00	1.00
Senior Environmental Planner	-	4.00	4.00
Sustainability Manager	-	-	1.00

Environmental Affairs Total

- **9.00** **13.00**

Government Relations

Government and Community Relations Manager	1.00	-	-
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Sound Transit Staffing By Department

	2009 Staffing Plan	Current Staffing Plan	2010 Staffing Plan
Government and Community Relations Specialist	2.00	-	-
Government Relations Specialist	2.00	-	-
Government Relations Total	5.00	-	-
Media Relations and Public Information			
Communications Specialist	1.50	-	-
Media Relations & Public Info. Manager	1.00	-	-
Project Coordinator	1.00	-	-
Project Manager	1.00	-	-
Public Information Specialist	1.00	-	-
Media Relations and Public Information Total	5.50	-	-
Office of Planning and Development			
Administrative Specialist	1.00	1.00	1.00
ORCA Implementation Manager	1.00	-	-
Policy & Planning Officer	1.00	1.00	1.00
Program Manager	3.00	3.00	3.00
Project Assistant	1.00	1.00	1.00
Project Coordinator	1.00	1.00	1.00
Project Manager	3.00	2.00	2.00
Senior Planner	3.00	3.00	3.00
Office of Planning and Development Total	14.00	12.00	12.00
PEPD Director's Office		-	
Administrative Specialist	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
PEPD Director's Office Total	2.00	2.00	2.00
Project Development			
Project Assistant	-	1.00	1.00
Program Manager	-	2.00	3.00
Project Development Coordinator	-	1.00	1.00
Project Development Officer	-	1.00	1.00
Project Manager	-	4.00	5.00
Project Development Total	-	9.00	11.00
Transit Oriented Development			
TOD Program Manager	-	1.00	1.00
Transit Oriented Development Total	-	1.00	1.00
Planning, Environmental & Project Development Total	31.50	33.00	39.00
Corporate Total	394.85	411.35	448.35

Adopted 2010 Transit Improvement Plan



 **SOUNDTRANSIT**
RIDE THE WAVE

DECEMBER 2009

January 2010

TO: Sound Transit Board of Directors
FROM: Joni Earl, Sound Transit Chief Executive Officer
SUBJECT: Adopted 2010 Transit Improvement Plan

The 2010 Transit Improvement Plan (TIP) is a groundbreaking document for Sound Transit.

It marks the first long-range capital and operating plan containing both comprehensive *Sound Move* and *Sound Transit (ST2)* programs. As such, it launches the agency on a new period in its evolution to build and operate the regional high capacity transit system.

In preparing the 2010 TIP, we conducted the first comprehensive evaluation of our long-term budgeting practices in over ten years. We received input on improvements in our approach from the staff, the Citizen Oversight Panel (COP), and the Board, and we benchmarked our practices against other comparable transit agencies.

As a result, we have made a number of significant changes to our capital budget approach that I believe will improve Board oversight and provide more current transparent information to the public on our programs.

As I noted in my cover letter for the Adopted 2010 Budget, the first change is splitting our budget into two documents: the Adopted 2010 Budget and the multi-year Transit Improvement Plan (TIP). The first details all proposed spending and capital outlays for fiscal year 2010 for our project delivery, service delivery, and agency administration. The 2010 TIP provides six-year, and in some cases longer, projections for outlays and expenditures for those same program elements (project delivery, service delivery, and agency administration). I believe this approach will allow the Board and the public to more clearly focus on the expenditures for the next year and allow us to provide better information on the reasons for changes in spending from the prior year.

Secondly, we changed the name from Capital Improvement Plan (CIP) to Transit Improvement Plan (TIP) because the document, in order to retain accountability against the voter-approved plans, contains not only long-term capital projections, but also six-year operating forecasts.

The third change is that the TIP will be integrated into the agency's phase gate system for management of our capital programs. For a number of years, the agency has used this system internally, which is widely applied in the private sector, to track capital projects at key milestones such as the start of preliminary engineering, final design, and construction. The agency holds internal "gate"

meetings at these key milestones to ensure all the required budget and schedule deliverables are completed and that all functions within the agency are aligned to support the project in its next phase. With the 2010 TIP, the Board will also become involved in the major milestones by authorizing the entry of a project into the next phase. At the time of gate approval, the Board will also provide budget authority for the next stage of the project. This incremental budget approval allows the Board greater oversight and more meaningful input at key project milestones.

While making these changes, we have retained many of the features of our prior capital budgeting approach, which has received positive reviews from the Board and COP over the years. In addition, as we benchmarked our systems against other comparable transit systems, we found we provide a high level of detail in our budgets, which is an important tool to allow the public to track our progress against the voter approved plans.

As a result, we have kept our detailed capital project pages with project cash flow for each project and each approved spending category (e.g., engineering, construction, and right-of-way) by year. We have also retained our budget and schedule risk assessments, which are a tool to communicate to the Board and the public the critical threats to completing the project on time and on budget.

Finally, we continue to project long-term operating costs for major program elements. This approach is somewhat unusual in that most agencies only provide operating costs for the next fiscal year. However, as the *Sound Move* and *ST2* voter-approved plans included budgets for long-term operating projects such as Research and Technology, Fare Integration, and Transit Operations, I believe it is important to continue providing transparent reporting against these original budgets.

The 2010 TIP is by no means a finished product – we have already identified some areas that require additional work to make the document even better.

As always, I welcome additional input from the Board to further improve this document so it can be a powerful tool for the Board in monitoring and guiding the implementation of our programs. I appreciate the Board's engagement and leadership as we move forward to build out the regional transit system that was approved by voters and is critical to maintaining and improving our quality of life in the Puget Sound region.

Adopted 2010 Transit Improvement Plan (TIP)

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MESSAGE FROM CEO

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2010 TRANSIT IMPROVEMENT PLAN

The Adopted 2010 Transit Improvement Plan (TIP) provides projected capital and operating expenditures for the construction and operation of the Sound Transit regional high-capacity transit system in the Central Puget Sound, as adopted for authorization by the Sound Transit Board for 2010. The TIP provides background on Sound Transit, its budget practices and system, outlines each major program, and provides detailed budgets and risk assessments for each capital project. This is a new document for 2010 that provides consolidated information on the agency's capital and operating spending from 2010 – 2015. The TIP was created to provide better information on the agency's progress in implementation of the voter approved programs and align closer with the agency's internal capital management processes.

SOUND TRANSIT OVERVIEW

Sound Transit's Mission

Sound Transit's mission is to plan, build, and operate an integrated regional high-capacity transportation system serving the three-county Sound Transit district. The services include commuter rail, light rail, regional bus services, and capital facilities. Sound Transit is implementing its *Sound Move* and *Sound Transit 2 (ST2)* regional plans in partnership with public agencies, jurisdictions, private sector and other interests, and the citizens of the Sound Transit District.

Sound Move

In 1996, voters in the central Puget Sound region voted to approve implementation of the *Sound Move* plan to build a high capacity public transit system. Since 1996, Sound Transit has implemented the *Sound Move* plan, building and operating 75 miles of Sounder commuter rail, 19 Regional Express bus routes, and 17 miles of Link light rail. In 2009, this system carried 18.8 million riders. The agency is completing other elements of the *Sound Move* plan, most notably University Link (extending light rail from downtown Seattle to the University of Washington) and extending Sounder commuter rail from Tacoma to Lakewood. In 2010, Sound Transit is projected to carry more than 25 million passengers.

Sound Transit 2

On November 4, 2008, voters in King, Pierce, and Snohomish counties approved a mass transit expansion proposal *Sound Transit 2 (ST2)* that will add 36 miles of light rail to the system, a 17 percent expansion of ST Express bus service starting in 2009, and increases to Sounder commuter rail service. During 2009, the Sound Transit Board and staff worked to develop an implementation plan with more specific details about project timing and delivery. Projects will be brought into service after they undergo planning, environmental review, preliminary engineering, property acquisition, final design, construction, startup, and testing. New service will be phased in over several years. The first of the new services began in 2009 with increased ST Express bus service. All of the projects are scheduled to be completed by 2023.

Sound Transit Board of Directors

Sound Transit is governed by an 18-member Board made up of 17 elected officials and the Washington State Department of Transportation (WSDOT) secretary. The local elected officials include mayors, city councilmembers, county executives, and county councilmembers from within the Sound Transit District. Each county is represented by one Board member per 145,000 people living within that county. Board members from each county are appointed by their respective county executive and confirmed by their county council. The appointment process includes consultation with local cities and towns.

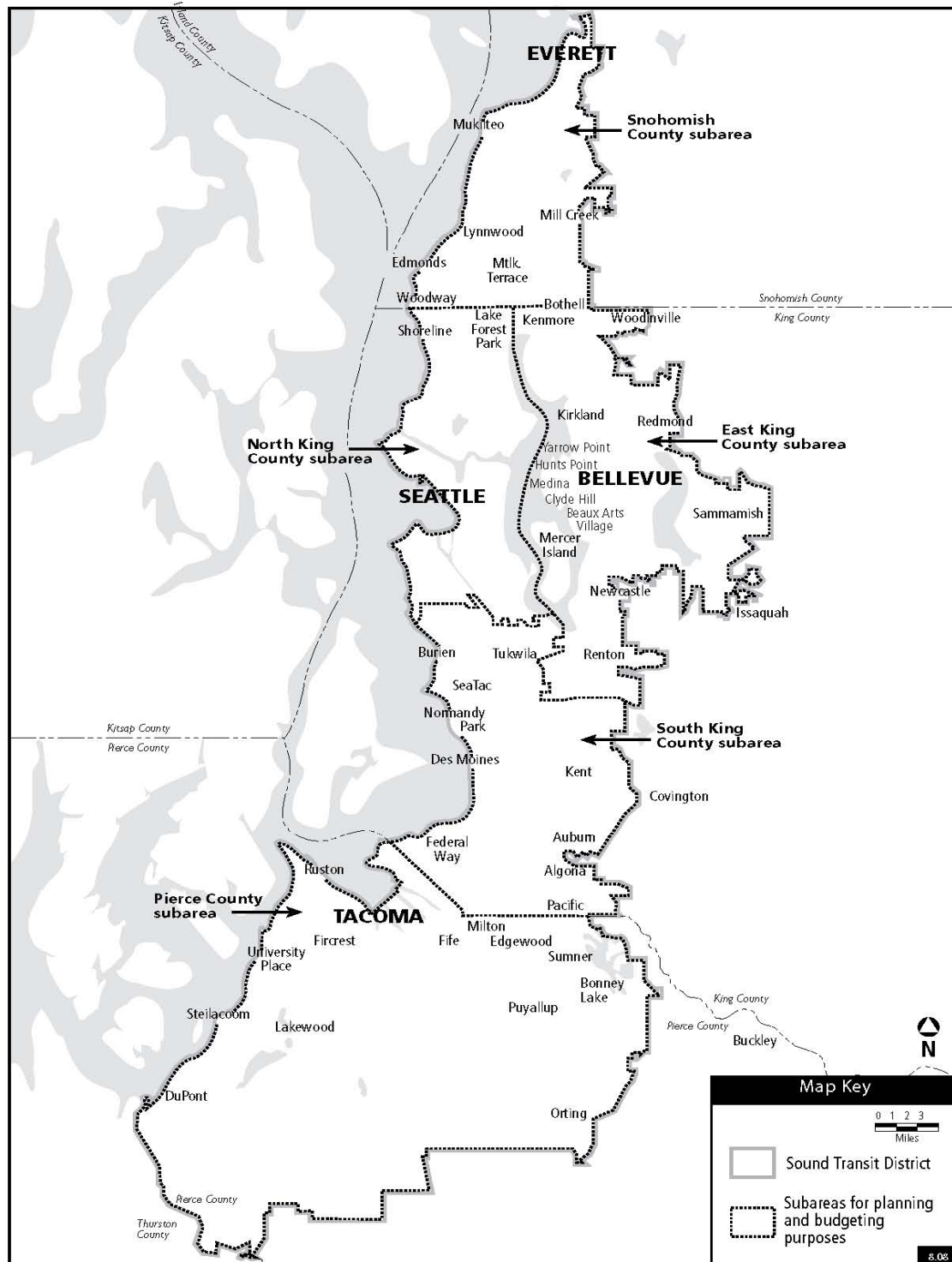
By state law, appointments must include an elected city official representing the largest city in the participating county and proportional representation from other cities and unincorporated areas. To help assure coordination between local and regional transit plans, half the appointments in each county must be officials who serve on the local transit agency Board.

Sound Transit Board members elect the Board officers, including a chair and two vice chairs, every two years. The chair presides over all Board meetings and is also a voting member. Additional information on the Sound Transit Board – including its structure, meeting schedules and locations, standing committees and actions – can be accessed at the Sound Transit Web site at www.soundtransit.org.

The Sound Transit District Boundary

The Sound Transit District, shown on the accompanying map, includes the most congested urban areas of King, Pierce, and Snohomish counties. The Sound Transit District boundary lines generally follow the urban growth boundaries created by each county in accordance with the state's Growth Management Act.

SOUND TRANSIT DISTRICT



Funding the Transit Improvement Plan

The primary sources of funding for the Transit Improvement Plan are voter approved local taxes (sales and use tax, motor vehicle excise tax, and rental car tax), bonding against local taxes, and federal, state, and local grants. Local taxes were approved by regional voters in 1996 (*Sound Move*) and in 2008 (*ST2*).

Retail Sales and Use Tax

Sound Transit collects 9/10 of one percent Retail Sales and Use Tax on transactions which take place in the Sound Transit District. The Retail Sales and Use Tax is imposed on the sale of most goods and the consumption of certain services. Taxes on Retail Sales amount to approximately 92% of the Sales and Use Tax collected; Use Taxes account for the remaining 8%. The Use Tax is levied on items purchased out of state but used in state and on other items for which Sales Tax has not been paid. The tax is collected by the state Department of Revenue and remitted to Sound Transit through the Office of the State Treasurer.

Motor Vehicle Excise Tax

Sound Transit collects 3/10 of one percent Motor Vehicle Excise Tax. The Motor Vehicle Excise Tax is a tax levied on the value of motor vehicles and collected at the time of vehicle licensing. The tax is collected by the state Department of Licensing and remitted to Sound Transit through the Office of the State Treasurer.

Rental Car Tax

Sound Transit collects 8/10 of one percent Rental Car Tax, levied on the rental value of vehicles. The tax is collected by businesses and remitted to the state Department of Revenue. The Department of Revenue disburses the proceeds to Sound Transit through the Office of the State Treasurer.

Federal Grant Funding Program

The Federal government is an important partner with Sound Transit in funding the build out of the regional high capacity system. From 1997 to 2023, Sound Transit will receive a projected \$3.16 billion in grant awards for *Sound Move* and *ST2* projects.

The \$3.16 billion total grant assumption includes three Full Funding Grant Agreements (FFGAs). The three FFGAs included in the plan are: \$500 million for the Initial Segment/Airport Link; \$813 million for the University Link; and \$600 million for a project to be decided in the *ST2* plan. The Initial Segment/Airport Link and University Link FFGAs have already been executed and the third FFGA is assumed to be executed in the future.

The grant assumptions in the agency's long-term financial plan also include:

- \$436 million already secured for Sounder and Regional Express projects;
- \$62 million secured for Airport Link; and
- \$535 million of annual FTA formula funds assumed for either capital projects and/or preventative maintenance for all modes.

Federal funding will be secured through conventional Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) programs currently authorized under the Safe, Accountable, Flexible, Efficient Transportation Efficiency Act: A Legacy for Users (SAFETEA-LU) and future authorizations. Funding will be secured through both congressional appropriations and regional/national grant competitions. Grant funding assumptions by source are shown in the following table.

Federal Funding Assumptions through 2023

Funding Category	Funding in Millions
Section 5309 New Starts/Small Starts	\$ 2,110
Section 5307 FTA Formula	\$ 430
Section 5309 Fixed Guideway FTA Formula	\$ 323
Congestion Mitigation Air Quality (CMAQ)	\$ 96
Surface Transportation Program (STP)	\$ 71
State	\$ 55
Section 5309 Bus (FTA Discretionary)	\$ 33
Section 5307 ARRA funding (Econ Stimulus)	\$ 23
Miscellaneous Competitive	\$ 14
Surface Transportation Program (FHWA Railroad Crossing Comp.)	\$ 5
Total	\$ 3,160

Farebox Revenues

Farebox revenues include fare revenues from ST Express bus service, Central Link service, and Sounder commuter rail service. In projecting fare revenues over the long run, it is generally assumed that present transit fares continue with fare increases matching only inflation rates; the Adopted 2010 Budget does not assume any fare increases.

The fare revenue forecast was built on the assumption of an average fare in 2010 per boarding of \$3.00 for Sounder commuter rail service, \$1.40 for ST Express bus service, and \$1.30 for Central Link service. The average fare numbers do not assume fare increases in 2010. Factors influencing the average fare per boarding include the base fare, the average number of zones traveled or distance traveled, the amount of institutional purchases of Puget Passes, the number of discounted fare riders, and the amount of fare evasion.

Interest Earnings

Sound Transit earns interest on its cash balances which are invested consistent with the Asset Liability Management Framework, adopted by the Board (Resolution No. R2004-14) on October 28, 2004. The Asset Liability Management Framework synchronizes the management of the agency's investments and debt on a consolidated basis. This policy superseded Resolution No. 97 and includes four distinct, but coordinated, policies: Asset Liability Management, Investment, Debt Management, and Debt Swap.

Miscellaneous Revenue

The agency receives a variety of miscellaneous revenue including advertising on Sounder rail cars and Sound Transit buses along with rental income from Sound Transit properties. The agency will also receive some other miscellaneous payments and contributions from other governments or private parties to Sound Transit. In the budget, these revenues are reported on a consolidated basis for the agency.

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TRANSIT IMPROVEMENT PLAN SUMMARY

The Sound Transit budget structure contains two primary documents:

- **Adopted 2010 Budget:** This document contains all adopted operating and capital expenditures for fiscal year 2010. When adopted by the Board, it becomes the legally authorized spending level for the fiscal year for operations and all capital projects.
- **Adopted 2010 Transit Improvement Plan (TIP):** This document contains the projected expenditures for a six-year period for active phases of capital and operating projects and for lifetime budgets for baselined capital projects and operating projects with fixed lifetime budgets. The TIP is endorsed by the Board prior to the end of the fiscal year and serves as approved planning forecast under which future budgets and individual contract actions receive Board authorization. Active phases in the capital projects may extend a single year or many years into the future consistent with the agency's Phase Gate system (described in the Overview of Systems and Policies).

Both documents are divided into three major program areas – Project Delivery, Service Delivery, and Agency Administration & Systemwide programs. Each of these elements includes both capital and operating components.

2010 Transit Improvement Plan

The 2010 TIP includes capital expenditures and operating expenses for Project Delivery, Service Delivery, and Agency Administration & Systemwide costs.

2010 Transit Improvement Plan (\$M, YOE)			
	Operating ¹	Capital	Total
Project Delivery	\$0	\$2,512	\$2,512
Service Delivery	1,785	188	1,973
Agency Administration & System-wide	443	237	679
<hr/>			
Total 2010-2015 TIP	\$2,227	\$2,937	\$5,164
<hr/>			
¹ Includes 6 year expenditure forecast for ongoing programs and lifetime budgets for individual voter approved projects.			

Project Delivery

The 2010 TIP contains capital outlays for the design and construction of the voter approved *Sound Move* and *ST2* capital projects for Link light rail, Sounder commuter rail, and Regional Express programs for 2010 – 2015. While Project Delivery overwhelming consists of capital outlays, it does contain some costs which, due to their nature, are not eligible to be capitalized, and so will be included in future TIPs as operating expenses.

Service Delivery

The 2010 TIP contains capital outlays and expenditures for operating and maintaining existing Sound Transit light rail, commuter rail, and regional bus programs throughout the region for 2010 – 2015. Sound Transit maintains a Service Implementation Plan (SIP) which forecasts services levels and key performance measures for a period of six years for operation of light rail, commuter rail, and regional express bus. The SIP is adopted each year by the Board. Only summary level information on the SIP is presented in this document. The full SIP can be accessed at www.soundtransit.org.

Agency Administration & Systemwide Costs

The 2010 TIP contains capital outlays and operating expenses for agency administration and systemwide costs necessary to implement the two voter approved plans for 2010 – 2015. These programs include agency administration, research and technology, capital replacement, public art, transit oriented development, system access, fare integration, and other administrative programs.

OVERVIEW OF SYSTEMS AND POLICIES

Sound Transit Capital Systems

Sound Transit capital programs provide for the acquisition, construction, reconstruction, purchase of initial fixtures and equipment, renovation, rehabilitation, and replacement of facilities with a value of \$5,000 or more and a life expectancy of at least one year together with any related costs for land acquisitions, land improvements, design, feasibility studies, engineering studies, and engineering.

Capital projects are typically planned and executed in phases. The phases of capital projects include:

Preliminary Engineering for conception and initial engineering as well as environmental assessments and evaluations. The preliminary engineering phase 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.

Final Design for professional consultant activities, legal and technical documentation, environmental clearance, constructability review, data collection, advertising, assessment of alternatives related to project design, and bid reviews.

Right-of-Way phase for the purchase of land, easements, and rights-of-way. This also includes negotiating the purchase price, surveys, appraisals, environmental audits, permits, legal costs, maps, charts, and other costs.

Construction to cover project construction contracts, professional and technical assistance, advertising, legal and technical documentation, inspection, testing, and permitting. Also included are construction management and other professional services in support of the agency's management of construction activities.

Administrative and third party costs occur through the life of a project. Administrative expenditures include costs for direct labor by Sound Transit staff (staff dedicated to specific projects) and other direct charges to the project necessary for project administration or other costs.

Third party expenditures include agreements with governmental units to reimburse their costs for review of alternatives, design review and construction monitoring, and inspection. In certain projects when Sound Transit is a funding partner rather than the lead agency, it includes Sound Transit's funding obligation to the lead agency.

Capital Budget Process

For *Sound Move* capital projects through FY 2009, the Sound Transit Board endorsed a capital budget which detailed the projected capital outlays by project, by year, and by phase for the lifetime of all projects. Each year with the adoption of the annual budget, the Board approves the expenditure of capital funds by mode (Sounder commuter rail, Regional Express, Link light rail) for the coming fiscal year.

Beginning in FY 2010, the agency is shifting to a new consolidated capital budgeting process for ST2 and new capital projects which will allow for tighter Board control over the approval of

capital budgets. During the course of the life of each project, as capital projects reach key milestones, the Board will approve additional budget authority necessary to compete the next phase of the project. When the scope of each project is set, Sound Transit staff will seek adoption by the Board of a baseline budget and schedule for that project that matches the project's final scope. This baseline budget will authorize the full lifetime budget by phase for the entire project.

Throughout this process, the TIP will maintain reporting on the original and updated cost estimate for each project to provide transparency to the Board and public of the current cost estimates vs. the original cost estimate provided in the voter-approved *ST2 Plan*.

Under this process, the TIP will contain the current lifetime budget for active phases for projects as well as the total lifetime cost estimate to complete the project. The adopted Annual Budget document will contain only the next year's capital outlays for Board consideration. Once adopted by the Board, this budget will then provide the authorized expenditure levels and associated activities for each capital project for that year.

Phase Gate

Sound Transit builds a wide variety of capital projects but maintains a uniform implementation of projects through a system called "Phase Gate" which establishes key milestones in the lifecycle of capital projects. Each capital project begins with voter or Board approval and proceeds through eight pre-established mileposts or gates at which certain project schedules, budgets, and other key deliverables must be produced. The project must receive proper approvals, which can include Board authorization, before proceeding through each gate and into the next phase of the project.

Gate	Phase	Internal Review	Board Review
Authorization to enter Preliminary Engineering Alternatives Identified	Preliminary Engineering	X	X
Locally Preferred Alternative identified		X	X
Authorization to enter Final Design	Final Design & ROW	X	X
Baselining Project		X	X
Authorization to enter advertise for construction	Construction	X	
Service Launch		X	
Project closeout		X	X

The Phase Gate system is tightly linked to the capital budget process. Only when a project has met the required deliverables for a given gate and received proper authorization can it move into the next phase. Upon approval of key gates, the Board approves budget to fund the project through completion of the next phase of the project.

For example, upon completion of preliminary engineering of a given light rail segment, the project manager would produce the required documents to establish that the project was ready to enter final design. An internal agency staff meeting would be held to ensure that proper coordination had taken place and that all appropriate functions had been involved. Once the project passes through the internal gate meeting, it would then proceed to the Board to receive approval to enter final design. If the Board were to approve that action, the budget to fund the project through completion of final design would be approved and future contracts with engineering firms to complete that work would be subsequently authorized by the Board within that approved budget level and the TIP would be updated.

Cost Estimates and Project Budgets

Each *Sound Move* and *ST2* capital project had an original cost estimate (in constant year dollars) which were consolidated into costs that were included in the voter approved plans and *ST2* Financial Plan. As engineering work, community and stakeholder outreach advances, these project cost estimates are continually updated. The original and current cost estimates for *ST2* projects are included in an appendix in this TIP. These cost estimates are maintained in a current year constant dollar basis. For example, in the 2010 TIP, cost estimates are in constant 2009 dollars. They reflect the estimate in today's dollars of the full costs of building the project.

As project phases become "active" and are approved by the Board through the Phase Gate system, the budget for the active phases is approved by the Board. This approval is in year-of-expenditure dollars, which includes the impact of inflation over time. For example, if the Board approves a preliminary engineering budget for a Sounder commuter rail station improvement for \$10 million, the agency is authorized to spend up to \$10 million to complete preliminary engineering.

Once a project reaches the baseline Phase Gate, the scope and schedule of the project are known with enough certainty for the agency to commit to a year-of-expenditure lifetime project budget. At the time of baselining, the Board would approve the full lifetime project budget.

Risk Assessments

The TIP contains risk assessments for the active phases of current capital projects. The following assessments identify project risk factors that have potential scope, budget, and schedule implications. In some cases, a great deal is known about the project scope, location, and community expectations, and the public process for permitting and local jurisdictional participation is advanced. However, other projects are earlier in the planning stages and environmental factors, community input, engineering modifications, or other changes could substantially alter the scheduled outlay of funds.

The risk assessments are for the active phase of each capital project and when known, risks related to completing the project are also identified. For example, if a project is in final design, the TIP risk assessment reflects the risks of completing final design on time and on budget. The risk assessment for such a project does not include the risks of construction, unless these risks are known.

Budget Risk

- **Status:** Current status of project, including conceptual engineering (CE), preliminary engineering/environmental design (PE/ED), final design (FD), construction (CO), and not initiated.
- **Type of Budget Estimate:** Identifies the type of budget estimate that is currently being used for the project. These include: allocation (initial estimates agreed upon by stakeholders during the development of *Sound Move* or *ST2*), planning (preliminary conceptual estimate developed for specific sites based on limited project information), conceptual engineering, scoping (estimate based on itemized right-of-way and construction costs on an estimated unit price), PE/ED (estimate based on preliminary engineering/environmental design), FD (estimate based on final design) and construction (estimate based on full design drawings, specifications, and known unit prices).
- **Budget Risk Level:** Overall risk level for project, classified as high, medium, or low.

- **Right-of-Way Costs:** A check mark indicates those projects with potential for higher than budgeted right-of-way costs.
- **Scope Escalation/Change:** A check mark indicates those projects that may not be able to absorb additional costs and changes desired by all parties.
- **Design and Environmental Requirements:** A check mark indicates those projects with outstanding unresolved issues related to design or environmental requirements.
- **Unexpected Finding During Engineering:** A check mark indicates those projects which had an unexpected issue arise related to engineering.
- **Limited Budget Basis:** A check mark indicates those projects which are currently only developed to a conceptual level.
- **Shared Project Funding:** A check mark indicates those projects which rely, not only on Sound Transit funding, but also on outside party funding for a portion of the project.
- **Utilities Relocation:** A check mark indicates those projects that had undefined utility relocation issues.
- **Project Location:** A check mark indicates those projects which have unresolved location issues.
- **Coordination:** A check mark indicates those projects with community issues or conflicts and difficult project interfaces with other parties.

Schedule Risk

- **Risk Level:** Overall risk level for project classified as high, medium, or low, depending on the nature and complexity of the issues related to the project.
- **2009 Budget Schedule:** The schedule for start of service in the 2009 Budget.
- **Adopted 2010 Budget Schedule:** The schedule for start of service in the Adopted 2010 Budget.

PROJECT DELIVERY

The 2010 TIP contains capital outlays to design and construct the voter approved regional transit programs from 2010 – 2015. This section contains the adopted active phase lifetime capital outlays for the Link light rail, Sounder commuter rail, and Regional Express bus.

2010 Transit Improvement Plan (\$M, YOE)			
Project Delivery			
	Operating	Capital	Total
Link light rail	\$0	\$1,869	\$1,869
Sounder commuter rail	0	379	379
Regional Express Bus	0	265	265
<hr/>			
Total 2010-2015 TIP	\$0	\$2,512	\$2,512

Project Delivery constitutes the majority of spending in the TIP. The Link light rail, Sounder commuter rail, and Regional Express bus capital projects form the backbone for the *Sound Move* and *ST2* programs to build the regional transit system. The 2010 TIP contains spending to both complete the *Sound Move* capital program as well as launch the *ST2* program.

The TIP contains funding to complete the University Link light rail project to extend light rail from downtown Seattle to the University of Washington. Building this segment will be the agency's major construction project through 2016. The project is funded in part by an \$813 million full funding grant agreement from the federal government. The 2010 TIP also provides budget to begin engineering work on the extension of light rail on three corridors – north, south, and east – as provided in the *ST2* Plan.

The 2010 TIP funds to complete the *Sound Move* Sounder commuter rail program. The largest remaining project in the program is the construction of track and signal work to extend the service from Tacoma to Lakewood. This work is scheduled to be completed in 2012. The TIP also provides budget to fund the additional four round trip trains from Seattle-to-Tacoma in the *ST2* Plan.

The 2010 TIP also provides budgets to complete the *Sound Move* Regional Express bus capital improvements. Completion of construction of the Mountlake Terrace Freeway Station through 2011 is one of the program's largest remaining projects. The TIP also includes funding for *ST2* projects for Burien Transit Center Parking Expansion, ST Express Bus Base, and I-90 Stage 3.

Project Delivery also contains some non-capitalizable costs. In accordance with generally accepted accounting principles, certain costs (insurance claim costs and premiums related to operations, taxes, operating leases and rentals, costs of maintaining facilities which are completed but not yet in service, depreciation, and amortization) should not be capitalized to projects, but rather expensed.

These accounting principles also require that the agency regularly evaluate the costs that are capitalized. If some of the agency's capital projects have not progressed as rapidly as initially anticipated, excess general and administration costs or costs related to project elements that are not included in the final project build-out may be expensed. In addition, as projects are completed that will not be owned by Sound Transit, such projects are donated to the municipality that will own and maintain the project and an expense equivalent to the cost of the project is recorded for the donation.

Sound Transit
Adopted 2010 TIP by Subarea
in \$000s

	2010-2015 Total	Adopted Lifetime
Agency Administration & Systemwide	30,360	47,767
Light Rail	31,235	31,235
Regional Express	33,650	170,045
Service Delivery	35,199	51,892
Souder	28,994	383,270
Snohomish County	159,438	684,209
Agency Administration & Systemwide	1,028	6,757
Light Rail	1,641,281	3,665,756
Service Delivery	1,803	1,876
North King County	1,644,111	3,674,389
Agency Administration & Systemwide	59,414	62,295
Light Rail	121,783	909,230
Regional Express	21,602	94,105
Service Delivery	18,137	31,917
Souder	117,080	439,553
South King County	338,016	1,537,101
Agency Administration & Systemwide	36,846	62,044
Light Rail	72,652	97,354
Regional Express	208,510	568,837
Service Delivery	86,675	137,965
East King County	404,683	866,201
Agency Administration & Systemwide	55,756	86,046
Light Rail	1,642	78,740
Regional Express	1,313	22,058
Service Delivery	46,469	100,466
Souder	232,729	636,720
Pierce County	337,910	924,030
Agency Administration & Systemwide	24,336	150,313
Systemwide	28,912	89,061
Systemwide	53,248	239,374
Agency Total	2,937,407	7,925,303

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail and Debt Service costs are not included in these figures.

Sound Transit Adopted 2010 TIP

in \$000s

Project Number and Name	2010-2015 Total	2010 Adopted Lifetime
Agency Administration		
001 - Agency Administration	22,248	68,995
405 - Fare Integration	650	30,339
410 - Research & Technology	1,438	50,979
500 - Capital Replacement	179,312	248,492
x40 - Ashway TOD	-	100
x68 - STart Program	4,093	16,318
Agency Administration	207,741	415,222
Light Rail		
007 - First Hill Link Connector	132,500	132,780
008 - Tacoma Link Expansion	1,642	1,642
009 - Link Maintenance & Storage	338	338
100 - North Link - UW Station to Northgate	66,939	107,176
115 - North Corridor HCT- Northgate to Lynnwood	57,119	57,119
200 - University Link-Pine St Stub Tunnel to UW Stn	1,257,560	1,756,007
300 - Initial Segment	73,408	2,070,000
310 - Central Link Switch Heaters	2,616	3,253
390 - DSTT Capital Costs	-	23,719
399 - Initial Segment Project Reserve	128,300	128,300
400 - Airport Link - 154th St to 176th St	21,283	269,100
420 - South Link-Airport to 200th St	18,758	22,772
445 - South Corridor HCT-S 200th St to S 272nd St	35,098	35,098
500 - Tacoma Link	-	77,097
600 - East Link	73,032	97,914
Light Rail	1,868,593	4,782,315
Regional Express		
005 - ST Express Bus Base	5,469	5,469
006 - Burien Transit Center Parking Expansion	15,175	15,175
105 - Ash Way Transit Access/164th SW	408	18,993
111 - Lynnwood HOV Access/46th Ave W	-	25,677
125 - Federal Way HOV Access/S 317th	470	29,216
131 - Star Lake Freeway Station/S 272nd	-	3,094
135 - I-405 @ Southcenter	-	55
140 - Totem Lake Freeway Station/NE 128th	1,352	73,980
141 - 85th Corridor, Kirkland	4,665	6,015
142 - Kirkland Transit Center/3rd	8,848	13,300
144 - Redmond Way, Redmond	-	1,979
145 - Bellevue HOV Access	-	70,896
150 - Renton HOV Access/N 8th	63,791	67,075
151 - Rainier Avenue Arterial Improvements	10,468	15,717
152 - Strander Boulevard Extension	4,167	4,219
160 - Eastgate HOV Access/142nd Ave SE	1,020	30,593
165 - I-90 @ Sunset Interchange	-	9,185
166 - SR900 Park-And-Ride Arterial Improvements	-	7,117
311 - Lynnwood Transit Ctr/46th Ave W	16	30,101
312 - Mountlake Terrace Freeway Station/236th SW	23,410	35,383
314 - S Everett Transit Center	-	31
316 - N Everett Transit Center/Everett Comm College	-	1,641
319 - S Everett Freeway Station/112th SE	806	28,908
321 - Federal Way Transit Center/S 317th	1,339	39,455
322 - Bellevue Transit Center/NE 6th	-	15,453

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail and Debt Service costs are not included in these figures.

Sound Transit Adopted 2010 TIP

in \$000s

Project Number and Name	2010-2015 Total	2010 Adopted Lifetime
323 - Bellevue Rider Services Bldg	-	2,760
324 - Canyon Park Freeway Station	485	10,178
326 - Issaquah Transit Center/SR900	930	29,482
328 - Totem Lake Transit Center/Evergreen Med Ctr	323	6,303
330 - Newcastle Transit Improvements	1,311	4,428
332 - Overlake Transit Center/NE 40th	-	10,939
340 - Ash Way Park-And-Ride	-	1,114
342 - Swamp Creek Park-And-Ride	-	303
345 - Lynnwood SR99 Transit Lanes	-	2,546
346 - E Everett Park-And-Ride	-	86
350 - Redondo Heights Park-And-Ride/SR99	-	2,483
352 - Other Park-And-Ride Expansion	-	10
354 - Mercer Island Park-And-Ride/N Mercer Way	144	14,119
355 - Issaquah Highlands Park-And-Ride/Highland Dr	-	7,181
356 - Tacoma Dome Station	-	10,805
358 - South Hill Park-And-Ride/94th Ave E	-	5,625
360 - Dupont Station/Wilmington Dr	-	4,314
370 - Pacific Avenue Overpass	-	16,222
372 - Bothell Branch Campus Access	103	2,281
374 - Redmond Transit Center/NE 83rd	895	6,666
376 - Woodinville Arterial HOV/SR202/SR522	-	1,410
378 - Yarrow Point Stop Improvements	-	108
380 - Sammamish Park-And-Ride/228th SE	120	7,086
382 - I-90 Two-Way Transit & HOV Opr, Stage 1	1,731	24,840
384 - SR522 HOV Enhancements/Kenmore	1	8,773
385 - SR522 HOV Enhancements/Bothell	5,683	8,601
386 - I-90 Two-Way Transit & HOV Opr, Stage 2	27,755	31,683
387 - I-90 Two-Way Transit & HOV Opr, Stage 3	62,469	64,222
395 - Funds For Other Projects	-	31
999 - Regional Express Program Reserve	21,719	21,719
Regional Express	265,075	855,045
Service Delivery		
212 - Ticket Vending Machines	811	7,678
216 - Passenger Information System/CCTV	1,492	6,231
261 - Bus Maintenance Facility	19,174	22,347
290 - ST Express Fleet Program	-	96,693
356 - Tacoma Dome Station	390	390
701 - ST Express Fleet Replacement Program	109,956	121,885
702 - Sounder Fleet Program	2,286	2,434
705 - ST Express Fleet Expansion	39,848	42,000
740 - Small Works Program	4,218	4,553
741 - Auburn Bus Loop Concrete Replacement	-	0
743 - Homeland Security Enhancements	267	947
744 - Talking Signs	298	2,379
745 - ST Express Mobile Communications Projects	4,414	10,531
746 - Regional Mobility Parking Enhancements	4,328	4,960
747 - Security Office Expansion	-	138
748 - Sound Transit Police Office	112	265
750 - Sounder Maintenance Base Development	-	0
752 - Link OMF Entrance Improvements	150	150
753 - Bike Locker Program	537	537
Service Delivery	188,282	324,117

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail and Debt Service costs are not included in these figures.

Sound Transit Adopted 2010 TIP

in \$000s

Project Number and Name	2010-2015 Total	2010 Adopted Lifetime
Sounder		
001 - Station Access & Demand Study	3,480	3,480
004 - Sounder Yard & Shop Facility	2,735	2,735
100 - Everett-Seattle Track & Signal	50	298,971
101 - Willow Creek Environmental Mitigation	960	1,056
110 - Seattle-Auburn Track & Signal	501	227,512
120 - Auburn-Tacoma Track & Signal	245	183,379
130 - M Street-Lakewood Track & Signal	25,995	78,630
131 - Permitting/Environmental Mitigation	5,342	8,179
135 - D Street-M Street Track & Signal	101,613	161,581
140 - Layover	7,977	26,812
150 - Nisqually-Lakewood ROW	-	14,836
201 - Everett Station	758	33,957
205 - Mukilteo Station, North Platform	743	10,221
206 - Mukilteo Station, South Platform	9,595	11,131
207 - Edmonds Station (Temporary)	-	176
209 - Edmonds Station	8,300	12,929
231 - King Street Station	-	7,928
233 - Boeing Access Rd Station	-	65
235 - Tukwila Station (Temporary)	-	2,837
236 - Tukwila Station	6,009	16,434
237 - Kent Station	-	32,388
239 - Auburn Station	-	25,815
241 - Sumner Station	-	8,741
243 - Puyallup Station	-	13,336
245 - Tacoma Dome Station	-	9,767
247 - Reservation-Freighthouse	-	16,373
251 - South Tacoma Station	1,268	16,098
253 - Lakewood Station	214	29,316
255 - Lakewood CBD	-	1,816
510 - ST2 Seattle-Auburn Track & Signal	104,828	104,842
520 - ST2 Auburn-Tacoma Track & Signal	85,907	85,919
601 - Sounder Program Reserve	12,283	12,283
Sounder	378,803	1,459,543
Systemwide		
003 - Systems Access Program	28,912	89,061
Systemwide	28,912	89,061
Total Agency	2,937,407	7,925,303

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail and Debt Service costs are not included in these figures.

Capital Projects by Department

Operations	Planning, Environment, and Project Development	Finance & Information Technology
<ul style="list-style-type: none"> • Bus Maintenance Facility • ST Express Fleet Program • Tacoma Dome Station • ST Express Fleet Replacement Program • Sounder Fleet Program • ST2 Fleet Expansion • Small Works Program • Auburn Bus Loop Concrete Replacement • King Street Station Platform Lighting • Homeland Security Enhancements • Talking Signs • ST Express Mobile Communications Projects • Regional Mobility Parking Enhancements • Security Office Expansion • Sound Transit Police Office • Sounder Maintenance Base Development • Link OMF Entrance Improvements • Bike Locker Program 	<ul style="list-style-type: none"> • Station Access & Demand Study • Sounder Yard Shops Facility • First Hill Link Connector • Tacoma Link Expansion • Link Light Rail Maintenance & Storage • East Link • ST Express Bus Base • Burien Transit Center Parking Expansion • Fare Integration • Systems Access Program • North Corridor HCT - Northgate to Lynnwood • South Corridor HCT - S 200th St to S 272nd St 	<ul style="list-style-type: none"> • Agency Administration • Research & Technology • Capital Replacement • Ticket Vending Machines • Passenger Information System/CCTV

Design, Engineering, and Construction Management – Regional Express	Design, Engineering, and Construction Management – Sounder	Design, Engineering, and Construction Management – Link
<ul style="list-style-type: none"> • Mountlake Terrace Fwy Station/236th SW • S Everett Freeway Station/112th SE • Ash Way Transit Access/164th SW • Lynnwood Transit Center/46th Ave W • Federal Way Transit Center • Totem Lake Freeway Station/NE 128th • 85th Corridor, Kirkland • Kirkland Transit Center/3rd • Renton HOV Access/N 8th • Rainier Avenue Arterial Improvements • Strander Boulevard Extension • Issaquah Transit Center/SR900 • Newcastle Transit Improvements • Totem Lake TC/Evergreen Medical Center • Mercer Island Park-And-Ride/N Mercer Way • Eastgate HOV Access/142nd Ave SE • Bothell Branch Campus Access • Canyon Park Freeway Station/I-406 • Redmond Transit Center/NE 83rd • Sammamish Park-And-Ride/228th SE • I-90 Two-Way Transit & HOV Ops, Stage 1 • SR522 HOV Enhancements/Bothell • I-90 Two-Way Transit & HOV Ops, Stage 2 • I-90 Two-Way Transit & HOV Ops, Stage 3 • Regional Express Program Reserve 	<ul style="list-style-type: none"> • Everett-Seattle Track & Signal • Willow Creek Environmental Mitigation • Everett Station • Permitting/Environmental Mitigation • Mukilteo Station, North Platform • Mukilteo Station, South Platform • Layover • Edmonds Station • Tukwila Station • M Street-Lakewood Track & Signal • D Street-M Street Track & Signal • South Tacoma Station • Lakewood Station • ST2 Seattle - Auburn Track & Signal • ST2 Auburn - Tacoma Track & Signal • Sounder Program Reserve 	<ul style="list-style-type: none"> • STart Program • North Link - UW Station to Northgate • University Link - Pine St Stub Tunnel (PSST) to UW Station • Initial Segment • Initial Segment Project Reserve • Central Link Switch Heaters • Airport Link - 154th St to 176th St • South Link - Airport to 200th St

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LINK LIGHT RAIL CAPITAL PROGRAM DESCRIPTION

A core focus of Sound Transit's Transit Improvement Program is the development of a 55-mile light rail transit system. The first parts of this network were approved by Puget Sound voters in 1996 and included a starter system connecting Seattle, Tukwila, and SeaTac. In November 2008, voters approved expansion of this system to serve eight more cities, including Shoreline, Mountlake Terrace, Lynnwood, Mercer Island, Bellevue, Redmond, Des Moines, and Federal Way. These investments are creating a new transportation corridor where it is needed most – in the major population and employment centers where existing roads and bus services are already at capacity during peak travel times.

The Initial Segment of the Central Link light rail opened for service on schedule on July 18, 2009. The project connects the Tukwila International Boulevard Station in Tukwila with downtown Seattle. The Airport Link project connects the Tukwila International Boulevard Station in Tukwila on elevated and at-grade tracks into the city of SeaTac to a light rail station at the main terminal at Sea-Tac International Airport. Airport Link opened for service ahead of schedule on December 19, 2009. Construction close out for the Initial Segment and Airport Link projects continues in 2010.

The South Link – Airport to South 200th Street project will extend from the SeaTac/Airport Station along an elevated guideway to a station combined with a park-and-ride lot at South 200th Street. Preliminary Engineering (PE) and the Environmental Impact Statement (EIS) have been completed and a Record of Decision (ROD) has been issued for this segment. In addition, the system will extend 4.8 miles south from South 200th Street to South 272nd Street in north Federal Way, including two stations enroute with park-and-ride facilities.

The University Link project is a 3.15 mile light rail extension that will run in twin-bored tunnels from downtown Seattle north to the University of Washington, with underground stations at Capitol Hill and on the University of Washington campus near Husky Stadium. University Link broke ground in early 2009 and is expected to open for revenue service in 2016.

The North Link – University of Washington (UW) Station to Northgate project is 4.3 miles in length and will extend light rail from the UW Station north under campus via twin-bored tunnels to an underground Brooklyn Station in the University District at NE 45th Street; continuing to an underground Roosevelt Station at NE 65th Street; and via tunnel, retained cut, and elevated sections to the Northgate Station. PE and the EIS were completed in 2006 and a ROD has been issued for this segment. In addition, the system will extend 8.2 miles from Northgate to the City of Lynnwood, serving the cities of Seattle, Shoreline, Mountlake Terrace, and Lynnwood.

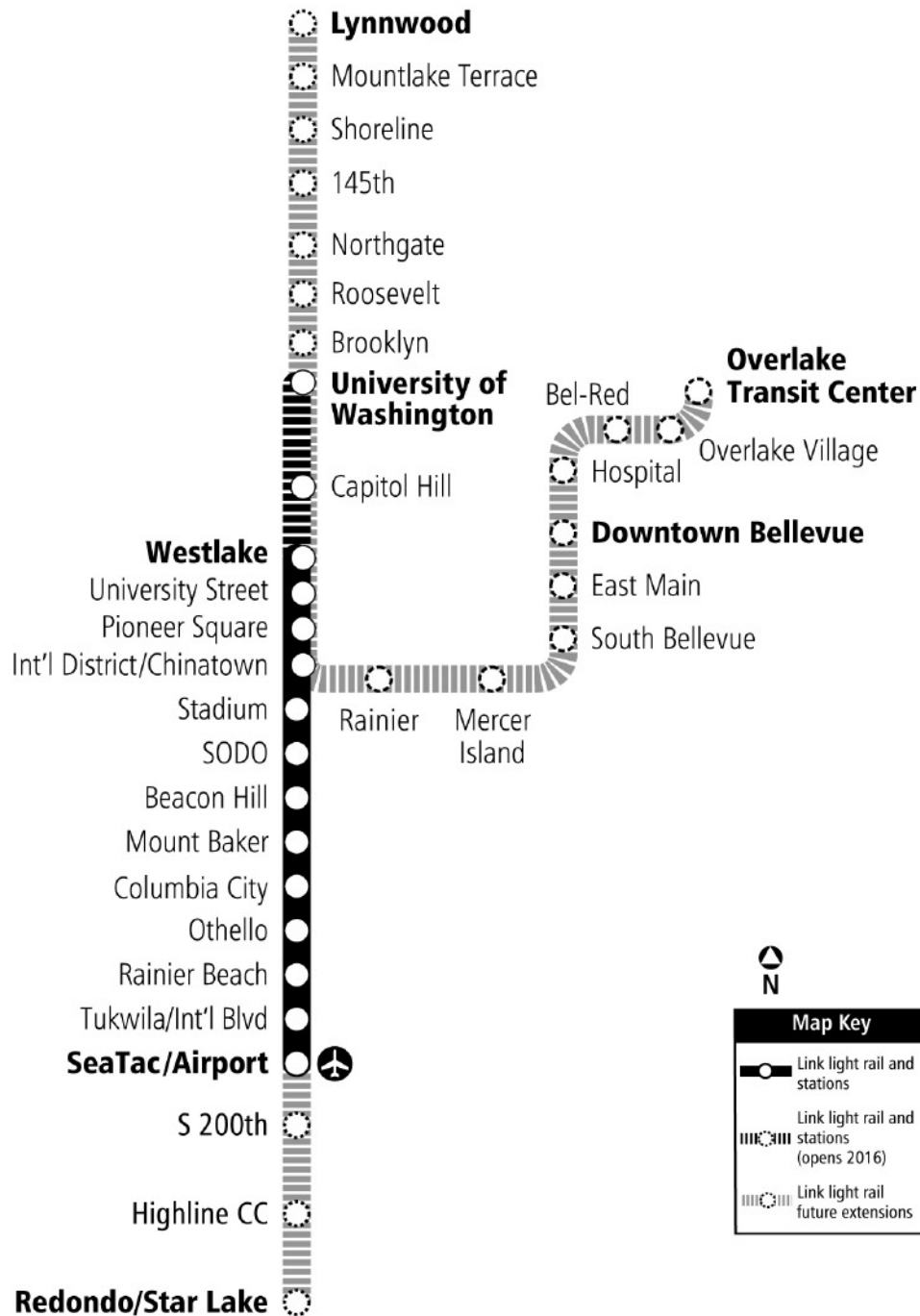
East Link is an 18-mile extension serving East King County and connecting to the Central Link in Seattle via the I-90 floating bridge. The project has completed conceptual engineering and is currently in the environmental phase. The East Link corridor extends from the Central Link International District Station in Seattle to Redmond via Mercer Island, and Bellevue.

The TIP provides funding for the City of Seattle to plan, design, and construct the First Hill Link Connector; a study to look at the potential for an extension to Tacoma Link; and review of Link Light Rail Storage and Maintenance strategies and assumptions.

The ST2 plan provides funding for planning, design, and construction of the First Hill Link Connector through a partnership arrangement with the City of Seattle who will lead the design and construction of the project. The arrangement calls for Sound Transit to make a series of reimbursement payments to the City. Sound Transit's contribution is capped. The First Hill Link Connector will be a street car line that runs between the International District/Chinatown Station and the Capitol Hill Link light rail station.

Through a three-way partnership, Sound Transit is teaming with the City of Tacoma and Pierce Transit to study the potential for an extension to Tacoma Link in the context of city and Pierce Transit service and capital plans. The work will follow guidance from the Federal Transit Administration with respect to conducting Alternatives Analysis so as not to preclude future Small Starts consideration. Funding for construction of this project represents a maximum capital contribution by Sound Transit to the overall cost of extending the line in the future if other public or private entities provide additional funding. In addition to funding the Alternatives Analysis, this budget also provides for the completion of all environmental study and preliminary engineering for the extension. The extensions being studied are to Tacoma General Hospital and to Fife.

Link Light Rail System



Capital Plan

The Adopted 2010 Transit Improvement Plan for Link light rail includes budget to complete preliminary engineering for the following projects:

- Tacoma Link Expansion
- Link Maintenance and Storage Study
- North Link – UW to Northgate
- North Corridor HCT – Northgate to Lynnwood
- South Link – Airport to 200th Street.
- South Corridor HCT – S. 200th Street to S. 272nd Street
- East Link

The TIP also includes budget to complete build out on all remaining projects.

Changes in the Adopted 2010 Capital Plan

Budget Changes

The project lifetime budget for North Link – UW Station to Northgate has increased to a revised total amount of \$107.2 million. This increase is to refine preliminary engineering, plus additional funding from *ST2* to reimburse the Regional Fund for protective property acquisitions made during prior years, and to set aside funding for right-of-way support contracts for the five-year period 2010 – 2014.

Initial Segment project lifetime subarea budget for North King County has increased by \$515 thousand and the South King subarea budget has decreased by a like amount. Unallocated construction contingency is projected to be utilized for North King County segments.

The South Link – Airport to South 200th Street project lifetime budget has increased by \$18.8 million due to right-of-way acquisition and administration, refinement of preliminary engineering, additional funding from *ST2* to reimburse the Regional Fund for protective property acquisitions made during prior years, and to set aside funding for right-of-way support contracts for the five-year period, 2010 – 2014.

The lifetime capital budget will be increased by \$57.1 million for the North Corridor HCT – Northgate to Lynnwood project; and \$35.1 million for the South Corridor HCT – South 200th Street to South 272nd Street project.

The East Link budget transitions from a planning budget to a capital budget. The 2010 lifetime budget of \$97.9 million establishes the capital budget for the preliminary engineering phase of the project, including associated administrative and third party expenses. Additionally, the 2010 capital budget includes limited funding for strategic right-of-way acquisitions in cases where parcels needed for the preferred alternative are either threatened by development or are available for sale. Actual purchase approval would be the subject of additional Board action.

Project Changes

The adopted 2010 lifetime budget reflects a new project North Link – UW Station to Northgate, which combines three existing North Link preliminary engineering projects: two projects included in *Sound Move*, Northgate to 45th Street and UW Station to Brooklyn Station (at NE 45th Street); and *ST2* project, North Link – *ST2* Early Work.

As part of *ST2*, the 2010 TIP includes East Link which includes preliminary engineering and preparation of the final EIS; First Hill Link Connector; Tacoma Link Expansion and Link Light Rail Maintenance and Storage; and two high capacity transit study projects, North Corridor HCT – Northgate to Lynnwood and South Corridor HCT – South 200th Street to South 272nd Street.

Schedule Changes

There are no schedule changes.

Baseline Budgets and Schedules

The Adopted 2010 Budget includes baseline budgets and schedules for the following projects which have completed the criteria established for setting project baselines:

- **University Link:** Baseline budget of \$1.756 billion and scheduled project completion in September 2016.
- **Central Link Initial Segment:** Baseline capital budget of \$2.07 billion and scheduled project completion in July 2009.
- **Airport Link:** Baseline budget of \$269.1 million and scheduled project completion in December 2009.

Link Rail

2010 Adopted TIP by Equity Area

Equity Area	1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010 - 2015	2016-2023 Total	Adopted Lifetime
1-Snohomish County	-	2,410	3,816	4,600	13,416	6,993	-	31,235	-	31,235
2-North King County	1,814,622	288,089	456,655	328,909	300,066	172,571	94,991	1,641,281	209,852	3,665,756
3-South King County	787,447	25,254	64,201	6,603	9,677	15,346	702	121,783	-	909,230
4-East King County	24,702	66,587	6,065	-	-	-	-	72,652	-	97,354
5-Pierce County	77,097	403	821	419	-	-	-	1,642	-	78,740
Total	2,703,869	382,743	531,558	340,531	323,159	194,910	95,692	1,868,593	209,852	4,782,315

2010 Adopted TIP by Phase

Phase	1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010-2015	2016-2023 Total	Adopted Lifetime
10-Agency Administration	217,361	30,588	23,320	21,398	22,585	22,244	14,268	134,403	13,296	365,060
20-Pre-Engineering/Env Review	104,736	44,156	18,209	9,208	26,965	18,923	-	117,461	-	222,196
30-Final Design & Specification	229,941	6,927	3,969	4,458	3,000	2,852	2,200	23,406	3,894	257,242
35-Third Parties	72,453	8,095	33,586	51,477	42,080	9,487	1,301	146,025	984	219,461
40-ROW Acquisition & Permits	377,830	83,157	16,318	8,632	7,369	2,868	440	118,784	-	496,614
50-Construction	1,407,386	169,651	248,195	218,698	205,780	128,185	71,634	1,042,144	185,871	2,635,401
52-Construction Services	123,406	11,994	15,491	14,000	12,600	10,350	5,850	70,285	5,808	199,500
70-Vehicles	170,756	28,076	44,068	12,608	2,780	-	-	87,532	-	258,288
90-Contingency	-	98	128,402	52	-	-	-	128,552	-	128,552
Total	2,703,869	382,743	531,558	340,531	323,159	194,910	95,692	1,868,593	209,852	4,782,315

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail and Debt Service costs are not included in these figures.

Link Rail

2010 Adopted TIP by Phase Gate

In \$000s		1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010-2015	2016-2023 Total	Adopted Lifetime
Preliminary Engineering	007-First Hill Link Connector	280	3,080	30,422	51,178	40,820	7,000	-	132,500	-	132,780
	008-Tacoma Link Expansion	-	403	821	419	-	-	-	1,642	-	1,642
	009-Link Maintenance & Storage	-	338	-	-	-	-	-	338	-	338
	115-North Corridor HCT- Northgate to Lynnwood	-	4,288	6,994	8,431	24,589	12,817	-	57,119	-	57,119
	310-Central Link Switch Heaters	637	2,616	-	-	-	-	-	2,616	-	3,253
	420-South Link-Airport to 200th St	4,014	13,961	2,823	949	615	410	-	18,758	-	22,772
	445-South Corridor HCT-S 200th St to S 272nd St	-	407	4,337	5,654	9,062	14,936	702	35,098	-	35,098
	600-East Link	24,881	66,923	6,109	-	-	-	-	73,032	-	97,914
Total		29,812	92,016	51,505	66,631	75,086	35,162	702	321,102	-	350,915
Final Design & ROW	100-North Link - UW Station to Northgate	40,237	48,667	11,480	3,184	2,150	1,458	-	66,939	-	107,176
	Total	40,237	48,667	11,480	3,184	2,150	1,458	-	66,939	-	107,176
Baselined	200-University Link-Pine St Stub Tunnel to UW Sin	288,594	205,999	281,643	270,716	245,923	158,289	94,991	1,257,560	209,852	1,756,007
	300-Initial Segment	1,996,592	30,742	42,666	-	-	-	-	73,408	-	2,070,000
	399-Initial Segment Project Reserve	-	-	128,300	-	-	-	-	128,300	-	128,300
	400-Airport Link - 154th St to 176th St	247,817	5,319	15,964	-	-	-	-	21,283	-	269,100
Total		2,533,003	242,060	468,573	270,716	245,923	158,289	94,991	1,480,551	209,852	4,223,407
Closed	390-DSTT Capital Costs	23,719	-	-	-	-	-	-	-	-	23,719
	500-Tacoma Link	77,097	-	-	-	-	-	-	-	-	77,097
Total		100,817	-	-	-	-	-	-	-	-	100,817
Grand Total		2,703,869	382,743	531,558	340,531	323,159	194,910	95,692	1,868,593	209,852	4,782,315

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail and Debt Service costs are not included in these figures.

Light Rail

007

First Hill Link Connector

Scope: Provides funding for planning, design and construction of the First Hill Streetcar through a partnership arrangement with the City of Seattle. The arrangement calls for ST to make a series of reimbursement payments to the city.

Changes since 2009: None.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	132,780
2010 Adopted Budget (In \$000s)	132,780

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
2-North King County	280	3,080	30,422	51,178	40,820	7,000	-	-	132,780
Total	280	3,080	30,422	51,178	40,820	7,000	-	-	132,780

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	1	90	893	1,491	1,189	204	-	-	3,867
35-Third Parties	279	2,990	29,529	49,687	39,631	6,796	-	-	128,913
Total	280	3,080	30,422	51,178	40,820	7,000	-	-	132,780

Risk Assessment:

Estimate Type	Preliminary Engineering
Budget Risk Level	Low
Schedule Risk Level	Low
Status	PE/ED
2009 Budget Schedule	NA
2010 Budget Schedule	2014

Risk Comment:

Light Rail

008

Tacoma Link Expansion

Scope: Through a three-way partnership, Sound Transit is teaming with the City of Tacoma and Pierce Transit to study the potential for an extension to Tacoma Link in the context of city and PT service and capital plans. The work will follow guidance from the Federal Transit Administration with respect to conducting Alternatives Analysis so as not to preclude future Small Starts consideration. Funding for construction of this project represents a maximum capital contribution by ST to the overall cost of extending the line in the future if other public or private entities provide additional funding. In addition to funding the Alternatives Analysis this budget also provides for the completion of all environmental study and preliminary engineering for the extension.

Changes since 2009: New ST2 project.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	-
2010 Adopted Budget (In \$000s)	1,642

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
5-Pierce County	-	403	821	419	0	0	-	-	1,642
Total	-	403	821	419	-	-	-	-	1,642

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	19	39	20	-	-	-	-	78
20-Pre-Engineering/Env Review	-	334	680	347	-	-	-	-	1,360
90-Contingency	-	50	102	52	-	-	-	-	204
Total	-	403	821	419	-	-	-	-	1,642

Risk Assessment:

Estimate Type	Conceptual Engineering
Budget Risk Level	Low
Schedule Risk Level	Medium
Status	Alternative Analysis
2009 Budget Schedule	NA
2010 Budget Schedule	2012

Risk Comment:

Pierce Transit and the City of Tacoma have asked to participate financially in this analysis so that it might inform complementary streetcar and bus rapid transit plans. Delays in either of those two projects could delay completion of the alternatives analysis.

Light Rail

009

Link Maintenance & Storage

Scope: This project provides operations modeling and scenario testing of interim light rail vehicle storage and maintenance strategies. It will also help to inform permanent operations and maintenance facility requirements.

Changes since 2009: New ST2 project.

		Baseline (In \$000s)						-		
		2009 Current Budget (In \$000s)						-		
		2010 Adopted Budget (In \$000s)						338		
Sub Area		in \$000s								
		1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County		-	71	0	0	0	0	-	-	71
2-North King County		-	57	0	0	0	0	-	-	57
3-South King County		-	65	0	0	0	0	-	-	65
4-East King County		-	146	0	0	0	0	-	-	146
Total		-	338	-	-	-	-	-	-	338
		in \$000s								
Phase		1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration		-	16	-	-	-	-	-	-	16
20-Pre-Engineering/Env Review		-	274	-	-	-	-	-	-	274
90-Contingency		-	48	-	-	-	-	-	-	48
Total		-	338	-	-	-	-	-	-	338

Risk Assessment:

Estimate Type	Planning
Budget Risk Level	Medium
Schedule Risk Level	Low
Status	Operational Analysis
2009 Budget Schedule	NA
2010 Budget Schedule	2010

Risk Comment:

There is some budget risk until the project scope has been defined.

Light Rail

100

North Link - UW Station to Northgate

The North Link - University of Washington (UW) Station to Northgate project is 4.3 miles in length and will extend light rail from the UW Station north under campus via twin-bored tunnels to an underground Brooklyn Station in the University District along Brooklyn Ave between NE 43rd Street and NE 45th Street, an underground Roosevelt Station along 12th Ave NE between NE 65th Street and NE 67th Street, and via retained cut and elevated sections to an elevated Northgate Station located east of First Avenue Northeast, spanning Northeast 103rd Street. North Link preliminary engineering and the Environmental Impact Statement (EIS) were completed in 2006 and a Record of Decision has been issued for this segment. The project is in a position to begin final design and construction.

The adopted lifetime budget of \$107.2 million for this project includes: an estimate to complete preliminary engineering and perform ST2 early work, additional funding from ST2 to reimburse the Regional Fund for protective property acquisitions made during prior years, funding for right of way administration contracts for the five-year period 2010 - 2014, and construction of LRV yard expansion at the Central Link Operations and Maintenance Facility to accommodate North Link. Final design, completion of right of way acquisition, and construction for this project had not yet been authorized or funded at the time this budget was adopted.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	50,992
2010 Adopted Budget (In \$000s)	107,176

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
2-North King County	40,237	48,667	11,480	3,184	2,150	1,458	-	-	107,176
Total	40,237	48,667	11,480	3,184	2,150	1,458	-	-	107,176

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	2,495	4,611	472	-	-	-	-	-	7,578
20-Pre-Engineering/Env Review	14,851	565	3,402	-	-	-	-	-	18,818
30-Final Design & Specification	6,384	-	-	-	-	-	-	-	6,384
35-Third Parties	1,194	1,706	95	-	-	-	-	-	2,994
40-ROW Acquisition & Permits	12,224	39,367	3,987	3,184	2,150	1,458	-	-	62,370
50-Construction	3,090	2,389	3,254	-	-	-	-	-	8,733
52-Construction Services	-	30	270	-	-	-	-	-	300
70-Vehicles	-	-	-	-	-	-	-	-	-
90-Contingency	-	-	-	-	-	-	-	-	-
Total	40,237	48,667	11,480	3,184	2,150	1,458	-	-	107,176

Risk Assessment:

Estimate Type	Preliminary Engineering
Budget Risk Level	Medium
Schedule Risk Level	High
Status	Preliminary Engineering
2009 Budget Schedule	TBD
2010 Budget Schedule	2020

Risk Comment:

Budget Risk: Budget risk is rated as medium. This project shares many similarities with the University Link project in terms of scope and risk. Risks associated with underground conditions, limited site access and deep stations have the potential to impact the costs if not identified and properly mitigated.

Schedule Risk: Schedule risk is rated as high. The ST2 schedule shows final design starting in 2011 and a duration of 78 months for construction and startup. The U-Link schedule is based on production rates and schedule contingencies developed within the FTA's oversight process, and allows 95 months for construction and startup. Both U-Link and North Link have over 3 miles of tunnels and 2 underground stations. This recent U-Link experience indicates that North Link requires a longer construction duration than previously planned. Unless the final design begins by June 2010, Sound Transit risks missing the ST2 operational date in December 2020 for this project.

Light Rail

115

North Corridor HCT- Northgate to Lynnwood

The North Corridor HCT Project is part of ST2 and extends 8.2 miles from Northgate in the City of Seattle to Lynnwood in Snohomish County. The project also serves the cities of Shoreline and Montlake Terrace. For costing purposes, the alignment is assumed to be primarily aerial and built along I-5. The cost estimate assumes four stations north of the Northgate Station.

The current phase of the project includes alternatives analysis, conceptual engineering, the development of a draft and final environmental impact statements and preliminary engineering leading to the Sound Transit Board selecting a final alignment and obtaining a Record of Decision (ROD) in 2014.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	-
2010 Adopted Budget (In \$000s)	57,119

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	-	2,339	3,816	4,600	13,416	6,993	-	-	31,164
2-North King County	-	1,948	3,178	3,831	11,173	5,824	-	-	25,955
Total	-	4,288	6,994	8,431	24,589	12,817	-	-	57,119

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	1,167	2,008	2,699	3,277	4,130	-	-	13,282
20-Pre-Engineering/Env Review	-	3,120	4,890	5,406	20,683	8,119	-	-	42,219
35-Third Parties	-	-	96	326	629	567	-	-	1,618
Total	-	4,288	6,994	8,431	24,589	12,817	-	-	57,119

Risk Assessment:

Estimate Type	Study Estimate
Budget Risk Level	Low
Schedule Risk Level	Low
Status	Preliminary Engineering
2009 Budget Schedule	NA
2010 Budget Schedule	2014

Risk Comment:

Light Rail

200

University Link-Pine St Stub Tunnel to UW Stn

University Link is a 3.15-mile light rail extension located entirely underground with tunnels that will travel east from the Downtown Seattle Transit Tunnel (DSTT), cross under I-5, and proceed east and then north to an underground Capitol Hill Station, serving the First Hill/Capitol Hill urban center. The tunnel route will then cross under the Lake Washington Ship Canal to an interim terminus in an underground University of Washington (UW) Station near Husky Stadium, serving the University of Washington campus and the surrounding neighborhoods. With the exception of limited cut-and-cover tunnel sections in the vicinity of the stations, the alignment is located in two parallel bored tunnels that will be constructed using Earth Pressure Balanced Tunnel Boring Machines. 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.

Baseline (In \$000s)	1,756,007
2009 Current Budget (In \$000s)	1,756,007
2010 Adopted Budget (In \$000s)	1,756,007

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
2-North King County	288,594	205,999	281,643	270,716	245,923	158,289	94,991	209,852	1,756,007
Total	288,594	205,999	281,643	270,716	245,923	158,289	94,991	209,852	1,756,007

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	17,763	10,995	14,246	15,087	15,697	14,494	13,652	13,296	115,229
20-Pre-Engineering/Env Review	24,255	105	28	-	-	-	-	-	24,388
30-Final Design & Specification	56,991	5,579	3,969	4,458	3,000	2,852	2,200	3,894	82,944
35-Third Parties	8,177	1,781	2,254	1,365	1,462	1,408	1,215	984	18,646
40-ROW Acquisition & Permits	121,403	11,058	9,326	4,500	4,604	1,000	440	-	152,332
50-Construction	33,287	142,063	194,515	218,698	205,780	128,185	71,634	185,871	1,180,033
52-Construction Services	7,431	9,250	13,237	14,000	12,600	10,350	5,850	5,808	78,526
70-Vehicles	19,286	25,167	44,068	12,608	2,780	-	-	-	103,909
Total	288,594	205,999	281,643	270,716	245,923	158,289	94,991	209,852	1,756,007

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Medium
Schedule Risk Level	Medium
Status	Final Design/Construction
2009 Budget Schedule	2016
2010 Budget Schedule	2016

Risk Comment:

Budget Risk: Budget risk is rated as medium. Risk is primarily associated with the complex nature of underground construction. These risks include: limited site access, soil conditions, water infiltration, and settlement concerns. Risk has been rated medium, instead of high, due to a robust level of estimating and risk analysis and mitigation that was used to put together the budget, including appropriate levels of contingencies.

Schedule Risk: Schedule Risk is rated as medium. Major schedule risks on this project are: production rate of the underground construction works, and interface of multiple contracts on the same site. The baseline schedule has built-in float that could be utilized to mitigate potential delays.

Light Rail

300

Initial Segment

The 14-mile Initial Segment of the Central Link light rail line has a northern terminus in the Pine Street Stub Tunnel (PSST), with passenger service beginning at Westlake Station serving downtown Seattle, the SODO industrial area, Beacon Hill, Rainier Valley, Tukwila and reaching an interim southern terminus at the Tukwila International Boulevard Station (S.154th St.). Passenger stations include Westlake, University Street, Pioneer Square, International District/Chinatown, Stadium, SODO, Beacon Hill, Mount Baker, Columbia City, Othello, Rainier Beach, and Tukwila International Boulevard. The Operations and Maintenance Facility and Yard is located south of South Forest Street.

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

Lifetime subarea budgets reflect the sum of actual historical lifetime outlays by subarea, plus estimated costs to complete distributed by subarea in accordance with the equity area rules established in the baseline cost estimate (BCE). Remaining unallocated contingency within the Initial Segment project has been set aside to close out North King County segments, including the Beacon Hill Tunnel. The budget in North King County has increased by \$0.5 million and the South King subarea budget has decreased by a like amount.

		Baseline (In \$000s)		2,070,000						
		2009 Current Budget (In \$000s)		2,070,000						
		2010 Adopted Budget (In \$000s)		2,070,000						
		in \$000s								
Sub Area		1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
2-North King County		1,461,141	25,920	39,193	0	0	0	-	-	1,526,255
3-South King County		535,451	4,822	3,473	0	0	0	-	-	543,745
Total		1,996,592	30,742	42,666	-	-	-	-	-	2,070,000
		in \$000s								
Phase		1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration		180,252	4,088	1,892	-	-	-	-	-	186,233
20-Pre-Engineering/Env Review		33,268	-	21	-	-	-	-	-	33,289
30-Final Design & Specification		146,739	697	-	-	-	-	-	-	147,436
35-Third Parties		60,874	351	515	-	-	-	-	-	61,739
40-ROW Acquisition & Permits		203,833	1,000	880	-	-	-	-	-	205,713
50-Construction		1,139,462	20,057	39,303	-	-	-	-	-	1,198,822
52-Construction Services		102,533	2,323	56	-	-	-	-	-	104,912
70-Vehicles		129,631	2,226	-	-	-	-	-	-	131,857
Total		1,996,592	30,742	42,666	-	-	-	-	-	2,070,000

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2009
2010 Budget Schedule	2009

Risk Comment:

Budget Risk: Budget risk is rated as low. Project is substantially complete, with two major claims pending resolution.

Schedule Risk: Schedule risk is rated as low. Work is substantially complete.

Light Rail

310

Central Link Switch Heaters

The Central Link Switch Heaters project will provide and install switch heaters at the Central Link Operations and Maintenance Facility yard, yard entrance, and the Airport station cross-over switches.

Central Link Switch Heaters was added as a new project with a budget of \$3.3 million by amendment of the 2009 Budget, adopted by the Sound Transit Board in September 2009. The original budget plan called for equipment to be received and installation to be completed by year-end 2009; however, the work started later than planned and will complete in 2010.

		Baseline (In \$000s)		-						
		2009 Current Budget (In \$000s)		3,253						
		2010 Adopted Budget (In \$000s)		3,253						
		in \$000s								
Sub Area		1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
2-North King County		471	1,936	0	0	0	0	-	-	2,407
3-South King County		166	680	0	0	0	0	-	-	846
Total		637	2,616	-	-	-	-	-	-	3,253
		in \$000s								
Phase		1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration		-	120	-	-	-	-	-	-	120
30-Final Design & Specification		-	361	-	-	-	-	-	-	361
35-Third Parties		-	120	-	-	-	-	-	-	120
50-Construction		637	1,773	-	-	-	-	-	-	2,409
52-Construction Services		-	241	-	-	-	-	-	-	241
Total		637	2,616	-	-	-	-	-	-	3,253

Risk Assessment:

Estimate Type	Final Design
Budget Risk Level	Low
Schedule Risk Level	High
Status	Final Design
2009 Budget Schedule	NA
2010 Budget Schedule	2009

Risk Comment:

Budget Risk: Budget risk is rated as low. Project construction estimate includes an appropriate level of contingency.

Schedule Risk: Schedule risk is rated as high. Completion of this project depends on timely completion of the LRV yard expansion work at the Central Link Operations and Maintenance Facility.

Light Rail

399

Initial Segment Project Reserve

Unallocated project reserve for the Central Link Initial Segment that, if required, can be directed to augment contingencies allocated for individual line items within the Initial Segment budget. This project reserve may not be used for additional scope. A supermajority vote of the board is required to allocate these funds to the project.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	128,300
2010 Adopted Budget (In \$000s)	128,300

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
2-North King County	-	0	90,695	0	0	0	-	-	90,695
3-South King County	-	0	37,605	0	0	0	-	-	37,605
Total	-	-	128,300	-	-	-	-	-	128,300

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
90-Contingency	-	-	128,300	-	-	-	-	-	128,300
Total	-	-	128,300	-	-	-	-	-	128,300

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	
2010 Budget Schedule	

Risk Comment:

Light Rail

400

Airport Link - 154th St to 176th St

Airport Link is a 1.7-mile light rail extension under construction between the Tukwila International Boulevard station and the SeaTac International Airport that is planned to be completed and in revenue service by the end of 2009. The Airport Link route is a combination of elevated and at-grade guideway, and includes a light rail station near the main terminal of the Airport, a pedestrian bridge, and a pick-up and drop-off facility located on the east side of International Boulevard in the City of SeaTac.

The Airport Link project opened for service ahead of schedule on December 19, 2009.

The adopted lifetime budget reflects planned activities to achieve certified final acceptance and to complete construction close-out.

Baseline (In \$000s)	269,100
2009 Current Budget (In \$000s)	269,100
2010 Adopted Budget (In \$000s)	269,100

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
3-South King County	247,817	5,319	15,964	0	0	0	-	-	269,100
Total	247,817	5,319	15,964	-	-	-	-	-	269,100

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	8,969	700	2,318	-	-	-	-	-	11,987
20-Pre-Engineering/Env Review	3,666	-	25	-	-	-	-	-	3,691
30-Final Design & Specification	15,460	290	-	-	-	-	-	-	15,749
35-Third Parties	1,309	76	129	-	-	-	-	-	1,514
40-ROW Acquisition & Permits	11,960	50	440	-	-	-	-	-	12,450
50-Construction	179,107	3,371	11,123	-	-	-	-	-	193,601
52-Construction Services	13,442	150	1,929	-	-	-	-	-	15,521
70-Vehicles	13,904	683	-	-	-	-	-	-	14,587
Total	247,817	5,319	15,964	-	-	-	-	-	269,100

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	Construction
2009 Budget Schedule	2009
2010 Budget Schedule	2009

Risk Comment:

Budget Risk: Budget risk for the Airport Link project is low. The project is trending \$1.1 million under the project budget.

Schedule Risk: The project opened for revenue service ahead of schedule on December 19, 2009. Certified final acceptance and close out remain to be completed.

Light Rail

420

South Link-Airport to 200th St

The South Link - Airport to S. 200th Street project will extend from the SeaTac/Airport Station along an elevated guideway to a station combined with a park and ride lot at South 200th St.

This project has been renamed. It was originally created as a new project (480 Airport Link South - S. 176th St. to S. 200th St.) as adopted by resolution of the Sound Transit Board in February 2008. The adopted lifetime project budget of \$4.0 million reflects actual costs through 2008.

The adopted lifetime budget of \$22.8 million for this project reflects an estimate for some right of way acquisition and administration, and to refine preliminary engineering - plus additional funding from ST2 to reimburse the Regional Fund for protective property acquisitions made during prior years, and to set aside funding for right of way administration contracts for the five-year period 2010 - 2014. Final design, completion of right of way acquisition and construction for this project have not yet been authorized or funded.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	4,014
2010 Adopted Budget (In \$000s)	22,772

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
3-South King County	4,014	13,961	2,823	949	615	410	-	-	22,772
Total	4,014	13,961	2,823	949	615	410	-	-	22,772

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	259	1,500	500	-	-	-	-	-	2,259
20-Pre-Engineering/Env Review	1,003	2,375	-	-	-	-	-	-	3,378
30-Final Design & Specification	373	-	-	-	-	-	-	-	373
35-Third Parties	321	300	700	-	-	-	-	-	1,321
40-ROW Acquisition & Permits	2,059	9,786	1,623	949	615	410	-	-	15,441
50-Construction	-	-	-	-	-	-	-	-	-
52-Construction Services	-	-	-	-	-	-	-	-	-
70-Vehicles	-	-	-	-	-	-	-	-	-
90-Contingency	-	-	-	-	-	-	-	-	-
Total	4,014	13,961	2,823	949	615	410	-	-	22,772

Risk Assessment:

Estimate Type	Preliminary Engineering
Budget Risk Level	Medium
Schedule Risk Level	Low
Status	Preliminary Engineering
2009 Budget Schedule	2008
2010 Budget Schedule	2020

Risk Comment:

Budget Risk: At this time, completion for right of way acquisitions, final design and construction has a medium budget risk. Budget risk for the current phase of the project is low for the preliminary engineering refinements, and medium for right of way acquisitions, due in part to fluctuations in real property values.

Schedule Risk: At this time, the schedule risk for future phases is low based on the ST2 schedule for revenue service by 2020. Schedule risk for the current phase of the project is low for the preliminary engineering elements, and medium for right of way, due in part to varied time requirements to complete acquisitions.

Light Rail

445

South Corridor HCT-S 200th St to S 272nd St

The South Corridor HCT Project is part of ST2 and extends 4.8 miles from the new S 200th Street Station to S 272nd Street in Federal Way with stations in Des Moines, with a 500 stall park and ride lot, and north Federal Way, with a 500 stall park and ride lot. For costing purposes, the alignment is assumed to be primarily aerial and built along Highway 99.

The current phase of the project includes alternatives analysis, conceptual engineering, the development of a draft and final environmental impact statements and preliminary engineering leading to the Sound Transit Board selecting a final alignment and obtaining a Record of Decision (ROD) in 2014.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	-
2010 Adopted Budget (In \$000s)	35,098

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
3-South King County	-	407	4,337	5,654	9,062	14,936	702	-	35,098
Total	-	407	4,337	5,654	9,062	14,936	702	-	35,098

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	407	952	2,102	2,422	3,416	616	-	9,915
20-Pre-Engineering/Env Review	-	-	3,385	3,454	6,282	10,804	-	-	23,925
35-Third Parties	-	-	-	98	358	716	86	-	1,258
Total	-	407	4,337	5,654	9,062	14,936	702	-	35,098

Risk Assessment:

Estimate Type	Study Estimate
Budget Risk Level	Low
Schedule Risk Level	Low
Status	Preliminary Engineering
2009 Budget Schedule	NA
2010 Budget Schedule	2015

Risk Comment:

Light Rail

600

East Link

Scope: Complete preliminary engineering and environmental review for the East Link expansion of light rail from downtown Seattle to the Eastside. Additionally complete environmental review on the future extension to downtown Redmond. East Link would connect to Central Link at the International District Station in Seattle and provide stations on I-90 at Rainier Avenue and Mercer Island. Through Bellevue and Redmond, the preferred alternative includes a station to serve an expanded S. Bellevue park-and-ride, two downtown Bellevue stations, an Overlake Hospital station, two Bel-Red stations, an Overlake Village station, and a terminal station at the Overlake Transit Center. The preferred alternative in downtown Bellevue is at-grade with a tunnel alternative identified for future consideration as preferred if additional funding is available. Final alignment and station location decisions will be made following completion of environmental review.

Changes since 2009: Project budget has increased by \$65.4M in ST2 funding establishing the lifetime budget for the preliminary engineering phase of the project and also a limited budget for strategic right-of-way acquisition. Historical costs include a consultant study of environmental scoping, alternative screening, conceptual engineering and preparation of the draft EIS work done prior to ST2 approval.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	32,473
2010 Adopted Budget (In \$000s)	97,914

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
2-North King County	179	482	44	0	0	0	-	-	705
4-East King County	24,702	66,441	6,065	0	0	0	-	-	97,209
Total	24,881	66,923	6,109	-	-	-	-	-	97,914

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	3,084	6,874	-	-	-	-	-	-	9,957
20-Pre-Engineering/Env Review	21,498	37,384	5,779	-	-	-	-	-	64,660
35-Third Parties	300	771	268	-	-	-	-	-	1,339
40-ROW Acquisition & Permits	-	21,895	62	-	-	-	-	-	21,957
Total	24,881	66,923	6,109	-	-	-	-	-	97,914

Risk Assessment:

Estimate Type	Preliminary Engineering
Budget Risk Level	High
Schedule Risk Level	High
Status	PE/ED
2009 Budget Schedule	2021
2010 Budget Schedule	2021

Risk Comment:

In downtown Bellevue, the ST2 plan provides funding for an at-grade or elevated alignment. The City of Bellevue's interest in a tunnel alignment pose budget and schedule risk. Maintaining agreement with the City of Bellevue on the alignment in S. Bellevue is a budget and schedule risk. Establishment of a new transportation corridor through the Bel-Red and Overlake area is a scope and budget risk

SOUNDER COMMUTER RAIL PROGRAM DESCRIPTION

The Sounder Commuter Rail program includes planning, right-of-way acquisition, design, and construction of the infrastructure needed to support a commuter rail system. When completed, the system will have peak-hour passenger train service to 12 stations along an 83-mile corridor from Everett in Snohomish County to Seattle, and between Seattle and Lakewood in Pierce County. The Sounder capital projects are grouped in three segments: Everett-to-Seattle, Seattle-to-Tacoma, and Tacoma-to-Lakewood. Burlington Northern Santa Fe Railroad (BNSF) owns the right-of-way between Everett and Tacoma. Sound Transit owns about seven miles of right-of-way at the south end of the corridor in Lakewood and Tacoma and is acquiring about 1.2 miles of right-of-way to close the gap between the northern end of this right-of-way and the Tacoma Dome Station in Tacoma.

Sounder Segments

Everett-to-Seattle Segment

The Everett-to-Seattle segment is a 35-mile long BNSF railroad corridor that will include three Sounder commuter rail stations – Everett, Mukilteo, and Edmonds. In 2003, Sound Transit and BNSF executed agreements that allowed commuter rail service in the corridor to begin with stops in Edmonds and Everett. Service at the Mukilteo Station began in May 2008. The agreements provide Sound Transit perpetual commuter rail, round-trip service easements for four trips a day that are tied to Sound Transit delivering to BNSF environmental permits and approvals for track and signal improvements throughout the corridor. The final permit was completed and certified by BNSF in August 2006. The BNSF track and signal improvements will replace three single track sections in the corridor with double tracking and increase the capacity of the system. The first round trip went into service in December 2003, the second in June 2005, the third in September 2007, and the fourth in September 2008. Under *ST2*, future activities within the Everett-to-Seattle segment include completion of the Mukilteo and Edmonds Stations and access improvements at the Mukilteo Station.

Seattle-to-Tacoma Segment

This Sounder segment is a 40-mile long BNSF railroad corridor between Seattle and Tacoma that includes seven Sounder commuter rail stations – King Street (Seattle), Tukwila, Kent, Auburn, Sumner, Puyallup, and Tacoma. The service at Tukwila is currently being provided at a temporary facility; construction of a permanent station is planned for 2011 – 2012.

Extensive track and signal improvements throughout the 40-mile Seattle to Tacoma corridor were completed through a partnership between Sound Transit and BNSF. These improvements increased the rail capacity of the corridor to support nine round trip Sounder trains each weekday without compromising freight mobility in the Puget Sound area. The fifth and sixth round trip trains, including a reverse commute train, began in 2007; the seventh and eighth round trips began in 2008; and the ninth round trip began in 2009. Together, the partnership accomplished approximately \$453 million in rail capacity improvements, including a new train control signal system, railroad crossing safety improvements, and approximately 25 miles of track upgrades.

Future activities planned within the Seattle-to-Tacoma segment using *ST2* funding include access improvements and platform extensions at each of the Sounder stations located within the segment, and four new round trip trains.

Tacoma-to-Lakewood Segment

This Sounder segment is eight miles long, including over one mile of new track to be constructed by Sound Transit and seven miles of track purchased from BNSF that will be upgraded for commuter rail by Sound Transit. This corridor will serve stations in South Tacoma and Lakewood. It will connect to the Seattle-to-Tacoma segment at the Tacoma Dome Station.

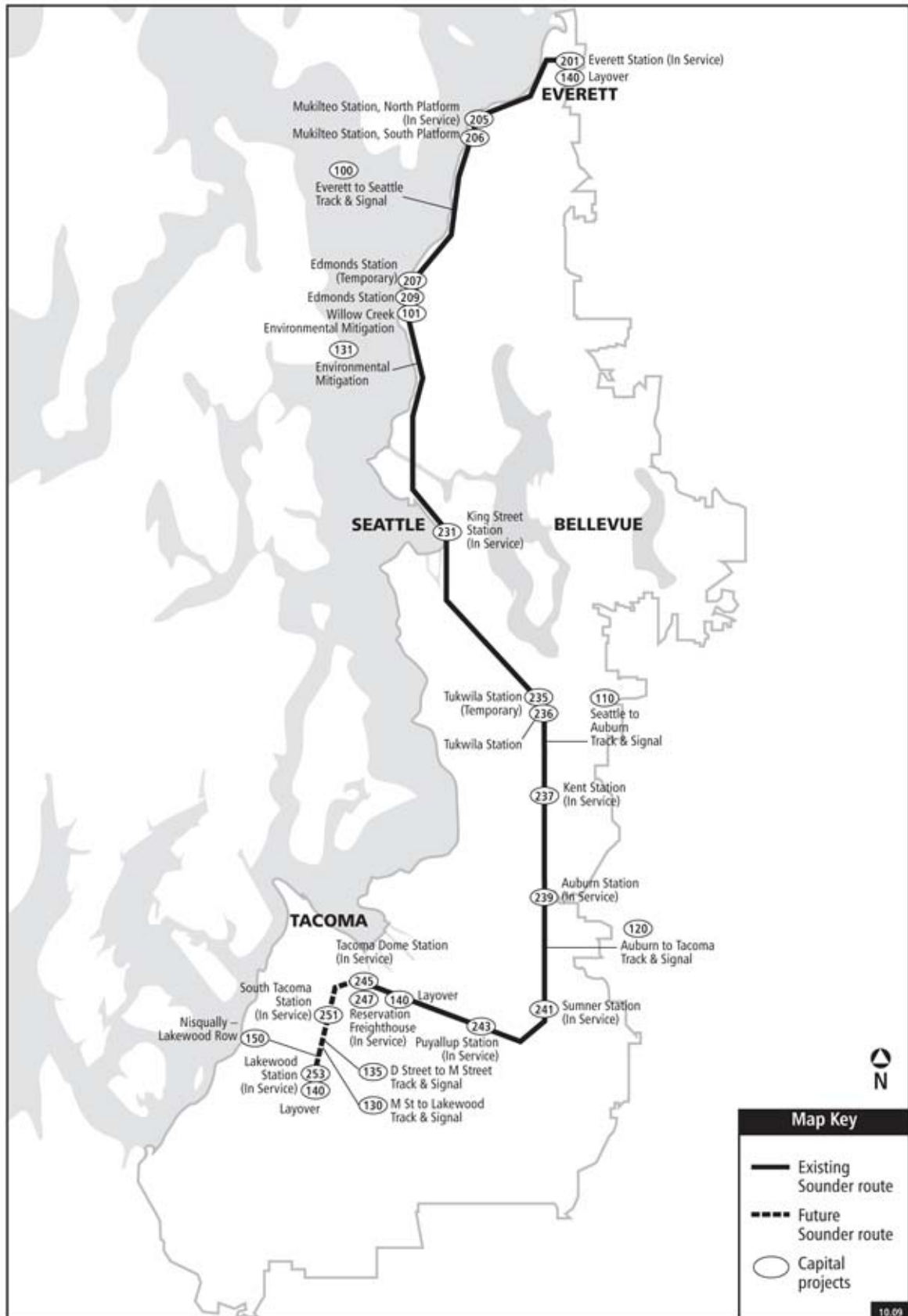
Construction in the corridor is being completed in two phases. The M Street to Lakewood phase began in 2009, and the D Street to M Street phase is tentatively scheduled to begin in 2010. Future activities within the Tacoma-to-Lakewood segment include platform extensions and access improvements at the Lakewood and South Tacoma Stations.

Sounder Systemwide

Layover facilities are a systemwide element of the Sounder capital program. The Layover project includes three facilities for overnight train layover at Everett, Seattle, and Lakewood. Currently layover facilities are in service at Everett Station, King Street Station in Seattle, and at L Street in Tacoma.

Under *ST2*, plans are in development for a Sounder Yard Shops Facility for the maintenance of Sounder vehicles and a Station Access and Demand Study to develop a comprehensive program of Sounder improvements.

SOUNDER COMMUTER RAIL



Capital Plan

The Adopted 2010 Transit Improvement Plan for Sounder commuter rail includes budget to complete preliminary engineering for the following projects:

- Station Access and Demand Study
- Sounder Yard and Shop Facility

The TIP also includes budget to complete final design and right-of-way acquisition for the following projects:

- Permanent Tukwila Station

The TIP also includes budget to complete build out on all remaining projects.

Changes in the Adopted 2010 Capital Plan

Budget Changes:

- **Willow Creek Environmental Mitigation (101):** The project budget was increased by a \$55 thousand transfer from program reserves. Additional funds are required for the design and construction of a bridge spanning Willow Creek rather than a culvert that was originally planned for the Creek.
- **Seattle-to-Auburn Track and Signal Improvements (110):** A \$28 million cost savings was defunded from the *Sound Move* program.
- **Auburn-to-Tacoma Track and Signal Improvements (120):** A \$15 million cost savings was defunded from the *Sound Move* program.
- **Station Access and Demand Study (001):** This *ST2* project is being budgeted in 2010 for the first time with a lifetime budget of \$3.5 million, funding the project through PE/ED.
- **Sounder Yard Shops Facility (004):** This *ST2* project is being budgeted in 2010 for the first time with a lifetime budget of \$2.7 million, funding the project through PE/ED.

Project Changes:

- **Edmonds Station (209):** Design work for improvements continues for Edmonds Station; improvements at this station were initially to be interim improvements prior to station relocation. The station was to be relocated close to the new Edmonds Crossing project, a multimodal terminal planned by the Washington State Ferries located southwest of the existing station. Washington State Ferries deferred further development of the Edmonds Crossing project at this time; adopted improvements at the Edmonds Station are being redesigned to be consistent with an earlier, permanent concept for the station.

Transfers to Capital Program Subarea Reserves:

Snohomish County:

- **Everett-to-Seattle Track and Signal Improvements (100):** \$1.3 million cost savings was transferred to the program reserve.

South King County:

- **Reservation to Freighthouse (247):** \$3.8 thousand cost savings was transferred to the program reserve.

Pierce County:

- **Nisqually-Lakewood Right-of-Way (150):** \$32 thousand cost savings was transferred to the program reserve.
- **Reservation-Freighthouse PRC (247):** \$3.6 thousand cost savings was transferred to the program reserve.
- **South Tacoma Station (251):** \$378 thousand cost savings was transferred to the program reserve.
- **Lakewood Station (253):** \$2.0 million cost savings was transferred to the program reserve.

Sounder Schedule Changes**Old Completion Date/New Completion Date**

Project	2009	2010	2011	2012
101 Willow Creek Environmental Mitigation	4Q 2009		1 Q 2011	
130 M St.-Lakewood T & S		2Q 2010 4Q 2010		
131 Permitting/Environmental Mitigation		4Q 2010	4 Q 2011	
135 D St. – M St. T & S	TBD			2Q 2012
140 Layover			1Q 2011	1Q 2012
209 Edmonds Station		2Q 2010	3Q 2011	
206 Mukilteo Station South		4Q 2010	1Q 2011	
236 Tukwila Station	TBD			1Q 2012

Note: The completion dates in the above table reflect when construction is expected to be substantially complete and the facility will be open for service. These dates do not include the project close out effort, which can extend between 12 to 18 months beyond the completion of construction as liens are released, final invoices are processed, claims are negotiated and settled, and remaining budget is returned to program reserves.

Scope, Schedule, and Budget Risks

- **Willow Creek Environmental Mitigation (101):** This project is being redesigned to a more cost effective bridge crossing rather than the culvert originally adopted. The timing of construction is dependent on BNSF work on the second mainline track in Edmonds. Schedule delays have been encountered; budget risks may result from additional schedule delays.
- **M Street to Lakewood Track and Signal (130):** Construction is dependent upon successful relocation of fiber optic utilities. Fiber optic relocation is currently behind schedule.
- **D Street – M Street Track and Signal (135):** The alternative selected for the D Street – M Street Track and Signal improvements provides separation between the track and Pacific Avenue that was not anticipated when *Sound Move* was adopted.
- **Sounder Layover (140):** Complex right-of-way acquisition delayed the start of construction of the layover facilities in Everett. Lakewood layover is delayed due to coordination with WSDOT's Point Defiance Bypass project.
- **Mukilteo Station, South Platform (206):** The build out of the south platform is dependent upon resolution of a complex real property transaction for use of the property adjoining the rail right-of-way.
- **Edmonds Station (209):** Edmonds is served by a temporary station. Construction of improvements at the station has been delayed. Improvements planned for the temporary station were initially considered interim improvements as plans were being developed by the Washington State Ferries to build a multimodal transportation terminal, Edmonds Crossing, southwest of the existing station. Washington State Ferries has deferred further development of the Edmonds Crossing project at this time; adopted improvements at the Edmonds Station are being redesigned to be consistent with an earlier, permanent concept for the station.
- **Tukwila Station (236):** A temporary station is in service at Tukwila. Design and construction of a permanent station has been impacted by the planned implementation of other major improvements in the project area by the Cities of Renton and Tukwila. Design of a permanent station has been advanced to the 30% engineering stage to complement the cities' planning processes.

Baseline Budgets

The following active projects were baselined in 2009:

- D Street to M Street Track and Signal (135).
- Tukwila Station was scheduled to be baselined in the 4th Quarter of 2009 but has been delayed until the 2nd Quarter of 2010 (236).

Sounder

2010 Adopted TIP by Equity Area

in \$000s

Equity Area	1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010 - 2015	2016-2023 Total	Adopted Lifetime
1-Snohomish County	354,276	18,447	10,414	132	-	-	-	28,994	-	383,270
3-South King County	322,473	30,256	58,758	28,066	-	-	-	117,080	-	439,553
5-Pierce County	403,991	75,838	104,876	35,246	16,770	-	-	232,729	-	636,720
Total	1,080,740	124,542	174,049	63,443	16,770	-	-	378,803	-	1,459,543

2010 Adopted TIP by Phase

In \$000s

Phase	1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010-2015	2016-2023 Total	Adopted Lifetime
10-Agency Administration	47,064	5,429	6,615	2,214	396	-	-	14,655	-	61,719
20-Pre-Engineering/Env Review	26,633	3,297	2,082	730	-	-	-	6,109	-	32,742
30-Final Design & Specification	38,893	4,549	3,554	1	-	-	-	8,104	-	46,997
40-ROW Acquisition & Permits	371,751	49,586	106,854	47,000	-	-	-	203,439	-	575,190
50-Construction	461,894	49,984	49,506	12,326	-	-	-	111,816	-	573,710
70-Vehicles	134,505	-	-	-	-	-	-	-	-	134,505
90-Contingency	-	11,697	5,437	1,172	16,374	-	-	34,679	-	34,679
Total	1,080,740	124,542	174,049	63,443	16,770	-	-	378,803	-	1,459,543

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail and Debt Service costs are not included in these figures.

Sounder
2010 Adopted TIP by Phase Gate

	In \$000s										2015	TIP 2010-2015	2016-2023 Total	Adopted Lifetime
	1997-2009	2010	2011	2012	2013	2014	2015	2016	2017	2018				
Preliminary Engineering	001-Station Access & Demand Study	-	2,248	1,233	-	-	-	-	-	-	-	3,480	-	3,480
	004-Sounder Yard & Shop Facility	-	989	864	882	-	-	-	-	-	-	2,735	-	2,735
	510-ST2 Seattle-Auburn Track & Signal	14	22,192	56,030	26,606	-	-	-	-	-	-	104,828	-	104,842
	520-ST2 Auburn-Tacoma Track & Signal	12	18,187	45,916	21,804	-	-	-	-	-	-	85,907	-	85,919
	Total	26	43,616	104,042	49,292	-	-	-	-	-	-	196,950	-	196,976
Final Design & ROW	101-Willow Creek Environmental Mitigation	96	872	88	-	-	-	-	-	-	-	960	-	1,056
	131-Permitting/Environmental Mitigation	2,836	2,679	2,664	-	-	-	-	-	-	-	5,342	-	8,179
	140-Layover	18,835	5,354	2,623	-	-	-	-	-	-	-	7,977	-	26,812
	206-Mukilteo Station, South Platform	1,535	7,800	1,796	-	-	-	-	-	-	-	9,595	-	11,131
	236-Tukwila Station	10,425	5,315	694	-	-	-	-	-	-	-	6,009	-	16,434
	Total	33,727	22,018	7,865	-	-	-	-	-	-	-	29,883	-	63,611
Baselined	100-Everett-Seattle Track & Signal	298,921	50	-	-	-	-	-	-	-	-	50	-	298,971
	110-Seattle-Auburn Track & Signal	227,011	-	501	-	-	-	-	-	-	-	501	-	227,512
	120-Auburn-Tacoma Track & Signal	183,134	-	245	-	-	-	-	-	-	-	245	-	183,379
	130-M Street-Lakewood Track & Signal	52,636	25,995	-	-	-	-	-	-	-	-	25,995	-	78,630
	135-D Street-M Street Track & Signal	59,968	26,353	55,375	13,089	6,797	-	-	-	-	-	101,613	-	161,581
	201-Everett Station	33,198	52	706	-	-	-	-	-	-	-	758	-	33,957
	205-Mukilteo Station, North Platform	9,477	297	447	-	-	-	-	-	-	-	743	-	10,221
	209-Edmonds Station	4,629	5,489	2,811	-	-	-	-	-	-	-	8,300	-	12,929
	247-Reservation-Freighthouse	16,373	-	-	-	-	-	-	-	-	-	-	-	16,373
	251-South Tacoma Station	14,830	647	621	-	-	-	-	-	-	-	1,268	-	16,098
	253-Lakewood Station	29,103	25	189	-	-	-	-	-	-	-	214	-	29,316
	Total	929,280	58,907	60,894	13,089	6,797	-	-	-	-	-	139,686	-	1,068,966
Closed	150-Nisqually-Lakewood ROW	14,836	-	-	-	-	-	-	-	-	-	-	-	14,836
	207-Edmonds Station (Temporary)	176	-	-	-	-	-	-	-	-	-	-	-	176
	231-King Street Station	7,928	-	-	-	-	-	-	-	-	-	-	-	7,928
	233-Boeing Access Rd Station	65	-	-	-	-	-	-	-	-	-	-	-	65
	235-Tukwila Station (Temporary)	2,837	-	-	-	-	-	-	-	-	-	-	-	2,837
	237-Kent Station	32,388	-	-	-	-	-	-	-	-	-	-	-	32,388
	239-Auburn Station	25,815	-	-	-	-	-	-	-	-	-	-	-	25,815
	241-Summer Station	8,741	-	-	-	-	-	-	-	-	-	-	-	8,741
	243-Puyallup Station	13,336	-	-	-	-	-	-	-	-	-	-	-	13,336
	245-Tacoma Dome Station	9,767	-	-	-	-	-	-	-	-	-	-	-	9,767
	255-Lakewood CBD	1,816	-	-	-	-	-	-	-	-	-	-	-	1,816
	Total	117,707	-	-	-	-	-	-	-	-	-	-	-	117,707
Reserve	601-Sounder Program Reserve	-	-	1,247	1,063	9,973	-	-	-	-	-	12,283	-	12,283
	Total	-	-	1,247	1,063	9,973	-	-	-	-	-	12,283	-	12,283
Grand Total		1,080,740	124,542	174,049	63,443	16,770	-	-	-	-	-	378,803	-	1,459,543

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail and Debt Service costs are not included in these figures.

Sounder

001

Station Access & Demand Study

Scope: Develop a comprehensive program of Sounder station improvements that deprioritizes the automobile as much as is feasible and places more priority on accommodating alternative station access improvements. Planning work will be initiated in 2010 for this study. This budget provides continued funding for ridership analysis, traffic analysis, environmental scan, transit oriented and joint development study, conceptual engineering, and community outreach for each Sounder commuter rail station. The final product of the overarching study will be individual access investment programs for each station.

Changes since 2009: New ST2 project.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	-
2010 Adopted Budget (In \$000s)	3,480

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	-	104	57	-	-	-	-	-	161
3-South King County	-	302	166	-	-	-	-	-	468
5-Pierce County	-	1,841	1,010	-	-	-	-	-	2,851
Total	-	2,248	1,233	-	-	-	-	-	3,480

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	107	59	-	-	-	-	-	166
20-Pre-Engineering/Env Review	-	1,819	998	-	-	-	-	-	2,818
90-Contingency	-	321	176	-	-	-	-	-	497
Total	-	2,248	1,233	-	-	-	-	-	3,480

Risk Assessment:

Estimate Type	Planning
Budget Risk Level	Low
Schedule Risk Level	Medium
Status	Planning Study
2009 Budget Schedule	NA
2010 Budget Schedule	2011

Risk Comment:

This study is estimated to take 18 - 24 months, but is subject to stakeholder outreach with each local jurisdiction along the Sounder line, as well as partner service providers.

Sounder

004

Sounder Yard & Shop Facility

Scope: Environmental analysis and preliminary engineering for a Sounder Yard and Shop facility. This budget provides project development funding required to complete that work through preliminary engineering (30% design) and environmental determination.

Changes since 2009: New ST2 project.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	-
2010 Adopted Budget (In \$000s)	2,735

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	-	148	130	132	-	-	-	-	410
3-South King County	-	445	389	397	-	-	-	-	1,231
5-Pierce County	-	396	346	353	-	-	-	-	1,094
Total	-	989	864	882	-	-	-	-	2,735

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	47	41	42	-	-	-	-	130
20-Pre-Engineering/Env Review	-	819	715	730	-	-	-	-	2,265
90-Contingency	-	123	107	110	-	-	-	-	340
Total	-	989	864	882	-	-	-	-	2,735

Risk Assessment:

Estimate Type	Conceptual Engineering
Budget Risk Level	Low
Schedule Risk Level	Low
Status	PE/ED
2009 Budget Schedule	NA
2010 Budget Schedule	2012

Risk Comment:

Sounder

100

Everett-Seattle Track & Signal

Project is in service.

Changes since 2009: Transferred \$1.3M in project savings to the Snohomish County program reserve.

Baseline (In \$000s)	303,258
2009 Current Budget (In \$000s)	300,242
2010 Adopted Budget (In \$000s)	298,971

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	298,921	50	-	-	-	-	-	-	298,971
Total	298,921	50	-	-	-	-	-	-	298,971

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	8,071	-	-	-	-	-	-	-	8,071
20-Pre-Engineering/Env Review	3,951	-	-	-	-	-	-	-	3,951
30-Final Design & Specification	11	-	-	-	-	-	-	-	11
40-ROW Acquisition & Permits	258,221	-	-	-	-	-	-	-	258,221
50-Construction	624	-	-	-	-	-	-	-	624
70-Vehicles	28,043	-	-	-	-	-	-	-	28,043
90-Contingency	-	50	-	-	-	-	-	-	50
Total	298,921	50	-	-	-	-	-	-	298,971

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	Low
Status	Completed
2009 Budget Schedule	2007
2010 Budget Schedule	2007

Risk Comment:

Sounder

101

Willow Creek Environmental Mitigation

Scope: This project includes the final design and construction of a bridge that will allow Willow Creek to cross under the railroad tracks once the creek is day lighted. The bridge is required as part of a commitment made by Sound Transit and as compensatory mitigation for environmental impacts of Seattle-Everett Track and Signal project.

Changes since 2009: Project budget increased by \$55K which was transferred from the Snohomish County program reserve to fund increased final design costs.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	1,001
2010 Adopted Budget (In \$000s)	1,056

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	96	872	88	-	-	-	-	-	1,056
Total	96	872	88	-	-	-	-	-	1,056

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	13	42	-	-	-	-	-	-	56
20-Pre-Engineering/Env Review	-	-	-	-	-	-	-	-	-
30-Final Design & Specification	81	-	-	-	-	-	-	-	81
40-ROW Acquisition & Permits	-	-	-	-	-	-	-	-	-
50-Construction	2	741	-	-	-	-	-	-	743
70-Vehicles	-	-	-	-	-	-	-	-	-
90-Contingency	-	88	88	-	-	-	-	-	176
Total	96	872	88	-	-	-	-	-	1,056

Risk Assessment:

Estimate Type	Conceptual Engineering
Budget Risk Level	Medium
Schedule Risk Level	Medium
Status	Final Design
2009 Budget Schedule	2011
2010 Budget Schedule	2011

Risk Comment:

Project being redesigned to a more cost effective bridge crossing as opposed to a culvert. Timing of construction dependent on BNSF work on the second mainline track in Edmonds.

Sounder

110

Seattle-Auburn Track & Signal

Project is in service.

Changes since 2009: Project savings of \$28M are being defunded from the Sounder Program.

Baseline (In \$000s)	256,147
2009 Current Budget (In \$000s)	255,469
2010 Adopted Budget (In \$000s)	227,512

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
3-South King County	227,011	-	501	-	-	-	-	-	227,512
Total	227,011	-	501	-	-	-	-	-	227,512

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	10,483	-	-	-	-	-	-	-	10,483
20-Pre-Engineering/Env Review	5,890	-	-	-	-	-	-	-	5,890
30-Final Design & Specification	4,865	-	-	-	-	-	-	-	4,865
40-ROW Acquisition & Permits	74	-	-	-	-	-	-	-	74
50-Construction	156,007	-	-	-	-	-	-	-	156,007
70-Vehicles	49,692	-	-	-	-	-	-	-	49,692
90-Contingency	-	-	501	-	-	-	-	-	501
Total	227,011	-	501	-	-	-	-	-	227,512

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	Completed
2009 Budget Schedule	2008
2010 Budget Schedule	2008

Risk Comment:

Sounder

120

Auburn-Tacoma Track & Signal

Project is in service.

Changes Since 2009: Project savings of \$15M is being defunded from the Sounder Program.

Baseline (In \$000s)	206,965
2009 Current Budget (In \$000s)	198,352
2010 Adopted Budget (In \$000s)	183,379

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
5-Pierce County	183,134	-	245	-	-	-	-	-	183,379
Total	183,134	-	245	-	-	-	-	-	183,379

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	8,420	-	-	-	-	-	-	-	8,420
20-Pre-Engineering/Env Review	4,807	-	-	-	-	-	-	-	4,807
30-Final Design & Specification	3,904	-	-	-	-	-	-	-	3,904
40-ROW Acquisition & Permits	34	-	-	-	-	-	-	-	34
50-Construction	127,107	-	-	-	-	-	-	-	127,107
70-Vehicles	38,863	-	-	-	-	-	-	-	38,863
90-Contingency	-	-	245	-	-	-	-	-	245
Total	183,134	-	245	-	-	-	-	-	183,379

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	Completed
2009 Budget Schedule	2008
2010 Budget Schedule	2008

Risk Comment:

Sounder

130

M Street-Lakewood Track & Signal

Scope: To extend Sounder service to South Tacoma and Lakewood Stations, Sound Transit is reconstructing 7 miles of the Lakeview Subdivision tracks, installing a new signal system, and upgrading crossings from M St. to Bridgeport Way in Lakewood.

Changes Since 2009: None

Baseline (In \$000s)	78,630
2009 Current Budget (In \$000s)	78,630
2010 Adopted Budget (In \$000s)	78,630

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
5-Pierce County	52,636	25,995	-	-	-	-	-	-	78,630
Total	52,636	25,995	-	-	-	-	-	-	78,630

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	3,051	718	-	-	-	-	-	-	3,769
20-Pre-Engineering/Env Review	1,496	-	-	-	-	-	-	-	1,496
30-Final Design & Specification	2,932	-	-	-	-	-	-	-	2,932
40-ROW Acquisition & Permits	12,505	1,720	-	-	-	-	-	-	14,225
50-Construction	23,697	15,074	-	-	-	-	-	-	38,771
70-Vehicles	8,953	-	-	-	-	-	-	-	8,953
90-Contingency	-	8,483	-	-	-	-	-	-	8,483
Total	52,636	25,995	-	-	-	-	-	-	78,630

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	Low
Status	Construction
2009 Budget Schedule	2010
2010 Budget Schedule	2010

Risk Comment:

Sounder

131

Permitting/Environmental Mitigation

Scope: The Agreement between BNSF and Sound Transit for Everett-Seattle Track and Signal signed in December 2003 commits Sound Transit to acquire all of the permits necessary for BNSF improvements identified in the Environmental Impact Statement. Sound Transit is also responsible for implementing the off-site mitigation required for the project. All environmental permits for all easements were in-hand by August 2006. The original mitigation scope included the purchase of three properties in the Snohomish River Estuary, the purchase and demolition of the Meadowdale Marina and a small freshwater wetland enhancement project in the town of Woodway. BNSF has redesigned the project and greatly reduced the seashore impact such that the Meadowdale Marina or similar project is no longer needed. Post construction mitigation and monitoring will take place through 2010.

Changes since 2009: None

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	8,179
2010 Adopted Budget (In \$000s)	8,179

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	2,836	2,679	2,664	-	-	-	-	-	8,179
Total	2,836	2,679	2,664	-	-	-	-	-	8,179

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	172	139	130	-	-	-	-	-	441
20-Pre-Engineering/Env Review	996	455	369	-	-	-	-	-	1,820
30-Final Design & Specification	49	156	175	-	-	-	-	-	380
40-ROW Acquisition & Permits	1,305	287	375	-	-	-	-	-	1,967
50-Construction	314	1,642	1,614	-	-	-	-	-	3,570
70-Vehicles	-	-	-	-	-	-	-	-	-
90-Contingency	-	-	-	-	-	-	-	-	-
Total	2,836	2,679	2,664	-	-	-	-	-	8,179

Risk Assessment:

Estimate Type	Conceptual Engineering
Budget Risk Level	Low
Schedule Risk Level	Low
Status	Conceptual Engineering
2009 Budget Schedule	2011
2010 Budget Schedule	2010

Risk Comment:

Sounder

135

D Street-M Street Track & Signal

Scope: Design and construct a connection between the Tacoma Dome Station and the Sound Transit railroad right-of-way (the Lakeview Subdivision Line) commencing at the S. Tacoma Avenue overpass. Board action was taken in December 2007 selecting an alternative that provides grade-separation over Pacific Avenue.

Changes Since 2009: None

Baseline (In \$000s)	161,581
2009 Current Budget (In \$000s)	161,581
2010 Adopted Budget (In \$000s)	161,581

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
5-Pierce County	59,968	26,353	55,375	13,089	6,797	-	-	-	161,581
Total	59,968	26,353	55,375	13,089	6,797	-	-	-	161,581

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	3,310	1,535	2,891	763	396	-	-	-	8,894
20-Pre-Engineering/Env Review	1,725	-	-	-	-	-	-	-	1,725
30-Final Design & Specification	10,043	1,807	2,514	1	-	-	-	-	14,364
40-ROW Acquisition & Permits	35,558	7,476	7,090	-	-	-	-	-	50,123
50-Construction	379	15,535	42,881	12,326	-	-	-	-	71,119
70-Vehicles	8,953	-	-	-	-	-	-	-	8,953
90-Contingency	-	-	-	-	6,401	-	-	-	6,401
Total	59,968	26,353	55,375	13,089	6,797	-	-	-	161,581

Risk Assessment:

Estimate Type	Conceptual Engineering
Budget Risk Level	Low
Schedule Risk Level	Medium
Status	Final Design
2009 Budget Schedule	TBD
2010 Budget Schedule	2012

Risk Comment:

Selection of a grade separated alternative has impacted the schedule for completion.

Sounder

140

Layover

Scope: Layover is a system wide component of the commuter rail program. It includes storage tracks and facilities for layover of trains at Seattle, Everett, and Lakewood. The costs and budget are allocated to 3 subareas based on vehicle miles. The final phase of construction at Everett will occur in 2010, providing additional storage tracks and facilities for light duty maintenance. Lakewood layover tracks are being constructed with the M to Lakewood track and signal project, crew reporting facilities for this location will be constructed under a separate contract in 2011.

Changes since 2009: None

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	26,812
2010 Adopted Budget (In \$000s)	26,812

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	3,406	957	468	-	-	-	-	-	4,831
3-South King County	7,026	2,002	978	-	-	-	-	-	10,007
5-Pierce County	8,403	2,395	1,176	-	-	-	-	-	11,974
Total	18,835	5,354	2,623	-	-	-	-	-	26,812

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	802	118	61	-	-	-	-	-	981
20-Pre-Engineering/Env Review	268	-	-	-	-	-	-	-	268
30-Final Design & Specification	754	-	-	-	-	-	-	-	754
40-ROW Acquisition & Permits	1,419	540	-	-	-	-	-	-	1,959
50-Construction	15,592	4,630	1,115	-	-	-	-	-	21,337
70-Vehicles	-	-	-	-	-	-	-	-	-
90-Contingency	-	66	1,447	-	-	-	-	-	1,513
Total	18,835	5,354	2,623	-	-	-	-	-	26,812

Risk Assessment:

Estimate Type	Final Design
Budget Risk Level	High
Project Location	
Coordination	
Schedule Risk Level	Medium
Status	Final Design
2009 Budget Schedule	2011
2010 Budget Schedule	2012

Risk Comment:

Everett Layover is to be completed in 2010. Lakewood Layover is being constructed as part of the M Street - Lakewood Track and Signal project but will not open until 2012 when the line opens to Lakewood.

Sounder

150

Nisqually-Lakewood ROW

Project complete.

Changes since 2009: Transferred \$32K in project savings to the Pierce County program reserve.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	14,868
2010 Adopted Budget (In \$000s)	14,836

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
5-Pierce County	14,836	-	-	-	-	-	-	-	14,836
Total	14,836	-	-	-	-	-	-	-	14,836

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	1	-	-	-	-	-	-	-	1
20-Pre-Engineering/Env Review	-	-	-	-	-	-	-	-	-
30-Final Design & Specification	-	-	-	-	-	-	-	-	-
40-ROW Acquisition & Permits	14,835	-	-	-	-	-	-	-	14,835
50-Construction	-	-	-	-	-	-	-	-	-
70-Vehicles	-	-	-	-	-	-	-	-	-
90-Contingency	-	-	-	-	-	-	-	-	-
Total	14,836	-	-	-	-	-	-	-	14,836

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	Closed
2009 Budget Schedule	2007
2010 Budget Schedule	2007

Risk Comment:

Sounder

201

Everett Station

Project is in service.

Changes since 2009: None

Baseline (In \$000s)	26,872
2009 Current Budget (In \$000s)	33,957
2010 Adopted Budget (In \$000s)	33,957

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	33,198	52	706	-	-	-	-	-	33,957
Total	33,198	52	706	-	-	-	-	-	33,957

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	1,927	27	-	-	-	-	-	-	1,955
20-Pre-Engineering/Env Review	1,194	-	-	-	-	-	-	-	1,194
30-Final Design & Specification	1,536	-	-	-	-	-	-	-	1,536
40-ROW Acquisition & Permits	7,285	-	-	-	-	-	-	-	7,285
50-Construction	21,256	-	-	-	-	-	-	-	21,256
70-Vehicles	-	-	-	-	-	-	-	-	-
90-Contingency	-	25	706	-	-	-	-	-	731
Total	33,198	52	706	-	-	-	-	-	33,957

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2009
2010 Budget Schedule	2009

Risk Comment:

Sounder

205

Mukilteo Station, North Platform

Project is in service.

Changes since 2009: None

Baseline (In \$000s)	9,810
2009 Current Budget (In \$000s)	10,221
2010 Adopted Budget (In \$000s)	10,221

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	9,477	297	447	-	-	-	-	-	10,221
Total	9,477	297	447	-	-	-	-	-	10,221

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	594	247	-	-	-	-	-	-	841
20-Pre-Engineering/Env Review	620	-	-	-	-	-	-	-	620
30-Final Design & Specification	1,303	-	-	-	-	-	-	-	1,303
40-ROW Acquisition & Permits	354	-	-	-	-	-	-	-	354
50-Construction	6,605	-	-	-	-	-	-	-	6,605
70-Vehicles	-	-	-	-	-	-	-	-	-
90-Contingency	-	50	447	-	-	-	-	-	497
Total	9,477	297	447	-	-	-	-	-	10,221

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2008
2010 Budget Schedule	2008

Risk Comment:

Sounder

206

Mukilteo Station, South Platform

Scope: The Mukilteo Station South Platform project includes a 2nd platform, stair & elevator towers for both North (in service) and South platforms and a pedestrian bridge connecting the platforms. A contribution towards a surface parking lot to be constructed by Washington State Ferries as part of a future new Mukilteo multimodal terminal, is also included.

Changes since 2009: None

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	11,131
2010 Adopted Budget (In \$000s)	11,131

Sub Area	in \$000s	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County		1,535	7,800	1,796	-	-	-	-	-	11,131
Total		1,535	7,800	1,796	-	-	-	-	-	11,131

Phase	in \$000s	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration		122	374	99	-	-	-	-	-	595
20-Pre-Engineering/Env Review		-	-	-	-	-	-	-	-	-
30-Final Design & Specification		1,385	-	158	-	-	-	-	-	1,543
40-ROW Acquisition & Permits		28	352	235	-	-	-	-	-	615
50-Construction		-	7,074	1,257	-	-	-	-	-	8,331
70-Vehicles		-	-	-	-	-	-	-	-	-
90-Contingency		-	-	47	-	-	-	-	-	47
Total		1,535	7,800	1,796	-	-	-	-	-	11,131

Risk Assessment:

Estimate Type	Final Design
Budget Risk Level	Medium
Right of Way Costs	
Findings during Eng.	Project Location
Schedule Risk Level	High
Status	Final Design
2009 Budget Schedule	2010
2010 Budget Schedule	2011

Risk Comment:

Construction timing is dependent upon the United States Air Force transfer of property to the Port of Everett . This action continues to be delayed by issues arising during the USAF's environmental documentation process being completed in support of the property transfer.

Sounder

209

Edmonds Station

Scope: Edmonds is currently served by a temporary platform on the east side of the tracks at the Edmonds Amtrak Station. Permanent station improvements will be constructed for Sounder service coordinated with Amtrak as well as BNSF construction of a second main line through Edmonds. The station will include two platforms (shared with Amtrak), shelters for weather protection, short term parking for passenger drop off and pick up, and about 150 parking spaces. To ensure continuous service is provided once BNSF starts construction of the second main line, Sound Transit will build a new platform on the west side of the existing tracks between Dayton and Main Streets.

Changes since 2009: None

Baseline (In \$000s)	12,929
2009 Current Budget (In \$000s)	12,929
2010 Adopted Budget (In \$000s)	12,929

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	4,629	5,489	2,811	-	-	-	-	-	12,929
Total	4,629	5,489	2,811	-	-	-	-	-	12,929

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	422	197	71	-	-	-	-	-	690
20-Pre-Engineering/Env Review	703	-	-	-	-	-	-	-	703
30-Final Design & Specification	1,040	138	159	-	-	-	-	-	1,337
40-ROW Acquisition & Permits	2,329	18	-	-	-	-	-	-	2,348
50-Construction	134	5,136	2,344	-	-	-	-	-	7,614
70-Vehicles	-	-	-	-	-	-	-	-	-
90-Contingency	-	-	237	-	-	-	-	-	237
Total	4,629	5,489	2,811	-	-	-	-	-	12,929

Risk Assessment:

Estimate Type	Final Design
Budget Risk Level	Low
Schedule Risk Level	Medium
Status	Final Design
2009 Budget Schedule	2010
2010 Budget Schedule	2011

Risk Comment:

Construction of west platform and associated improvements dependent on BNSF schedule for 2nd track.

Sounder

236

Tukwila Station

Scope: Service to Tukwila is currently supported by a temporary station boarding area. Final design is underway on the permanent station. The station will include two platforms with canopies, surface parking, a bus transfer facility, two ticket vending machines, and bike lockers, depending on the cost estimate for these elements. It will be constructed south of Longacres Way and west of the BNSF railroad tracks. The current budget funds the project through final design, construction will be funded through the voter approved ST2 funding.

Changes since 2009: None

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	16,434
2010 Adopted Budget (In \$000s)	16,434

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
3-South King County	10,425	5,315	694	-	-	-	-	-	16,434
Total	10,425	5,315	694	-	-	-	-	-	16,434

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	546	365	-	-	-	-	-	-	911
20-Pre-Engineering/Env Review	1,101	-	-	-	-	-	-	-	1,101
30-Final Design & Specification	319	2,448	532	-	-	-	-	-	3,300
40-ROW Acquisition & Permits	8,459	193	162	-	-	-	-	-	8,814
50-Construction	-	-	-	-	-	-	-	-	-
70-Vehicles	-	-	-	-	-	-	-	-	-
90-Contingency	-	2,308	-	-	-	-	-	-	2,308
Total	10,425	5,315	694	-	-	-	-	-	16,434

Risk Assessment:

Estimate Type	Conceptual Engineering
Budget Risk Level	Medium
Scope Escalation/Chng Design & Env Regs	
Coordination	
Schedule Risk Level	High
Status	Final Design
2009 Budget Schedule	TBD
2010 Budget Schedule	2012

Risk Comment:

Schedule risk remains high due to coordination with the Cities of Renton and Tukwila and the Strander Boulevard project impacts to station design.

Sounder

247

Reservation-Freighthouse

Project is complete.

Changes since 2009: Project savings of \$3.8K being moved to the South King County program reserve and \$3.6K to the Pierce County program reserve.

Baseline (In \$000s)	19,013
2009 Current Budget (In \$000s)	16,380
2010 Adopted Budget (In \$000s)	16,373

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
3-South King County	8,963	-	-	-	-	-	-	-	8,963
5-Pierce County	7,410	-	-	-	-	-	-	-	7,410
Total	16,373	-	-	-	-	-	-	-	16,373

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	905	-	-	-	-	-	-	-	905
20-Pre-Engineering/Env Review	201	-	-	-	-	-	-	-	201
30-Final Design & Specification	1,202	-	-	-	-	-	-	-	1,202
40-ROW Acquisition & Permits	-	-	-	-	-	-	-	-	-
50-Construction	14,064	-	-	-	-	-	-	-	14,064
70-Vehicles	-	-	-	-	-	-	-	-	-
90-Contingency	-	-	-	-	-	-	-	-	-
Total	16,373	-	-	-	-	-	-	-	16,373

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2007
2010 Budget Schedule	2007

Risk Comment:

Sounder

251

South Tacoma Station

Project is in service.

Changes since 2009: Transferred \$378K in project savings to the Pierce County program reserves.

Baseline (In \$000s)	17,115
2009 Current Budget (In \$000s)	16,476
2010 Adopted Budget (In \$000s)	16,098

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
5-Pierce County	14,830	647	621	-	-	-	-	-	16,098
Total	14,830	647	621	-	-	-	-	-	16,098

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	948	337	306	-	-	-	-	-	1,592
20-Pre-Engineering/Env Review	542	-	-	-	-	-	-	-	542
30-Final Design & Specification	1,258	-	16	-	-	-	-	-	1,274
40-ROW Acquisition & Permits	2,369	-	3	-	-	-	-	-	2,372
50-Construction	9,713	153	295	-	-	-	-	-	10,161
70-Vehicles	-	-	-	-	-	-	-	-	-
90-Contingency	-	157	-	-	-	-	-	-	157
Total	14,830	647	621	-	-	-	-	-	16,098

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2009
2010 Budget Schedule	2009

Risk Comment:

Sounder

253

Lakewood Station

Project is in service.

Changes since 2009: Transferred \$2M in project savings to the Pierce County program reserve.

Baseline (In \$000s)	32,920
2009 Current Budget (In \$000s)	31,358
2010 Adopted Budget (In \$000s)	29,316

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
5-Pierce County	29,103	25	189	-	-	-	-	-	29,316
Total	29,103	25	189	-	-	-	-	-	29,316

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	2,337	-	-	-	-	-	-	-	2,337
20-Pre-Engineering/Env Review	1,347	-	-	-	-	-	-	-	1,347
30-Final Design & Specification	2,075	-	-	-	-	-	-	-	2,075
40-ROW Acquisition & Permits	4,349	-	-	-	-	-	-	-	4,349
50-Construction	18,994	-	-	-	-	-	-	-	18,994
70-Vehicles	-	-	-	-	-	-	-	-	-
90-Contingency	-	25	189	-	-	-	-	-	214
Total	29,103	25	189	-	-	-	-	-	29,316

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2008
2010 Budget Schedule	2008

Risk Comment:

Sounder

510

ST2 Seattle-Auburn Track & Signal

Scope: Sound Transit has executed a term sheet with BNSF to purchase four additional commuter rail easements between Seattle and Tacoma. The final agreement will stipulate the payment schedule and corresponding dates for adding additional train trips. BNSF will be responsible for any track and signal improvements and Sound Transit will have environmental responsibilities.

Changes Since 2009: None

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	104,842
2010 Adopted Budget (In \$000s)	104,842

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
3-South King County	14	22,192	56,030	26,606	-	-	-	-	104,842
Total	14	22,192	56,030	26,606	-	-	-	-	104,842

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	646	1,620	775	-	-	-	-	3,041
20-Pre-Engineering/Env Review	12	112	-	-	-	-	-	-	124
30-Final Design & Specification	-	-	-	-	-	-	-	-	-
40-ROW Acquisition & Permits	1	21,434	54,410	25,831	-	-	-	-	101,677
50-Construction	-	-	-	-	-	-	-	-	-
70-Vehicles	-	-	-	-	-	-	-	-	-
90-Contingency	-	-	-	-	-	-	-	-	-
Total	14	22,192	56,030	26,606	-	-	-	-	104,842

Risk Assessment:

Estimate Type	
Budget Risk Level	Low
Schedule Risk Level	Medium
Status	PE/ED
2009 Budget Schedule	2015
2010 Budget Schedule	2015

Risk Comment:

Sounder

520

ST2 Auburn-Tacoma Track & Signal

Scope: Sound Transit has executed a term sheet with BNSF to purchase four additional commuter rail easements between Seattle and Tacoma. The final agreement will stipulate the payment schedule and corresponding dates for adding additional train trips. BNSF will be responsible for any track and signal improvements and Sound Transit will have environmental responsibilities.

Changes Since 2009: None

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	85,919
2010 Adopted Budget (In \$000s)	85,919

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
5-Pierce County	12	18,187	45,916	21,804	-	-	-	-	85,919
Total	12	18,187	45,916	21,804	-	-	-	-	85,919

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	530	1,337	635	-	-	-	-	2,502
20-Pre-Engineering/Env Review	10	91	-	-	-	-	-	-	102
30-Final Design & Specification	-	-	-	-	-	-	-	-	-
40-ROW Acquisition & Permits	1	17,566	44,578	21,169	-	-	-	-	83,315
50-Construction	-	-	-	-	-	-	-	-	-
70-Vehicles	-	-	-	-	-	-	-	-	-
90-Contingency	-	-	-	-	-	-	-	-	-
Total	12	18,187	45,916	21,804	-	-	-	-	85,919

Risk Assessment:

Estimate Type	
Budget Risk Level	Low
Schedule Risk Level	Medium
Status	PE/ED
2009 Budget Schedule	2015
2010 Budget Schedule	2015

Risk Comment:

Sounder

601

Sounder Program Reserve

Changes since 2009: Snohomish County program reserves were increased by \$1.3M in savings from the Everett-Seattle Track and Signal project and decreased by \$55K for the Willow Creek Environmental Mitigation project. South King County program reserves increased by \$4K in savings from Reservation-Freighthouse. Pierce County program reserves increased to reflect savings of \$32K from Nisqually-Lakewood ROW; \$4K from Reservation-Freighthouse; \$378K from South Tacoma Station and \$2M from Lakewood Station.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	8,608
2010 Adopted Budget (In \$000s)	12,283

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	-	-	1,247	-	-	-	-	-	1,247
3-South King County	-	-	-	1,063	-	-	-	-	1,063
5-Pierce County	-	-	-	-	9,973	-	-	-	9,973
Total	-	-	1,247	1,063	9,973	-	-	-	12,283

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	-	-	-	-	-	-	-	-
20-Pre-Engineering/Env Review	-	-	-	-	-	-	-	-	-
30-Final Design & Specification	-	-	-	-	-	-	-	-	-
40-ROW Acquisition & Permits	-	-	-	-	-	-	-	-	-
50-Construction	-	-	-	-	-	-	-	-	-
70-Vehicles	-	-	-	-	-	-	-	-	-
90-Contingency	-	-	1,247	1,063	9,973	-	-	-	12,283
Total	-	-	1,247	1,063	9,973	-	-	-	12,283

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	
Schedule Risk Level	
Status	
2009 Budget Schedule	
2010 Budget Schedule	

Risk Comment:

Sounder Program Reserve

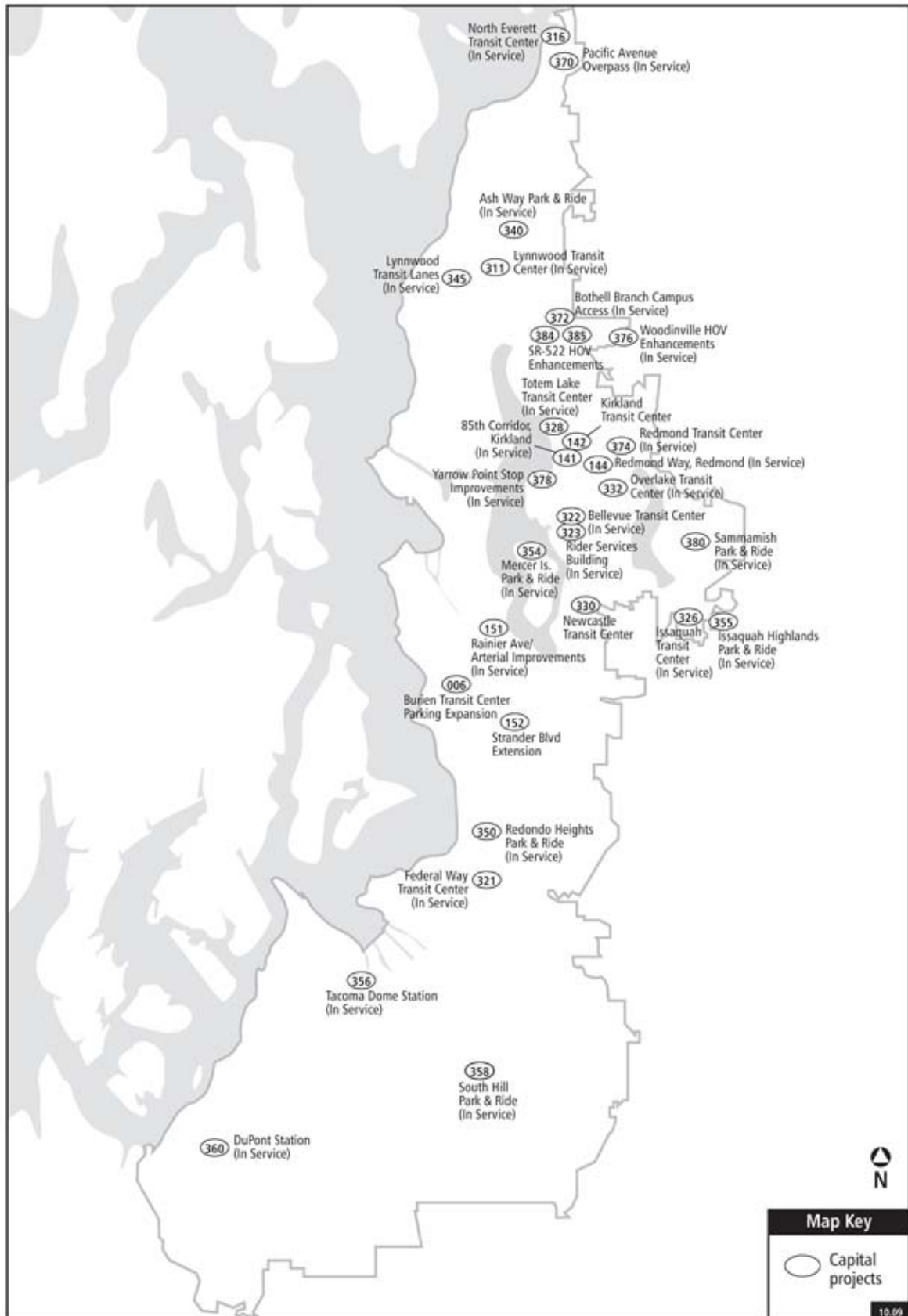
REGIONAL EXPRESS PROGRAM DESCRIPTION

The Regional Express program includes Community Connections and HOV Access projects. To maximize public access between regional and local transit systems, Sound Transit has completed a variety of Community Connection facilities, including transit centers, park-and-ride lots, and transit access improvements. These facilities will improve access to the regional transit system as well as connections to local transit services.

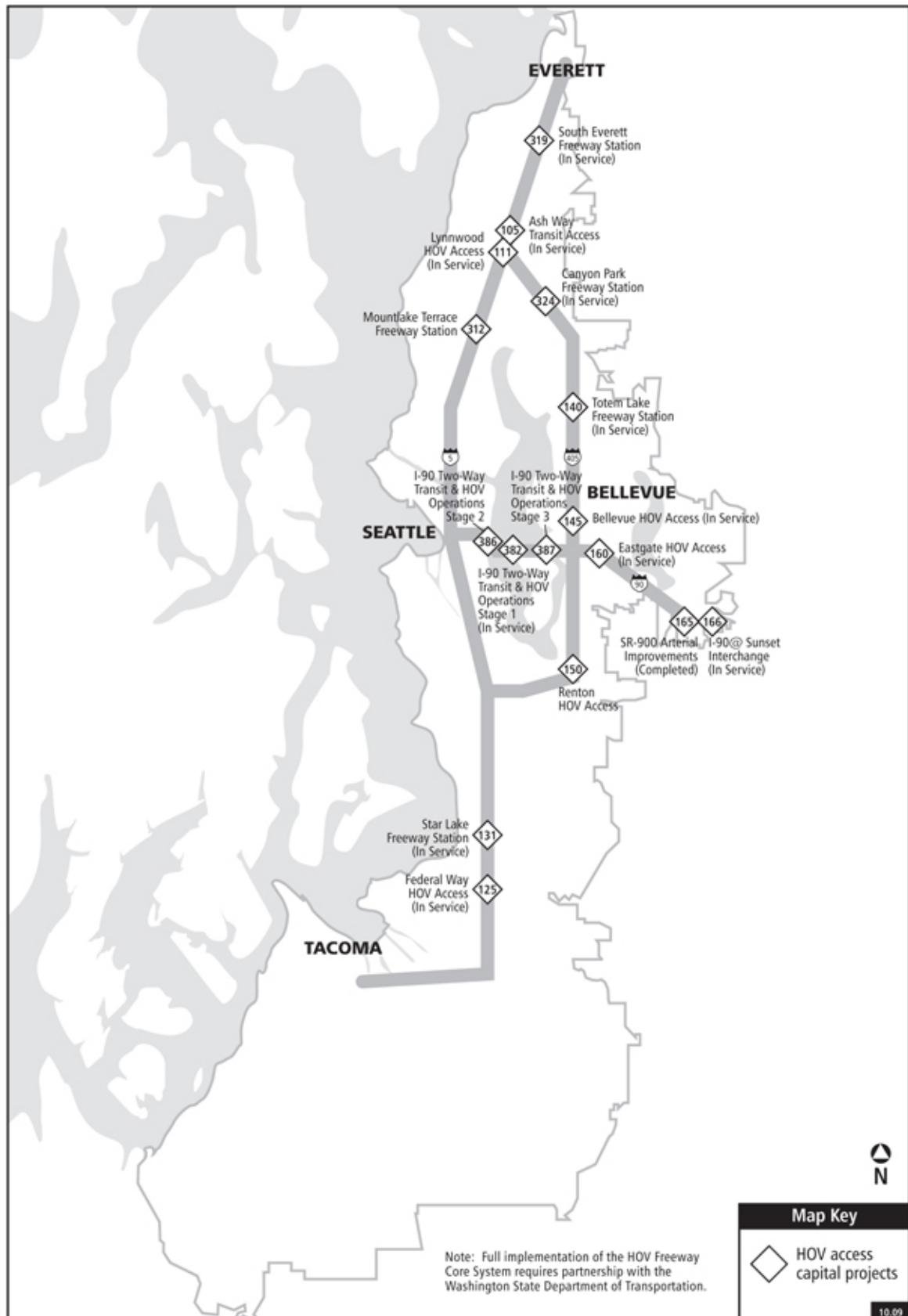
The HOV Access projects are being implemented through a partnership between Sound Transit and the Washington State Department of Transportation. Sound Transit is funding direct access ramps and freeway transit stations within WSDOT right-of-way to make it easier for transit customers, vanpools, and carpools to access the HOV lanes on some of the region's most congested freeways.

Under *ST2*, two new projects are being included in the 2010 budget: one is the Burien Transit Center Parking Expansion and the other is for a ST Express Bus Base. The Burien Transit Center Parking Expansion project provides capped funding to support the expansion of transit commuter parking at the joint City of Burien and King County Transit Oriented Development at the Burien Transit Center. The ST Express Bus Base project scope calls for constructing a new maintenance and operations facility with capacity to accommodate up to 300 buses supporting ST Express services through 2020.

REGIONAL EXPRESS CAPITAL PROJECTS - COMMUNITY CONNECTIONS



REGIONAL EXPRESS CAPITAL PROJECTS - HOV ACCESS



Capital Plan

The Adopted 2010 Transit Improvement Plan for Regional Express bus includes budget to complete preliminary engineering for the following project:

- ST Express Bus Base

The TIP also includes budget to complete build out on all remaining projects.

Changes in the Adopted 2010 Capital Plan

Budget Changes:

- **ST Express Bus Base (005):** This *ST2* project is budgeted in 2010 for the first time with a lifetime budget of \$5.5 million, funding the project through PE/ED.

Transfers to Capital Program Subarea Reserves:

Snohomish County:

- **Lynnwood HOV Access/46th Ave W (111):** \$29 thousand in cost savings was transferred to the program reserve.
- **Lynnwood Transit Center/46th Ave W (311):** \$213 thousand in cost savings was transferred to the program reserve.
- **Mountlake Terrace Freeway Station (312):** \$5.5 million was transferred to the program reserve. The transfer was made possible by the lower than anticipated construction bids that were received for the project which were previously funded from the program reserve.
- **S. Everett Freeway Station (319):** \$2.3 million in cost savings was transferred to the program reserve.

East King County:

- **Totem Lake Freeway Station (140):** \$6.4 million was transferred to the program reserve. The transfer includes the reimbursement received from WSDOT for the direct access ramp replacement.
- **Redmond Way Redmond (144):** \$96 thousand in cost savings was transferred to the program reserve.
- **Bellevue HOV Access (145):** \$575 thousand in cost savings was transferred to the program reserve.
- **Eastgate HOV Access/142nd Ave SE (160):** \$1.2 million in cost savings was transferred to the program reserve.
- **Canyon Park Freeway Station (324):** \$350 thousand in cost savings was transferred to the program reserve.
- **Totem Lake Transit Center/Evergreen Medical Center (328):** \$861 thousand in cost savings was transferred to the program reserve.
- **Mercer Island Park and Ride/N. Mercer Way (354):** \$2.7 million was transferred to the program reserve. The transfer includes the settlement reimbursement for the required structural engineering modifications which were previously funded from the program reserve.
- **Issaquah Highlands Park and Ride/Highland Drive (355):** \$185 thousand in cost savings was transferred to the program reserve.

- **Woodinville Arterial HOV/SR202/SR522 (376):** \$1 thousand in cost savings was transferred to the program reserve.
- **I-90 Two Way Transit & HOV Operations Stage 1 (382):** \$942 thousand in cost savings transferred to the program reserve.
- **SR522 HOV Enhancements/Kenmore (384):** \$18 thousand in cost savings was transferred to the program reserve.
- **I-90 Two Way Transit & HOV Operations Stage 2 (386):** \$12.3 million draw on the program reserve to fully fund the project. The Board approved the budget amendment, Resolution No. R2010-01, on January 28, 2010.

South King County:

- **Federal Way HOV Access/317th (125):** \$3.0 million in cost savings was transferred to the program reserve.
- **Star Lake Freeway Station/s 272nd:** \$2 thousand in cost savings was transferred to the program reserve.

Regional Express Schedule Changes

Led by Sound Transit

Old Completion Date/New Completion Date

Project	2010	2011	2012	2013
312 Mountlake Terrace Freeway Station	4Q 2010	2Q 2011		
142 Kirkland Transit Center	3Q 2010 4Q 2010			
386 I-90 Two Way Transit and HOV Operations Stage 2			3Q 2012	4Q 2013

Led by Others - Sound Transit provides a capped contribution

Old Completion Date/New Completion Date

Project	2008	2009	2010	2011	2012
151 Rainier Avenue Arterial Improvements				3Q 2011	1Q 2012
141 85 th Corridor Kirkland		4Q 2009		3Q 2011	
384 SR 522 HOV Enhancements/Kenmore	4 Q 2008	3Q2009			
385 SR 522 HOV Enhancements/Bothell			4Q 2010	1Q 2011	

Note: The completion dates in both tables above reflect when construction is expected to be substantially complete and the facility will be open for service. These dates do not include the project close out effort, which can extend between 12 to 18 months beyond the completion of construction as liens are released, final invoices are processed, claims are negotiated and settled, and remaining budget is returned to program reserves.

Scope, Schedule, and Budget Risks

- **Federal Way Transit Center/S. 317th (321):** There is some budget exposure should litigation related to project earthwork be settled in the contractor's favor. The litigation stems from a \$2.7 million claim that Sound Transit previously denied. Sound Transit does not anticipate settlement of the litigation in the contractor's favor. Nonetheless, until the determination is made, there is cost exposure.
- **Renton HOV Access/N 8th (150):** There are currently no WSDOT funds for the needed reconstruction of I-405 through this project area. WSDOT is considering tolling and HOT lanes as a funding source; design efforts may be reinitiated if highway funding is identified.
- **I-90 Two-Way Stage 3 (387):** Scope remains to be finalized.

The following projects have Sound Transit capped funding agreements in place to manage budget risks. However, the projects are still at risk for schedule delays through the actions of the third party project leads.

- **85th Corridor/Kirkland (141):** Redesign has extended the schedule for construction by two years. The City of Kirkland is the project lead.
- **Rainier Avenue Arterial Improvements (151):** The City of Renton has re-scoped the project to remove improvements to Hardie Avenue and increase BAT lane improvements on Rainier Avenue.
- **Strander Blvd. Extension (152):** The City of Renton has not advanced the design of Strander Blvd. The City's plan to relocate the Union Pacific Railroad is not possible; the project is being reevaluated.
- **SR-522 HOV Enhancements/Bothell (385):** This project has experienced delays attributable to scoping issues. The City of Bothell is the project lead.

Baseline Budgets

The following active project was baselined in 2009:

- I-90 Two-Way, Stage 2 (386).

Regional Express

2010 Adopted TIP by Equity Area

Equity Area	1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010 - 2015	2016-2023 Total	Adopted Lifetime
1-Snohomish County	136,394	14,809	10,411	356	30	8,045	-	33,650	-	170,045
3-South King County	72,504	7,538	13,860	204	-	-	-	21,602	-	94,105
4-East King County	360,327	32,206	112,867	21,316	32,124	9,997	-	208,510	-	568,837
5-Pierce County	20,745	478	413	422	-	-	-	1,313	-	22,058
Total	589,970	55,031	137,551	22,297	32,153	18,042	-	265,075	-	855,045

in \$000s

2010 Adopted TIP by Phase

Phase	1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010-2015	2016-2023 Total	Adopted Lifetime
10-Agency Administration	33,259	2,950	7,456	1,137	1,628	48	-	13,219	-	46,478
20-Pre-Engineering/Env Review	50,934	1,716	1,961	1,442	-	-	-	5,119	-	56,053
30-Final Design & Specification	46,512	4,657	25,166	9,259	-	-	-	39,082	-	85,595
35-Third Parties	-	2,044	12,689	-	-	-	-	14,733	-	14,733
40-ROW Acquisition & Permits	48,915	2,211	9,517	-	-	-	-	11,728	-	60,644
50-Construction	410,349	36,527	79,996	9,414	60	26	-	126,023	-	536,372
90-Contingency	-	4,925	767	1,046	30,465	17,968	-	55,170	-	55,170
Total	589,970	55,031	137,551	22,297	32,153	18,042	-	265,075	-	855,045

In \$000s

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail and Debt Service costs are not included in these figures.

Regional Express

2010 Adopted TIP by Phase Gate

	In \$000s	1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010-2015	2016-2023 Total	Adopted Lifetime
Preliminary Engineering	005-ST Express Bus Base	-	1,992	1,721	1,756	-	-	-	5,469	-	5,469
	006-Burien Transit Center Parking Expansion	-	2,105	13,069	-	-	-	-	15,175	-	15,175
	150-Renton HOV Access/N 8th	3,284	-	63,791	-	-	-	-	63,791	-	67,075
	387-I-90 Two-Way Transit & HOV Opr, Stage 3	1,753	2,458	20,534	9,768	29,709	-	-	62,469	-	64,222
	Total	5,037	6,555	99,115	11,524	29,709	-	-	146,904	-	151,941
Baselined	105-Ash Way Transit Access/164th SW	18,585	71	337	-	-	-	-	408	-	18,993
	125-Federal Way HOV Access/S 317th	28,745	-	470	-	-	-	-	470	-	29,216
	140-Totem Lake Freeway Station/NE 128th	72,627	419	871	34	20	8	-	1,352	-	73,980
	141-85th Corridor, Kirkland	1,350	1,555	3,110	-	-	-	-	4,665	-	6,015
	142-Kirkland Transit Center/3rd	4,452	7,730	239	878	-	-	-	8,848	-	13,300
	151-Rainier Avenue Arterial Improvements	5,249	5,462	4,726	281	-	-	-	10,468	-	15,717
	152-Strander Boulevard Extension	52	31	701	3,434	-	-	-	4,167	-	4,219
	160-Eastgate HOV Access/142nd Ave SE	29,574	837	182	-	-	-	-	1,020	-	30,593
	311-Lynnwood Transit Ctr/46th Ave W	30,085	9	7	-	-	-	-	16	-	30,101
	312-Mountlake Terrace Freeway Station/236th SW	11,973	13,998	9,412	-	-	-	-	23,410	-	35,383
	319-S Everett Freeway Station/112th SE	28,101	374	348	41	30	14	-	806	-	28,908
	321-Federal Way Transit Center/S 317th	38,116	1,220	118	-	-	-	-	1,339	-	39,455
	324-Canyon Park Freeway Station	9,693	420	66	-	-	-	-	485	-	10,178
	326-Issaquah Transit Center/SR900	28,552	757	161	9	3	-	-	930	-	29,482
	328-Totem Lake Transit Center/Evergreen Med Ctr	5,979	99	225	-	-	-	-	323	-	6,303
	330-Newcastle Transit Improvements	3,117	1,103	208	-	-	-	-	1,311	-	4,428
	354-Mercer Island Park-And-Ride/N Mercer Way	13,975	144	-	-	-	-	-	144	-	14,119
	372-Bothell Branch Campus Access	2,178	34	69	-	-	-	-	103	-	2,281
	374-Redmond Transit Center/NE 83rd	5,771	862	33	-	-	-	-	895	-	6,666
	380-Sammamish Park-And-Ride/228th SE	6,967	120	-	-	-	-	-	120	-	7,086
	382-I-90 Two-Way Transit & HOV Opr, Stage 1	23,108	160	1,259	17	10	284	-	1,731	-	24,840
In Service	384-SR522 HOV Enhancements/Kenmore	8,772	-	1	-	-	-	-	1	-	8,773
	385-SR522 HOV Enhancements/Bothell	2,918	3,502	2,181	-	-	-	-	5,683	-	8,601
	386-I-90 Two-Way Transit & HOV Opr, Stage 2	3,928	5,586	13,709	6,078	2,382	-	-	27,755	-	31,683
	Total	383,867	44,495	38,433	10,773	2,444	307	-	96,452	-	480,320
	111-Lynnwood HOV Access/46th Ave W	25,677	-	-	-	-	-	-	-	-	25,677
	144-Redmond Way, Redmond	1,979	-	-	-	-	-	-	-	-	1,979
	145-Bellevue HOV Access	70,896	-	-	-	-	-	-	-	-	70,896
	165-I-90 @ Sunset Interchange	9,185	-	-	-	-	-	-	-	-	9,185
	166-SR900 Park-And-Ride Arterial Improvements	7,117	-	-	-	-	-	-	-	-	7,117
	316-N Everett Transit Center/Everett Comm College	1,641	-	-	-	-	-	-	-	-	1,641
	322-Bellevue Transit Center/NE 6th	15,453	-	-	-	-	-	-	-	-	15,453
	323-Bellevue Rider Services Bldg	2,760	-	-	-	-	-	-	-	-	2,760
	332-Overlake Transit Center/NE 40th	10,939	-	-	-	-	-	-	-	-	10,939
	340-Ash Way Park-And-Ride	1,114	-	-	-	-	-	-	-	-	1,114

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail and Debt Service costs are not included in these figures.

Regional Express 2010 Adopted TIP by Phase Gate

	1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010-2015	2016-2023 Total	Adopted Lifetime
In Service										
345-Lynnwood SR99 Transit Lanes	2,546	-	-	-	-	-	-	-	-	2,546
350-Redondo Heights Park-And-Ride/SR99	2,483	-	-	-	-	-	-	-	-	2,483
355-Isaiah Highlands Park-And-Ride/Highland Dr	7,181	-	-	-	-	-	-	-	-	7,181
356-Tacoma Dome Station	10,805	-	-	-	-	-	-	-	-	10,805
358-South Hill Park-And-Ride/94th Ave E	5,625	-	-	-	-	-	-	-	-	5,625
360-Dupont Station/Wilmington Dr	4,314	-	-	-	-	-	-	-	-	4,314
370-Pacific Avenue Overpass	16,222	-	-	-	-	-	-	-	-	16,222
376-Woodinville Arterial HOV/SR202/SR522	1,410	-	-	-	-	-	-	-	-	1,410
378-Yarrow Point Stop Improvements	108	-	-	-	-	-	-	-	-	108
Total	197,456	-	-	-	-	-	-	-	-	197,456
Closed										
131-Star Lake Freeway Station/S 272nd	3,094	-	-	-	-	-	-	-	-	3,094
135-I-405 @ Southcenter	55	-	-	-	-	-	-	-	-	55
314-S Everett Transit Center	31	-	-	-	-	-	-	-	-	31
342-Swamp Creek Park-And-Ride	303	-	-	-	-	-	-	-	-	303
346-E Everett Park-And-Ride	86	-	-	-	-	-	-	-	-	86
352-Other Park-And-Ride Expansion	10	-	-	-	-	-	-	-	-	10
395-Funds For Other Projects	31	-	-	-	-	-	-	-	-	31
Total	3,610	-	-	-	-	-	-	-	-	3,610
Reserve										
999-Regional Express Program Reserve	-	3,981	2	-	-	17,735	-	21,719	-	21,719
Total	-	3,981	2	-	-	17,735	-	21,719	-	21,719
Grand Total	589,970	55,031	137,551	22,297	32,153	18,042	-	265,075	-	855,045

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail and Debt Service costs are not included in these figures.

Regional Express

005

ST Express Bus Base

Scope: Environmental analysis and preliminary engineering of new bus bases within the district. This budget provides project development funding required to complete that work through preliminary engineering (30% design) and environmental determination. Early scoping may reveal the need for two or more facilities of varying size and configuration. The project scope prepared for the representative project cost estimate in ST2 called for constructing two new maintenance and operations capacity to accommodate up to 300 buses supporting ST Express services through 2020.

Changes since 2009: New ST2 project.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	-
2010 Adopted Budget (In \$000s)	5,469

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	-	357	308	314	-	-	-	-	979
3-South King County	-	231	200	204	-	-	-	-	634
4-East King County	-	926	800	817	-	-	-	-	2,543
5-Pierce County	-	478	413	422	-	-	-	-	1,313
Total	-	1,992	1,721	1,756	-	-	-	-	5,469

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	115	82	84	-	-	-	-	281
20-Pre-Engineering/Env Review	-	1,618	1,413	1,442	-	-	-	-	4,473
90-Contingency	-	259	226	231	-	-	-	-	716
Total	-	1,992	1,721	1,756	-	-	-	-	5,469

Risk Assessment:

Estimate Type	Preliminary Engineering
Budget Risk Level	Medium
Design & Env Regs	
Coordination	
Schedule Risk Level	High
Status	PE/ED
2009 Budget Schedule	NA
2010 Budget Schedule	2011

Risk Comment:

Siting of a new bus maintenance facility is a difficult task. Community and jurisdictional perceptions are that the facilities are obtrusive and eliminate valuable industrial land from the taxable inventory. This may affect the schedule for the completion of PE.

Regional Express

006

Burien Transit Center Parking Expansion

The ST2 plan provided funding to support the expansion of transit commuter parking at the joint City of Burien and King County Transit Oriented Development at the Burien Transit Center. ST's contribution is capped, this budget is for the full amount that ST is to pay.

Changes since 2009: None

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	15,175
2010 Adopted Budget (In \$000s)	15,175

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
3-South King County	-	2,105	13,069	-	-	-	-	-	15,175
Total	-	2,105	13,069	-	-	-	-	-	15,175

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	61	381	-	-	-	-	-	442
35-Third Parties	-	2,044	12,689	-	-	-	-	-	14,733
Total	-	2,105	13,069	-	-	-	-	-	15,175

Risk Assessment:

Estimate Type	Capped Contribution
Budget Risk Level	Low
Schedule Risk Level	Low
Status	Interlocal Agreement
2009 Budget Schedule	NA
2010 Budget Schedule	2011

Risk Comment:

Regional Express

105

Ash Way Transit Access/164th SW

Scope: Project is in service. Wetland mitigation maintenance extends through 2010.

Changes since 2009: None.

Baseline (In \$000s)	18,428
2009 Current Budget (In \$000s)	18,993
2010 Adopted Budget (In \$000s)	18,993

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	18,585	71	337	-	-	-	-	-	18,993
Total	18,585	71	337	-	-	-	-	-	18,993

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	796	50	239	-	-	-	-	-	1,085
20-Pre-Engineering/Env Review	1,144	-	-	-	-	-	-	-	1,144
30-Final Design & Specification	1,639	-	-	-	-	-	-	-	1,639
40-ROW Acquisition & Permits	-	-	-	-	-	-	-	-	-
50-Construction	15,006	21	98	-	-	-	-	-	15,126
90-Contingency	-	-	-	-	-	-	-	-	-
Total	18,585	71	337	-	-	-	-	-	18,993

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2005
2010 Budget Schedule	2005

Risk Comment:

Regional Express

111

Lynnwood HOV Access/46th Ave W

Project is in service.

Changes since 2009: Transferred \$29K in project savings to the Snohomish County program reserve.

Baseline (In \$000s)	31,157
2009 Current Budget (In \$000s)	25,707
2010 Adopted Budget (In \$000s)	25,677

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	25,677	-	-	-	-	-	-	-	25,677
Total	25,677	-	-	-	-	-	-	-	25,677

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	1,458	-	-	-	-	-	-	-	1,458
20-Pre-Engineering/Env Review	3,263	-	-	-	-	-	-	-	3,263
30-Final Design & Specification	1,686	-	-	-	-	-	-	-	1,686
40-ROW Acquisition & Permits	2,907	-	-	-	-	-	-	-	2,907
50-Construction	16,364	-	-	-	-	-	-	-	16,364
90-Contingency	-	-	-	-	-	-	-	-	-
Total	25,677	-	-	-	-	-	-	-	25,677

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2004
2010 Budget Schedule	2004

Risk Comment:

Regional Express

125

Federal Way HOV Access/S 317th

Project is in service.

Changes since 2009: Transferred \$3M in project savings to the South King County program reserves.

Baseline (In \$000s)	32,618
2009 Current Budget (In \$000s)	32,180
2010 Adopted Budget (In \$000s)	29,216

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
3-South King County	28,745	-	470	-	-	-	-	-	29,216
Total	28,745	-	470	-	-	-	-	-	29,216

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	1,644	-	72	-	-	-	-	-	1,716
20-Pre-Engineering/Env Review	2,396	-	-	-	-	-	-	-	2,396
30-Final Design & Specification	1,833	-	-	-	-	-	-	-	1,833
40-ROW Acquisition & Permits	1,424	-	42	-	-	-	-	-	1,467
50-Construction	21,447	-	356	-	-	-	-	-	21,803
90-Contingency	-	-	-	-	-	-	-	-	-
Total	28,745	-	470	-	-	-	-	-	29,216

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2006
2010 Budget Schedule	2006

Risk Comment:

Regional Express

140

Totem Lake Freeway Station/NE 128th

Project is in service. Plant establishment and mitigation monitoring will continue until 2014.

Changes since 2009: Transferred \$6.4M to the East King County program reserves, the transfer includes the reimbursement for the replacement of the failed section of the north direct access ramp.

Baseline (In \$000s)	85,875
2009 Current Budget (In \$000s)	80,339
2010 Adopted Budget (In \$000s)	73,980

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	72,627	419	871	34	20	8	-	-	73,980
Total	72,627	419	871	34	20	8	-	-	73,980

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	4,312	2	-	-	-	-	-	-	4,314
20-Pre-Engineering/Env Review	6,283	-	-	-	-	-	-	-	6,283
30-Final Design & Specification	4,565	-	-	-	-	-	-	-	4,565
40-ROW Acquisition & Permits	1,850	-	33	-	-	-	-	-	1,882
50-Construction	55,618	233	838	34	20	8	-	-	56,751
90-Contingency	-	184	-	-	-	-	-	-	184
Total	72,627	419	871	34	20	8	-	-	73,980

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2007
2010 Budget Schedule	2007

Risk Comment:

Regional Express

141

85th Corridor, Kirkland

Scope: The project includes street widening, traffic signals, sidewalk improvements, and bus shelters at various intersections in Kirkland to enhance reliability and connections to transit. This project will be led by the City of Kirkland for all phases and funding of transit elements by Sound Transit is capped at \$3,734,460. The Interlocal Agreement for funding the project was approved by the Sound Transit board in 2007. Project has been delayed by two years, construction to be completed by 3rd quarter of 2011.

Changes since 2009: None

Baseline (In \$000s)	6,015
2009 Current Budget (In \$000s)	6,015
2010 Adopted Budget (In \$000s)	6,015

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	1,350	1,555	3,110	-	-	-	-	-	6,015
Total	1,350	1,555	3,110	-	-	-	-	-	6,015

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	113	174	384	-	-	-	-	-	670
20-Pre-Engineering/Env Review	1,124	-	-	-	-	-	-	-	1,124
30-Final Design & Specification	54	527	12	-	-	-	-	-	594
40-ROW Acquisition & Permits	41	573	262	-	-	-	-	-	876
50-Construction	17	281	2,277	-	-	-	-	-	2,575
90-Contingency	-	-	175	-	-	-	-	-	175
Total	1,350	1,555	3,110	-	-	-	-	-	6,015

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	Medium
Status	Final Design
2009 Budget Schedule	2009
2010 Budget Schedule	2011

Risk Comment:

Redesign has extended the schedule for completion of construction by two years. ST's contribution remains capped.

Regional Express

142

Kirkland Transit Center/3rd

Scope: This project is a regional transit center in Kirkland on Third Street, south of Central Way. The new transit center will accommodate existing and anticipated bus service by King County Metro and Sound Transit Regional Express routes. The project also includes a capped contribution for intersection improvements in the vicinity of the transit center to enhance bus service speed and reliability.

Change since 2009: None.

Baseline (In \$000s)	13,300
2009 Current Budget (In \$000s)	13,300
2010 Adopted Budget (In \$000s)	13,300

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	4,452	7,730	239	878	-	-	-	-	13,300
Total	4,452	7,730	239	878	-	-	-	-	13,300

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	503	395	12	63	-	-	-	-	972
20-Pre-Engineering/Env Review	1,154	-	-	-	-	-	-	-	1,154
30-Final Design & Specification	1,562	-	-	-	-	-	-	-	1,562
40-ROW Acquisition & Permits	202	-	-	-	-	-	-	-	202
50-Construction	1,032	7,336	227	-	-	-	-	-	8,595
90-Contingency	-	-	-	815	-	-	-	-	815
Total	4,452	7,730	239	878	-	-	-	-	13,300

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	Low
Status	Construction
2009 Budget Schedule	2010
2010 Budget Schedule	2010

Risk Comment:

Regional Express

144

Redmond Way, Redmond

Project is in service.

Changes since 2009: Transferred \$96K in project savings to the East King County program reserves.

Baseline (In \$000s)	2,438
2009 Current Budget (In \$000s)	2,075
2010 Adopted Budget (In \$000s)	1,979

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	1,979	-	-	-	-	-	-	-	1,979
Total	1,979	-	-	-	-	-	-	-	1,979

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	12	-	-	-	-	-	-	-	12
20-Pre-Engineering/Env Review	-	-	-	-	-	-	-	-	-
30-Final Design & Specification	229	-	-	-	-	-	-	-	229
40-ROW Acquisition & Permits	17	-	-	-	-	-	-	-	17
50-Construction	1,722	-	-	-	-	-	-	-	1,722
90-Contingency	-	-	-	-	-	-	-	-	-
Total	1,979	-	-	-	-	-	-	-	1,979

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2007
2010 Budget Schedule	2007

Risk Comment:

Regional Express

145

Bellevue HOV Access

Project is in service.

Changes since 2009: Transferred \$575K in project savings to the East King County program reserves.

Baseline (In \$000s)	82,903
2009 Current Budget (In \$000s)	71,470
2010 Adopted Budget (In \$000s)	70,896

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	70,896	-	-	-	-	-	-	-	70,896
Total	70,896	-	-	-	-	-	-	-	70,896

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	3,740	-	-	-	-	-	-	-	3,740
20-Pre-Engineering/Env Review	1,408	-	-	-	-	-	-	-	1,408
30-Final Design & Specification	4,039	-	-	-	-	-	-	-	4,039
40-ROW Acquisition & Permits	8,202	-	-	-	-	-	-	-	8,202
50-Construction	53,507	-	-	-	-	-	-	-	53,507
90-Contingency	-	-	-	-	-	-	-	-	-
Total	70,896	-	-	-	-	-	-	-	70,896

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2005
2010 Budget Schedule	2005

Risk Comment:

Regional Express

150

Renton HOV Access/N 8th

Scope: An HOV interchange on I-405 at North 8th Street to be built 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 would be designed and constructed as part of the WSDOT I-405 widening construction project that has a significant funding shortfall.

Changes since 2009: None

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	67,075
2010 Adopted Budget (In \$000s)	67,075

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	3,284	-	63,791	-	-	-	-	-	67,075
Total	3,284	-	63,791	-	-	-	-	-	67,075

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	375	-	3,325	-	-	-	-	-	3,700
20-Pre-Engineering/Env Review	2,870	-	53	-	-	-	-	-	2,923
30-Final Design & Specification	35	-	4,482	-	-	-	-	-	4,517
40-ROW Acquisition & Permits	4	-	7,204	-	-	-	-	-	7,208
50-Construction	-	-	48,723	-	-	-	-	-	48,723
90-Contingency	-	-	4	-	-	-	-	-	4
Total	3,284	-	63,791	-	-	-	-	-	67,075

Risk Assessment:

Estimate Type	Conceptual Engineering
Budget Risk Level	Medium
Right of Way Costs	Limited Budget Basis
Scope Escalation/Chng	Shared Project Funding
Design & Env Regs	
Findings during Eng.	
Coordination	
Schedule Risk Level	High
Status	PE/ED
2009 Budget Schedule	TBD
2010 Budget Schedule	TBD

Risk Comment:

WSDOT is pursuing a regional tolling plan that includes I-405. The section of I-405 between Parks and Talbot is unfunded and has no schedule.

Regional Express

151

Rainier Avenue Arterial Improvements

Scope: This project will add Business and Transit Access Lanes (BAT Lanes), sidewalk, and medians on Hardie Ave between Rainier Ave and Sunset Boulevard. The existing BNSF Railroad trestle will be widened to accommodate the improvements. A Transit only traffic signal will be installed at the intersection of Hardie and Rainier Avenues. Rainier Avenue will be reconstructed between S. 2nd Street and S. 4th Place with access control elements; sidewalk bus stop improvements and a transit signal priority system. An eastbound queue jump on S. 3rd Street at Rainier Avenue will be constructed as part of the Rainier Avenue improvements. The City of Renton is the project lead. Sound Transit's contribution to the project is capped at \$14.9M. Sound Transit's contributions will be made as work is completed in specific phases. The Interlocal Agreement for the PE/ED phase outlines the requirements for the City of Renton to receive monies for each additional phase.

Changes since 2009: None

Baseline (In \$000s)	15,675
2009 Current Budget (In \$000s)	15,717
2010 Adopted Budget (In \$000s)	15,717

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	5,249	5,462	4,726	281	-	-	-	-	15,717
Total	5,249	5,462	4,726	281	-	-	-	-	15,717

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	287	261	255	13	-	-	-	-	817
20-Pre-Engineering/Env Review	2,437	-	63	-	-	-	-	-	2,500
30-Final Design & Specification	25	815	860	-	-	-	-	-	1,700
40-ROW Acquisition & Permits	-	1,343	1,457	-	-	-	-	-	2,800
50-Construction	2,500	3,042	2,090	268	-	-	-	-	7,900
90-Contingency	-	-	-	-	-	-	-	-	-
Total	5,249	5,462	4,726	281	-	-	-	-	15,717

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	High
Status Conceptual Engineering	
2009 Budget Schedule	2011
2010 Budget Schedule	2012

Risk Comment:

The City has rescope the project to remove improvements from Hardie Avenue and increase BAT lane improvements on Rainier Avenue. ST's contribution is capped.

Regional Express

152

Strander Boulevard Extension

Scope: Strander Boulevard will be extended, as a five lane arterial, between the East Valley Highway and West Valley Highway. The City of Renton is the project lead. Sound Transit's contribution to the project is capped at \$4M for the design, ROW and construction costs for the project's transit related elements (transit queue jumps at Lind Avenue, Oaksdale and the Boeing Access Road) and a pro-rated share of the frontage improvements. Sound Transit's contributions will be made as work is completed in specific phases. The Interlocal Agreement for the PE/ED phase outlines the requirements to be met for the City of Renton to receive monies for each additional phase.

Changes since 2009: None

Baseline (In \$000s)	4,208
2009 Current Budget (In \$000s)	4,219
2010 Adopted Budget (In \$000s)	4,219

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	52	31	701	3,434	-	-	-	-	4,219
Total	52	31	701	3,434	-	-	-	-	4,219

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	52	1	31	134	-	-	-	-	219
20-Pre-Engineering/Env Review	-	30	-	-	-	-	-	-	30
30-Final Design & Specification	-	-	395	-	-	-	-	-	395
40-ROW Acquisition & Permits	-	-	275	-	-	-	-	-	275
50-Construction	-	-	-	3,300	-	-	-	-	3,300
90-Contingency	-	-	-	-	-	-	-	-	-
Total	52	31	701	3,434	-	-	-	-	4,219

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	High
Status	PE/ED
2009 Budget Schedule	2013
2010 Budget Schedule	2013

Risk Comment:

The City has not advanced the design of Strander Boulevard. The city's plan to relocate the UPRR is not possible and has forced the city to re-evaluate the project. ST's contribution is capped.

Regional Express

160

Eastgate HOV Access/142nd Ave SE

Project is in service.

Changes since 2009: Transferred \$1.2M in project savings to the East King County program reserves.

Baseline (In \$000s)	38,908
2009 Current Budget (In \$000s)	31,774
2010 Adopted Budget (In \$000s)	30,593

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	29,574	837	182	-	-	-	-	-	30,593
Total	29,574	837	182	-	-	-	-	-	30,593

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	1,644	107	12	-	-	-	-	-	1,763
20-Pre-Engineering/Env Review	2,096	-	-	-	-	-	-	-	2,096
30-Final Design & Specification	2,272	-	-	-	-	-	-	-	2,272
40-ROW Acquisition & Permits	49	-	-	-	-	-	-	-	49
50-Construction	23,512	731	171	-	-	-	-	-	24,413
90-Contingency	-	-	-	-	-	-	-	-	-
Total	29,574	837	182	-	-	-	-	-	30,593

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2006
2010 Budget Schedule	2006

Risk Comment:

Regional Express

311

Lynnwood Transit Ctr/46th Ave W

Project is in service.

Changes since 2009: Transferred \$213K in project savings to the Snohomish County program reserve.

Baseline (In \$000s)	33,683
2009 Current Budget (In \$000s)	30,314
2010 Adopted Budget (In \$000s)	30,101

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	30,085	9	7	-	-	-	-	-	30,101
Total	30,085	9	7	-	-	-	-	-	30,101

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	1,466	-	-	-	-	-	-	-	1,466
20-Pre-Engineering/Env Review	1,713	-	-	-	-	-	-	-	1,713
30-Final Design & Specification	2,457	-	-	-	-	-	-	-	2,457
40-ROW Acquisition & Permits	11,539	-	-	-	-	-	-	-	11,539
50-Construction	12,910	9	7	-	-	-	-	-	12,926
90-Contingency	-	-	-	-	-	-	-	-	-
Total	30,085	9	7	-	-	-	-	-	30,101

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2004
2010 Budget Schedule	2004

Risk Comment:

Regional Express

312

Mountlake Terrace Freeway Station/236th SW

Scope: The Mountlake Terrace Freeway Station project is an in-line station in the I-5 median near 236th Street SW with a pedestrian connection to the Mountlake Terrace Park-and-Ride. Due to a half-diamond interchange, Sound Transit Express does not stop at the Mountlake Terrace Park-and-Ride Lot. The in-line station will enable Sound Transit Express, operating in the I-5 corridor, to serve Mountlake Terrace and the park-and-ride lot.

Changes since 2009: Transferred \$5.5M in project savings to the Snohomish County program reserve due to a lower than estimated construction bid.

Baseline (In \$000s)	40,869
2009 Current Budget (In \$000s)	40,869
2010 Adopted Budget (In \$000s)	35,383

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	11,973	13,998	9,412	-	-	-	-	-	35,383
Total	11,973	13,998	9,412	-	-	-	-	-	35,383

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	870	670	385	-	-	-	-	-	1,925
20-Pre-Engineering/Env Review	2,408	-	-	-	-	-	-	-	2,408
30-Final Design & Specification	3,275	-	528	-	-	-	-	-	3,803
40-ROW Acquisition & Permits	40	40	49	-	-	-	-	-	129
50-Construction	5,380	13,288	8,149	-	-	-	-	-	26,818
90-Contingency	-	-	300	-	-	-	-	-	300
Total	11,973	13,998	9,412	-	-	-	-	-	35,383

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	Low
Status	Construction
2009 Budget Schedule	2010
2010 Budget Schedule	2011

Risk Comment:

Regional Express

319

S Everett Freeway Station/112th SE

Scope: In service. Plant establishment maintenance will continue through 2011 and wetland mitigation through 2014.

Changes since 2009: Transferred \$2.3M in project savings to the Snohomish County program reserve.

Baseline (In \$000s)	31,209
2009 Current Budget (In \$000s)	31,209
2010 Adopted Budget (In \$000s)	28,908

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	28,101	374	348	41	30	14	-	-	28,908
Total	28,101	374	348	41	30	14	-	-	28,908

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	1,883	3	1	-	-	-	-	-	1,887
20-Pre-Engineering/Env Review	2,863	-	-	-	-	-	-	-	2,863
30-Final Design & Specification	2,328	-	-	-	-	-	-	-	2,328
40-ROW Acquisition & Permits	28	-	-	-	-	-	-	-	28
50-Construction	21,000	221	347	41	29	14	-	-	21,652
90-Contingency	-	150	-	-	-	-	-	-	150
Total	28,101	374	348	41	30	14	-	-	28,908

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2008
2010 Budget Schedule	2008

Risk Comment:

Regional Express

321

Federal Way Transit Center/S 317th

Project is in service.

Changes since 2009: None

Baseline (In \$000s)	39,455
2009 Current Budget (In \$000s)	39,455
2010 Adopted Budget (In \$000s)	39,455

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
3-South King County	38,116	1,220	118	-	-	-	-	-	39,455
Total	38,116	1,220	118	-	-	-	-	-	39,455

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	2,371	48	6	-	-	-	-	-	2,426
20-Pre-Engineering/Env Review	1,553	-	-	-	-	-	-	-	1,553
30-Final Design & Specification	1,701	72	27	-	-	-	-	-	1,800
40-ROW Acquisition & Permits	6,543	125	-	-	-	-	-	-	6,668
50-Construction	25,947	975	85	-	-	-	-	-	27,007
90-Contingency	-	-	-	-	-	-	-	-	-
Total	38,116	1,220	118	-	-	-	-	-	39,455

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Medium
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2006
2010 Budget Schedule	2006

Risk Comment:

Budget risk due to unresolved contractor claim pending litigation.

Regional Express

324

Canyon Park Freeway Station

Project is in service.

Changes since 2009: Transferred \$350K in project savings to the East King County program reserves.

Baseline (In \$000s)	9,132
2009 Current Budget (In \$000s)	10,528
2010 Adopted Budget (In \$000s)	10,178

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	9,693	420	66	-	-	-	-	-	10,178
Total	9,693	420	66	-	-	-	-	-	10,178

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	828	22	1	-	-	-	-	-	852
20-Pre-Engineering/Env Review	950	-	-	-	-	-	-	-	950
30-Final Design & Specification	1,127	-	-	-	-	-	-	-	1,127
40-ROW Acquisition & Permits	11	-	-	-	-	-	-	-	11
50-Construction	6,776	397	64	-	-	-	-	-	7,238
90-Contingency	-	-	-	-	-	-	-	-	-
Total	9,693	420	66	-	-	-	-	-	10,178

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2007
2010 Budget Schedule	2007

Risk Comment:

Regional Express

326

Issaquah Transit Center/SR900

Scope: This project provides a new transit center at the site of the former Issaquah Park-and-Ride. The facility includes bus boarding areas to accommodate efficient transfers between local and regional routes, shelters and improved weather protection for riders, rider amenities, bus layover space, and a four-level garage with approximately 800 parking stalls. The City of Issaquah provided \$1M funding for the project. Sound Transit board will be asked to approve an agreement with the City of Issaquah to partially fund an I-90 non motorized trail overcrossing to provide a connection between the transit center and regional bike trail system.. Wetland maintenance will continue until 2013.

Changes since 2009: None

Baseline (In \$000s)	29,482
2009 Current Budget (In \$000s)	29,482
2010 Adopted Budget (In \$000s)	29,482

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	28,552	757	161	9	3	-	-	-	29,482
Total	28,552	757	161	9	3	-	-	-	29,482

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	1,832	-	-	-	-	-	-	-	1,832
20-Pre-Engineering/Env Review	848	-	-	-	-	-	-	-	848
30-Final Design & Specification	2,000	-	-	-	-	-	-	-	2,000
40-ROW Acquisition & Permits	1,045	-	-	-	-	-	-	-	1,045
50-Construction	22,826	431	161	9	3	-	-	-	23,430
90-Contingency	-	326	-	-	-	-	-	-	326
Total	28,552	757	161	9	3	-	-	-	29,482

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2008
2010 Budget Schedule	2008

Risk Comment:

Regional Express

328

Totem Lake Transit Center/Evergreen Med Ctr

Project is in service.

Changes since 2009: Transferred \$861K in project savings to the East King County program reserves.

Baseline (In \$000s)	13,243
2009 Current Budget (In \$000s)	7,163
2010 Adopted Budget (In \$000s)	6,303

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	5,979	99	225	-	-	-	-	-	6,303
Total	5,979	99	225	-	-	-	-	-	6,303

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	310	89	191	-	-	-	-	-	590
20-Pre-Engineering/Env Review	495	-	-	-	-	-	-	-	495
30-Final Design & Specification	133	-	-	-	-	-	-	-	133
40-ROW Acquisition & Permits	502	2	10	-	-	-	-	-	514
50-Construction	4,540	7	24	-	-	-	-	-	4,571
90-Contingency	-	-	-	-	-	-	-	-	-
Total	5,979	99	225	-	-	-	-	-	6,303

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2008
2010 Budget Schedule	2008

Risk Comment:

Regional Express

330

Newcastle Transit Improvements

Scope: This project includes transit improvements along the Newcastle Way Corridor at the intersection with Coal Creek Parkway to provide improved intersection channelization to enhance transit speed and reliability, coupled with pedestrian access/safety, shelters, and new signalization. The project will improve customer access to King County Metro (KCM) transit services. The City of Newcastle is the lead agency for design and construction of this project funded by Sound Transit's capped contribution of \$4 million.

Changes since 2009: None

Baseline (In \$000s)	4,428
2009 Current Budget (In \$000s)	4,428
2010 Adopted Budget (In \$000s)	4,428

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	3,117	1,103	208	-	-	-	-	-	4,428
Total	3,117	1,103	208	-	-	-	-	-	4,428

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	178	54	14	-	-	-	-	-	245
20-Pre-Engineering/Env Review	449	-	-	-	-	-	-	-	449
30-Final Design & Specification	636	-	-	-	-	-	-	-	636
40-ROW Acquisition & Permits	-	-	-	-	-	-	-	-	-
50-Construction	1,855	1,049	194	-	-	-	-	-	3,098
90-Contingency	-	-	-	-	-	-	-	-	-
Total	3,117	1,103	208	-	-	-	-	-	4,428

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	Low
Status	Construction
2009 Budget Schedule	2010
2010 Budget Schedule	2010

Risk Comment:

Regional Express

354

Mercer Island Park-And-Ride/N Mercer Way

Project is in service.

Changes since 2009: Transferred \$2.7M to the East King County program reserves, the transfer includes the settlement reimbursement for the required structural engineering modification.

Baseline (In \$000s)	14,302
2009 Current Budget (In \$000s)	16,829
2010 Adopted Budget (In \$000s)	14,119

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	13,975	144	-	-	-	-	-	-	14,119
Total	13,975	144	-	-	-	-	-	-	14,119

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	941	97	-	-	-	-	-	-	1,038
20-Pre-Engineering/Env Review	1,324	-	-	-	-	-	-	-	1,324
30-Final Design & Specification	552	-	-	-	-	-	-	-	552
40-ROW Acquisition & Permits	213	-	-	-	-	-	-	-	213
50-Construction	10,946	46	-	-	-	-	-	-	10,992
90-Contingency	-	-	-	-	-	-	-	-	-
Total	13,975	144	-	-	-	-	-	-	14,119

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2008
2010 Budget Schedule	2008

Risk Comment:

Regional Express

355

Issaquah Highlands Park-And-Ride/Highland Dr

Project is in service.

Changes since 2009: Transferred \$185K in project savings to the East King County program reserves.

Baseline (In \$000s)	5,312
2009 Current Budget (In \$000s)	7,366
2010 Adopted Budget (In \$000s)	7,181

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	7,181	-	-	-	-	-	-	-	7,181
Total	7,181	-	-	-	-	-	-	-	7,181

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	218	-	-	-	-	-	-	-	218
20-Pre-Engineering/Env Review	-	-	-	-	-	-	-	-	-
30-Final Design & Specification	-	-	-	-	-	-	-	-	-
40-ROW Acquisition & Permits	-	-	-	-	-	-	-	-	-
50-Construction	6,963	-	-	-	-	-	-	-	6,963
90-Contingency	-	-	-	-	-	-	-	-	-
Total	7,181	-	-	-	-	-	-	-	7,181

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2006
2010 Budget Schedule	2006

Risk Comment:

Regional Express

372

Bothell Branch Campus Access

Project is in service.

Changes since 2009: None

Baseline (In \$000s)	3,860
2009 Current Budget (In \$000s)	2,281
2010 Adopted Budget (In \$000s)	2,281

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	2,178	34	69	-	-	-	-	-	2,281
Total	2,178	34	69	-	-	-	-	-	2,281

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	626	-	-	-	-	-	-	-	626
20-Pre-Engineering/Env Review	250	-	-	-	-	-	-	-	250
30-Final Design & Specification	318	-	-	-	-	-	-	-	318
40-ROW Acquisition & Permits	3	-	-	-	-	-	-	-	3
50-Construction	980	34	69	-	-	-	-	-	1,083
90-Contingency	-	-	-	-	-	-	-	-	-
Total	2,178	34	69	-	-	-	-	-	2,281

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2008
2010 Budget Schedule	2008

Risk Comment:

Regional Express

374

Redmond Transit Center/NE 83rd

Scope: The transit center was completed and went into service in 2008. The board approved a change in the project scope to use project savings of \$800K from the transit center to supplement the Redmond Transit Garage project recently completed by King County Metro.

Changes since 2009: None

Baseline (In \$000s)	6,931
2009 Current Budget (In \$000s)	6,666
2010 Adopted Budget (In \$000s)	6,666

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	5,771	862	33	-	-	-	-	-	6,666
Total	5,771	862	33	-	-	-	-	-	6,666

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	264	62	33	-	-	-	-	-	359
20-Pre-Engineering/Env Review	299	-	-	-	-	-	-	-	299
30-Final Design & Specification	1,004	-	-	-	-	-	-	-	1,004
40-ROW Acquisition & Permits	-	-	-	-	-	-	-	-	-
50-Construction	4,204	800	-	-	-	-	-	-	5,004
90-Contingency	-	-	-	-	-	-	-	-	-
Total	5,771	862	33	-	-	-	-	-	6,666

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2008
2010 Budget Schedule	2008

Risk Comment:

Regional Express

376

Woodinville Arterial HOV/SR202/SR522

Project is in service.

Changes since 2009: Transferred \$1K in project savings to the East King County program reserves.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	1,411
2010 Adopted Budget (In \$000s)	1,410

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	1,410	-	-	-	-	-	-	-	1,410
Total	1,410	-	-	-	-	-	-	-	1,410

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	89	-	-	-	-	-	-	-	89
20-Pre-Engineering/Env Review	590	-	-	-	-	-	-	-	590
30-Final Design & Specification	33	-	-	-	-	-	-	-	33
40-ROW Acquisition & Permits	72	-	-	-	-	-	-	-	72
50-Construction	627	-	-	-	-	-	-	-	627
90-Contingency	-	-	-	-	-	-	-	-	-
Total	1,410	-	-	-	-	-	-	-	1,410

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2006
2010 Budget Schedule	2006

Risk Comment:

Regional Express

380

Sammamish Park-And-Ride/228th SE

Project is in service.

Changes since 2009: None

Baseline (In \$000s)	7,764
2009 Current Budget (In \$000s)	7,086
2010 Adopted Budget (In \$000s)	7,086

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	6,967	120	-	-	-	-	-	-	7,086
Total	6,967	120	-	-	-	-	-	-	7,086

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	318	94	-	-	-	-	-	-	412
20-Pre-Engineering/Env Review	216	-	-	-	-	-	-	-	216
30-Final Design & Specification	527	-	-	-	-	-	-	-	527
40-ROW Acquisition & Permits	2,892	-	-	-	-	-	-	-	2,892
50-Construction	3,015	-	-	-	-	-	-	-	3,015
90-Contingency	-	25	-	-	-	-	-	-	25
Total	6,967	120	-	-	-	-	-	-	7,086

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2006
2010 Budget Schedule	2006

Risk Comment:

Regional Express

382

I-90 Two-Way Transit & HOV Opr, Stage 1

Scope: In service. Plant establishment continues through 2011 and wetland maintenance through 2014.

Changes Since 2009: Transferred \$942K in project savings to the East King County program reserves.

Baseline (In \$000s)	25,782
2009 Current Budget (In \$000s)	25,782
2010 Adopted Budget (In \$000s)	24,840

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	23,108	160	1,259	17	10	284	-	-	24,840
Total	23,108	160	1,259	17	10	284	-	-	24,840

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	1,270	27	81	3	2	48	-	-	1,431
20-Pre-Engineering/Env Review	1,592	-	-	-	-	-	-	-	1,592
30-Final Design & Specification	3,720	-	1	-	-	-	-	-	3,721
40-ROW Acquisition & Permits	57	-	3	-	-	-	-	-	61
50-Construction	16,468	133	1,174	14	9	4	-	-	17,802
90-Contingency	-	-	-	-	-	232	-	-	232
Total	23,108	160	1,259	17	10	284	-	-	24,840

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2008
2010 Budget Schedule	2008

Risk Comment:

Regional Express

384

SR522 HOV Enhancements/Kenmore

Scope: In service.

Changes since 2009: Transferred \$18K in project savings to the East King County program reserves.

Baseline (In \$000s)	8,791
2009 Current Budget (In \$000s)	8,791
2010 Adopted Budget (In \$000s)	8,773

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	8,772	-	1	-	-	-	-	-	8,773
Total	8,772	-	1	-	-	-	-	-	8,773

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	474	-	1	-	-	-	-	-	475
20-Pre-Engineering/Env Review	380	-	-	-	-	-	-	-	380
30-Final Design & Specification	829	-	-	-	-	-	-	-	829
40-ROW Acquisition & Permits	730	-	-	-	-	-	-	-	730
50-Construction	6,359	-	-	-	-	-	-	-	6,359
90-Contingency	-	-	-	-	-	-	-	-	-
Total	8,772	-	1	-	-	-	-	-	8,773

Risk Assessment:

Estimate Type	Construction
Budget Risk Level	Low
Schedule Risk Level	Low
Status	In Service
2009 Budget Schedule	2008
2010 Budget Schedule	2009

Risk Comment:

Regional Express

385

SR522 HOV Enhancements/Bothell

Scope: HOV improvements on SR-522 between Kenmore and Bothell to improve bus speed and reliability. The HOV improvements for the Bothell segment will be located within the City of Bothell along SR 522 near 96th Avenue (Wayne Curve). The scope of the project will include construction of a north transit queue bypass lane, south transit lane/right turn lane, signal improvements (including Transit Signal Priority), additional left turn lane, sidewalks, 96th Avenue improvements, north retaining wall, south retaining wall, urban amenities and illumination. The City of Bothell will be the lead agency for preliminary engineering and environmental documentation (PE/ED), final design and construction. Project improvements will be jointly funded by the City of Bothell, King County Metro (KCM), and Sound Transit. Sound Transit's funding for final design, ROW acquisition, construction and construction management of the transit elements is capped at \$7,736,000.

Changes since 2009: None

Baseline (In \$000s)	8,572
2009 Current Budget (In \$000s)	8,601
2010 Adopted Budget (In \$000s)	8,601

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	2,918	3,502	2,181	-	-	-	-	-	8,601
Total	2,918	3,502	2,181	-	-	-	-	-	8,601

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	128	197	136	-	-	-	-	-	462
20-Pre-Engineering/Env Review	344	-	-	-	-	-	-	-	344
30-Final Design & Specification	673	-	-	-	-	-	-	-	673
40-ROW Acquisition & Permits	1,772	-	-	-	-	-	-	-	1,772
50-Construction	-	3,305	1,985	-	-	-	-	-	5,290
90-Contingency	-	-	59	-	-	-	-	-	59
Total	2,918	3,502	2,181	-	-	-	-	-	8,601

Risk Assessment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	Low
Schedule Risk Level	Medium
Status	Construction
2009 Budget Schedule	2010
2010 Budget Schedule	2011

Risk Comment:

The project has been delayed in obtaining ROW and completing environmental work.

Regional Express

386

I-90 Two-Way Transit & HOV Opr, Stage 2

Scope: Stage 2 of the I-90 Two-way Transit and HOV Operations project will provide reliable two-way transit and HOV operations eastbound on I-90 between 80th Avenue Southeast on Mercer Island and Bellevue Way. A new HOV lane will be added on eastbound outer roadway and the existing ramps at 80th Avenue Southeast on Mercer Island and Bellevue Way and I-405 will be modified. In addition, the existing eastbound I-90 to I-405 auxiliary lane will be extended west to East Mercer Way. The current reversible operations in the center roadway, with both lanes operating in the same direction, will remain. Stage 2 is being cost shared between Sound Transit and the Washington State Department of Transportation.

Changes Since 2009: R2010-01 transferred \$12.3M from the East King County Program Reserve to fund the construction phase of the project.

Baseline (In \$000s)	31,683
2009 Current Budget (In \$000s)	19,372
2010 Adopted Budget (In \$000s)	31,683

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	3,928	5,586	13,709	6,078	2,382	-	-	-	31,683
Total	3,928	5,586	13,709	6,078	2,382	-	-	-	31,683

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	341	291	743	330	75	-	-	-	1,780
20-Pre-Engineering/Env Review	1,847	-	-	-	-	-	-	-	1,847
30-Final Design & Specification	1,740	981	-	-	-	-	-	-	2,721
40-ROW Acquisition & Permits	-	128	12	-	-	-	-	-	140
50-Construction	-	4,186	12,955	5,748	-	-	-	-	22,889
90-Contingency	-	-	-	-	2,307	-	-	-	2,307
Total	3,928	5,586	13,709	6,078	2,382	-	-	-	31,683

Risk Assessment:

Estimate Type	Conceptual Engineering
Budget Risk Level	High
Scope Escalation/Chng	Limited Budget Basis
Design & Env Regs	Shared Project Funding
	Project Location
Coordination	
Schedule Risk Level	High
Status	Final Design
2009 Budget Schedule	2013
2010 Budget Schedule	2012

Risk Comment:

High budget risk due to unresolved scope issues. Schedule is at risk due to the need for state appropriation for WSDOT's portion of the shared construction costs, currently shown in their plans in 2025.

Regional Express

387

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

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 Southeast 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.

Changes Since 2009: None

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	64,222
2010 Adopted Budget (In \$000s)	64,222

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
4-East King County	1,753	2,458	20,534	9,768	29,709	-	-	-	64,222
Total	1,753	2,458	20,534	9,768	29,709	-	-	-	64,222

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	158	128	1,071	509	1,550	-	-	-	3,416
20-Pre-Engineering/Env Review	1,595	68	432	-	-	-	-	-	2,095
30-Final Design & Specification	-	2,262	18,861	9,259	-	-	-	-	30,382
40-ROW Acquisition & Permits	-	-	170	-	-	-	-	-	170
50-Construction	-	-	-	-	-	-	-	-	-
90-Contingency	-	-	-	-	28,159	-	-	-	28,159
Total	1,753	2,458	20,534	9,768	29,709	-	-	-	64,222

Risk Assessment:

Estimate Type	Conceptual Engineering
Budget Risk Level	High
Scope Escalation/Chng	Limited Budget Basis
Design & Env Regs	Shared Project Funding
Findings during Eng.	Project Location
Coordination	
Schedule Risk Level	High
Status	PE/ED
2009 Budget Schedule	TBD
2010 Budget Schedule	TBD

Risk Comment:

WSDOT has not yet funded their full share of the project. Project scope needs further development to accurately estimate the cost of construction.

Regional Express

999	Regional Express Program Reserve
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Changes since 2009: Snohomish County program reserves were increased by project savings of \$29K from Lynnwood HOV Access; \$213K from Lynnwood Transit Center; \$5.5M from Mountlake Terrace Freeway Station and \$2.3M from S. Everett Freeway Station. South King County program reserve increased by \$3M in project savings from the Federal Way HOV Access project and \$2K from Star Lake Freeway Station. East King County program reserve increased due to project savings of \$6.4M from Totem Lake Freeway Station; \$96K from Redmond Way, Redmond; \$575K from Bellevue HOV Access; \$1.2M from Eastgate HOV Access; \$350K from Canyon Park Freeway Station; \$861K from Totem Lake Transit Center; \$2.7M from Mercer Island Park and Ride; \$185K from Issaquah Highlands Park and Ride; \$1K from Woodinville Arterial HOV; \$942K from I-90 Two-way Transit & HOV, Stage 1; \$18K from SR522 HOV Enhancements/Kenmore and offset by a draw of \$12.3M for I-90 Two-way Transit & HOV, Stage 2.

		Baseline (In \$000s)					-		
		2009 Current Budget (In \$000s)					9,755		
		2010 Adopted Budget (In \$000s)					21,719		
Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	-	-	-	-	-	8,031	-	-	8,031
3-South King County	-	3,981	2	-	-	-	-	-	3,983
4-East King County	-	-	-	-	-	9,705	-	-	9,705
5-Pierce County	-	-	-	-	-	-	-	-	-
Total	-	3,981	2	-	-	17,735	-	-	21,719
Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	-	-	-	-	-	-	-	-
20-Pre-Engineering/Env Review	-	-	-	-	-	-	-	-	-
30-Final Design & Specification	-	-	-	-	-	-	-	-	-
40-ROW Acquisition & Permits	-	-	-	-	-	-	-	-	-
50-Construction	-	-	-	-	-	-	-	-	-
90-Contingency	-	3,981	2	-	-	17,735	-	-	21,719
Total	-	3,981	2	-	-	17,735	-	-	21,719

Risk Assessment:Risk Comment:

Estimate Type	Baseline Cost Estimate
Budget Risk Level	
<p>Schedule Risk Level</p> <p>Status</p> <p>2009 Budget Schedule</p> <p>2010 Budget Schedule</p>	

Regional Express Program Reserve

SERVICE DELIVERY

The 2010 TIP contains capital outlays and expenses to operate and maintain the regional transit system from 2010 – 2015. Capital outlays include the costs for maintaining the existing system and procurement of additional revenue vehicles to implement new *ST2* related services.

Operating costs include the costs to third-party operators for light rail, commuter rail, and bus services as well as Sound Transit's direct costs for providing those services.

2010 Transit Improvement Plan (\$M, YOE)			
Service Delivery			
	Operating	Capital ¹	Total
Central Link light rail	\$797	-	\$797
Tacoma Link light rail	28	-	28
Sounder commuter rail	243	-	243
Regional Express bus	716	-	716
Total 2010-2015 TIP	\$1,785	\$188	\$1,973
<small>¹ Capital programs for Service Delivery are managed on a consolidated basis and not by mode.</small>			

Operating Budget

Sound Transit operates Link light rail, Sounder commuter rail, and Regional Express bus services throughout the Puget Sound region. As a part of the annual budget, the Sound Transit Board approved 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 2010 SIP was reviewed by the Board in the fall of 2009 and included funds for the continuation of *Sound Move* services and a ramp up of new *ST2* bus services. The TIP only includes the summary information of spending during the six-year period. The full SIP can be obtained at www.soundtransit.org.

Capital Budget

The Service Delivery capital budget includes necessary improvements to maintain and operate efficient transit services as well as the purchase of new buses for added *ST2* service. Major elements of the Adopted 2010 TIP are outlays in support of *ST2* service expansion, replacement of existing bus fleet, Sounder commuter rail fleet, mobile communication systems, parking enhancement programs, and bus maintenance facilities. In addition, included in the TIP is a Small Works program to provide funding for small capital projects, each with lifetime budgets under \$100,000. Finally, other on-going programs include CCTV and passenger information systems projects for Sounder stations and the acquisition and installation of ticket vending machines (TVMs) for Sounder commuter rail locations.

The TIP includes budget for vehicles for the ST2 Fleet Expansion and also includes budget to fully fund all remaining projects through the planning horizon.

Changes in Adopted 2010 Capital Plan

The adopted lifetime budget for the program has increased by \$3 million in 2010. The increase is attributable to the addition of additional years to the planning horizon for the fleet replacement program for ST Express, the Small Works program, to adding the new projects listed below, and to closing out the Sounder maintenance base project.

Project Changes

Two new projects were adopted and added to the Service Delivery capital budget for 2010:

- **Link OMF Entrance Improvement (#752):** This project is created as cost savings in operations while providing security to the south entrance of the Link Operations and Maintenance Facility. The improvement will provide 24-hour entrance security in the form of a rolling gate with card-reader access and the ability to provide for remote access control. This enhancement will eliminate the need for a 24-hour security officer to be stationed at the entrance.
- **Bike Locker Program (#753):** The bike locker program is a new addition to the 2010 adopted budget. This program is grant-funded with a local match of 13.5%. Lockers will be purchased and installed at various Sound Transit stations to better serve bicycle commuters.

Budget Changes (Lifetime)

- **ST Express Fleet Program (#290):** \$4 million remaining budget in the project was transferred to the ST Express Fleet Replacement Project (#701).
- **Tacoma Dome Station (#356):** The project budget for the Tacoma Dome Station was increased by \$78,873 to inflate budget in 2011 to year of expenditure dollars.
- **ST Express Fleet Replacement Program (#701):** The project budget for ST Express Fleet Replacement was increased through a transfer of \$4 million from the ST Express Fleet Program.
- **Small Works Program (#740):** The project lifetime budget for the Small Works program was increased through the addition of the North King County subarea to the program, with an adopted funding level of \$250 thousand per year. This reflects anticipated small projects related to Central Link light rail.
- **Auburn Bus Loop (#741):** \$521 thousand in capital funding was removed from the general fund. The entire project was completed as an operating expense project.
- **Security Office Expansion (#747):** The project was completed with \$27 thousand reduction in costs. The project budget was reduced to reflect final costs of completing the project.
- **Regional Mobility Enhancements (#764):** The budget was decreased by \$12 thousand, as the South King County portion of the project was removed from the scope of work.
- **Sounder Maintenance base (#750):** The project was closed out. This project has been combined with project #004—Sounder Yard & Shop Facility.

Baseline Budgets

There were no active projects baselined in 2009.

Service Delivery

2010 Adopted TIP by Equity Area

Equity Area	1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010 - 2015	2016-2023 Total	Adopted Lifetime
1-Snohomish County	16,734	8,649	26,152	175	75	75	75	35,199	-	51,892
2-North King County	73	461	347	249	249	249	249	1,803	-	1,876
3-South King County	13,648	1,437	7,562	5,829	2,968	91	249	18,137	-	31,917
4-East King County	51,364	11,302	40,298	24,951	8,947	149	1,028	86,675	-	137,965
5-Pierce County	54,015	5,750	22,409	8,443	9,602	124	141	46,469	-	100,466
Total	135,834	27,598	96,768	39,647	21,841	688	1,740	188,282	-	324,117

2010 Adopted TIP by Phase

Phase	1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010-2015	2016-2023 Total	Adopted Lifetime
10-Agency Administration	1,398	86	601	-	-	-	-	687	-	2,085
20-Pre-Engineering/Env Review	865	133	38	-	-	-	-	171	-	1,037
30-Final Design & Specification	120	472	80	-	-	-	-	552	-	672
40-ROW Acquisition & Permits	152	-	58	-	-	-	-	58	-	210
50-Construction	23,260	13,807	17,754	1,065	688	688	688	34,690	-	57,950
70-Vehicles	110,040	13,100	78,204	38,582	21,153	-	1,052	152,090	-	262,130
90-Contingency	-	-	33	-	-	-	-	33	-	33
Total	135,834	27,598	96,768	39,647	21,841	688	1,740	188,282	-	324,117

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail and Debt Service costs are not included in these figures.

Service Delivery

2010 Adopted TIP by Phase Gate

In \$000s		1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010-2015	2016-2023 Total	Adopted Lifetime
Preliminary Engineering	261-Bus Maintenance Facility	3,173	5,632	13,542	-	-	-	-	19,174	-	22,347
	290-ST Express Fleet Program	96,693	-	-	-	-	-	-	-	-	96,693
	Total	99,865	5,632	13,542	-	-	-	-	19,174	-	119,039
In Progress	212-Ticket Vending Machines	6,867	27	406	377	-	-	-	811	-	7,678
	216-Passenger Information System/CCTV	4,739	436	1,056	-	-	-	-	1,492	-	6,231
	356-Tacoma Dome Station	-	-	390	-	-	-	-	390	-	390
	701-ST Express Fleet Replacement Program	11,929	-	49,169	38,582	21,153	-	1,052	109,956	-	121,885
	702-Sounder Fleet Program	148	1,400	886	-	-	-	-	2,286	-	2,434
	705-ST Express Fleet Expansion	2,152	11,700	28,148	-	-	-	-	39,848	-	42,000
	740-Small Works Program	335	692	773	688	688	688	688	4,218	-	4,553
	743-Homeland Security Enhancements	680	230	38	-	-	-	-	267	-	947
	744-Talking Signs	2,081	-	298	-	-	-	-	298	-	2,379
	745-ST Express Mobile Communications Projects	6,117	2,572	1,841	-	-	-	-	4,414	-	10,531
	746-Regional Mobility Parking Enhancements	632	4,221	107	-	-	-	-	4,328	-	4,960
	747-Security Office Expansion	138	-	-	-	-	-	-	-	-	138
	748-Sound Transit Police Office	153	-	112	-	-	-	-	112	-	265
	750-Sounder Maintenance Base Development	-	-	-	-	-	-	-	-	-	-
	752-Link OMF Entrance Improvements	-	150	-	-	-	-	-	150	-	150
Closed	753-Bike Locker Program	-	537	-	-	-	-	-	537	-	537
	Total	35,969	21,966	83,226	39,647	21,841	688	1,740	169,108	-	205,077
Closed	741-Auburn Bus Loop Concrete Replacement	-	-	-	-	-	-	-	-	-	-
	Total	-	-	-	-	-	-	-	-	-	-
	Grand Total	135,834	27,598	96,768	39,647	21,841	688	1,740	188,282	-	324,117

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail and Debt Service costs are not included in these figures.

Service Delivery

212

Ticket Vending Machines

Scope: 40 Ticket Vending Machines (TVMs) have been purchased and 34 have been installed to date at the 12 Sounder stations. The TVMs are dispersed across the system on the basis of projected ridership. TVMs sell tickets and passes via an interactive touch screen or through the use of a keypad, and where possible are located near the mini-high platforms for the convenience of persons with disabilities. The remaining budget reflects the installation for the remaining TVM machines at various stations, as well as potential software upgrades and enhancements. Note that Link TVMs are carried in the Link capital budget and are not included in this scope of work.

Changes since 2009 Budget: None

Baseline (In \$000s)	7,678
2009 Current Budget (In \$000s)	7,678
2010 Adopted Budget (In \$000s)	7,678

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	1,277	25	98	100	-	-	-	-	1,471
3-South King County	2,901	-	300	106	-	-	-	-	3,211
5-Pierce County	2,689	2	8	171	-	-	-	-	2,997
Total	6,867	27	406	377	-	-	-	-	7,678

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	171	-	-	-	-	-	-	-	171
20-Pre-Engineering/Env Review	150	-	-	-	-	-	-	-	150
50-Construction	6,546	27	406	377	-	-	-	-	7,357
Total	6,867	27	406	377	-	-	-	-	7,678

Service Delivery

216

Passenger Information System/CCTV

Scope: Sounder is implementing a CCTV and Passenger Information System at all rail stations. The system includes communications for a number of CCTV cameras at each station, audible rail announcements, variable message signs, customer emergency stations, and on-board automated vehicle location. There will be a central control and monitoring system. Completion of the project is dependent upon the schedule for completion of the Lakewood Corridor track and signal improvements, which are now scheduled to be complete in 2012.

Changes since 2009: None

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	6,231
2010 Adopted Budget (In \$000s)	6,231

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	459	249	651	-	-	-	-	-	1,358
3-South King County	2,019	25	34	-	-	-	-	-	2,078
5-Pierce County	2,261	162	372	-	-	-	-	-	2,795
Total	4,739	436	1,056	-	-	-	-	-	6,231

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	210	2	12	-	-	-	-	-	223
20-Pre-Engineering/Env Review	205	16	-	-	-	-	-	-	221
50-Construction	4,325	418	1,044	-	-	-	-	-	5,787
Total	4,739	436	1,056	-	-	-	-	-	6,231

Service Delivery

261

Bus Maintenance Facility

The bus maintenance facility budget contains funds for expansion of ST's fleet maintenance capacity. This funding allocation was provided through Sound Move to provide the ability for ST to either pay for its own maintenance capacity or to contribute to projects being managed by service providers.

This program is distinct from the funding provided through ST2 to provide the necessary funds for ST to build one or more of its own maintenance facilities. The budget for ST2 bus base expansion is carried in the Regional Express capital budget section.

A project scope has been negotiated with Pierce Transit to accommodate the ST Express fleet needs. The budget for this part of the Bus Maintenance Facility is \$4,700,000. This is a capped contribution amount with a series of payments tied to completed project milestones.

In addition, Sound Transit has partnered with Community Transit on an expansion of the Kasch Park Maintenance Base. This project is in the planning and development stage, and is expected to be complete by the first quarter of 2011.

Funding for future maintenance capacity projects has been moved to 2011. As near-term maintenance capacity investments may be identified, funding may be re-programmed to earlier years.

Changes since 2009 Budget: None

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	22,347
2010 Adopted Budget (In \$000s)	22,347

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	2,543	2,725	-	-	-	-	-	-	5,257
3-South King County	52	382	2,427	-	-	-	-	-	2,861
4-East King County	185	2,083	5,784	-	-	-	-	-	8,064
5-Pierce County	392	441	5,331	-	-	-	-	-	6,164
Total	3,173	5,632	13,542	-	-	-	-	-	22,347

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	16	-	544	-	-	-	-	-	560
20-Pre-Engineering/Env Review	7	-	-	-	-	-	-	-	7
40-ROW Acquisition & Permits	59	-	-	-	-	-	-	-	59
50-Construction	3,090	5,632	12,998	-	-	-	-	-	21,720
Total	3,173	5,632	13,542	-	-	-	-	-	22,347

Service Delivery

290

ST Express Fleet Program

The budget for vehicles reflects capital costs for the acquisition and start-up of new ST Express buses. Buses are purchased by Sound Transit and then operated and maintained by the partner agencies. Sound Transit funds the acquisition costs of the fleet as well as major maintenance programs through the ST Express Fleet Program.

The total ST Express fleet funded through Sound Move budgets is 240 buses.

Changes Since the 2009 Budget: The remaining budget from Sound Move procurement of \$3,955,327 is proposed to be transferred to the Fleet Replacement project (#701).

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	100,686
2010 Adopted Budget (In \$000s)	96,693

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	11,661	-	-	-	-	-	-	-	11,661
3-South King County	5,451	-	-	-	-	-	-	-	5,451
4-East King County	50,109	-	-	-	-	-	-	-	50,109
5-Pierce County	29,472	-	-	-	-	-	-	-	29,471
Total	96,693	-	-	-	-	-	-	-	96,693

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	980	-	-	-	-	-	-	-	980
70-Vehicles	95,713	-	-	-	-	-	-	-	95,713
Total	96,693	-	-	-	-	-	-	-	96,693

Service Delivery

356

Tacoma Dome Station

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 2010. Per the terms of the agreement with Pierce Transit, the Sound Transit contribution would be based on \$275k in 1998\$, inflated to the year of expenditure.

Changes Since 2009 Budget: The project budget for Tacoma Dome Station is increased by \$78,873 to inflate budget in 2011 to year of expenditures dollars.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	311
2010 Adopted Budget (In \$000s)	390

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
5-Pierce County	-	-	390	-	-	-	-	-	390
Total	-	-	390	-	-	-	-	-	390

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	-	-	-	-	-	-	-	-
50-Construction	-	-	390	-	-	-	-	-	390
Total	-	-	390	-	-	-	-	-	390

Service Delivery

701

ST Express Fleet Replacement Program

This project details the necessary bus replacement program for the ST Express fleet. This program is separate from the original bus procurement project (#290), which funds the original acquisition of the ST Express fleet and the ST2 Fleet Expansion program (#705) which funds the ST fleet expansion.

Current assumptions include:

FTA guidelines are for buses to be replaced no earlier than either 12 years or 500,000 miles. Due to the unique service characteristics of the ST Express fleet, ST buses typically will have 500,000 miles on them at an age of ten years. Replacement decisions are informed by specific fleet performance in consultation with our operating partner agencies.

Budgets have been added in 2010 to reflect the first replacement of approximately 100 buses that were acquired in 1999. The specific timing and fleet mix of future acquisitions will be further defined in future Service Implementation Plans.

Acquisition of the replacement fleet would only occur upon approval by the Sound Transit Board. Note that the budget listed in this project covers just the planning horizon through 2016. Additional replacement purchases will need to be included in future budgets and will be funded through the Capital Replacement Fund.

Changes since 2009 Budget: The project budget was increased by \$3.9 million to reflect a proposed transfer of remaining budget from project #290. In addition, the budget increased by \$5.3 million to reflect the addition of future year budgets. Cashflow was updated to reflect current assumptions on fleet replacement.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	116,569
2010 Adopted Budget (In \$000s)	121,885

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	-	-	16,667	-	-	-	-	-	16,667
3-South King County	1,408	-	1,373	5,632	2,877	-	157	-	11,447
4-East King County	-	-	20,107	24,802	8,798	-	878	-	54,585
5-Pierce County	10,521	-	11,022	8,148	9,478	-	16	-	39,186
Total	11,929	-	49,169	38,582	21,153	-	1,052	-	121,885
Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
70-Vehicles	11,929	-	49,169	38,582	21,153	-	1,052	-	121,885
Total	11,929	-	49,169	38,582	21,153	-	1,052	-	121,885

Service Delivery

702

Sounder Fleet Program

This project was created in 2005 to cover major capital replacement cycles and spare parts acquisitions for the Sounder locomotives and coaches. These funds will be set aside to pay for future capital projects for Sounder vehicles, including major component acquisitions, such as auxiliary power units and turbochargers.

Changes Since the 2009 Budget: No changes

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	2,434
2010 Adopted Budget (In \$000s)	2,434

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	31	406	335	-	-	-	-	-	772
3-South King County	54	546	268	-	-	-	-	-	869
5-Pierce County	62	448	283	-	-	-	-	-	793
Total	148	1,400	886	-	-	-	-	-	2,434
Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
70-Vehicles	148	1,400	886	-	-	-	-	-	2,434
Total	148	1,400	886	-	-	-	-	-	2,434

Service Delivery

705

ST Express Fleet Expansion

Created by Amendment to the Proposed 2009 Budget, the ST2 ST Express Fleet Expansion Project provides funding for an additional 60 buses to the ST Express fleet. These acquisitions will support an additional 100,000 hours that have been programmed in the ST2 service plan. During 2009, there were three transactions reviewed with the Board.

Three MCI long-haul coaches were approved for purchase in January 2009. These buses were delivered during the summer of 2009.

Thirteen New Flyer hybrid 60 foot articulated buses were approved for purchase in February 2009. These buses will be delivered in 2010.

44 60 foot articulated buses were approved for purchase in August 2009. These buses will be delivered in late 2010.

The cashflows for this project have been updated to reflect this procurement plan.

Changes Since 2009 Budget: No Changes.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	42,000
2010 Adopted Budget (In \$000s)	42,000

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	-	4,346	7,834	-	-	-	-	-	12,180
3-South King County	249	-	2,691	-	-	-	-	-	2,940
4-East King County	323	7,354	12,903	-	-	-	-	-	20,580
5-Pierce County	1,581	-	4,719	-	-	-	-	-	6,300
Total	2,152	11,700	28,148	-	-	-	-	-	42,000
Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
70-Vehicles	2,152	11,700	28,148	-	-	-	-	-	42,000
Total	2,152	11,700	28,148	-	-	-	-	-	42,000

Service Delivery

740

Small Works Program

This project creates a funding source for small capital replacement projects that have an estimated total cost of less than \$100,000. Once the project cost exceeds \$100,000 it must be specifically identified as a separate project in the capital plan.

The budget is based on number of sites maintained, age of facilities and amount of use.

Changes since the 2009 Budget: Resolution R2009-09 transferred \$130,000 from the Small Works budget to provide funding for a new capital project--#758, the Transit Police Office project at the Link Operations and Maintenance facility.

With the start of Central Link operations in July 2009, the North King County subarea has been added to the project budget. The budget has also been increased to reflect the number of aging facilities and the increased number of facilities related to Link. In addition, the planning horizon was extended through 2015.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	2,748
2010 Adopted Budget (In \$000s)	4,553

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	29	75	125	75	75	75	75	-	527
2-North King County	-	250	293	249	249	249	249	-	1,538
3-South King County	49	92	51	91	91	91	91	-	558
4-East King County	58	150	182	149	149	149	149	-	987
5-Pierce County	198	125	122	124	124	124	124	-	942
Total	335	692	773	688	688	688	688	-	4,553

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	(4)	-	4	-	-	-	-	-	-
20-Pre-Engineering/Env Review	24	-	-	-	-	-	-	-	24
40-ROW Acquisition & Permits	(58)	-	58	-	-	-	-	-	-
50-Construction	273	692	712	688	688	688	688	-	4,430
70-Vehicles	99	-	-	-	-	-	-	-	99
Total	335	692	773	688	688	688	688	-	4,553

Service Delivery

743

Homeland Security Enhancements

This project was created by Board Resolution R2006-16. It funds the enhancements to existing security systems at Sounder parking garages, the Tacoma Link O&M facility and Union Station. The project includes closed circuit television enhancements. Phase 1 of this project is funded by federal grants and is complete.

A second federal Homeland Security grant was received and added \$397k to the project budget in the 2008 budget. The scope will be coordinated with Pierce Transit, which is a co-recipient of the award.

Changes Since 2009: None

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	947
2010 Adopted Budget (In \$000s)	947

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
3-South King County	206	10	29	-	-	-	-	-	315
5-Pierce County	473	220	9	-	-	-	-	-	633
Total	680	230	38	-	-	-	-	-	947

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	25	20	-	-	-	-	-	45
20-Pre-Engineering/Env Review	143	5	18	-	-	-	-	-	165
50-Construction	537	200	-	-	-	-	-	-	737
Total	680	230	38	-	-	-	-	-	947

Service Delivery

744

Talking Signs

The Talking Signs project utilizes Remote Infrared Audible Signage (RIAS) technology to provide way-finding and information to people who have visual, cognitive, or learning disabilities. Installation of this technology at nine regional, multimodal transit facilities was completed in 2009 and the final testing and acceptance process is in progress.

RIAS is a system of infrared transmitters and receivers installed on features such as elevators, stairs and ticket vending machines. The receivers pick up voice messages from the transmitters and then guide the users through the environment.

Changes since 2009 Budget: None

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	2,379
2010 Adopted Budget (In \$000s)	2,379

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	394	-	164	-	-	-	-	-	558
3-South King County	406	-	101	-	-	-	-	-	667
4-East King County	601	-	26	-	-	-	-	-	542
5-Pierce County	680	-	8	-	-	-	-	-	613
Total	2,081	-	298	-	-	-	-	-	2,379

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	-	-	-	-	-	-	-	-
50-Construction	2,081	-	298	-	-	-	-	-	2,379
Total	2,081	-	298	-	-	-	-	-	2,379

Service Delivery

745

ST Express Mobile Communications Projects

As part of the operation of the Sound Move ST Express bus fleet, mobile communications are necessary to ensure driver and passenger safety, to enhance the customer service information, and to improve the information available to the service planning function. The existing mobile communications systems are aging and in need of upgrades. In addition, this investment allows the ST fleet to be compatible with the partner communication systems.

A signed project participation agreement with Pierce Transit was executed in 2007. This project is ongoing and is in the testing and final acceptance process in 2009.

Agreements for ST project participation with King County Metro and Community Transit projects were approved by the Board in 2008. These projects will be completed in 2010 and beyond.

Changes in 2009: None

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	10,531
2010 Adopted Budget (In \$000s)	10,531

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	325	715	267	-	-	-	-	-	1,307
3-South King County	669	228	263	-	-	-	-	-	1,160
4-East King County	72	1,607	1,284	-	-	-	-	-	2,963
5-Pierce County	5,051	23	26	-	-	-	-	-	5,100
Total	6,117	2,572	1,841	-	-	-	-	-	10,531
Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
50-Construction	6,117	2,572	1,841	-	-	-	-	-	10,531
Total	6,117	2,572	1,841	-	-	-	-	-	10,531

Service Delivery

746

Regional Mobility Parking Enhancements

In 2007 Sound Transit received a Regional Mobility grant in the amount of \$3.7 million 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 as added to the project budget. The funding will be used to expand capacity at Sumner and/or Puyallup Stations. In exchange for capital improvements at the Puyallup Fairgrounds, Sound Transit will be able to enter into agreements to significantly expand the parking available for Sounder customers during commute periods.

Changes since the 2009 Budget: Project was decreased by 12K

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	4,972
2010 Adopted Budget (In \$000s)	4,960

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
3-South King County	12	-	-	-	-	-	-	-	12
5-Pierce County	619	4,221	107	-	-	-	-	-	4,948
Total	632	4,221	107	-	-	-	-	-	4,960

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	24	20	7	-	-	-	-	-	52
20-Pre-Engineering/Env Review	337	112	20	-	-	-	-	-	469
30-Final Design & Specification	120	472	80	-	-	-	-	-	672
40-ROW Acquisition & Permits	150	-	-	-	-	-	-	-	150
50-Construction	-	3,617	-	-	-	-	-	-	3,617
90-Contingency	-	-	-	-	-	-	-	-	-
Total	632	4,221	107	-	-	-	-	-	4,960

Service Delivery

747

Security Office Expansion

Scope: Expand the Sound Transit security office at Union Station. Additional space is required to monitor CCTV cameras and to accommodate growth due to additional service provided on Link Light Rail and other service modes.

Project completed during 2008.

Changes since 2009 Budget: Remaining unspent budget has been removed from this project.

Baseline (In \$000s)	
2009 Current Budget (In \$000s)	165
2010 Adopted Budget (In \$000s)	138

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
3-South King County	138	-	-	-	-	-	-	-	138
Total	138	-	-	-	-	-	-	-	138

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	-	-	-	-	-	-	-	-
50-Construction	138	-	-	-	-	-	-	-	138
90-Contingency	-	-	-	-	-	-	-	-	-
Total	138	-	-	-	-	-	-	-	138

Service Delivery

748

Sound Transit Police Office

Scope: Buildout space at the Link Operations and Maintenance facility to provide parking, meeting space and dispatch offices for the Sound Transit Police Department. This project will be complete by the end of 2009.

Change Since 2009 Budget: this project was created by Resolution R2009-09, in the amount of \$265,000. There are no changes in the 2010 budget.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	265
2010 Adopted Budget (In \$000s)	265

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	15	-	11	-	-	-	-	-	27
2-North King County	73	-	54	-	-	-	-	-	127
3-South King County	34	-	25	-	-	-	-	-	58
4-East King County	15	-	11	-	-	-	-	-	27
5-Pierce County	15	-	11	-	-	-	-	-	27
Total	153	-	112	-	-	-	-	-	265

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	-	15	-	-	-	-	-	15
50-Construction	153	-	64	-	-	-	-	-	217
90-Contingency	-	-	33	-	-	-	-	-	33
Total	153	-	112	-	-	-	-	-	265

Service Delivery

750

Sounder Maintenance Base Development

The 2010 scope of work is being funded through ST2. The 2009 scope and budget are defunded.

Changes since 2009 Budget: This project is now being funded in the Sounder capital program as part of the ST2 maintenance facility project.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	197
2010 Adopted Budget (In \$000s)	-

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	-	-	-	-	-	-	-	-	-
3-South King County	-	-	-	-	-	-	-	-	-
5-Pierce County	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	-	-	-	-	-	-	-	-
20-Pre-Engineering/Env Review	-	-	-	-	-	-	-	-	-
90-Contingency	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-

Service Delivery

752

Link OMF Entrance Improvements

Scope: Construct improvements to the South entrance of the Link Operations and Maintenance Facility. Provide 24 hour entrance security in the form of a rolling gate with card-reader access and the ability to provide for remote access control. This will remove the need for a 24 hour security officer to be stationed at the entrance and yield operational cost savings.

Changes since 2009 Budget: This is a new project in the Proposed 2010 Budget.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	-
2010 Adopted Budget (In \$000s)	150

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
2-North King County	-	104	-	-	-	-	-	-	104
3-South King County	-	47	-	-	-	-	-	-	47
Total	-	150	-	-	-	-	-	-	150

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	8	-	-	-	-	-	-	8
50-Construction	-	142	-	-	-	-	-	-	142
Total	-	150	-	-	-	-	-	-	150

Service Delivery

753

Bike Locker Program

Scope: To acquire and install bike lockers at various ST facilities. This project is substantially grant-funded. There is a local match of 13.5%.

Changes Since 2009 Budget: This is a new project in the 2010 proposed budget.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	-
2010 Adopted Budget (In \$000s)	537

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	-	107	-	-	-	-	-	-	107
2-North King County	-	107	-	-	-	-	-	-	107
3-South King County	-	107	-	-	-	-	-	-	107
4-East King County	-	107	-	-	-	-	-	-	107
5-Pierce County	-	107	-	-	-	-	-	-	107
Total	-	537	-	-	-	-	-	-	537

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	30	-	-	-	-	-	-	30
50-Construction	-	507	-	-	-	-	-	-	507
Total	-	537	-	-	-	-	-	-	537

AGENCY ADMINISTRATION & SYSTEMWIDE COSTS

The 2010 TIP contains capital outlays and operating expenses for agency administration and systemwide costs from 2010 – 2015.

2010 Transit Improvement Plan (\$M, YOE)			
Agency Administration & Systemwide			
	Operating ¹	Capital	Total
Agency administration	\$345	\$22	\$368
Insurance	35	-	35
Research & Technology	19	1	20
ST3 Planning	35	-	35
Capital Replacement	-	179	179
Fare Integration	6	1	7
Transit Oriented Development	1	-	1
System Access	-	29	29
STart	2	4	6
Total 2010-2015 TIP	\$443	\$237	\$679

¹ Includes 6 year expenditure forecast for ongoing programs and lifetime budgets for individual voter approved projects.

The *Sound Move* and *ST2* programs provide funds for programs that provide agency administration necessary to build and operate the regional transit system, plus programs that benefit all the agency's five subareas and were therefore recognized as systemwide costs.

Major Elements of Systemwide Costs

Agency Administration

The costs for Sound Transit staff that are dedicated to a single capital project or operating mode are assigned directly to that project or mode. The costs for agency staff that support many projects or modes are allocated across many agency projects or modes (Executive, Finance and Information Technology, Communications and External Affairs, and Legal). A portion of those staff costs are also allocated to systemwide agency administration. These costs include the costs of supporting these staff and for capital costs for agency management and information systems, and non-revenue fleet and facilities. Agency administration also includes the costs of insurance for the Agency's capital projects.

Research and Technology

In 2002, the Sound Transit Board approved the “Sound Transit Technology Plan” (Motion No. M2002-101), which established the goals, objectives, and funding limits for a set of advanced technology based initiatives. The purpose of these initiatives is to provide research, funding, and the implementation of new systems to support bus rapid transit type technology applications, improve visual and en-route passenger information systems, and increase security technologies among Sound Transit facilities and services. The *ST2* program included additional costs to extend this program.

Capital Replacement

This element provides for a sinking fund contribution to a capital replacement reserve to replace agency capital assets as they wear out and need replacement. These amounts are derived from the Agency’s long-term financial plan which generates a capital replacement schedule for agency assets based on their costs and useful lives.

STart

The Sound Transit Art Program, *Start*, is responsible for incorporating public art into Sound Transit systems and facilities. The artwork reflects the communities served and contributes to a positive experience for customers. The *Sound Move* funds for art are pooled within subareas. Funds for public art are embedded in each capital project budget.

Fare Integration

The Fare Integration capital program’s purpose is to develop a uniform, single-ticket fare system (ORCA) and integrated fare policy for the region's entire public transit service network. Smart card is a cooperative effort of seven different agencies providing public transportation, including Sound Transit, Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit, and Washington State Ferries. In September 2009, Sound Transit's Fare Integration Program and representatives from the other agencies completed implementation and roll out of a seamless fare payment system (ORCA) among the seven agencies.

System Access Program

Under *ST2*, the System Access Program was included to promote the development of facilities to improve connections between surrounding communities and stations, transit centers, and other customer boarding locations.

ST3 Planning

The *ST2* Plan included funding for planning for future additions to the plan. Under the Sound Transit 2: A Mass Transit Guide “approximately midpoint in the *ST2* implementation, or when the environmental review of all light rail extensions is substantially complete, Sound Transit will evaluate what projects might be funded through a new voter-approved ballot measure.” To prepare for this evaluation, the *ST2* Plan, and now the TIP, provided funding to conduct planning studies to draw conclusions on the appropriateness of pursuing additional corridor development and to recommend corridors for additional high capacity transit development.

Changes in Adopted 2010 Capital & Operating Plan

The *ST2* plan included additional funding for systemwide activities including fare integration, research and technology, insurance, *ST3* planning, agency administration, and the system access program. Due to the recent economic recession, the agency has had to reduce reserves and undertake other cost-saving activities to complete the program within the agency's resources. In keeping with this effort, these systemwide budgets have been cut between 7% – 20% from their *ST2* plan levels.

Budget Changes

The Board amended the lifetime budgets by Resolution No. R2009-23 for the following projects:

- **Agency Administration Capital Program (001):** This program's lifetime budget increased to \$51.6 million for the period between 2009 and 2023, or a total of \$69.0 million, including historic costs for new management and information systems, facilities and office equipment for agency administration staff, and for ongoing implementation of the *ST2* program.
- **System Access Program (003):** This *ST2* project is budgeted in 2010 for the first time with a lifetime budget of \$89.1 million.
- **Fare Integration (405):** This program's lifetime budget increased to \$23.7 million for the period between 2009 and 2023, or to a total of \$30.3 million, including historic costs.
- **Research & Technology (410):** This program's lifetime budget increased to \$47.0 million for the period of 2009 through 2023, or to a total of \$51.0 million, including historic costs.
- **ST3 Planning:** This program is budgeted in 2010 for the first time with a lifetime operating expense budget of \$76.3 million.
- **Administrative and Insurance Expenses:** This program's lifetime operating expense budget is amended to \$915.9 million for the period of 2009 through 2023, or a total of \$1,073.1 million, including historic costs.

Agency Administration

2010 Adopted TIP by Equity Area

Equity Area	1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010 - 2015	2016-2023 Total	Adopted Lifetime
1-Snohomish County	17,407	5,988	5,758	4,791	4,712	4,556	4,556	30,360	-	47,767
2-North King County	5,729	53	150	100	100	400	225	1,028	-	6,757
3-South King County	2,881	532	554	14,586	14,487	14,421	14,834	59,414	-	62,295
4-East King County	25,197	8,015	7,982	5,657	5,296	4,956	4,940	36,846	-	62,044
5-Pierce County	30,289	10,846	10,902	8,786	8,593	8,322	8,307	55,756	-	86,046
6-Systemwide	38,819	6,833	3,586	3,586	3,586	3,179	3,567	24,336	87,157	150,313
Total	120,323	32,267	28,932	37,506	36,775	35,833	36,429	207,741	87,157	415,222

2010 Adopted TIP by Phase

Phase	1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010-2015	2016-2023 Total	Adopted Lifetime
10-Agency Administration	6	-	-	-	-	-	-	-	-	6
20-Pre-Engineering/Env Review	14	-	-	-	-	-	-	-	-	14
24-Fare Integration Operations	15,217	650	-	-	-	-	-	650	14,471	30,339
25-R&T Capital	4,907	1,050	-	-	-	-	388	1,438	-	6,345
50-Construction	100	-	-	-	-	-	-	-	-	100
61-STart Program	12,225	744	657	650	456	690	897	4,093	-	16,318
90-Contingency	69,179	24,690	24,690	33,271	32,734	31,965	31,965	179,312	-	248,492
A306-Office Furniture	2,343	1,769	-	-	-	-	-	1,769	-	4,112
A416-Fleet-Automobiles	1,430	220	-	-	-	-	-	220	-	1,650
A606-Computer Equipment	5,055	285	-	-	-	-	-	285	-	5,055
A610-ERP System	4,432	-	-	-	-	-	-	-	-	4,432
A616-Computer Software	4,230	2,615	-	-	-	-	-	2,615	-	7,130
A706-Other Office Equipment	745	144	-	-	-	-	-	144	-	889
A900-Unallocated Contingency	440	100	3,586	3,586	3,586	3,179	3,179	17,215	72,686	90,341
Total	120,323	32,267	28,932	37,506	36,775	35,833	36,429	207,741	87,157	415,222

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail and Debt Service costs are not included in these figures.

Agency Administration

2010 Adopted TIP by Phase Gate

		1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010-2015	2016-2023 Total	Adopted Lifetime
In Progress	In \$000s										
	001-Agency Administration	18,675	5,133	3,586	3,586	3,586	3,179	3,179	22,248	28,072	68,995
	405-Fare Integration	15,217	650	-	-	-	-	-	650	14,471	30,339
	410-Research & Technology	4,927	1,050	-	-	-	-	388	1,438	44,614	50,979
	500-Capital Replacement	69,179	24,690	24,690	33,271	32,734	31,965	31,965	179,312	-	248,492
	x68-STart Program	12,225	744	657	650	456	690	897	4,093	-	16,318
	Total	120,223	32,267	28,932	37,506	36,775	35,833	36,429	207,741	87,157	415,122
Closed	x40-Ashway TOD	100	-	-	-	-	-	-	-	-	100
	Total	100	-	-	-	-	-	-	-	-	100
	Grand Total	120,323	32,267	28,932	37,506	36,775	35,833	36,429	207,741	87,157	415,222

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail and Debt Service costs are not included in these figures.

Agency Administration

001

Agency Administration

This budget item is the cost of Sound Transit staff administration capital. Only those items that meet the current accounting capitalization threshold of \$5,000 per item are included here. All of these items are funded out of the Regional Fund.

Budget has been added for period 2009 through 2016, consistent with the finance plan, to fund this program through the end of Sound Move capital construction. There was an amendment transferring \$90,000 from Sounder Operations to Agency Administration for the purchase of agency fleet vehicles.

Changes since the 2009 Budget: The lifetime budget increased by \$44.9M for new management and information systems, facilities and office equipment for administration staff for ongoing implementation of the ST2 program through 2023.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	24,090
2010 Adopted Budget (In \$000s)	68,995

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
6-Systemwide	18,675	5,133	3,586	3,586	3,586	3,179	3,179	28,072	68,995
Total	18,675	5,133	3,586	3,586	3,586	3,179	3,179	28,072	68,995

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
A306-Office Furniture	2,343	1,769	-	-	-	-	-	-	4,112
A416-Fleet-Automobiles	1,430	220	-	-	-	-	-	-	1,650
A606-Computer Equipment	5,055	285	-	-	-	-	-	-	5,340
A610-ERP System	4,432	-	-	-	-	-	-	-	4,432
A616-Computer Software	4,230	2,615	-	-	-	-	-	-	6,845
A706-Other Office Equipment	745	144	-	-	-	-	-	-	889
A900-Unallocated Contingency	440	100	3,586	3,586	3,586	3,179	3,179	28,072	45,727
Total	18,675	5,133	3,586	3,586	3,586	3,179	3,179	28,072	68,995

Agency Administration

405

Fare Integration

The purpose of the Fare Integration Program is to develop a uniform, single-ticket fare system and integrated fare policy for the region's entire public transit service network. Smart card is a cooperative effort of 7 different agencies providing public transportation, including Sound Transit, Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit and Washington State Ferries. This new electronic fare system allows riders and employers providing transit benefits to reload passes and stored value on to reusable fare cards, eliminating the need for monthly paper pass purchases. The smart card system will benefit transit agencies by speeding boardings and automatically tracking and distributing fare revenue among participants. In September 2009, ST's Fare Integration Program and representatives from the other agencies completed implementation and roll out of a seamless fare payment system among the 7 agencies.

Changes since 2009: The lifetime budget was increased by \$14.5M to \$30.3M per Resolution No. R2009-23.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	15,867
2010 Adopted Budget (In \$000s)	30,339

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
6-Systemwide	15,217	650	-	-	-	-	-	14,471	30,339
Total	15,217	650	-	-	-	-	-	14,471	30,339

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
24-Fare Integration Operations	15,217	650	-	-	-	-	-	14,471	30,339
Total	15,217	650	-	-	-	-	-	14,471	30,339

Agency Administration

410

Research & Technology

The Research and Technology Program was created to assess, evaluate research, and implement new transit technologies that will improve the effectiveness and efficiency of public transit. This program has focused on evaluating and implementing transit technology that enhances security and safety at facilities and services, providing real-time passenger information, expanding communications, and deploying applications to better manage operations.

Changes since 2009: The lifetime budget increased by \$44.6M to \$51.0M per Resolution No. R2009-23.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	6,365
2010 Adopted Budget (In \$000s)	50,979

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
6-Systemwide	4,927	1,050	-	-	-	-	388	44,614	50,979
Total	4,927	1,050	-	-	-	-	388	44,614	50,979

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	6	-	-	-	-	-	-	-	6
20-Pre-Engineering/Env Review	14	-	-	-	-	-	-	-	14
25-R&T Capital	4,907	1,050	-	-	-	-	388	-	6,345
A900-Unallocated Contingency	-	-	-	-	-	-	-	44,614	44,614
Total	4,927	1,050	-	-	-	-	388	44,614	50,979

Agency Administration

x68

STart Program

The Sound Transit Art Program - STart - is responsible for incorporating public art into Sound Transit systems and facilities. The artwork will reflect the communities served and contribute to a positive experience for customers.

Changes since 2009 budget: No changes.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	16,318
2010 Adopted Budget (In \$000s)	16,318

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	609	305	75	50	46	-	-	-	1,084
2-North King County	5,729	53	150	100	100	400	225	-	6,757
3-South King County	2,577	228	250	250	200	200	613	-	4,319
4-East King County	2,016	133	100	200	80	60	44	-	2,633
5-Pierce County	1,294	25	82	50	30	30	15	-	1,525
Total	12,225	744	657	650	456	690	897	-	16,318
Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
61-STart Program	12,225	744	657	650	456	690	897	-	16,318
Total	12,225	744	657	650	456	690	897	-	16,318

Agency Administration

500

Capital Replacement

This project provides funds for a sinking fund contribution to a capital replacement reserve to replace agency capital assets as they wear out and need replacement. These amounts are derived from the Agency's long-term financial plan which generates a capital replacement schedule for all agency assets based on their costs and useful lives.

The reduction of capital from the 2009 lifetime budget is the result of only displaying budget through 2015.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	316,089
2010 Adopted Budget (In \$000s)	248,492

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
1-Snohomish County	16,698	5,683	5,683	4,741	4,667	4,556	4,556	-	46,583
3-South King County	304	304	304	14,336	14,287	14,221	14,221	-	57,977
4-East King County	23,182	7,882	7,882	5,457	5,216	4,896	4,896	-	59,411
5-Pierce County	28,996	10,821	10,821	8,736	8,563	8,292	8,292	-	84,521
Total	69,179	24,690	24,690	33,271	32,734	31,965	31,965	-	248,492

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
90-Contingency	69,179	24,690	24,690	33,271	32,734	31,965	31,965	-	248,492
Total	69,179	24,690	24,690	33,271	32,734	31,965	31,965	-	248,492

Systemwide

2010 Adopted TIP by Equity Area

Equity Area	1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010 - 2015	2016-2023 Total	Adopted Lifetime
6-Systemwide	-	4,565	4,651	4,746	4,857	4,982	5,111	28,912	60,149	89,061
Total	-	4,565	4,651	4,746	4,857	4,982	5,111	28,912	60,149	89,061

in \$000s

2010 Adopted TIP by Phase

Phase	1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010-2015	2016-2023 Total	Adopted Lifetime
10-Agency Administration	-	217	221	226	231	237	243	1,377	2,489	3,865
20-Pre-Engineering/Env Review	-	3,648	3,716	3,792	3,881	3,980	4,084	23,100	41,754	64,854
90-Contingency	-	700	713	728	745	764	784	4,435	15,906	20,341
Total	-	4,565	4,651	4,746	4,857	4,982	5,111	28,912	60,149	89,061

In \$000s

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail and Debt Service costs are not included in these figures.

Systemwide 2010 Adopted TIP by Phase Gate

Baselined	In \$000s 003-Systems Access Program	1997-2009	2010	2011	2012	2013	2014	2015	TIP 2010-2015	2016-2023 Total	Adopted Lifetime
		-	4,565	4,651	4,746	4,857	4,982	5,111	28,912	60,149	89,061
	Total	-	4,565	4,651	4,746	4,857	4,982	5,111	28,912	60,149	89,061
	Grand Total	-	4,565	4,651	4,746	4,857	4,982	5,111	28,912	60,149	89,061

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail and Debt Service costs are not included in these figures.

Systemwide

003

Systems Access Program

Scope: Promote the development of facilities to improve connections between surrounding communities and stations, transit centers and other customer boarding locations.

Changes since 2009: New ST2 project.

Baseline (In \$000s)	-
2009 Current Budget (In \$000s)	-
2010 Adopted Budget (In \$000s)	89,061

Sub Area	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
6-Systemwide	-	4,565	4,651	4,746	4,857	4,982	5,111	60,149	89,061
Total	-	4,565	4,651	4,746	4,857	4,982	5,111	60,149	89,061

Phase	in \$000s								
	1997-2009	2010	2011	2012	2013	2014	2015	Future	Total
10-Agency Administration	-	217	221	226	231	237	243	2,489	3,865
20-Pre-Engineering/Env Review	-	3,648	3,716	3,792	3,881	3,980	4,084	41,754	64,854
90-Contingency	-	700	713	728	745	764	784	15,906	20,341
Total	-	4,565	4,651	4,746	4,857	4,982	5,111	60,149	89,061

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APPENDIX A

COST ESTIMATES

Cost Estimates

The agency maintains cost estimates for all its capital projects. These estimates are updated as new engineering, right of way, public outreach, and other information on the project is developed prior to seeking Board authorization of the budget to enter the next project phase. For projects that Sound Transit is the lead agency, project cost estimates are updated at each major phase gate milestone, including preliminary engineering, final design, and baselining. Beginning in the Adopted 2010 TIP, cost estimates (in constant year dollars) for all Board-approved projects will be included in this document as Appendix A.

The first column contains the cost estimates that were contained within the *ST2* plan that went to the voters in November 2008. In 2009, in response to loss of local tax revenues due to the economic downturn, the agency removed the program reserves that had been contained within the original *ST2* cost estimates and reduced the non-construction elements of the projects by 5%. Those projects that reflected negotiated agreements were not reduced as part of this process. The resulting reduced cost estimates are documented in the second column.

ST2 cost estimates were developed and reported in 2007 constant year dollars (2007\$). The figures in this appendix have been updated to 2009 constant year dollars (2009\$) based on the agency's August 2009 inflation forecasts.

All these figures are based on cost estimates which were based on early planning work that occurred prior to voter approval of the *ST2* program. As projects advance through conceptual and preliminary engineering and through final design, cost estimates will be developed that reflect the increasingly precise project scope. These cost estimates will be added to this table in future TIP documents to document the change in estimated cost for each project.

ST2 Capital Estimates

(2009 Dollars In Millions)

CAPITAL PROGRAM:	Original ST2 Estimate	Adjusted ST2 Estimate	Increase/ (Decrease)
<i>Link Light Rail:</i>			
East Link	2,917.9	2,506.6	(411.3)
Contribution to I-90 R8a	47.8	47.8	-
North Link - UW Station to Northgate	1,521.2	1,350.9	(170.3)
North Corridor HCT - Northgate to Lynnwood	1,464.8	1,257.0	(207.9)
First Hill Link Connector	126.5	126.5	-
South Link - Airport to 200th Street	355.8	302.2	(53.6)
South Corridor HCT - S 200th St to S 272nd St	903.9	774.6	(129.3)
HCC to Tacoma Dome - Pre engineering / ROW Preservation	118.5	112.5	(5.9)
Tacoma Dome to Tacoma General Hospital Extension	88.3	75.6	(12.7)
Link Maintenance & Storage	261.6	222.9	(38.7)
Link Fleet Expansion	534.0	507.3	(26.7)
Total Light Rail	8,340.3	7,284.0	(1,056.4)
<i>Sounder Commuter Rail:</i>			
Station Access & Demand Study	273.8	233.9	(39.9)
Sounder Yard & Shop Facility	142.5	123.5	(19.0)
Permanent Tukwila Station	35.9	32.8	(3.1)
Permanent Edmonds Station	24.1	23.5	(0.6)
Seattle to Lakewood Track & Signal Improvements	211.1	174.4	(36.7)
Track & Structure Upgrades - Tacoma Dome / Res Junction	66.3	56.3	(9.9)
Tacoma Track & Signal Upgrades	26.6	26.6	-
Platform Extensions - South King / Pierce Counties	54.8	45.3	(9.5)
BNSF Contribution - East King County	52.7	50.1	(2.6)
Total Sounder Commuter Rail	887.7	766.4	(121.3)
<i>Regional Express:</i>			
ST Express Bus Base	173.1	146.9	(26.2)
ST Express Fleet Expansion	39.5	37.6	(2.0)
Parking Garage - Burien Transit Center	14.2	14.2	-
Parking Garage - Bothell Transit Center	5.3	5.0	(0.3)
Total Regional Express	232.2	203.7	(28.5)
TOTAL	\$ 9,460.2	\$ 8,254.0	\$ (1,206.2)

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APPENDIX B

RECONCILIATION OF ADOPTED TRANSIT IMPROVEMENT PLAN TO PROPOSED TRANSIT IMPROVEMENT PLAN

RECONCILIATION OF ADOPTED TRANSIT IMPROVEMENT PLAN TO PROPOSED TRANSIT IMPROVEMENT PLAN

The Proposed 2010 Transit Improvement Plan (TIP) was submitted for Board review in October 2009. The TIP contains the projected expenditures for a six-year period for active phases of capital and operating projects and lifetime budgets for baselined capital project and operating projects with fixed lifetime budgets. By Resolution No. R2009-23, the Board adopted the TIP for 2010-2015 on December 10, 2009.

Amendment 1 to the budget authorizes the CEO to amend the budget for “non-material corrections” as long as these corrections do not result in changes to project lifetime budgets. However, there are two circumstances when the lifetime project budget would change from the Proposed to the Adopted Budget:

1. Projects that are completed and in closeout, when updating project cashflows to reflect actual 2009 capital outlays results in a project surplus or deficit; or
2. Projects for which budget amendments to the proposed budget were adopted by the Board.

1. Updated Project Cashflows based on actual expenditures in 2009

As a result of incorporating actual 2009 capital outlays and closing out projects, the lifetime budgets for the following projects have changed as shown in the table below. Four Regional Express projects have been decreased and the program reserve has been increased by a like amount. The North Everett Transit Center decreased by \$136 which was transferred to the Snohomish County Program Reserve. Star Lake Freeway Station decreased by \$2,472 which was transferred to the South King County Program Reserve. Issaquah Highlands Park-and-Ride decreased by \$430 and Yarrow Point Stop Improvements by \$360 which was transferred to the East King County Program Reserve. In addition, the Sounder Seattle-Auburn Track & Signal project was also increased by \$457,412 to close out the project.

Project	Lifetime Budget as reported in Proposed TIP (\$000)	Actual Lifetime Budget (\$000)	Change to Project Budget (\$000)	Notes
Regional Express				
<i>Snohomish County</i>				
N. Everett Transit Center	1,641	1,641	(0.1)	Project closeout additional savings moved to the program reserve.
Snohomish County Program Reserve	8,030	8,031	0.1	Project closeout additional savings moved to the program reserve.
<i>South King County</i>				
Star Lake Freeway Station	3,096	3,094	(2.5)	Project closeout additional savings moved to the program reserve.
South King County Program Reserve	3,981	3,983	2.5	Project closeout additional savings moved to the program reserve.
<i>East King County</i>				
Issaquah Highlands Park and Ride	7,181	7,181	(0.4)	Project closeout additional savings moved to the program reserve.
Yarrow Point Stop Improvements	109	108	(0.4)	Project closeout additional savings moved to the program reserve.
East King County Program Reserve	22,015	22,016	0.8	Project closeout additional savings moved to the program reserve. There are further changes to the East King County Program Reserve in the Amendments section on page 158.
Sounder				
Seattle - Auburn Track & Signal	227,055	227,512	457.4	Project closeout.

Note: There may be insignificant variances due to rounding.

As a result of incorporating actual 2009 capital outlays, the following projects contain changes to the project cashflow between individual phases, with no change to either the total project fiscal year 2010 budget or the total project lifetime budget.

Sounder: Willow Creek Environmental Mitigation Everett Station Mukilteo Station, North Platform Edmonds Station Tukwila Station Seattle-Tacoma Track & Signal ST2 Seattle-Tacoma Track & Signal M Street-Lakewood Track & Signal D Street-M Street Track & Signal Lakewood Station Layover	Regional Express: South Everett Freeway Station Totem Lake Freeway Station Kirkland Transit Center Issaquah Transit Center Bothell Branch Campus Access Sammamish Park & Ride I-90 Two-way Transit & HOV Operations, Stage 2 I-90 Two-way Transit & HOV Operations, Stage 3
Service Delivery Capital: Small Works Program Regional Mobility Parking Enhancements Security Office Expansion	Link: East Link Initial Segment - PSST to 154th Airport Link - 154th to 176th

2. Changes to lifetime project budgets reflected in amendments

Project lifetime budgets that have changed by amendment are shown below. The lifetime budget for the Tacoma Dome Station project was increased by \$78,873 by the Board (Resolution No. R2009-23, Amendment 7) to move budget from 2014 to 2011 and to inflate budget to year of expenditure dollars.

Project	Lifetime Budget as reported in Proposed TIP (\$000)	Revised Lifetime Budget (\$000)	Change to Project Budget (\$000)	Notes
Service Delivery				
Tacoma Dome Station	311	390	79	Amend lifetime budget to move budget from 2014 to 2011 and to inflate budget in 2011 to year of expenditure dollars. This project was approved by the Board in Resolution No. R2009-23

The following Agency Administration and Systemwide lifetime project budgets were amended per Resolution No R2009-23:

Project	Lifetime Budget as reported in Proposed TIP (\$000)	Revised Lifetime Budget (\$000)	Change to Project Budget (\$000)	Notes
ST2 Agency Administration & Systemwide				
ST2 Agency Administration Capital (001)	44,102	68,995	24,893	Lifetime budget increased to \$51.6M for the period 2009-2023, or a total of \$69.0M including historic costs.
System Access Program (003)	81,172	89,061	7,889	Lifetime budget increased by \$7.9M to \$89.1M
Fare Integration (405)	15,867	30,339	14,471	Lifetime budget increased to \$23.7M for the period 2009-2023, or a total of \$30.3M including historic costs.
Research & Technology (410)	6,365	50,979	44,614	Lifetime budget increased to \$47.0M for the period 2009-2023, or a total of \$51.0M including historic costs.
ST3 Planning	0	76,298	76,298	This is budgeted for the first time with a lifetime budget of \$76.3M.
Administrative & Insurance Expenses	0	1,073,118	1,073,118	Lifetime budget is amended to \$915.9M for the period 2009-2023, or a total of \$1073.1M including historic costs.
Note: There may be insignificant variances due to rounding.				

In addition, the Board approved a budget amendment, Resolution No. R2010-01, increasing the I-90 Two-way Transit & HOV, Stage 2 by \$12,311,378 on January 28, 2010, which reduced the East King County Program Reserve by a like amount. The adopted budget is being adjusted to reflect this Board action that took place prior to publishing the Adopted 2010 TIP.

Project	Lifetime Budget as reported in Proposed TIP (\$000)	Revised Lifetime Budget (\$000)	Change to Project Budget (\$000)	Notes
Regional Express				
I-90 Two-way Transit & HOV, Stage 2	19,372	31,683	12,311	Construction phase funded from the program reserve, this was approved by the Board in Resolution No. R2010-01.
East King County Program Reserve	22,016	9,705	(12,311)	Draw to fund construction for I-90 Stage 2, additional savings from Issaquah Highlands P & R and Yarrow Point Stop Improvements.

**Sound Transit
Resolution No. R2009-23**

Attachment B – Amendments to the Proposed 2010 Budget

Amendment 1	
Sponsor	Staff submitted
Amendment	Amend the Proposed 2010 Budget and other related text and tables to reflect the impact of all Board-approved budget amendments and related resolutions. Amend the budget, if necessary, for depreciation, non-material corrections and substitutions.
Budget Impact	No impact on the 2010 budget.

Amendment 2	
Sponsor	Staff submitted
Amendment	Amend certain projects within Sounder, Link, Regional Express, Service Delivery, and Systemwide capital programs to shift dollars between years and phases, resulting in a change in proposed budget spending in 2010.
Budget Impact	This action will decrease the 2010 spending plan by a total of \$26.2 million and will have no impact to the lifetime budget for each project. See Attachment B-1 for details of the transfers.

Amendment 3	
Sponsor	Staff submitted
Amendment	Increase the Retail Sales and Use Tax Revenue budget from \$531,448,314 to \$534,394,059. Reduce the Motor Vehicle Excise Tax and Rental Car Tax Revenue budget from \$66,896,247 to \$66,698,817.
Budget Impact	Increases the total Revenue budget for 2010 from \$794,922,686 to \$797,671,001. Updates the budget to match the latest economic forecast which was received after the Proposed 2010 Budget was finalized.

Amendment 4	
Sponsor	Staff submitted
Amendment	Amend the subarea allocation split for East Link to 0.72% North King County and 99.28% East King County, to reflect the subarea allocation included in the ST2 plan. The proposed budget and TIP allocate 100% to East King County.
Budget Impact	Increases the North King County subarea and decreases the East King County subarea lifetime budgets by \$705,000. The total agency lifetime budget is unchanged.

Amendment 5	
Sponsor	Staff submitted
Amendment	Increase the Tacoma Link operations budget by \$50,000 to fund overtime. This was inadvertently omitted from the Proposed 2010 Budget.
Budget Impact	Increases the Tacoma Link operations budget by \$50,000.

Amendment 6	
Sponsor	Staff submitted
Amendment	Increase the Seattle-Auburn Track and Signal project (#110) budget by \$457,000 to reflect final costs to close out the project. This will reduce the project savings of \$28.4 million that was proposed to be defunded from the Sounder program.
Budget Impact	Lifetime budget for the Seattle-Auburn Track and Signal project and the Sounder program increases by \$457,000 from the amount in the Proposed 2010 Budget . See Attachment B-2 for details.

Amendment 7	
Sponsor	Staff submitted
Amendment	Amend the Tacoma Dome Station project (#356) lifetime budget to move budget from 2014 to 2011 and to inflate expenditures to 2011 dollars using CPI. Current projections are for spending to be programmed in 2011.
Budget Impact	Increases the lifetime project budget from Proposed 2010 Budget by \$78,873. See Attachment B-2 for details.

Amendment 8	
Sponsor	Staff submitted
Amendment	<p>Add budget for furniture and space planning for added space for staff and co-located consultants by:</p> <ul style="list-style-type: none"> • Transferring \$1,706,000 from future administrative capital budgets to the 2010 budget to fund procurement of furniture for new FTEs and co-located consultants. • Adding \$270,000 to the Central Costs staff operating budget to fund the infrastructure work necessary to provide the additional space, including IT infrastructure, moving costs, and consultants for space planning. • Add \$213,000 to the Central Costs staff operating budget for depreciation related to these expenditures.
Budget Impact	Increases annual administrative capital budget by \$1,706,000 and decreases future administrative capital budgets by a like amount. Increases the Central Costs staff operating budget by \$270,000. Increases the depreciation budget by \$213,000.

Amendment 9	
Sponsor	Staff submitted
Amendment	Increase ST Express Security service budget by \$265,500 resulting from the recent Sound Transit agreement with the City of Federal Way to provide additional coverage at the Federal Way Transit Center and parking garage.
Budget Impact	Increases ST Express Operations budget by \$265,500.

Amendment 10	
Sponsor	Staff submitted
Amendment	Increase the Service Delivery budget for Downtown Seattle Transit Tunnel costs.
Budget Impact	Increases the Central Link operations budget by \$2,601,896 and increases the ST Express operations budget by \$1,626,774.

Amendment 11	
Sponsor	Staff submitted
Amendment	Decrease the Service Delivery budget for contingency by \$3,044,202.
Budget Impact	Decreases the Service Delivery Contingency budget from \$4,444,202 to \$1,400,000.

Substitute Amendment 12	
Sponsor	Staff submitted
Amendment	Amend the 2010 budget to add \$150,000 for development of a framework and board policy for the ST2 R&T program and identification of the most promising technologies for initial ST2 investment. Upon adoption of the Research and Technology policy by the Board an additional \$350,000 would be approved to begin implementation of the board approved technology investments in 2010.
Budget Impact	Increase the 2010 operating budget for the Research and Technology program by \$500,000, from existing \$50,000 to \$550,000. No increase in the program's lifetime budget.

Amendment 13	
Sponsor	Boardmember Butler
Amendment	Reduce the salary and benefits accounts in the Sound Transit staff operating budget by \$800,000, directing the CEO to fund this reduction through delayed hiring of new or vacant positions or other savings.
Budget Impact	Reduces the staff budget for salary and benefits from \$49,616,614 to \$48,816,614.

Amendment 15	
Sponsor	Boardmember Butler
Amendment	By June 30, 2010, staff will provide the Board with information in order to allow the Board to reexamine the policy of charging fares for Tacoma Link.
Budget Impact	No impact on the 2010 budget.

**Attachment B-1
Amendment # 2**

Proposed Amendments to the 2010 Sound Transit Budget (\$000)
Reallocation of project dollars between phases, project, and/or years

Link Light Rail

Project: 300 Initial Segment

\$1000s

Phase	2010 Annual Budget			Lifetime Budget		
	Proposed 2010 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2010 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 5,999	\$ 107	\$ 6,106	\$ 186,633	\$ (400)	\$ 186,233
Preliminary Engr / Environmental Review	\$ -	\$ -	\$ -	\$ 33,289	\$ -	\$ 33,289
Final Design / Specifications	\$ -	\$ -	\$ -	\$ 147,436	\$ -	\$ 147,436
Construction Services	\$ 201	\$ 100	\$ 301	\$ 104,399	\$ 513	\$ 104,912
Third Party	\$ -	\$ -	\$ -	\$ 62,329	\$ (590)	\$ 61,739
Construction	\$ 21,168	\$ 3,167	\$ 24,335	\$ 1,198,344	\$ 478	\$ 1,198,822
Vehicles	\$ -	\$ -	\$ -	\$ 131,857	\$ -	\$ 131,857
ROW Acquisition and Permits	\$ -	\$ -	\$ -	\$ 205,713	\$ -	\$ 205,713
Testing and Start-up	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 27,368	\$ 3,374	\$ 30,742	\$ 2,070,000	\$ (0)	\$ 2,070,000

Note: The Initial Segment project will be amended to increase the 2010 annual budget cash flow by \$3.374 million: \$0.7 million in the Agency Administration phase for agency allocations in proportion to increases in other phases; \$0.1 million in the Construction Services phase for increased contingency for potential CM related to follow-on construction work; and \$3.167 million in the Construction phase for landscape restoration, safety and noise mitigation, and other small works along the alignment. The lifetime budget will be amended to reduce the Agency Administration phase by \$0.4 million for decreases to direct charges; increase the Construction Services phase by \$0.5 million for geotech work related to the Beacon Hill Tunnel voids, and unallocated contingency for potential CM follow-on work; decrease the Third Party phase by \$0.6 million to transfer City of Seattle CSA work to the Construction phase; and increase the Construction phase by \$0.5 million for the CSA transfer, offset by other forecast adjustments.

Service Delivery

Project: 746 - Regional Mobility Parking Enhancements

Phase	2010 Annual Budget			Lifetime Budget		
	2010 Proposed Project Budget	Budget Transfer	Revised Project Budget	2010 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 20	\$ -	\$ 20	\$ 52	\$ -	\$ 52
Preliminary Engr / Environmental Documentati	\$ 204	\$ (92)	\$ 112	\$ 811	\$ (342)	\$ 469
Final Design	\$ -	\$ 472	\$ 472	\$ -	\$ 672	\$ 672
Row Acquisition and Permits	\$ 47	\$ (47)	\$ -	\$ 225	\$ (75)	\$ 150
Construction	\$ 2,500	\$ 1,117	\$ 3,617	\$ 3,100	\$ 517	\$ 3,617
Contingency	\$ -	\$ -	\$ -	\$ 772	\$ (772)	\$ -
Total	\$ 2,771	\$ 1,450	\$ 4,221	\$ 4,960	\$ -	\$ 4,960

Allocate contingency funds to different phases. In addition, reallocate project dollars to fund the final design.

Project: 701 - ST Express Fleet Replacement

Phase	2010 Annual Budget			Lifetime Budget		
	2010 Proposed Project Budget	Budget Transfer	Revised Project Budget	2010 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Preliminary Engr / Environmental Documentati	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ 16,890	\$ (16,890)	\$ -	\$ 121,885	\$ -	\$ 121,885
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 16,890	\$ (16,890)	\$ -	\$ 121,885	\$ -	\$ 121,885

Cashflows have been updated to reflect current bus delivery schedules. The next round of fleet replacement will occur in 2011

Attachment B-1
Amendment # 2

Proposed Amendments to the 2010 Sound Transit Budget (\$000)
Reallocation of project dollars between phases, project, and/or years

Project: 705 - ST2 Fleet Expansion

Phase	2010 Annual Budget			Lifetime Budget		
	2010 Proposed Project Budget	Budget Transfer	Revised Project Budget	2010 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Preliminary Engr / Environmental Documentati	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ 32,760	\$ (21,060)	\$ 11,700	\$ 42,000	\$ -	\$ 42,000
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 32,760	\$ (21,060)	\$ 11,700	\$ 42,000	\$ -	\$ 42,000

Cashflows have been updated to reflect current bus delivery schedules.

Project: 261 - Bus Maintenance Facility

Phase	2010 Annual Budget			Lifetime Budget		
	2010 Proposed Project Budget	Budget Transfer	Revised Project Budget	2010 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ -	\$ -	\$ 560	\$ -	\$ 560
Preliminary Engr / Environmental Documentati	\$ -	\$ -	\$ -	\$ 7	\$ -	\$ 7
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ 59	\$ -	\$ 59
Construction	\$ 382	\$ 5,250	\$ 5,632	\$ 21,720	\$ -	\$ 21,720
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 382	\$ 5,250	\$ 5,632	\$ 22,347	\$ -	\$ 22,347

Cashflows have been updated to reflect current project schedules and anticipated contributions to projects related to Community Transit and Pierce Transit facilities.

Agency Administration

Project: 001 - Agency Administration

Phase	2010 Annual Budget			Lifetime Budget		
	2010 Proposed Project Budget	Budget Transfer	Revised Project Budget	2010 Proposed Project Budget	Budget Transfer	Revised Project Budget
Office Furniture	\$ 63	\$ 1,706	\$ 1,769	\$ 2,406	\$ 1,706	\$ 4,112
Fleet -Automoblies	\$ 220	\$ -	\$ 220	\$ 1,650	\$ -	\$ 1,650
Computer Equipment	\$ -	\$ -	\$ -	\$ 5,055	\$ -	\$ 5,055
ERP System	\$ -	\$ -	\$ -	\$ 4,432	\$ -	\$ 4,432
Computer Software	\$ 3,000		\$ 3,000	\$ 7,230	\$ -	\$ 7,230
Other Office Equipment	\$ 144		\$ 144	\$ 889	\$ -	\$ 889
Unallocated Budget	\$ -	\$ -	\$ -	\$ 22,440	\$ (1,706)	\$ 20,734
Total	\$ 3,427	\$ 1,706	\$ 5,133	\$ 44,102	\$ -	\$ 44,102

Transfer future budget to 2010 to fund acquisition of office furniture and equipment.

Attachment B-2

Proposed Amendments to the 2010 Sound Transit Budget (\$000)

Reallocation of project dollars between phases, project and/or years with changes to total lifetime budget

Souder

Project: 110 - Seattle - Auburn Track and Signal

Phase	2010 Annual Budget			Lifetime Budget		
	2010 Proposed Project Budget	Budget Transfer	Revised Project Budget	2010 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ -	\$ -	\$ 10,622	\$ 286	\$ 10,908
Preliminary Engr / Environmental Documentation	\$ -	\$ -	\$ -	\$ 5,890	\$ -	\$ 5,890
Final Design	\$ -	\$ -	\$ -	\$ 4,865	\$ -	\$ 4,865
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ 74	\$ -	\$ 74
Construction	\$ -	\$ -	\$ -	\$ 155,887	\$ 171	\$ 156,058
Vehicles	\$ -	\$ -	\$ -	\$ 49,692	\$ -	\$ 49,692
Contingency	\$ -	\$ -	\$ -	\$ 25	\$ -	\$ 25
Total	\$ -	\$ -	\$ -	\$ 227,055	\$ 457	\$ 227,512

The Seattle-Auburn Track and Signal project budget will increase by \$457K to reflect final costs to close out the project. This will reduce the project savings of \$28.4M that was proposed to be defunded from the Souder program to \$28.0M.

Service Delivery

Project: 356 - Tacoma Dome Station

Phase	2010 Annual Budget			Lifetime Budget		
	2010 Proposed Project Budget	Budget Transfer	Revised Project Budget	2010 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Preliminary Engr / Environmental Documentation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ 311	\$ 79	\$ 390
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ 311	\$ 79	\$ 390

Increasing lifetime budget to inflate expenditures in 2011\$ using CPI.