

RESOLUTION NO. R2012-25
Proposed 2013 Budget

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Executive Committee	12/6/12	Recommendation to Board	Brian McCartan, Executive Director Finance & Information Technology	206-398-5100
Board	12/20/12	Final Action	Pete Rogness, Director, Budget and Financial Planning	206-398-5102

PROPOSED ACTION

Adopts the Proposed 2013 Budget.

KEY FEATURES

- The Proposed 2013 Budget requests funding authorization of \$1.10 billion; \$211.8 million for Service Delivery, \$755.0 million for Project Delivery, and \$133.2 million for Agency Administration (includes debt service).
- The Proposed 2013 Budget would be funded by an estimated \$836.1 million in revenue.
- The Proposed 2013 Budget is fully affordable within the agency's existing revenue projections and financial policies.

PROJECT DESCRIPTION

The Sound Transit Board adopts Sound Transit's annual budget which contains the agency's budget for revenue and financing, administrative expenses, transit operations, and capital and other projects. Sound Transit annual budgets are organized by three primary program areas; Service Delivery, Project Delivery, and Agency Administration. Sound Transit's budget and fiscal year runs from January to December.

The Sound Transit Board endorses an annual Transit Improvement Plan (TIP) that provides projected capital and operating expenditures for the construction and operation of the Sound Transit regional high-capacity transit system. The TIP contains information on scope, budget, and risk as well as changes in budget and schedule for all active phases of both capital and operating programs. Also included in the TIP are summary-level six-year forecasts for Service Delivery expenses by mode that reflect detailed service plans in the annual Service Implementation Plans.

FISCAL INFORMATION

There is no action outside of the Board-adopted budget; there are no contingency funds required, no subarea impacts, or funding required from other parties other than what is already assumed in the financial plan. The Proposed 2013 Budget is fully affordable within the agency's existing revenue projections and financial policies.

Sound Transit's Proposed 2013 Budget requests funding authorization totaling \$1,099,970,326 in operating expenditures and capital outlays. The agency's expenses and outlays will be funded by an estimated \$836,143,422 in revenue and other financing sources (on an accrual basis) and by an estimated positive cash position in January 2013 of \$742,050,670.

SMALL BUSINESS PARTICIPATION

Not applicable to this action.

EQUAL EMPLOYMENT WORKFORCE PROFILE

Not applicable to this action.

BACKGROUND

The resolution approves the following expenditures for 2013:

- \$211.8 million for service delivery made up of \$4.3 million for Tacoma Link, \$57.8 million for Central Link, \$40.0 million for Sounder and \$109.7 million for ST Express. The resolution authorizes expenditures at the modal level to exceed these levels by up to 2% so long as the total service delivery budget of \$211.8 million is not exceeded.
- \$92.0 million for staff operations
- \$106.3 million for debt service
- \$755.0 million for the delivery of projects, made up of:
 - System Expansion - \$690.4 million which includes;
 - \$92.4 million for Sounder
 - \$560.1 million for Link
 - \$24.0 million for ST Express projects
 - \$13.8 million Other non-mode specific projects
 - Enhancements - \$28.6 million
 - Rehabilitation and Replacement - \$31.5 million
 - Administrative Projects - \$4.5 million

The resolution also provides for the agency to reserve funds for the following purposes:

- \$49.8 million for the Capital Replacement Fund
- \$2.0 million for the Emergency/Loss Fund

The resolution also includes estimated revenues of:

- \$560.0 million from Retail Sales and Use Tax
- \$70.2 million from Motor Vehicle Excise and Rental Car Taxes
- \$136.8 million from federal grants
- \$52.5 million from farebox revenues
- \$5.6 million in interest earnings
- \$11.1 million in miscellaneous revenues

Administrative Changes:

This resolution also authorizes administrative changes as endorsed and forwarded by the Capital and Operating and Administration Committees and those adopted by the Board through a separate action.

For 2013 budget management, staff will continue providing quarterly briefings to the Audit and Reporting Subcommittee on progress to date.

ENVIRONMENTAL COMPLIANCE

JI 11/9/12

PRIOR BOARD/COMMITTEE ACTIONS

Resolution No. R72-1 – Rescinded Resolution 72 and amended the financial policies to include a strategic property acquisition program as an enumerated purpose of the Regional Fund.

Resolution No. R2002-08 – Adopted revised budget policies and superseded Resolution No. 98-4.

TIME CONSTRAINTS

A one-month delay would postpone adoption of the Proposed 2013 Budget into the 2013 fiscal year.

PUBLIC INVOLVEMENT

The Sound Transit Board reviewed the Proposed 2013 Budget in public session in September, October and November. On November 1, 2012 a public hearing was held in order to provide an opportunity for testimony from interested members of the public.

LEGAL REVIEW

JW 12/3/12

RESOLUTION NO. R2012-25

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, 2013 and endorsing the 2013 Transit Improvement Plan.

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King, 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 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 Sound Transit District on November 5, 1996 and November 4, 2008, voters approved local funding to implement a regional high-capacity transportation system for the central Puget Sound region; 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, the Sound Transit Board 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, the chief executive officer submitted a Proposed 2013 Budget for Board consideration; and

WHEREAS, the Proposed 2013 Budget is consistent with and affordable under Sound Transit Financial Policies as adopted by Resolution No. R2008-10 and is in compliance with the Budget Policies as adopted by Resolution No. R2002-08; and

WHEREAS, in 2010 the Sound Transit Board designated the Capital Committee and the Operations and Administration Committee as permanent committees with specific responsibilities, including reviewing proposed annual budgets and providing recommendations to the Executive Committee; and

WHEREAS a public hearing was held on November 1, 2012 to take testimony on the Proposed 2013 Budget; and

WHEREAS, at its November 1, 2012 meeting, the Operations and Administration Committee recommended the Proposed 2013 Service Delivery and Agency Administration budgets to the Executive Committee; and

WHEREAS, at its November 8, 2012 meeting, the Capital Committee recommended the Proposed 2013 Project Delivery budget and amendments approved by the Committee to the Executive Committee; and

WHEREAS, the Executive Committee reviewed the overall Proposed 2013 Budget, incorporated the Capital and Operations and Administration Committees' recommended budgets, approved certain budget amendments, and recommended Board adoption of the Proposed 2013 Budget; and

WHEREAS, a two-thirds affirmative vote of the entire membership of the Sound Transit Board is required to adopt the 2013 Budget.

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

Section 1a – Debt Service. Sound Transit is authorized to incur \$73,026,364 in interest expense on debt and \$33,250,000 in principal repayments for a total of \$106,276,364 for debt service on outstanding bonds or such amounts as required to account for timing differences in debt payments or as are contained in amendments to the 2013 Budget as adopted by the Board.

Section 1b – Agency Administration. Sound Transit is authorized to incur \$91,981,722 in staff operating expenses, and \$134,433,020 for depreciation and other non-cash expenses or such amounts as are contained in amendments to the 2013 Budget as adopted by the Board.

Section 1c – Service Delivery. Sound Transit is authorized to incur \$211,794,435 for Central Link, Tacoma Link, Sounder, and ST Express Service Delivery or such amounts as are contained in amendments to the 2013 Budget as adopted by the Board. Expenditures against the Service Delivery budgets for Sounder, Central Link, ST Express, and Tacoma Link may exceed the levels contained in the Adopted 2013 Budget by up to 2% provided that the total Service Delivery expenses do not exceed the total Board

approved budget amount. If expenditures for a mode are forecast to exceed the modal budget by more than 2%, the CEO shall seek Board adoption of a budget amendment.

Section 1d – Project Delivery. Sound Transit is authorized to incur the following amounts for Project Delivery: \$754,965,118 in project outlays (including allocations) comprised of System Expansion outlays of \$24,015,986 in Regional Express, \$92,377,706 in Sounder, \$560,137,962 in Link, and \$13,829,844 for Other System Expansion; \$28,631,058 for Enhancement projects that improve rider experience, increase the existing system's functionality, or reduce operating costs; \$31,471,783 for outlays for Rehabilitation and Replacement projects that extend the life of the existing transit system or replace system assets at the end of their useful life; \$4,500,779 in administrative projects, or such amounts as are contained in amendments to the 2013 Budget as adopted by the Board.

Section 1e – Reserves. Sound Transit is authorized to place in reserve \$49,839,155 for the Capital Replacement Fund and \$2,000,000 for the Emergency/Loss Fund.

Section 1f – Revenues. The Proposed 2013 Budget projects the collection of \$836,143,422 in total revenues including \$560,006,672 in Sales and Use Tax and \$70,160,259 in Motor Vehicle Excise Tax and Rental Car Tax, \$136,788,529 in federal grants, \$52,461,002 in farebox collections, \$5,648,701 in interest earnings and \$11,078,259 in miscellaneous revenues.

Section 2. The budget for the period January 1, 2013 to December 31, 2013 as set forth in Attachment A (Proposed 2013 Budget document) and the approved amendments to the Proposed 2013 Budget in Attachment B together constitute the Adopted 2013 Budget as adopted by this Resolution.

Section 3. The Adopted 2013 Budget is not an exclusive authorization of expenses, except as specified in Section 1a – Debt Service, as authorization of expenditures must be in compliance with Resolution No. 78-2.

Section 4. The chief executive officer is authorized to conform and reformat the Adopted 2013 Budget document as necessary to uniformly present the information, and to revise the Adopted 2013 Budget to correct nonmaterial errors and to update Appendix C: Subarea Allocations, to be consistent with Board actions.

Section 5. The chief executive officer is authorized to amend the Adopted 2013 Budget to allow for transfers between capital budgets 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. Staff will report any such changes to the Board on a quarterly basis.

Section 6. The chief executive officer is authorized to amend the fiscal year budget reflected in the published Adopted 2013 Budget to reflect actual expenditures for 2012, including shifting of budget authority between 2012 and 2013 for projects anticipated to be completed in 2013, provided the adopted total lifetime budget is not changed.

Section 7. The Proposed 2013 Transit Improvement Plan (Attachment C) is hereby endorsed. Such endorsement does not constitute capital project authorization under Section 8 of Resolution No. 78-2.

Section 8. The chief executive officer is directed to submit the Adopted 2013 Budget and the 2013 Transit Improvement Plan to the Sound Transit Board Chair to ensure any amendments are accurately reflected.

Section 9. The chief executive officer is directed to provide the Board with regular budget reports and such information as may be necessary to compare actual financial performance with the Adopted 2013 Budget and to ensure conformance with the Financial Policies.

Section 10. The Board further authorizes the chief executive officer to take any actions necessary to implement the policies and determinations of the Board pursuant to this Resolution.

ADOPTED by no less than a two-thirds affirmative vote of the entire membership of the Sound Transit Board at a regular meeting thereof held on December 20, 2012.



Pat McCarthy
Board Chair

ATTEST:



Marcia Walker
Board Administrator



Proposed | Budget 2013

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September 2012

To: Sound Transit Board of Directors
From: Joni Earl, Chief Executive Officer
SUBJECT: Proposed 2013 Budget

Sound Transit is on a mission.

The job voters gave us in 1996 and then again in 2008 is to plan, build, operate, and then extend our regional transit system. That mission becomes clear when seen through the pages of our 2013 budget.

In 2013, we expect to carry more than 28 million passengers, and we'll continue expanding light rail projects north, east, and south. At the same time, we'll maintain our focus on customer service, sustainability, and transit-oriented development.

Total spending for delivering projects is budgeted at \$755 million, which allows us to continue the planning, design, and build out of the regional transit system. Our service delivery budget is up 5.3 percent to \$211.8 million, mainly driven by higher purchased transportation, services contracts, and the cost to extend Sounder service to South Tacoma and Lakewood. Department budgets are up 4.6 percent to \$92 million. In response to the continued modest economic growth, the proposed 2013 budget makes a number of reductions to department costs such as consulting, temporary services, and advertising.

The economy, while growing, continues to expand slower than our independent economic forecasts anticipated. As a result, our 2012 tax revenue is projected to be 3.5 percent lower than budget. The proposed 2013 total revenue budget is 1.3 percent higher than 2012 at \$836.1 million, mainly due to anticipated higher federal grant receipts and farebox revenues.

Over the longer term, through 2023, our updated tax revenue forecast projects a total 5 percent decline from the level than was forecast in 2012, a loss of \$700 million versus our estimate last year. Given the tighter revenue situation, we have reduced lifetime budgets for Research & Technology, Fare Administration, and certain operational contingencies. Our 2013 budget review with the Board will examine these proposed reductions to ensure consistency with their long-term policy goals. We will manage our long-term capital program through this period of high economic uncertainty, carefully reviewing current risks. Our goal remains to deliver as much of the ST2 program as possible, consistent with our available resources.

Sound Transit has four major themes for 2013.

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Larry Phillips
King County Councilmember

Paul Roberts
Everett Councilmember

Marilyn Strickland
Tacoma Mayor

Peter von Reichbauer
King County Councilmember

CHIEF EXECUTIVE OFFICER

Joni Earl

Increasing ridership

We expect to provide a combined 886 thousand hours of service on our trains and buses in 2013. We'll also work to build and retain ridership using research, marketing, capital and service improvements. New service on the Sounder South Line will also provide opportunities to increase ridership.

Reducing operating and capital costs

To reduce costs, we'll pursue further service integration opportunities and look to increase efficiencies with the partner transit agencies that operate our bus and train services.

Delivering capital projects on time and within budget

We'll search out different methods to help contain costs. We'll also engage in value engineering and implement transit-oriented development policies and strategies.

Maintaining nimble, efficient business processes and systems

We'll establish a comprehensive agency-wide approach to improve the way we do business internally.

2012 Achievements set the stage for 2013

While looking forward to 2013, we should also give a nod to our current year.

- In 2012, we expect to carry around 27 million riders, an increase of two million from a year earlier.
- We finished construction on the D-to-M Streets project, which allowed us to extend Sounder service to South Tacoma and Lakewood.
- The tunnel boring machines completed mining the University Link twin-bore tunnels and the start of service remains on schedule for 2016.
- Construction kicked off on the Northgate Link light rail extension, we worked in collaboration with the City of Bellevue on the final design of the East Link project and we awarded a design/build contract to extend light rail from Sea-Tac Airport to South 200th Street.
- We were very pleased that even in this challenging economic environment, the nation's major bond credit rating agencies maintained Sound Transit's high ratings, and that meant significant savings for taxpayers when we refinanced \$350 million of our outstanding bonds. Sound Transit is one of the highest-rated transit agencies in the nation.

Highlights of 2013

The 2013 budget includes funding for these major Link light rail projects:

- Construction of U-Link from downtown Seattle to the University of Washington.
- Design of the Northgate and East Link extensions.
- Design-build work to extend light rail south of Sea-Tac Airport to South 200th Street.
- Developing light rail extensions south of South 200th Street to Federal Way and conducting an environmental review for the Lynnwood Link Extension.

As you can see, we have a full calendar of construction and services planned for 2013 and I'm looking forward to working with the Sound Transit Board and staff on another successful year.



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**Central Puget Sound Regional Transit
Washington**

For the Fiscal Year Beginning

January 1, 2012

Christopher P. Morrell *Jeffrey R. Egan*

President

Executive Director

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Agency Overview

Our Story

Sound Transit plans, builds, and operates a regional mass transit system that connects people to their communities and jobs throughout urban areas of King, Pierce, and Snohomish counties.

The Central Puget Sound Regional Transit Authority – better known as Sound Transit – was created by the Washington State legislature. In 1996, voters in the region approved implementation of the Sound Move plan. Since that time, we've grown from a planning agency to one that carried 25.1 million passengers in 2011, is estimated to carry 27.3 million this year, and 28.4 million in 2013 on our trains and buses. We continue building extensions to light rail, transit centers, stations and other transportation infrastructure.

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

And more is on the way.

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

Safeguarding Tax Dollars

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

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

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

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

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

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



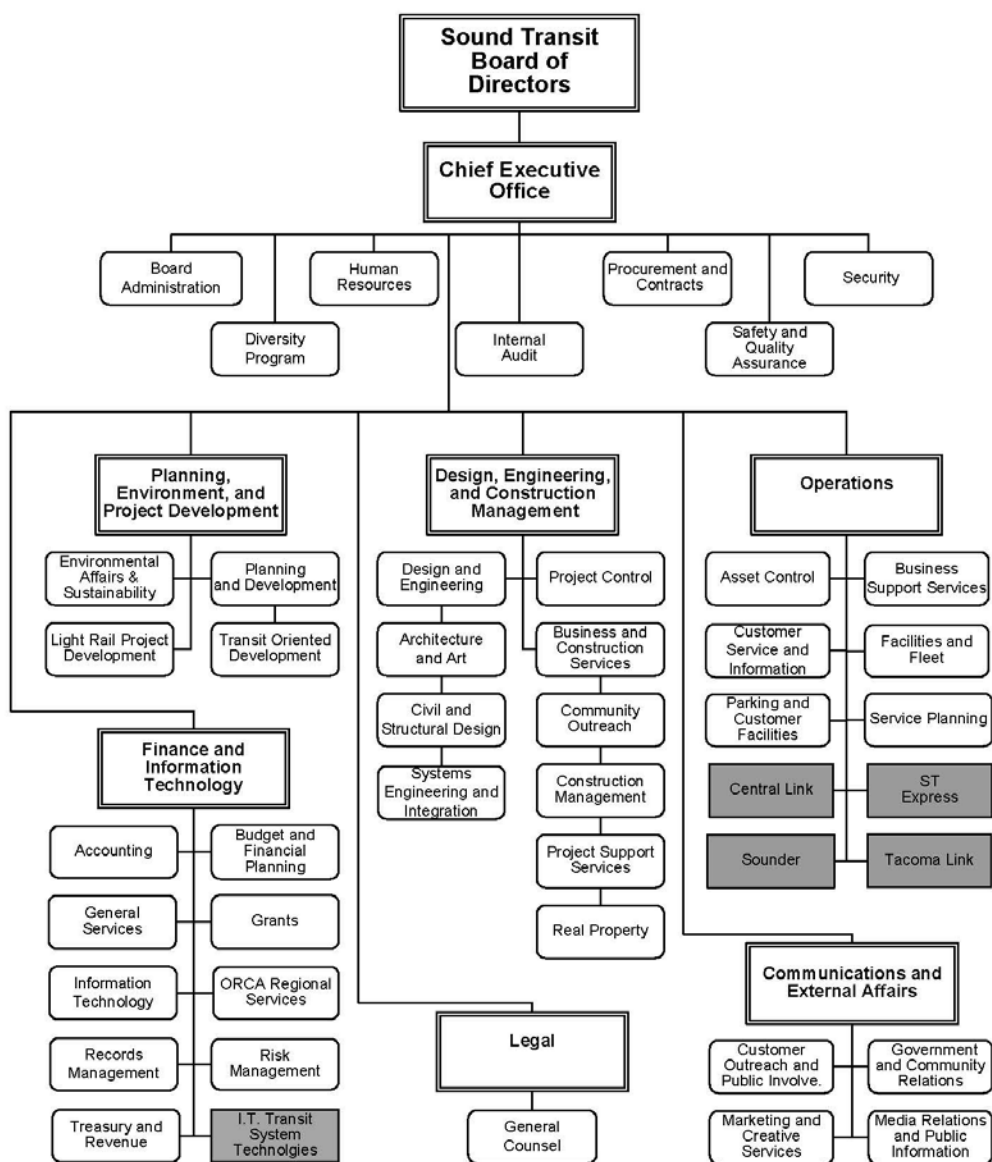
Our People

Sound Transit's departments are organized in a way that ensures taxpayer dollars are aligned with our mission of planning, building, and operating the regional transit system.

- Executive Department includes the Chief Executive Office as well as Board Administration, Human Resources, Procurement & Contracts, Diversity, Safety and Quality Assurance, Security, and Internal Audit.
- Planning, Environment, and Project Development (PEPD) leads the initial project activities that engage the public and inform Board decisions on projects' scope, schedule, and budget. Our sustainability and transit-oriented development programs are led by PEPD.
- Design, Engineering, and Construction Management (DECM) is principally responsible for final design and construction of all major capital projects. DECM supplies professional and technical resources throughout the design and construction phases of each project and also supports the Operations department in design and delivery of small capital projects for our facilities. The department provides project control and real estate services for the entire agency.
- Operations oversees transit service and maintenance for Central Link light rail, Sounder commuter rail, ST Express bus, and all Sound Transit facilities. We also directly operate and maintain Tacoma Link light rail.
- Finance and Information Technology (FIT) is responsible for all financial activities including financial planning, budgeting, accounting, treasury, revenue collection, grants, and risk management, as well as managing information technology. The Information Technology division manages the implementation of new technology and maintains our network and software for both transit operations and administrative systems. The IT Transit Systems division maintains the regional fare collection system (ORCA) and ticket vending machines.
- Communications and External Affairs (CEA) focus on marketing, media and public information, customer outreach, government relations, and community relations.
- Legal provides analysis and advice on a variety of legal subjects including real estate, labor, environmental, construction, land use, permitting, litigation, contracts and interagency issues. They are actively involved in claims defense and property acquisitions including condemnations.

For more information on all our departments, see Agency Administration beginning on page 61.

SOUND TRANSIT ORGANIZATION CHART



○ = Staff costs included in Agency Administration section of Budget
 ■ = Staff costs included in Service Delivery section of Budget

Our Key Financial Policies

Sound Transit's financial policies provide the framework for planning, building, and operating the regional transit system. Our key policies are outlined below.

Financial Policies

Sound Transit Financial Policies were amended July 24, 2008. The "Financial Policies reflect Sound Transit's commitment to subarea equity while maintaining the flexibility necessary to manage the financing of the System Plan on a consolidated basis and within legal constraints."

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

The policies cover implementation of subarea equity and debt management for current and future phases. The full document can be found in Appendix E.

Budgeting Policies

The budget policies, amended July 25, 2002 (Resolution No. R2002-08), outline the contents of the agency's annual budget and the processes for its submittal, adoption, and modification.

Phase Gate

Phase Gate is a project management process requiring periodic project reviews. The process is designed around a series of eight defined gates. Gates represent key transition and/or decision points in a project's progression through planning and environmental review, design, construction, and transition to operations. Management and staff representatives throughout the agency review all aspects of a project including budget, schedule, risk mitigation, design, and operational startup plans to determine if the project is ready to advance. The process ensures that the Board and public have visibility into project scope, schedule, and budget through routine staff reporting. And, the process gives the Board control over key project decisions – specifically approval of budget and project scope.

Basis of Budgeting and Accounting

Sound Transit maintains a financial reporting system that records expenditures on an accrual basis. Budgets are prepared on the same basis with a few exceptions. Tax revenues are recorded on a modified accrual basis. Principal payments on long-term debt are applied to the outstanding liability. Assets that are transferred to another governmental entity are expensed as a donation upon completion.

Balanced Budget

In a situation where Sound Transit's annual revenues are less than annual expenditures, the budget is balanced with a contribution from unrestricted cash balance. Because of Sound Transit's ability to borrow to build capital projects, revenues do not need to equal expenditures.

Enterprise Fund

Sound Transit uses a single or general fund to account and budget for operating and capital transactions. Funds are not segregated for specific purposes.

Financial Plan

Sound Transit maintains a financial plan that projects the total revenues and costs of Sound Move and ST2 through 2040. The plan is used to verify long-term viability of the programs and confirm the maintenance of subarea equity.

Procurement

Resolution No. 78-2 grants the CEO or his/her delegate authority to approve transactions of \$200,000 or less within current budget authorization and \$50,000 or less outside of budget authorization. Sound Transit's Capital Committee and the Operations and Administration Committee are authorized to approve the award of contracts when the contract value does not exceed \$5,000,000. The full Sound Transit Board must approve contracts above \$5,000,000.

Our Business Planning and Reporting

With guidance from the Board, Sound Transit's executive management establishes the agency's strategic priorities each year. Departments use those priorities to create their annual scorecard – establishing their goals, initiatives, and performance outcomes. (Agency and department scorecards are found in Appendix D.) Departments also update their three-year business plans which enable us to align resource use with strategic priorities and strengthen collaboration within and across departments. The plans identify issues and opportunities, and specify the resources and inter-departmental support necessary to execute the initiatives and achieve the goals. Business planning is a critical step to building a more strategic and efficient budget.

Each year we set agency milestones to establish accountability in the areas of customer service, planning and building major infrastructure projects, and maintaining our commitment to sustainability. Performance relative to these milestones is reported to the Board.

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

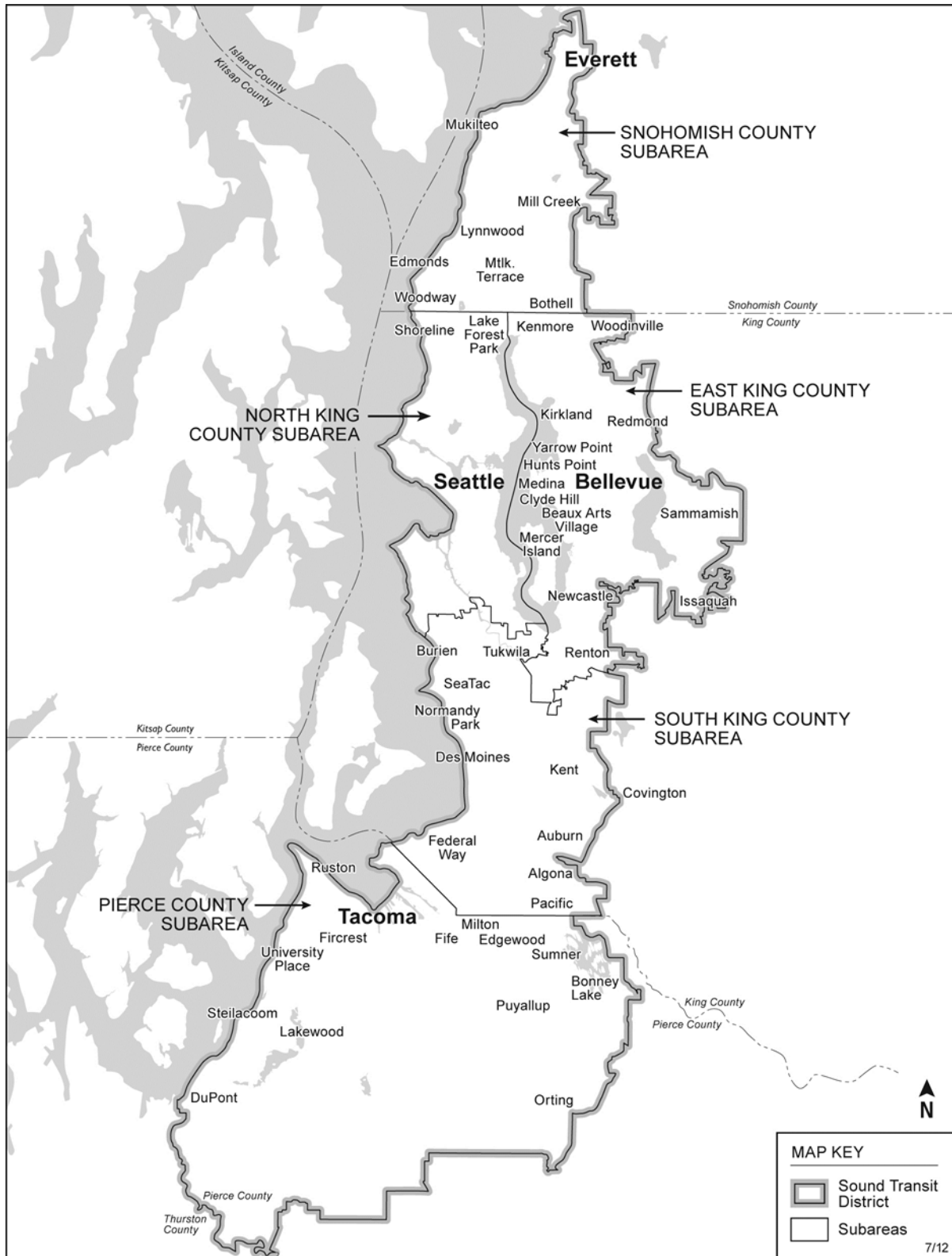
Quarterly Reports, Agency Progress Reports, and the agency's milestones are available at www.soundtransit.org

Sound Transit District

Sound Transit's boundaries, shown on the accompanying map, generally follow the urban-growth boundaries created by each county in accordance with Washington State's Growth Management Act. The Sound Transit District is divided into five subareas – Snohomish, North King, East King, South King and Pierce counties. Revenues and expenses are allocated to the subareas. For more detail on subarea allocations, please see Appendix C.

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

SOUND TRANSIT DISTRICT



Budget Overview

Sound Transit continues to focus on building out the Central Puget Sound Regional Transit System, particularly light rail. We are maturing as a transit operator with an expanding number of facilities and vehicles and equipment to maintain. Sounder service is increasing from Seattle to Tacoma and Lakewood in 2013. Our light rail service from downtown Seattle to University of Washington and from Sea-Tac Airport to South 200th Street will launch in 2016. In addition to supporting the agency's project and service plans directly, the 2013 budget includes funding for initiatives that target our strategic priorities and enhance our ability to effectively and efficiently achieve our mission.

The Budget Overview provides a summary of revenue, service delivery, project delivery, and administration budgets for 2013. Included in this section are Sound Transit's 2013 priorities and initiatives and a look ahead at actions planned to address specific risks and opportunities.

2013 Priorities and Initiatives

In 2013, we'll continue our mission of planning, building, and operating the regional transit system. We'll give an increasing number of transit riders safe and reliable service. We'll maintain a focus on customer service, sustainability, and transit-oriented development. And we'll work more efficiently to reduce costs where possible while delivering projects on time and within budget.

Increase Ridership

- Build and retain ridership by implementing strategies based on 2012 research results, including marketing, capital, and service improvements, and leveraging industry best practices.
- Implement the *parking and access* policy and management strategies adopted by the Sound Transit Board in 2012.
- Increase Sounder service between Seattle and Lakewood and complete full year of Tacoma to Lakewood service.

Reduce Operating and Capital Costs

- Pursue opportunities to further integrate service and further increase efficiency in the delivery of the regional transit system.
- Implement Enterprise Asset Management System for Central Link, Tacoma Link, Sounder, and ST Express operations.
- Execute Agency Sustainability Plan and achieve sustainability milestones.
- Issue first annual Financial Sustainability Report.
- Implement the new health benefit plan and strengthen employee engagement in wellness activities.



Deliver Capital Projects on Time and within Budget

- Continue pursuing *alternative project delivery* methods, when appropriate, to maximize schedule efficiencies and savings.
- Develop agency *total cost of ownership* policy.
- Strengthen and enhance *value engineering* program.
- Implement transit oriented development policy and strategy.

Maintain Nimble, Efficient Business Processes and Systems

- Establish a comprehensive approach to *process improvement* agencywide.
- Develop *employee engagement and feedback* program.

2013 Budget Highlights

The 2013 Sound Transit budget includes revenues of \$836.1 million and outlays of \$1.1 billion. The agency's unrestricted cash balance projected to be \$400 million at the end of 2012, will fund the difference of \$264 million between annual revenues and expenses, yielding a projected unrestricted cash balance of \$136 million at the end of 2013.

Revenues

We expect to collect \$836.1 million in 2013, which is 1.3 percent more than the 2012 budget – mainly due to higher farebox revenues and federal grant receipts.

Service Delivery

Total service delivery budget is up 5.3 percent to \$211.8 million compared to the 2012 budget, driven by cost increases in third party contracts, increased Sounder service, and higher allocations of administrative expenses.

Project Delivery

Total project spending is budgeted at \$755 million to continue planning, design, and build out of the regional transit system and enhance current service and operational capabilities.

Agency Administration

In 2013, the budget for departmental expenses is \$92 million, a 4.6 percent increase from the 2012 budget. After direct charges and allocations, net agency administrative expenses are budgeted at \$26.9 million. Debt service is budgeted at \$106.3 million.

2013 BUDGET SUMMARY

(in thousands)

	2011 Actual	2012 Amended	2012 Forecast	2013 Proposed
Revenues and Other Financing Sources				
Retail Sales and Use Tax	528,022	557,781	540,550	560,007
Motor Vehicle Excise Tax	65,893	70,051	65,423	67,522
Rental Car Tax	1,958	2,533	2,572	2,638
Federal Grants	168,717	131,316	117,320	136,789
Farebox Revenue	46,118	44,810	53,614	52,461
Interest Income	20,875	8,162	9,187	5,649
Miscellaneous Revenue ¹	20,027	11,000	11,306	11,078
Total Revenues & Other Financing Sources	\$851,609	\$825,653	\$799,972	\$836,143
Operating Expenses & Capital Outlays				
Service Delivery				
Tacoma Link Light Rail	3,532	4,112	3,877	4,287
Central Link Light Rail	49,817	54,412	53,604	57,772
Sounder Commuter Rail	32,062	37,734	34,269	39,996
ST Express Bus	96,714	103,477	102,409	109,739
Contingency	-	1,455	-	-
Subtotal Service Delivery	\$182,125	\$201,191	\$194,159	\$211,794
Project Delivery				
System Expansion				
Link Light Rail	409,587	439,803	410,514	560,138
Sounder Commuter Rail	92,390	183,911	135,211	92,378
Regional Express	39,103	24,136	19,201	24,016
Other	3,624	21,423	4,590	13,830
System Expansion Total	544,705	669,272	569,516	690,361
Enhancement	5,246	21,113	17,517	28,631
Rehabilitation & Replacement	28,668	40,368	38,143	31,472
Administrative Projects	3,928	7,699	61,528	4,501
Subtotal Project Delivery	\$582,547	\$738,452	\$686,705	\$754,965
Agency Administration				
Departments	72,209	87,969	84,319	91,982
Less: Direct Charges to Project Delivery	(19,470)	(26,657)	(26,657)	(29,553)
Less: Allocations to Service Delivery	(12,594)	(11,285)	(12,304)	(13,609)
Less: Allocations to Capital Assets	(14,687)	(20,429)	(20,429)	(21,885)
Net Department Expenses	\$25,459	\$29,598	\$24,929	\$26,934
Debt Service	75,899	94,320	94,320	106,276
Subtotal Agency Administration	\$101,358	\$123,919	\$119,249	\$133,211
Total Operating Expenses & Capital Outlays	\$866,030	\$1,063,562	\$1,000,112	\$1,099,970

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

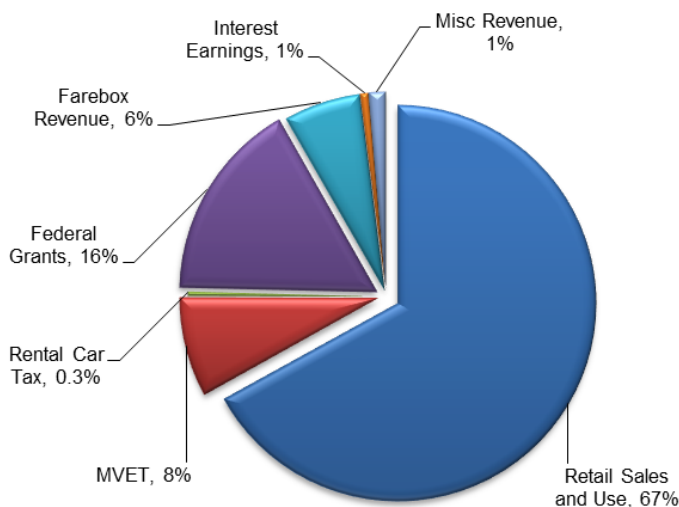
Revenues and Other Financing Sources

Funding for Sound Transit's operations and capital programs comes from local retail sales and use tax, motor vehicle excise tax (MVET), rental car tax, federal grants, farebox revenue, interest income on cash balances, bond issues, and miscellaneous revenues such as advertising on our vehicles and property rental. Our sales and use tax and MVET revenue forecasts are calculated using estimates provided by an independent forecaster. However, for our 2013 and future revenue forecasts, we adjusted our growth expectations downward to align with historical rates and those of other agencies in our region.

The agency's unrestricted cash balance, projected to be \$400 million at the end of 2012, will fund the difference of \$264 million between revenues and expenses in 2013. The unrestricted cash balance is projected to be \$136 million at the end of 2013.

2013 Highlights

- We expect to collect \$836.1 million in total revenues, which is 1.3 percent higher than the 2012 budget – mainly due to higher farebox revenues and federal grant receipts.
- The 2013 revenue budget is 4.5 percent or \$36.1 million higher than the current 2012 revenue forecast mainly due to higher sales tax and federal grant receipts.
- Sales taxes of \$560 million are projected to increase a modest 0.4 percent over the 2012 budget and 3.6 percent over the current 2012 forecast.
- Higher levels of construction activity on Link projects will drive a \$5.4 million increase in federal grant receipts over the 2012 budget and a \$19.5 million increase over the 2012 forecast.
- Farebox revenues are projected to be \$7.6 million or 17.1 percent higher than the 2012 budget due to an increase in ridership and higher average fare per boarding driven by higher pricing on ORCA business accounts.



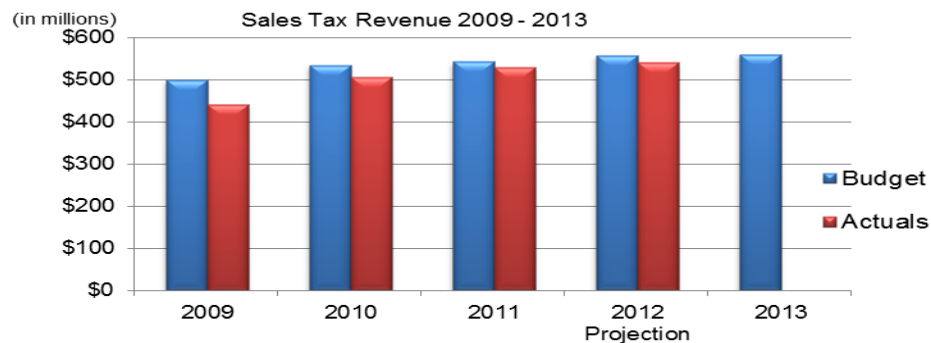
REVENUES AND OTHER FINANCING SOURCES

(In thousands)

Retail Sales and Use	560,007
MVET	67,522
Rental Car Tax	2,638
Federal Grants	136,789
Farebox Revenue	52,461
Interest Earnings	5,649
Misc Revenue	11,078
Total	\$836,143

Retail Sales and Use Tax

- Sound Transit's largest revenue source at 67 percent of total revenues, with \$560 million expected in 2013.
- Sales & Use Tax receipts are expected to be 0.4 percent higher in 2013 than the 2012 budget due to a projected modest increase in consumer spending.
- Sound Transit receives 0.9 percent of transactions subject to sales and use taxes generated within the Sound Transit district.



Motor Vehicle Excise Tax (MVET)

- Receipts are expected to be lower at \$67.5 million, down by \$2.5 million or 3.6 percent compared to the 2012 budget.
- Sound Transit receives 0.3 percent of vehicle license renewals within the Sound Transit district.

Rental Car Tax

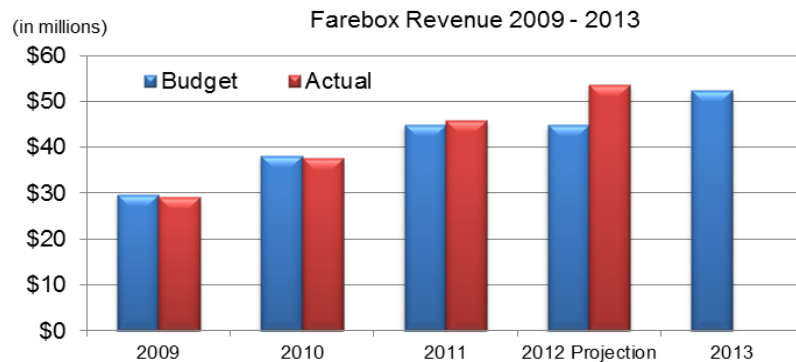
- 2013 budget is \$2.6 million or 4.1 percent higher than the 2012 budget.
- Sound Transit receives 0.8 percent of rental car payments within the Sound Transit district.

Federal Grants

- Federal grant funding for 2013 is expected to be \$136.8 million with the majority driven by three projects:
 - University Link construction, \$90 million.
 - East Link final design, \$25 million.
 - Northgate Link Extension final design, \$5 million.

Farebox Revenue

- Fare revenues from ST Express, Central Link, and Sounder services are projected at \$52.5 million – up 17.1 percent over 2012 budget.
- No fares are currently collected for Tacoma Link service.
- Average fare per boarding assumptions for the 2013 budget are:
 - Central Link, \$1.53.
 - Sounder, \$3.28.
 - ST Express, \$1.93.
- No fare increases are planned for 2013, though analysis of instituting fares on Tacoma Link will be prepared for the Board's consideration.



Interest Earnings

- Due to a reduction in cash balances available to invest and continued low interest rates on the types of investments the agency makes, interest earnings are expected to be lower than in 2012.
- \$5.6 million is projected for 2013, down \$2.5 million or 30.8 percent compared to the 2012 budget.

Miscellaneous Revenue

- Miscellaneous revenues include advertising revenues, rental income from Sound Transit properties, and contributions from state and local governments. The 2013 revenues of \$11.1 million are slightly higher than the 2012 budget by \$78 thousand or 0.7 percent.
- Advertising on buses and trains and leasing Sound Transit properties is expected to generate revenues of \$1.1 million, up 7.5 percent.
- The 2013 rental income of \$357 thousand is up \$72 thousand or 25.1 percent.
- The 2013 federal government bond subsidy payments of \$7.1 million and state contributions of \$1 million are unchanged from 2012 budget.

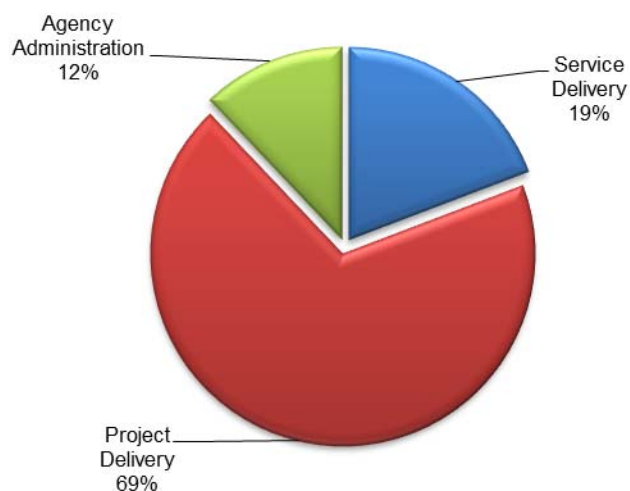
Bond Proceeds

- Bonds are issued to finance capital projects however no bonds are currently planned for 2013.
- Proceeds from bond sales are added to the agency's general fund and are unrestricted.

Operating Expenses and Capital Outlays

Sound Transit's 2013 budget is organized in three sections: service delivery, project delivery, and agency administration. The vast majority of annual budget expenditures relate to the delivery of projects to expand and improve the regional transit system. Some agency administrative costs are directly charged or allocated to either service or project delivery.

Service delivery, project delivery, and agency administration budgets are discussed in detail in the subsequent three sections of this document.



OPERATING EXPENSES AND CAPITAL OUTLAYS

(in thousands)

Service Delivery	\$211,794
Project Delivery	\$754,965
Agency Administration	\$133,211
Total	\$1,099,970

Service Delivery

Operation of regional transit services accounts for \$211.8 million in the 2013 budget, which is a 5.3 percent increase from 2012. Ridership is expected to be 10.1 percent higher.

2013 Highlights

- Tacoma Link's 2013 budget totals \$4.3 million, up 4.2 percent or \$0.2 million from \$4.1 million budgeted in 2012 – mainly due to higher allocation of agency administrative costs.
- Central Link budget totals \$57.8 million, up 6.2 percent or \$3.4 million – primarily due to an increase in purchased transportation costs from King County and Sound Transit's share of the Downtown Seattle Transit Tunnel (DSTT) expenses.
- Sounder's 2013 budget totals \$40 million, up 6 percent or \$2.3 million – mainly due to the full-year costs for Tacoma to Lakewood services added in the fourth quarter of 2012.
- ST Express's budget totals \$109.7 million, up 6.1 percent or \$6.3 million – primarily due to increased costs in service agreements and DSTT expenses.

Project Delivery

The bulk of the agency's budget, or \$755 million, is devoted to capital spending to continue planning, design, and build out of the regional transit system. In addition to major construction projects, we are maintaining and improving the agency's in-service assets, and investing in technology and systems that support efficient and effective projects and service operations.

Our presentation of the agency's projects has changed for the 2013 budget and transit improvement plan. System Expansion includes all projects that expand the regional mass transit system and include the ST2 and Sound Move voter-approved programs. Three additional project types are Enhancement, Rehabilitation & Replacement, and Administrative. Enhancement projects improve rider experience, increase the existing system's functionality, or reduce operating costs. Rehabilitation & Replacement projects extend the life of the existing system or replace system assets at the end of their useful life. Administrative projects indirectly support the agency's mission.

2013 Highlights

- System Expansion – Link light rail projects account for \$560.1 million or 74 percent of the total project budget in 2013 including continuation of the following work:
 - Final design and right-of-way acquisition for East Link across I-90 to Overlake.
 - Construction of University of Washington and Capitol Hill Stations.
 - Final design for South Link project extending light rail from Airport Station to South 200th.
 - Design of the Link extension to Northgate and early site work at U District and Roosevelt Station locations.
 - Planning activity south of South 200th and north of Northgate to Lynnwood.
- System Expansion – Sounder commuter rail projects are budgeted at \$92.4 million. Half will be used to acquire easements and complete track and signal work to accommodate four additional daily round trips on the Sounder south line.
- System Expansion – Regional Express program budget of \$24 million is focused on final design for the I-90 Stage 3 HOV lanes in anticipation of light rail crossing the floating I-90 bridges.
- System Expansion – Other projects total \$13.8 million and include \$5.2 million for planning studies and \$3.1 for Sound Transit's public art program.
- Enhancement projects have a total budget of \$28.6 million with just over half budgeted for Positive Train Control.
- Rehabilitation and Replacement budget of \$31.5 million includes \$22 million for bus replacement.
- Administrative projects budget of \$4.5 million includes implementation of an enterprise asset planning system and an integrated budgeting system; both started in 2012 and will continue in 2013.

Agency Administration

This section of the budget includes department costs and debt service for a total of \$133.2 million in 2013.

2013 Highlights

- Department budgets are \$92 million or 4.6 percent higher than the 2012 budget. Of the total, 14.8 percent or \$13.6 million is direct charged or allocated to service delivery and 55.9 percent or \$51.4 million is either direct charged or allocated to capital assets resulting in a net budget of \$29.6 million.
- Key drivers of the 4.6 percent increase in department costs are the full year cost of new positions filled in 2012, and the addition of 29.5 new positions for 2013. Workforce growth is driven primarily by the increase in project activity.
- Debt service is \$106.3 million comprised of \$73 million of interest and \$33.3 million of principal repayment. In 2012, the agency advance refunded \$350.6 million of the 2005A bonds to take advantage of low prevailing interest rates resulting in a net present value savings in the amount of \$50.8 million.

Looking to the Future

Although the budget document focuses primarily on a single year, many activities are part of longer term efforts that build on existing programs or plan for future deliverables.

Preparing for Link Service Increases

- Downtown Seattle to University of Washington — 2016.
- Sea-Tac Airport to South 200th Street — 2016.
- University of Washington to Northgate — 2021.
- Northgate to Lynnwood — 2023.
- Downtown Seattle to Bellevue and Redmond — 2023

Building Out the Remainder of the ST2 Program and Planning for ST3

- Reviewing Sound Transit's strategic and financial options are critical to fulfilling commitments made in the ST2 plan, made more complex by the sluggish economic recovery. Tax revenue is projected 30 percent lower than expected in 2008 when voters approved the ST2 plan, which is expected to be complete in 2023.
- Extending transit services beyond what is defined in ST2 requires years of study, planning and early work. Several projects in the next few years will look at potential expansion of high-capacity transit in anticipation of a third transit expansion program.

Developing an Agency for the Long Term

- ST University continues to expand – delivering in-house training that targets broadly required skill requirements like project management, communications, and leadership.
- New benefits programs are intended to minimize year-over-year cost increases and maintain Sound Transit's ability to recruit and retain valued employees.
- Enterprise Asset Management will enable us to maintain our equipment and facilities at a targeted state of good repair at the lowest possible total cost.

Risks

As directed by the Board, we have identified a number of agency priorities to address the following potential risks to the agency's mission.

- The sluggish economic recovery.
- Ridership on Sounder in the North Corridor and in the new south extension to South Tacoma and Lakewood will be watched closely.
- Parking and system access challenges are a risk to building ridership on our trains and buses.
- Adequate, skilled staffing must be maintained to meet project timelines.
- Transit service demand greater than can be met with financial plan resources.

Opportunities

Balancing the risks the agency currently faces are opportunities with potential to save money and increase ridership.

- Favorable construction costs and real estate values.
- Value engineering and constructability reviews that uncover cost savings.
- High gas prices and the addition of new service promote ridership.
- Public concern about the environment driving increased use of public transit.
- Transit-oriented development creating long-term ridership growth.

Service Delivery

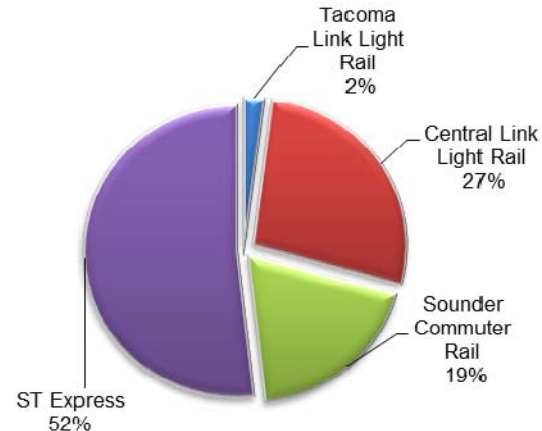
The service delivery budget for 2013 totals \$211.8 million. In 2013, Sound Transit expects to carry approximately 28.4 million riders by providing over 886,000 service hours with our four transit services.

The service delivery budget includes service contract costs for operations and vehicle maintenance provided primarily by our transit agency partners. Tacoma Link is the exception; operations and maintenance is performed by Sound Transit employees. In addition, our light rail, commuter rail and express bus services are supported by 31 rail stations, 11 transit centers, and 17 park-and-ride lots. Sound Transit owns 22 of these facilities which range from fairly basic to complex. Operations Department staff manage our facilities, overseeing hundreds of contractors including many small and minority owned businesses. The IT Transit Systems division performs installation, repairs, and maintenance for the agency's ticket vending machines.

Each year, a Service Implementation Plan (SIP) is prepared by Sound Transit's service planning department to guide the delivery of ST Express bus, Sounder commuter rail and Link light rail services. Developed in close coordination with the agency's proposed budget and long-range financial plan, the SIP describes service and revisions proposed for the upcoming budget year, together with preliminary proposals and financial estimates for the subsequent five year period. A summary of the service delivery cost forecast can be found in the Transit Improvement Plan (TIP).

SERVICE DELIVERY (in thousands)

Tacoma Link	4,287
Central Link	57,772
Sounder	39,996
ST Express	109,739
Total	\$211,794



2013 Highlights

- Sounder service between Tacoma and Lakewood will begin in the fourth quarter of 2012 and will include five daily round trips. An additional round trip from Seattle to Tacoma and Lakewood will begin in the fourth quarter of 2013.
- Service on all other modes will be on par with 2012 service levels.
- King County Metro will reduce buses in the Downtown Seattle Transit Tunnel (DSTT) when the Ride Free Area in downtown Seattle ends in September 2012. This change will drive Sound Transit's share of the DSTT operations and maintenance and debt service costs from 40 percent to 46 percent, impacting both Link light rail and ST Express bus budgets.

- Contracts with Community Transit, King County Metro, and Pierce Transit for ST Express bus operations, excluding fuel costs, continue increasing at a rate in excess of inflation.

SERVICE DELIVERY BUDGET SUMMARY

(in thousands)	2011 Actual	2012 Amended	2012 Forecast	2013 Proposed
Salaries & Benefits				
Salaries	2,609	3,133	2,963	3,192
Benefits	1,509	1,771	1,691	1,765
Subtotal	4,118	4,903	4,655	4,957
Services				
Marketing and Rider Information	1,086	1,273	1,100	1,276
Fare Collection	1,662	2,477	1,906	2,550
Ticket Vending Machines	8,106	8,852	8,115	9,062
Facilities Maintenance	2,420	3,613	2,205	3,238
Downtown Seattle Transit Tunnel	9,589	5,763	5,889	7,059
Maintenance of Way	207	684	577	1,188
Security and Safety	11,902	12,444	12,230	13,690
Miscellaneous Services	422	667	631	454
Accessible Services Program Operations	-	-	-	-
Subtotal	35,394	35,773	32,653	38,519
Materials & Supplies	7,481	9,188	8,762	9,163
Purchased Transportation Services	112,835	121,771	120,098	129,071
Paratransit	1,558	1,999	1,926	1,800
Miscellaneous Expenses	678	697	652	791
Lease and Rentals	888	5,331	5,612	5,703
Other Expenses				
Utilities	3,175	3,162	2,839	3,375
Insurance	2,307	3,783	2,866	2,927
Taxes	1,096	1,845	1,793	1,880
Subtotal	6,579	8,789	7,498	8,182
Transfer of Administrative Expenses	12,594	11,285	12,304	13,609
Contingency		1,455		-
Service Delivery Budget Total	182,126	201,192	194,160	211,794

SERVICE DELIVERY BUDGET SUMMARY OF CHANGES

(in thousands)	2012 Amended	2013 Proposed	\$ Change	% Change
Salaries & Benefits				
Salaries	3,133	3,192	59	1.9%
Benefits	1,771	1,765	(6)	-0.3%
Subtotal	4,903	4,957	53	1.1%
Services				
Marketing and Rider Information	1,273	1,276	3	0.3%
Fare Collection	2,477	2,550	73	2.9%
Maintenance of Vehicles	8,852	9,062	210	2.4%
Facilities Maintenance	3,613	3,238	(375)	-10.4%
Downtown Seattle Transit Tunnel	5,763	7,059	1,296	22.5%
Maintenance of Way	684	1,188	504	73.7%
Security and Safety	12,444	13,690	1,247	10.0%
Miscellaneous Services	667	454	(213)	-31.9%
Accessible Services Program Operations	-	-	-	0.0%
Subtotal	35,773	38,519	2,747	7.7%
Materials & Supplies	9,188	9,163	(25)	-0.3%
Purchased Transportation Services	121,771	129,071	7,300	6.0%
Paratransit	1,999	1,800	(199)	-9.9%
Miscellaneous Expenses	697	791	94	13.4%
Lease and Rentals	5,331	5,703	372	7.0%
Other Expenses				
Utilities	3,162	3,375	213	6.7%
Insurance	3,783	2,927	(856)	-22.6%
Taxes	1,845	1,880	35	1.9%
Subtotal	8,789	8,182	(608)	-6.9%
Transfer of Administrative Expenses	11,285	13,609	2,325	20.6%
Contingency	1,455	-	(1,455)	-100.0%
Service Delivery Budget Total	201,192	211,794	10,605	5.3%

Service Delivery Staffing Plan

Service Delivery staff work directly to deliver our transit operations. Within Sound Transit they are located in the Operations or Finance & Information Technology (FIT) departments. IT Transit Systems staff from FIT provide technical support for ticket vending machines (TVMs) and other technology.

Operations department staff are charged directly to the mode they support. IT Transit Systems staff costs are charged based on the number of TVMs deployed to each mode.

In 2012, we added a Tacoma Link Vehicle Operator and transferred one position from IT Transit Systems to Information Technology in FIT. One new position has been funded in IT Transit Systems for 2013.

Service delivery staffing plan details are available in Appendix A.

SERVICE DELIVERY STAFFING PLAN BY DEPARTMENT

Department	2011 Staffing Plan	2012 Staffing Plan	2012 Mid Year Changes	Current Staffing Plan	2013 New	2013 Staffing Plan
Operations						
Central Link	6.0	7.0	-	7.0	-	7.0
ST Express	3.0	3.0	-	3.0	-	3.0
Sounder	5.0	5.0	-	5.0	-	5.0
Tacoma Link	18.0	18.0	1.0	19.0	-	19.0
Finance & IT Department						
IT Transit Systems	11.0	12.0	(1.0)	11.0	1.0	12.0
Service Delivery Total	43.0	45.0	-	45.0	1.0	46.0

SERVICE DELIVERY STAFFING PLAN BY MODE

Mode	2011 Staffing Plan	2012 Staffing Plan	2012 Mid-Year Changes	Current Staffing Plan	2013 New	2013 Staffing Plan
Central Link	13.48	14.68	(0.54)	14.14	0.54	14.68
ST Express	4.32	3.24	(0.17)	3.07	0.17	3.24
Sounder	7.20	9.08	(0.29)	8.79	0.29	9.08
Tacoma Link	18.00	18.00	1.00	19.00	-	19.00
Service Delivery Total	43.00	45.00	-	45.00	1.00	46.00

Service Delivery Budget Analysis

The service delivery budget for 2013 increases \$10.6 million or 5.3 percent to \$211.8 million from \$201.1 million in 2012. The adopted 2012 budget of \$199.8 million was amended in 2012 to increase both Central Link and ST Express budgets related to unexpected increases in purchased transportation and DSTT costs. The reconciliation table below summarizes the changes in the proposed 2013 Service Delivery budget from 2012. Budget changes are categorized as follows:

- Service level refers to the number of trips and distance.
- Increased activities are new since 2012.
- Base costs refers to cost of the activities performed in 2012.
- Contingency refers to the Service Delivery contingency not budgeted to a specific mode.

Details for each program can be found in the modal budget analysis in the subsequent sections.

RECONCILIATION OF AMENDED 2012 TO PROPOSED 2013 SERVICE DELIVERY BUDGET (in thousands)

Amended 2012 Service Delivery Budget		\$201,192
Changes	% Change	\$ Change
Services Level	1.2%	2,404
Increased Activities	1.2%	2,337
Changes to Base Costs	3.6%	7,319
Contingency	-0.7%	(1,455)
Total Change	5.3%	10,605
Proposed 2013 Service Delivery Budget		\$211,794

Numbers may not add due to rounding.

Service Level

- Sounder service from Tacoma to Lakewood will begin in 2012 and the addition of a round trip from Seattle to Lakewood, expected in late 2013, will have a \$2.4 million impact on the 2013 budget.
- Service levels on modes other than Sounder remain generally unchanged.

Increased Activities

- Security and Safety costs are up by \$1.2 million or 10 percent due to increases in personnel hours delivered through contracts with Securitas Security Services and King County Sheriff. In 2013, budget for Securitas includes four additional FTEs to provide security services at Tacoma-Lakewood segment. The budget for King County Sheriff includes an additional commissioned officer in response to current and on-going environment in which the Department of Homeland Security have identified mass transit rail systems across the nation as having high potential of terrorism threats.

- Spare parts for Central Link are up by \$0.8 million in primarily due to upcoming overhauls.
- Training for Tacoma Link maintenance crew at a cost of \$82 thousand will enable us to bring overhead catenary and traction power substations maintenance work in house.
- Sounder has rehabilitation work planned for \$120 thousand.
- Addition of a staff Bench Technician will handle post-warranty repairs and maintenance for TVMs at a cost of \$86 thousand shared by all modes except Tacoma Link.

Changes to Base Costs

- Purchased transportation is projected to increase about \$6.4 million, excluding the \$0.9 million related to the increase in Sounder service.
- Downtown Seattle Transit Tunnel lease and maintenance agreement costs for 2013 are up \$1.9 million. These costs are split between Central Link and ST Express.
- Transfer of administrative costs is up \$2.3 million or 20.6 percent driven by inclusion of previously unallocated costs and changes in the percent allocated to Service Delivery. Major changes include:
 - Inclusion of previously unallocated expenses for Leased Office Space and Internal Audit resulted in a \$0.3 million increase.
 - Increases in the weighting of costs transferred to service delivery from divisions such as Safety, Security, Risk Management, Environmental Affairs and Sustainability, Facilities, Non-revenue Vehicle Fleet, and Diversity resulted in a \$1.4 million increase.
 - Increase in the proportion of computers used by service delivery staff and contractors that are supported by the IT division, resulted in a \$0.7 million increase in the administrative costs transferred to service delivery.
- Beginning in 2013, there will be no contingency budget for service delivery. Contingency in 2012 was \$1.5 million.

Ridership Forecast

Ridership is expected to increase by 10.1 percent in 2013 systemwide.

2013 RIDERSHIP FORECAST

(in thousands)

Mode	2011 Actual	2012 Budget	2012 Forecast	2013 Budget	2013 Change	% Change
Central Link	7,812	8,400	8,600	9,200	800	9.5%
Souder	2,544	2,600	2,700	2,800	200	7.7%
Tacoma Link	972	900	1,000	1,000	100	11.1%
ST Express	13,665	13,800	14,900	15,300	1,500	10.9%
Paratransit	82	100	62	100	-	0.0%
Total All Modes	25,076	25,800	27,262	28,400	2,600	10.1%



Ticket Vending
Machine

Service Delivery Budget by Program

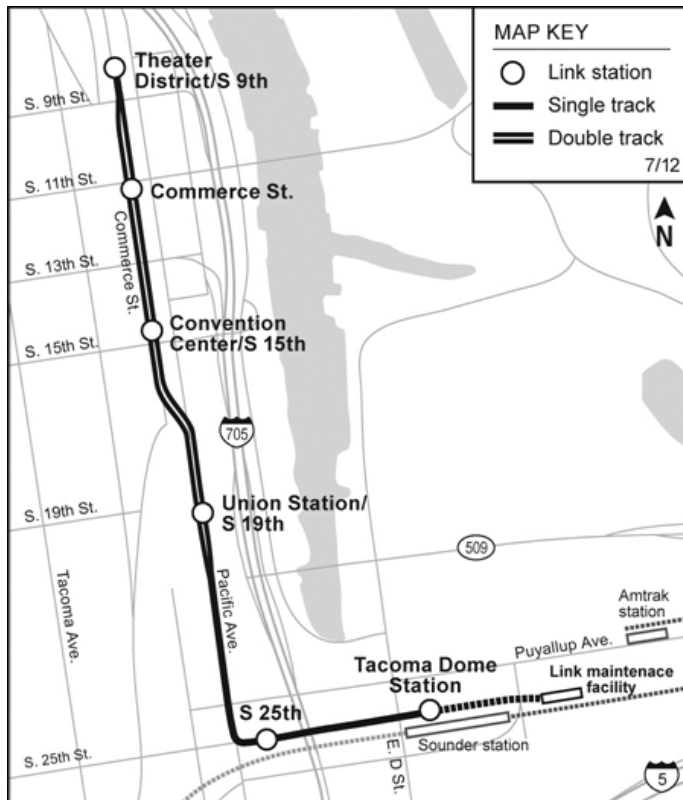
TACOMA LINK LIGHT RAIL

Tacoma Link is a 1.6-mile light rail passenger system that runs through the heart of downtown Tacoma. There are six unique stations complete with artwork that reflects the history and community of Tacoma. We run two trains at peak ridership hours and one during slower times of day. Trains run at 12 minute intervals. No service changes are proposed for 2013. No fares are collected for Tacoma Link service.

Sound Transit operates Tacoma Link out of the operations and maintenance facility in Tacoma. The fleet consists of three single-car trains. Sound Transit performs routine maintenance work out of our operations and maintenance facility in the Tacoma Dome District. We typically contract for track, signal, and station maintenance services.

Tacoma Link will celebrate its tenth anniversary in August 2013.

TACOMA LINK LIGHT RAIL SERVICE ROUTE



TACOMA LINK LIGHT RAIL BUDGET

(in thousands)	2011 Actual	2012 Adopted	2012 Forecast	2013 Proposed
Salaries & Benefits				
Salaries	1,009	1,111	1,084	1,163
Benefits	649	663	670	699
Subtotal	1,658	1,774	1,754	1,862
Services				
Marketing and Rider Information	32	49	33	38
Fare Collection	-	-	-	-
Maintenance of Way	47	179	127	103
Maintenance of Vehicles	155	58	40	48
Facilities Maintenance	18	300	151	278
Security and Safety	350	376	376	382
Miscellaneous Services	45	46	62	55
Subtotal	646	1,007	790	904
Materials & Supplies	91	206	187	228
Purchased Transportation Services		5	5	5
Miscellaneous Expenses	8	31	26	115
Lease and Rentals	12	9	13	13
Other Expenses				
Utilities	175	132	122	131
Insurance	204	264	245	228
Taxes		1	1	1
Subtotal	379	396	368	360
Transfer of Administrative Expenses	737	685	735	801
Mode Total	3,532	4,112	3,877	4,287

Tacoma Link Budget Analysis

The 2013 Tacoma Link budget will increase slightly to \$4.3 million, from \$4.1 million in 2012, an increase of 4.2 percent.

RECONCILIATION OF ADOPTED 2012 TO PROPOSED 2013 TACOMA LINK BUDGET (in thousands)

Adopted 2012 Tacoma Link Budget		\$ 4,112
Changes	% Change	\$ Change
Increased Activities	2.2%	89
Changes to Base Costs	2.1%	86
Total Change	4.3%	175
Proposed 2013 Tacoma Link Budget		\$ 4,287

Numbers may not add due to rounding.

Activity Increase

- A training program for Tacoma link maintenance will enable us to bring overhead catenary and traction power maintenance work in house.

Changes to Base Costs

- Agency Administrative expense allocations increased \$116 thousand for 2013 due to an increase in the percentage allocation to Service Delivery.
- Salaries and benefits are up a net \$88 thousand primarily as a result of a full year of the Link Vehicle Operator added in 2012.
- Insurance is decreased by \$36 thousand and facilities maintenance by \$22 thousand.



Tacoma Link Light Rail

Tacoma Link Performance Statistics Analysis

Budget projections for 2013 show increased ridership and increased operating costs which result in mixed performance for Tacoma Link.

- No new changes to service are proposed for 2013.
- More than 9,600 service hours are expected to be delivered.
- Ridership target is 1 million boardings or 3,271 per weekday.
- Operating costs are projected to increase by 4.2 percent. Service remains relatively unchanged; therefore, the cost per hour and cost per mile metrics are increasing by 4.2 percent.
- Ridership is projected to grow by 11 percent compared to the forecast for 2012 resulting in a reduction in cost per boarding from \$4.57 to \$4.29 or -6.2 percent for 2013.
- Boardings per service hour and boardings per trip are both forecast to increase over 2012 levels.

TACOMA LINK LIGHT RAIL PERFORMANCE STATISTICS

Performance Statistics	2011 Actual	2012 Adopted	2012 Forecast	2013 Proposed	2013 v 2012 Budget
SUMMARY DATA					
Service Provided					
Revenue Vehicle Hours Operated ⁽¹⁾	9,817	9,617	9,816	9,617	0.0%
Revenue Vehicle Miles Operated	82,563	76,037	75,854	76,037	0.0%
Trips Operated	53,209	47,857	48,600	47,857	0.0%
Service Consumed					
Total Boardings	972,429	900,000	1,000,000	1,000,000	11.1%
Average Weekday Boardings	3,293	2,850	3,394	3,271	14.8%
SERVICE PERFORMANCE MEASURES					
Total Boardings/Service Hour	99	94	102	104	11.1%
Total Boardings/Trip	18	19	21	21	11.1%
Percentage of Scheduled Trips Operated	99.9%	98.5%	99.9%	98.5%	0.0%
On-time Performance ⁽²⁾	99.8%	98.5%	99.8%	98.5%	0.0%
Complaints per 100,000 boardings	0.9	15.0	0.2	15.0	0.0%
Preventable Accidents per 100,000 service miles ⁽³⁾	0	<1.7	1.7	<1.7	0.0%
FINANCIAL PERFORMANCE MEASURES					
Operating costs (less depreciation)	\$3,513,526	\$4,112,308	\$3,926,522	\$4,286,836	4.2%
Cost/Revenue Vehicle Hour	\$357.90	\$427.61	\$400.01	\$445.76	4.2%
Cost/Revenue Vehicle Mile	\$42.56	\$54.08	\$51.76	\$56.38	4.2%
Cost/Boarding	\$3.61	\$4.57	\$3.93	\$4.29	-6.2%

Notes

(1) Service is reported as service hours or miles operated.

(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

Central Link light rail trains run between downtown Seattle and Sea-Tac Airport. The 15.6-mile ride, with 13 stations, between Sea-Tac and downtown Seattle takes about 35 minutes. During peak hours, service runs on seven and a half minute headways between trips, with less frequent service during the midday and before and after the peak. With the exception of after hour, peak, and Sundays, Sound Transit operates two-car trains.

Sound Transit operates Central Link light rail out of our operations and maintenance facility in Seattle's SODO neighborhood. Operations and maintenance of the system is performed by King County Metro through an inter-governmental agreement. Sound Transit has a staffing plan of seven Operations Department FTEs and eight Transit Systems division FTEs. The staff of Central Link oversees the overall operations and the Transit System staff provide support for ticket vending machines and other technical support. In addition to our oversight of operations and maintenance of the trains, Sound Transit is directly responsible for security, spare parts, insurance, traction power, and other utilities.

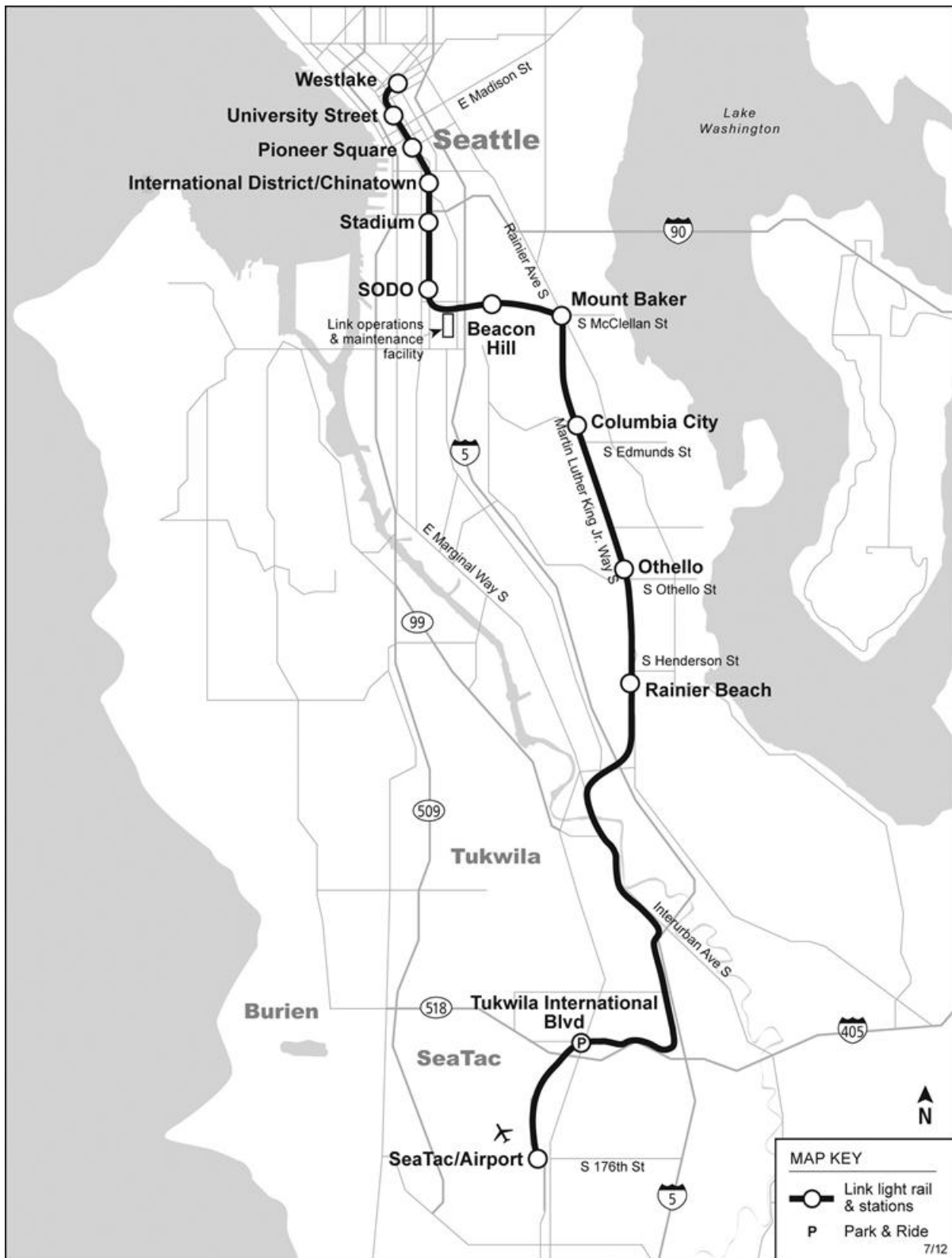
King County Metro employs 182 Central Link staff including control center personnel, service supervisors, maintenance-of-way personnel, maintenance technicians, facilities custodians, and 56 operators. King County staff provide supervision and operations of the trains, maintenance of the vehicles, and maintenance of the stations and track facilities.

The Central Link fleet consists of 62 single-car vehicles, including 27 vehicles to accommodate the extension of service to the University of Washington in 2016. These vehicles carry a seated load of 74 passengers plus another 74 standing passengers.



Central Link Light Rail
Entering the Beacon Hill
Tunnel

CENTRAL LINK LIGHT RAIL SERVICE ROUTE



CENTRAL LINK LIGHT RAIL BUDGET

(in thousands)	2011 Actual	2012 Amended	2012 Forecast	2013 Proposed
Salaries & Benefits				
Salaries	834	1,101	993	1,100
Benefits	443	597	533	561
Subtotal	1,277	1,698	1,526	1,661
Services				
Marketing and Rider Information	109	112	103	124
Fare Collection	820	1,335	899	999
Facilities Maintenance	501	578	179	222
Downtown Seattle Transit Tunnel	5,513	3,306	2,939	4,059
Security and Safety	7,958	8,183	8,030	8,544
Miscellaneous Services	228	427	422	345
Subtotal	15,129	13,941	12,573	14,294
Materials & Supplies	2,276	1,446	2,544	2,063
Purchased Transportation Services	21,757	24,597	24,462	26,742
Paratransit	1,558	1,999	1,926	1,800
Miscellaneous Expenses	256	258	232	263
Lease and Rentals	372	2,851	2,953	2,972
Other Expenses				
Utilities	1,885	1,816	1,798	1,864
Insurance	1,338	2,333	1,694	1,850
Taxes	291	302	325	356
Subtotal	3,513	4,451	3,817	4,070
Transfer of Administrative Expenses	3,678	3,172	3,572	3,907
Mode Total	49,817	54,412	53,604	57,772

Central Link Budget Analysis

The budget for Central Link light rail increased 6.2 percent to \$57.8 million from \$54.4 million.

RECONCILIATION OF AMENDED 2012 TO PROPOSED 2013 CENTRAL LINK BUDGET

(in thousands)

Amended 2012 Central Link Budget		\$ 54,412
Changes	% Change	\$ Change
Increased Activities	2.2%	1,217
Changes to Base Costs	3.9%	2,143
Total Change	6.2%	3,360
Proposed 2013 Central Link Budget		\$ 57,772

Numbers may not add due to rounding.

Increased Activities

- Spare parts costs are budgeted to increase by about 42 percent or \$0.8 million due to fleet warranties expiring and the original Link fleet nearing the first major maintenance milestones.
- Security and Safety costs are up by \$360 thousand or 4.4 percent due to increases in personnel hours delivered through contracts with Securitas Security Services and King County Sheriff. This amount would have been higher if not for a change in the percentage allocation of shared costs to the modes to better reflect current security officer deployment patterns.

Changes to Base Costs

- Purchased transportation increase of over \$2.1 million reflects the addition of five King County staff and cost of living adjustment (COLA) increases for King County staff in 2013 that provide operations and maintenance services for Central Link light rail.
- We anticipate a \$1.1 million increase in King County costs for use of the Downtown Seattle Transit Tunnel by Central Link. Central Link and ST Express split Sound Transit's share of the DSTT costs.
- Agency Administrative expense allocations increased \$0.7 million for 2013 due to an increase in the percentage allocation to Service Delivery.
- Insurance premiums are lower by almost \$0.5 million due to positive claims experience.
- Fare collection and facilities maintenance are down a combined total of \$0.7 million due to a change in shared cost allocations to the modes.
- Estimated 2013 costs for Central Link traction power are lower than 2012 based on usage data.

Central Link Performance Statistics Analysis

No service changes are proposed for Central Link in 2013 but ridership is expected to increase substantially driving the cost per boarding below the 2012 level.

- No service changes are proposed in 2013.

- About 132,000 service hours are expected to be delivered.
- Ridership is forecasted at 27,900 weekday boardings and 9.2 million annual boardings, a 10 percent increase over 2012 budget.
- Operating costs for Central Link (exclusive of Paratransit, which is not included in Central Link performance statistics) are projected to increase by 6.8 percent.
- Service hours increased by 3.5 percent from 2012, cost per hour increased by 3.1 percent, and cost per mile is projected to rise by 3.3 percent. However, with the increase in projected ridership of 9.5 percent, cost per boarding is projected to be \$6.08, a decrease of 2.5 percent.

CENTRAL LINK LIGHT RAIL PERFORMANCE STATISTICS

Performance Statistics	2011 Actual	2012 Amended	2012 Forecast	2013 Proposed	2013 v 2012 Budget
SUMMARY DATA					
Service Provided					
Revenue Vehicle Hours Operated ⁽¹⁾	130,175	127,500	127,500	132,000	3.5%
Revenue Vehicle Miles Operated ⁽¹⁾	2,448,346	2,375,000	2,350,000	2,455,000	3.4%
Revenue Train Hours Operated	71,838	71,750	71,640	71,800	0.1%
Trips Operated	90,575	92,527	90,502	92,527	0.0%
Service Consumed					
Total Boardings	7,812,433	8,400,000	8,600,000	9,200,000	9.5%
Average Weekday Boardings	23,617	25,455	25,500	27,900	9.6%
SERVICE PERFORMANCE MEASURES					
Total Boardings/Service Hour	60	66	67	70	5.8%
Total Boardings/Trip	86	91	95	99	9.5%
Percentage of Scheduled Trips Operated	99.6%	98.5%	99.6%	98.5%	0.0%
Headway management ⁽²⁾	92.9%	90.0%	94.3%	90.0%	0.0%
Complaints per 100,000 Boardings	4.0	15.0	2.9	15.0	0.0%
Preventable Accidents per 100,000 service miles ⁽³⁾	0.07	<1	-	<1	0.0%
FINANCIAL PERFORMANCE MEASURES					
Operating costs (less depreciation and excluding Paratransit costs)⁽⁴⁾	\$48,258,385	\$52,413,226	\$49,106,753	\$55,972,138	6.8%
Cost/Revenue Vehicle Hour	\$370.72	\$411.08	\$385.15	\$424.03	3.1%
Cost/Revenue Vehicle Mile	\$19.71	\$22.07	\$20.90	\$22.80	3.3%
Cost/Revenue Train Hour	\$671.77	\$730.50	\$685.47	\$779.56	6.7%
Cost/Boarding	\$6.18	\$6.24	\$5.71	\$6.08	-2.5%

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) For Central Link, On Time Performance is measured through Headway Management, or scheduled intervals between trips.

(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

Sounder commuter rail spans three counties, serving commuters and travelers making their way from Tacoma on the south end and Everett on the north end of central Puget Sound. Sounder service operates via a contract with Burlington Northern Santa Fe (BNSF), owner of the railway between these two cities. Sound Transit owns the railway from M Street in Tacoma to Lakewood.

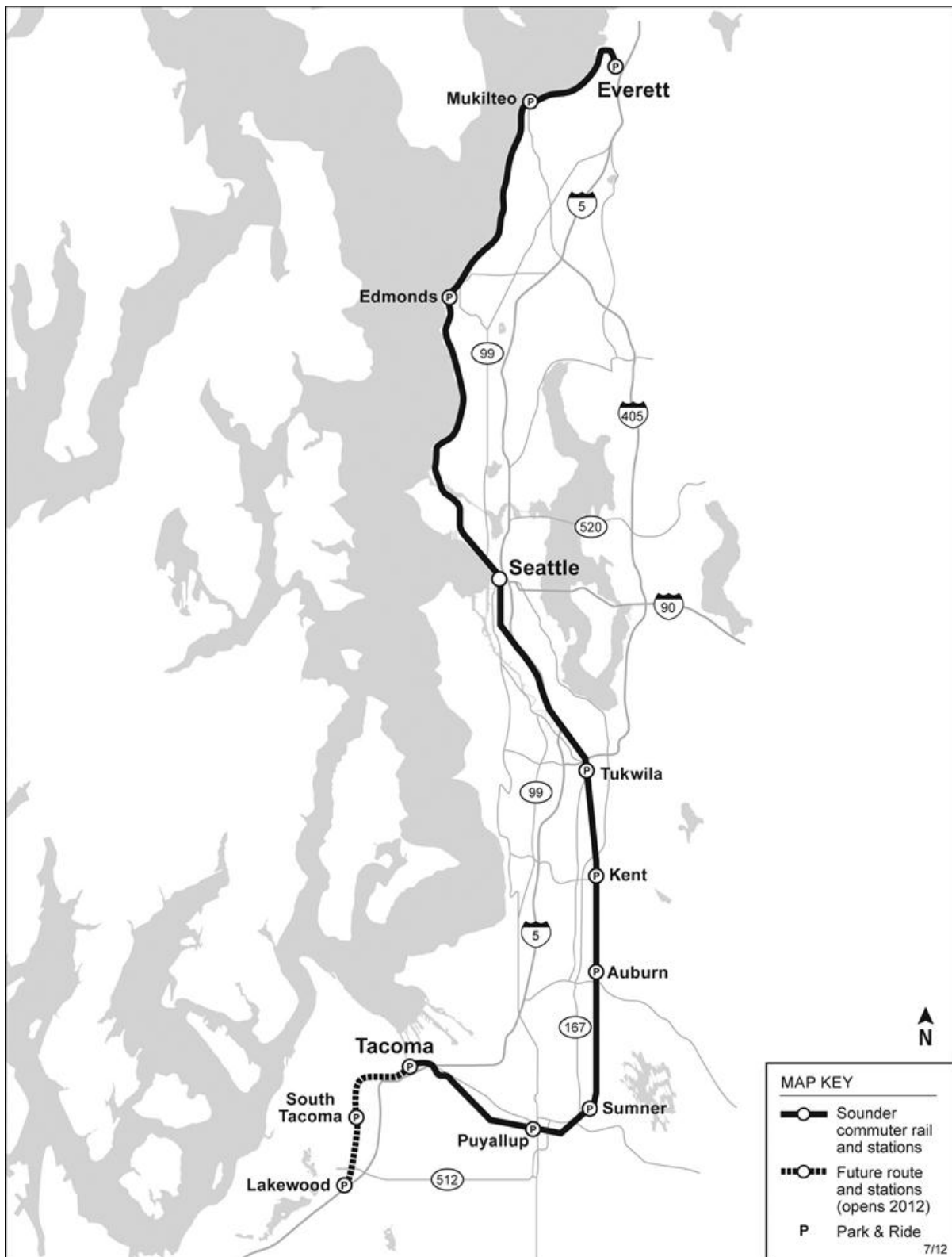
South line commuter service offers nine daily round trips between Seattle and Tacoma. During fourth quarter 2012, Sound Transit will begin service from Tacoma south to South Tacoma and Lakewood stations. This new segment will offer five daily round trips. In addition, beginning in fourth quarter 2013, Sound Transit will add a sixth round trip between Seattle and Lakewood, which will result in a tenth round trip of service between Tacoma and Seattle. North line Sounder service offers four daily round trips between Everett and Seattle. There are no service additions scheduled for the North line in 2013. Sounder operations staff includes one manager, three superintendents, and an administrative coordinator. Sounder is also supported by 2.5 FTEs from the agency's IT Transit Systems division.

Sounder service is supported by 12 stations and seven park-and-ride lots. The Sounder fleet consists of 14 locomotives, 40 coaches, and 18 cab cars that include an engineer's cab. During 2012 or early 2013 the agency will incorporate three additional locomotives into our fleet. All vehicles are maintained by Amtrak at their Holgate Yard in Seattle during the day with overnight storage for the four North line trains in Everett and the five South line trains in Tacoma. Sounder also benefits from numerous other supporting contracts, such as services for security, station agents, and facilities maintenance.



Sounder Commuter Rail

SOUNDER COMMUTER RAIL SERVICE ROUTE



SOUNDER COMMUTER RAIL BUDGET

(in thousands)	2011 Actual	2012 Adopted	2012 Forecast	2013 Proposed
Salaries & Benefits				
Salaries	533	673	639	680
Benefits	296	378	344	376
	828	1,050	983	1,056
Services				
Marketing and Rider Information	811	871	809	888
Fare Collection	373	469	448	441
Maintenance of Vehicles	7,765	8,669	8,075	8,939
Facilities Maintenance	960	980	816	1,256
Maintenance of Way	160	506	450	1,085
Security and Safety	2,690	3,039	2,900	3,289
Miscellaneous Services	149	187	139	54
Subtotal	12,908	14,722	13,637	15,952
Materials & Supplies	5,033	7,373	5,965	6,798
Purchased Transportation Services	8,147	8,267	8,052	9,509
Miscellaneous Expenses	221	216	205	243
Lease and Rentals	285	305	250	319
Other Expenses				
Utilities	659	780	448	936
Insurance	735	1,168	899	830
Taxes	280	1,062	875	1,044
Subtotal	1,674	3,011	2,222	2,810
Transfer of Administrative Expenses	2,964	2,790	2,954	3,309
Mode Total	32,062	37,734	34,269	39,996

Sounder Budget Analysis

The 2013 Sounder budget will rise to \$40 million in 2012, up 6 percent from \$37.7 million in 2012.

RECONCILIATION OF ADOPTED 2012 TO PROPOSED 2013 SOUNDER BUDGET (in thousands)

Adopted 2012 Sounder Budget		\$ 37,734
Changes	% Change	\$ Change
Service Level	6.4%	2,404
Increased Activities	0.4%	164
Changes to Base Costs	-0.8%	(306)
Total Change	6.0%	\$ 2,262
Proposed 2013 Sounder Budget		39,997

Numbers may not add due to rounding.

Service Level

- Sounder service between Tacoma and Lakewood scheduled to begin in the fourth quarter 2012 will cost an additional \$1.9 million to operate for the full year in 2013.
- An additional round trip between Seattle and Tacoma, continuing to Lakewood, will add \$0.5 million to the 2013 Sounder operating budget.

Activity Increase

- An increase of \$120 thousand is related to rehabilitation maintenance projects planned at various Sounder stations and expanding wayside power at Lakewood layover.

Changes to Base Costs

- Vehicle maintenance costs are higher by \$270 thousand due to increasing fleet size, age of the original fleet, and maintenance contract rates. Three new locomotives will be delivered in late 2012 or early 2013.
- Purchased transportation costs from BNSF, excluding the new service from Seattle to Tacoma and Lakewood, is estimated \$0.3 million higher in 2013.
- Utility costs will rise by nearly \$156 thousand in 2013 due to the cost of locomotives recharging overnight in Everett and Tacoma and costs to offer wireless internet access to passengers.
- Agency Administrative expense allocations increased \$0.5 million for 2013 due to an increase in the percentage allocation to Service Delivery.
- Insurance claims experience for Sounder has been favorable, yielding a savings of \$338 thousand in the 2013 premium.
- Fuel price assumptions are lower, resulting in a budget reduction of \$0.5 million.
- Parts and equipment for Sounder vehicles budgeted in 2012 has been transferred to a refurbishment project, reducing the 2013 operating budget by \$0.4 million.

Sounder Performance Statistics Analysis

The service plan for 2013 incorporates a full year of the new Tacoma to Lakewood service and an additional round trip between Seattle and Lakewood starting in the fourth quarter 2013.

- We expect to deliver more than 46,500 service hours.
- Ridership target is 2.8 million total boardings or 10,369 per weekday.
- In 2013, we will have nine daily round trips between Seattle and Tacoma, five of which will go to Lakewood. In the fourth quarter of 2013, a tenth round trip will be added.
- Sounder cost per revenue vehicle hour is projected to increase from \$837 in 2012 to \$860 in 2013, an increase of 2.7 percent.
- Boardings are increasing by 7.7 percent, yielding a decrease in cost per boarding of -1.6 percent in 2013, from \$14.51 to \$14.28.
- Excluding fuel cost changes, cost per hour is \$758 or 4.1 percent higher than the 2012 budget of \$728.
- Excluding fuel cost changes, cost per boarding is projected at \$12.58 for 2013, a decrease of -0.3 percent from 2012 cost of \$12.62.

SOUNDER COMMUTER RAIL PERFORMANCE STATISTICS

Performance Statistics	2011 Actual	2012 Adopted	2012 Forecast	2013 Proposed	2013 v 2012 Budget
SUMMARY DATA					
Service Provided⁽¹⁾					
Revenue Vehicle Hours Operated	38,588	45,066	44,000	46,500	3.2%
Revenue Vehicle Miles Operated	1,498,423	1,650,670	1,629,020	1,690,776	2.4%
Trips Operated	6,695	6,782	6,700	6,782	0.0%
Service Consumed					
Total Boardings	2,543,955	2,600,000	2,700,000	2,800,000	7.7%
Average Weekday Boardings	9,495	9,250	10,274	10,369	12.1%
SERVICE PERFORMANCE MEASURES					
Total Boardings/Revenue Vehicle Hour	66	58	61	60	4.4%
Total Boardings/Trip	380	383	403	413	7.7%
Percentage of Scheduled Trips Operated	98.6%	99.5%	98.6%	99.5%	0.0%
On-time Performance ⁽²⁾	97%	>95%	95%	>95%	0.0%
Complaints per 100,000 Boardings	14.0	15.0	7.7	15.0	0.0%
Preventable Accidents per 1,000,000 total miles ⁽³⁾	0	<1	0	<1	0.0%
FINANCIAL PERFORMANCE MEASURES					
Operating costs (less depreciation)	\$32,061,894	\$37,734,103	\$34,268,729	\$39,996,447	6.0%
Cost/Revenue Vehicle Hour	\$830.88	\$837.31	\$778.83	\$860.14	2.7%
Cost/Revenue Vehicle Mile	\$21.40	\$22.86	\$21.04	\$23.66	3.5%
Cost/Boarding	\$12.60	\$14.51	\$12.69	\$14.28	-1.6%
Fuel Costs	\$3,514,174	\$4,921,877	\$4,016,011	\$4,764,000	-3.2%
Operating costs (less fuel and depreciation)	\$28,547,720	\$32,812,226	\$30,252,718	\$35,232,447	7.4%
Cost/Revenue Vehicle Hour	\$739.81	\$728.09	\$687.56	\$757.69	4.1%
Cost/Revenue Vehicle Mile	\$19.05	\$19.88	\$18.57	\$20.84	4.8%
Cost/Boarding	\$11.22	\$12.62	\$11.20	\$12.58	-0.3%

Notes

(1) Service as of July 2011 is nine round trips on the South line and four round trips on the North line.

(2) Standard is 95%, monthly average of all trains arriving at terminus within seven minutes of schedule at least 19 out of 20 trips.

(3) Preventable accident is when 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 BUS

ST Express offers fast, frequent, two-way service on 25 routes along 18 corridors, connecting Snohomish, King, and Pierce counties. Sound Transit provides this bus service via contracts with transit partners including King County Metro, Pierce Transit, and Community Transit.

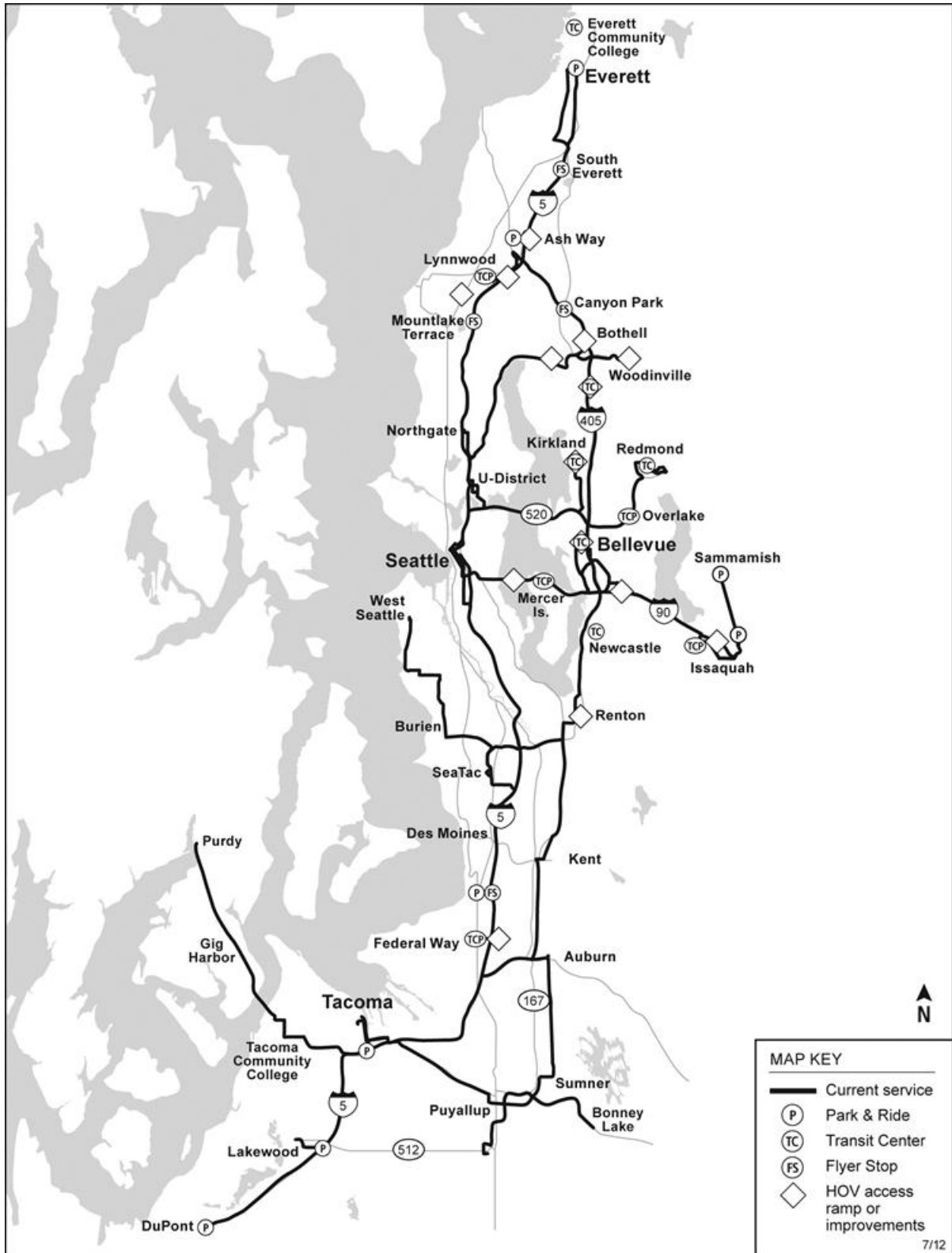
Sound Transit provides 271 buses to support ST Express service. The bus fleet is maintained by transit partners King County Metro (110 buses), Pierce Transit (105 buses), and Community Transit (56 buses). ST Express service is supported by 11 transit centers and nine park-and-ride lots.

Service levels are expected to remain the same as in 2012. However, staff will be proposing some service re-alignment, including not retiring some buses, in order to get a few service enhancements when ridership demand is high.



ST Express Bus

ST EXPRESS BUS SERVICE ROUTE



ST EXPRESS BUS BUDGET

(in thousands)	2011 Actual	2012 Amended	2012 Forecast	2013 Proposed
Salaries & Benefits				
Salaries	233	249	247	249
Benefits	121	133	144	128
Subtotal	355	381	391	378
Services				
Marketing and Rider Information	134	241	155	225
Fare Collection	468	673	559	1,110
Maintenance of Vehicles	187	125	-	75
Facilities Maintenance	941	1,755	1,059	1,482
Downtown Seattle Transit Tunnel	4,075	2,457	2,950	3,000
Security and Safety	904	845	923	1,475
Miscellaneous Services		8	7	
Subtotal	6,710	6,103	5,653	7,368
Materials & Supplies	81	162	66	75
Purchased Transportation Services	82,930	88,902	87,579	92,815
Miscellaneous Expenses	193	192	189	170
Lease and Rentals	219	2,166	2,397	2,400
Other Expenses				
Utilities	457	434	471	443
Insurance	30	19	27	19
Taxes	526	479	592	480
Subtotal	1,013	931	1,090	942
Transfer of Administrative Expenses	5,214	4,639	5,044	5,592
Mode Total	96,715	103,477	102,409	109,739

ST Express Budget Analysis

ST Express's budget increases in 2013 to \$109.7 million, up 6.1 percent from \$103.5 million in 2012.

RECONCILIATION OF AMENDED 2012 TO PROPOSED 2013 ST EXPRESS BUDGET (in thousands)

Amended 2012 ST Express Budget		\$ 103,477
Changes	% Change	\$ Change
Increased Activities	0.6%	632
Changes to Base Costs	5.4%	5,630
Total Change	6.1%	6,262
Proposed 2013 ST Express Budget		\$ 109,739

Numbers may not add due to rounding.

Activity Increase

- Safety and security costs are higher by \$0.6 million percent due to an increase in the personnel hours provided by security contractors and a change in the percentage allocation of shared costs to the modes to better reflect current security officer deployment patterns.

Changes to Base Costs

- Purchased transportation is higher by \$3.9 million, including a new contract between Community Transit and its contracted service provider, First Transit. Sound Transit's share of the partner overhead has increased as Community Transit has reduced their own service levels.
- Agency Administrative expense allocations increased \$1 million for 2013 due to an increase in the percentage allocation to Service Delivery.
- King County has reduced its bus service in the Downtown Seattle Transit Tunnel, resulting in an increase in the Sound Transit share of DSTT operating and maintenance and debt service costs from 40 to 46 percent. As a result, DSTT lease and maintenance costs are higher by \$0.8 million. Central Link and ST Express split Sound Transit's share of the DSTT costs.
- Fare collection increased by \$0.4 million due to ST Express taking a higher share of these costs in 2013.
- Lakewood and South Tacoma station maintenance costs were moved to Sounder's budget, resulting in a substantial reduction in the ST Express budget.

ST Express Performance Statistics Analysis

Lower cost per boarding is expected due to double digit ridership increase forecast.

- We expect 15.3 million boardings, up 2.7 percent from 2012 forecast.
- Operating expenses are 6.1 percent higher and service hours are relatively stable, down just 0.5 percent, therefore, cost per platform hour are higher in 2013 by about 7.2 percent.
- Boardings are expected to increase by about 11 percent yielding a cost per boarding 4.3 percent lower than in 2012, a reduction from \$7.50 to \$7.17 per boarding.
- ST Express cost per revenue hour is projected to increase from \$183.09 in 2012 to \$194.57 in 2013, an increase of 6.2 percent.
- Excluding fuel cost changes, cost per revenue hour is higher by 6.8 percent compared to 2012.
- Excluding fuel cost changes, cost per boarding is projected at \$6.39 for 2013, a decrease of -3.8 percent from 2012 cost of \$6.64.

ST EXPRESS BUS PERFORMANCE STATISTICS

Performance Statistics	2011 Actual	2012 Amended	2012 Forecast	2013 Proposed	2013 v 2012 Budget
SUMMARY DATA					
Service Provided					
Revenue Vehicle Hours Operated ⁽¹⁾	553,178	565,000	563,000	564,000	-0.2%
Revenue Vehicle Miles Operated	11,627,380	11,600,000	11,595,000	11,580,000	-0.2%
Trips Operated	454,619	445,000	448,194	444,000	-0.2%
Platform Hours ⁽²⁾	691,281	701,495	692,000	698,000	-0.5%
Service Consumed					
Total Boardings	13,664,664	13,800,000	14,900,000	15,300,000	10.9%
Average Weekday Boardings	47,078	49,050	51,530	53,043	8.1%
SERVICE PERFORMANCE MEASURES					
Total Boardings/Revenue Vehicle Hour	24.7	24.4	26.5	27.1	11.1%
Total Boardings/Trip	30.1	31.0	33.2	34.5	11.1%
Percentage of Scheduled Trips Operated	99.9%	99.8%	99.9%	99.8%	0.0%
On-time Performance ⁽³⁾	88.7%	85.0%	89.9%	85.0%	0.0%
Complaints per 100,000 Boardings	14.0	15.0	13.8	15.0	0.0%
Preventable Accidents per 100,000 revenue miles ⁽⁴⁾	0.67	< 0.80	0.66	< 0.80	0.0%
FINANCIAL PERFORMANCE MEASURES					
Operating costs (less depreciation)⁽⁵⁾	\$96,714,334	\$103,477,261	\$102,585,665	\$109,739,015	6.1%
Cost/Revenue Hour	\$174.83	\$183.15	\$182.21	\$194.57	6.2%
Cost/Platform Hour	\$139.91	\$147.51	\$148.25	\$157.22	6.6%
Cost/Boarding	\$7.08	\$7.50	\$6.88	\$7.17	-4.3%
Fuel Costs	\$10,067,755	\$11,805,256	\$10,596,000	\$12,000,000	1.6%
Operating costs (less fuel and depreciation)	\$86,646,579	\$91,672,005	\$91,989,665	\$97,739,015	6.6%
Cost/Revenue Hour	\$156.63	\$162.25	\$163.39	\$173.30	6.8%
Cost/Platform Hour	\$125.34	\$130.68	\$132.93	\$140.03	7.2%
Cost/Boarding	\$6.34	\$6.64	\$6.17	\$6.39	-3.8%

Notes

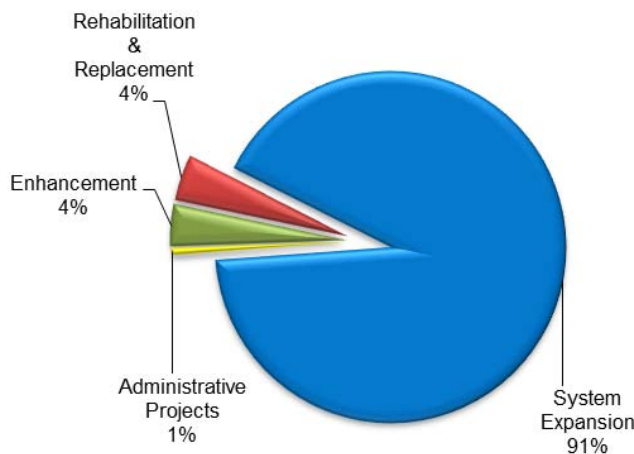
- (1) Revenue hours: The aggregation of time during which service is available to carry passengers.
- (2) Platform hours: The aggregation of time during which a transit vehicle leaves the operating base, is available for service and returns to the operating base, including layover and deadhead time.
- (3) Per the performance standards set in the service agreements with the transit partners, the standard is 90 percent or higher, defined as no later than 10 minutes of scheduled departure time.
- (4) 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.
- (5) Estimated operating costs for ST Express Bus are subject to change, based on the annual cost reconciliation process as specified in the service agreements with Sound Transit's operating partners.

Project Delivery

Sound Transit is developing and operating regional transit infrastructure through two major voter-approved programs: Sound Move, approved in 1997, and Sound Transit 2 (ST2), approved in 2008. Transit infrastructure planning, design, and construction account for the majority of the agency's annual budget. Sound Transit's project delivery budget for 2013 is \$755 million. The budget is one year of expected project expenditures. The 2013 Transit Improvement Plan (TIP) includes six years of cash flow forecasts (beginning with the budget year) for all active projects as well as historical, future, and total Board-approved budget amounts.

With the proposed 2013 budget and 2013 TIP, our presentation of projects has changed. Projects are now categorized by project type, defined below, and then by transit mode: Link, Sounder, Regional Express and Other (non-mode specific).

- **System Expansion** – Expand the regional mass transit system and include the ST2 and Sound Move voter-approved programs.
- **Enhancement** – Enhance the public's riding experience, increase the system's functionality, or reduce costs.
- **Rehabilitation and Replacement** – Extend the life of the existing transit system or replace system assets at the end of their useful life.
- **Administrative** – Indirectly support the agency's mission.



PROJECT DELIVERY
(in thousands)

System Expansion	690,361
Enhancement	28,631
Rehabilitation & Replacement	31,472
Administrative Projects	4,501
Total	\$754,965

2013 Highlights

- Advancing construction of light rail extensions north to Northgate and south to S. 200th.
- Advancing design efforts for a light rail extension east to Bellevue and Redmond and planning efforts for extensions north to Lynnwood and south to Federal Way.
- Identifying and evaluating options for expanding Tacoma Link.

- Continuing construction of the First Hill Street Car.
- Improving service by replacing buses, updating onboard communications to enhance safety and comfort, and maintaining in-service assets in a state of good repair.
- Exploring expansion potential beyond our Sound Move and ST2 programs.
- Continuing investment in our regional fare collection system, expanding sales of the ORCA card, and deploying systems that improve efficiency and productivity.

System Expansion – Link Light Rail

Sound Transit's regional light rail service began in 2003 with the completion of Tacoma Link, a 1.6-mile light rail line between Tacoma Dome Station and downtown Tacoma. In July 2009, the initial segment, consisting of a 13.9-mile light rail line between downtown Seattle and the city of Tukwila, opened for service. In December 2009, Airport Link, a 1.7-mile extension from Tukwila to Sea-Tac International Airport, was also completed. Today, Link trains carry over nine million passengers each year.

2013 Highlights

The 2013 budget totals \$560.1 million including funding for these major Link light rail projects:

- \$197.5 million to continue construction of the extension from downtown Seattle to the University of Washington (UW).
- \$103.3 million to advance design of the light rail extension north to Northgate, continue early work at station locations (building demolition, utility relocation, hazardous materials abatement and station box excavation)
- \$91.9 million to advance design of a light rail extension east to Bellevue and Redmond's Overlake neighborhood.
- \$86.6 million to extend light rail south of the Airport to South 200th Street through a design/build contracting strategy.
- \$55.4 million to continue to fund development of a streetcar connector from Seattle's Capitol Hill to International District/Chinatown Station.
- \$18.5 million to continue project development for light rail extensions south of South 200th Street to Federal Way and conduct an environmental review for the North Corridor from Northgate to Lynnwood.

LINK LIGHT RAIL PROJECTS

(in thousands)

Project	Description	2013 Activities	2013 Budget
South 200 th Link Extension	Extends light rail along an elevated track from Airport Station to an elevated station and park-and-ride facility at South 200 th Street. Sound Transit has retained a contractor to finalize the project design and complete construction.	Continue with design/build project development.	\$86,654
Federal Way Transit Extension	Planning for expansion of light rail south of S. 200 th including an extension to Federal Way.	Identify and evaluate routes and station locations for the Federal Way extension.	\$8,120
University Link – Pine St Stub Tunnel to UW Station	Extends light rail 3.15 miles from downtown Seattle to the UW.	Continue construction between the UW and Seattle.	\$197,536

Project	Description	2013 Activities	2013 Budget
Northgate Link Extension	Extends light rail 4.3 miles from UW Station north under the UW campus to underground stations at NE 45 th Street and NE 65 th Street and to an elevated station in Northgate.	Advance final design, continue early construction work at station locations (demolition, removal of hazardous materials, and site preparation) and excavation of station boxes, and acquire right-of-way. Procure tunneling contract.	\$103,281
Lynnwood Link Extension	Extends light rail over eight miles north from Northgate to Lynnwood.	Continue development of the draft environmental impact study and preliminary engineering.	\$10,399
East Link	Expands light rail to East King County via I-90, from downtown Seattle to the Overlake Transit Center in Redmond.	Acquire right-of-way and continue final design.	\$91,851
Tacoma Link Expansion	Studies the potential to expand Tacoma Link in partnership with the city of Tacoma and Pierce Transit.	Continue alternative analysis and preliminary engineering.	\$2,628
First Hill Streetcar	Plan, design, and construct a streetcar from Capitol Hill to the International District Station. Provides a capped contribution of \$79 million to the city of Seattle-lead agency for the project.	Advancing system construction.	\$55,420
Link Light Rail Maintenance & Storage	Review and evaluate current and future light rail storage and maintenance requirements and initiates development, design, and construction of future light rail operations, and maintenance facilities to support proposed system expansion.	Board selects preferred site and environmental and PE design activities continue.	\$4,249
Total System Expansion – Link Light Rail			\$560,138



Central Link Light Rail
Columbia City Station

System Expansion – Sounder Commuter Rail

Since its debut in 2000, Sounder commuter rail service has grown to provide reliable daily and special event commuter service between Everett and Tacoma. Program elements included design and construction of 12 Sounder stations. In addition, in partnership with Burlington Northern Santa Fe Railway (BNSF), track and signal systems along a 75-mile corridor between Everett and Tacoma were upgraded. The final 8.4 miles, which is owned by Sound Transit, opens in October 2012.

2013 Highlights

The 2013 budget totals \$92.4 million including funding for these major Sounder commuter rail projects:

- \$10.2 million for Mukilteo Station, South Platform. Construction will begin in 2013.
- \$45.5 million for the acquisition of an easement from BNSF which will add one additional round trip between Seattle and Lakewood.
- \$5.2 million for the completion of the track and signal project from D Street to M Street in Tacoma.
- \$15.1 million for the construction of Tukwila Station.
- \$3.4 million for planning and preliminary engineering of a Sounder Yard and Shops Facility (location to be determined)

SOUNDER COMMUTER RAIL PROJECTS

(in thousands)

Project	Description	2013 Activities	2013 Budget
Station Access and Demand Study	Develop a comprehensive access improvements plan for eight Sounder stations.	Forecast model validation and report finalization.	\$210
Sounder Yard and Shops Facilities	Evaluates commuter rail vehicle storage and maintenance requirements and strategies, to identify cost-efficient ways to develop commuter rail operations and maintenance facilities.	Continue preliminary engineering, environmental planning, and site selection.	\$3,418
Puyallup Station Improvements	Improves station access.	Review of alternatives and initiation of preliminary engineering and environmental review for station access improvements.	\$281
Sumner Station Improvements	Improves station access.	Review of alternatives and initiation of preliminary engineering and environmental review.	\$281
Lakewood Station Improvements	In partnership with the city of Lakewood, design and construct a pedestrian overpass connecting Lakewood Station with the community northwest of the station.	Financial contribution to the construction of pedestrian crossing.	\$679

Project	Description	2013 Activities	2013 Budget
M-Street – Lakewood Track & Signal	Reconstruction of approximately 7 miles of existing track between M Street in Tacoma and Lakewood.	Service start follow-up and project closeout.	\$208
Permitting/Environmental Mitigation	Environmental permitting and mitigation required for track and signal improvements between Everett and Seattle, per our agreement with BNSF.	Complete final mitigation program; monitor and maintain mitigation measures that have been implemented.	\$965
D Street – M Street Track and Signal	Design and construct a 1.4 mile rail extension between Tacoma Dome Station and M Street in Tacoma.	Service start follow-up and project closeout.	\$5,190
Layover	Design and construct facilities for overnight train layovers at Everett Station, King Street Station, Tacoma's L Street, and Lakewood.	Complete Lakewood layover and project closeout.	\$3,332
Mukilteo Station, South Platform	Design and construction of a south boarding platform at Mukilteo Station.	Begin construction.	\$10,245
Tukwila Station	Tukwila is currently served by a temporary boarding platform. This project includes design and construction of a permanent boarding platform and station amenities.	Begin construction.	\$15,106
Sounder South Expanded Service	Includes one easement, track and signal improvements, environmental permitting, and mitigation for four additional daily round trips between Seattle and Lakewood.	Purchase the final easement and continue with environmental planning and permitting.	\$45,505
South Tacoma Station	Design and construction of a commuter rail station in South Tacoma.	Project closeout.	\$31
Reservation Junction Track and Signal	Design and construction of additional track and new structures between Tacoma Dome Station and near M Street in Tacoma.	Conceptual engineering and site data collection to inform preliminary engineering.	\$1,870
Passenger Information System/CCTV	Install safety, security, and passenger communication systems in all Sounder stations.	Continue installation of CCTV and Passenger Information Systems at Sounder Stations.	\$861
Sounder ST2 Fleet Expansion	Expand fleet to accommodate additional trips between Seattle and Lakewood.	Purchase of three locomotives in 2012 and 2013.	\$4,196
Total System Expansion – Sounder Commuter Rail			\$92,378

System Expansion – Regional Express

Sound Transit has designed and constructed transit centers, park-and-ride lots, HOV direct access freeway ramps, and other transit access improvements throughout the three-county region to support express bus service. Regional express bus service began in 1999 and today carries about 14 million passengers annually on 25 routes.

Much of the Regional Express capital program is complete. Remaining program elements include Stage 3 of the I-90 Two Way Transit and HOV Operations project as well as the ST Express Bus Base, which is part of the ST2 program. In addition, we financially support a number of projects led by third parties.

2013 Highlights

The 2013 budget totals \$24 million including funding for these major Regional Express projects.

- \$10 million for design of the Two-Way Transit & HOV Operations Stage 3 project over the I-90 bridge to mitigate traffic impacts as Link light rail is built over the bridge's center lane.
- \$3 million for planning and preliminary design work on the ST Express bus base and final design and construction of the Mid-Day Bus Storage facility.
- \$5 million for projects with capped contributions led by other jurisdictions.

REGIONAL EXPRESS PROJECTS

(in thousands)

Project	Description	2013 Activities	2013 Budget
ST Express Bus Base	Planning and preliminary design for a bus operations and maintenance base to improve cost efficiency of ST Express Bus operations and maintenance.	Continue preliminary engineering, environmental planning and permitting, and site selection.	\$2,527
ST Express Mid-Day Bus Storage	Design and construct a mid-day bus storage facility as an alternative to parking buses at the Link Operations and Maintenance Facility (OMF) when the parking area at the OMF is no longer available.	Final design and initiation of construction of a mid-day bus storage facility.	\$381
Totem Lake Freeway Station/NE 128 th	Design and construction of an I-405 overpass and bus boarding platforms accessible from I-405 HOV lanes.	Project closeout.	\$407
85 th Corridor, Kirkland	Financial contribution to the city of Kirkland for street widening, traffic signals, sidewalk improvements, and bus shelters to enhance transit connections and reliability.	Fund commitment for remaining city-led right-of-way acquisition and construction.	\$2,069
Kirkland Transit Center/3rd	Design and construct transit center and intersection improvements in downtown Kirkland.	Financial contribution for city-led intersection improvements in Kirkland.	\$391

Project	Description	2013 Activities	2013 Budget
Rainier Avenue Arterial Improvements	In partnership with the city of Renton design and construction of business and transit access lanes, sidewalks, and medians on Hardie Ave. between Rainier Ave. and Sunset Blvd.	Financial contribution for on-going construction led by the city of Renton.	\$2,005
Strander Boulevard Extension	Sound Transit is contributing to the first phase of this project which is construction of an underpass (bridge) at the BNSF tracks & Strander Blvd. Upon completion of future phases of the project, including a crossing at the Union Pacific Railroad (UPRR) the underpass will enhance commuter access to the Tukwila Sounder Station.	Fund commitment for on-going construction led by the city of Renton.	\$2,115
Mountlake Terrace Freeway Station/236 th SW	Design and construct freeway transit station for improved bus service and reliability.	Follow on construction to improve operational efficiencies. Project closeout.	\$2,234
S Everett Freeway Station/112 th SE	Design and construct freeway transit station for improved bus service and reliability.	Project closeout.	\$65
Federal Way Transit Center/S 317 th	Opened in 2006.	Resolve outstanding claims and close project.	\$1,549
Canyon Park Freeway Station/I-406	Freeway station and pedestrian overpass from the Canyon Park and Ride.	Project closeout.	\$26
Issaquah Transit Center/SR900	Transit Center and Park and Ride.	Project closeout.	\$13
I-90 Two-Way Transit & HOV Operations, Stage 1	Design and construction of an HOV lane in the westbound outer roadway between Bellevue and Mercer Island.	Project closeout.	\$70
I-90 Two-Way Transit & HOV Operations, Stage 2	Provides HOV and transit operations capacity on eastbound I-90 between 80 th Avenue SE on Mercer Island to Bellevue Way.	Project closeout.	\$179
I-90 Two-Way Transit & HOV Operations, Stage 3	Provides two-way transit and HOV lanes eastbound and westbound, on I-90 between 80 th Avenue SE on Mercer Island and Rainier Avenue/I-5 in Seattle.	Advance final design work.	\$9,986
Total System Expansion – Regional Express			\$24,016

System Expansion – Other

System Expansion – Other includes projects that cross all subareas and more than one mode or do not yet have a defined scope to determine the mode. For example, many expansion projects begin with an evaluation of alternatives in order to determine the mode.

2013 Highlights

The 2013 budget totals \$13.8 million including funding for these system expansion projects:

- \$4.8 million for research & technology projects including a regional data repository, real-time, customer facing applications and improved station signage systems.
- \$3.1 million for public art installed at stations including Capitol Hill and University of Washington.
- \$3.3 million to complete South Corridor Alternatives Planning to extend transit between Federal Way and Tacoma.
- \$2 million to begin to investigate high-capacity transit between Ballard and downtown Seattle in partnership with the city of Seattle.

SYSTEM EXPANSION - OTHER

(in thousands)

Project	Description	2013 Activities	2013 Budget
STart	Oversee the agency's public art program. Manage temporary art installations at construction sites. Conduct maintenance, cleaning, and repair of artwork.	Art commissions for remaining Sound Move projects will be finalized in 2013.	\$3,125
Fare Administration	Manage fares and pricing for Sound Transit. Support initiatives for generating earned revenue from other priced services such as parking and concessions. Fund upgrades to the ORCA system.	Monitor fare revenue, track performance, ORCA marketing.	\$714
Research & Technology	Assess and implement technologies to improve passenger safety, security, service, and information.	Initiate Phase I including: regional data repository, real-time, customer facing applications, and improved station signage systems. Deliver real time web and mobile for Sounder and Link passenger. Complete parking information study. Deliver the first phase of the regional data repository.	\$4,773

Project	Description	2013 Activities	2013 Budget
Ballard-to-Downtown Seattle HCT Planning Study	Partner with the city of Seattle to identify and evaluate high capacity transit alternatives between downtown and the Ballard neighborhood of Seattle.	Initiate alternatives identification and evaluation.	\$1,964
South Corridor Alternatives Planning	Identify and evaluate transit alternatives between Federal Way and Tacoma for future transit development.	Transit planning in the south corridor between Federal Way and Tacoma.	\$3,254
Total System Expansion – Other			\$13,830

Enhancements

Enhancement projects improve system performance or service efficiencies. Once assets are in service there are opportunities to decrease operating costs and improve performance.

2013 Highlights

The 2013 budget totals \$28.6 million including funding for these major enhancement projects:

- \$16.2 million for positive train control, federally mandated to be operational by December 2015.
- \$3.9 million for noise abatement in Tukwila and Rainier Valley.
- \$1.6 million for LRV (light rail vehicle) On Board Energy Storage, a pilot project partially funded by a Transportation Investment Generating Economic Recovery (TIGGER) grant.

ENHANCEMENT PROJECTS (in thousands)

Projects	Description	2013 Activities	2013 Budget
LINK LIGHT RAIL			
Central Link Overhead Catenary System Tie Switch	Install tie switches to connect the overhead catenary system (electrical lines that power light rail trains) sections so traction power substations can be inspected and maintained without interrupting Link service.	Continue with installation of tie switches; completion expected in 2014.	\$1,000
LRV Onboard Energy Storage	Design, procure, and install energy storage units on vehicles for capturing and storing energy generated by vehicle braking to lower energy consumption and reduce operating costs.	Design, procure, and install the LRV onboard energy storage.	\$1,560
Noise Abatement Program	Installation of rail lubricators, rail grinding, erection of noise barriers and retrofit of residential properties to lessen noise near rail facilities in Tukwila and the Rainier Valley.	Design and construction of a noise wall along elevated guideway in Tukwila and continuation of Residential Sound Insulation Program (RSIP) in the Rainier Valley.	\$3,914
Central Link Card Readers	Install card readers on Central Link doors to improve security and eliminate the need to issue keys to all staff requiring access.	Complete card reader installation.	\$373
Central Link OMF UPS Room Improvement	Add environmental controls to the OMF UPS Room to maximize UPS battery life expectancy.	Complete design and installation of environmental controls	\$108

Projects	Description	2013 Activities	2013 Budget
Benchtest Equipment	Light rail vehicle maintenance requires equipment to test components of the vehicle propulsion system.	Purchase and install light rail vehicle propulsion testing equipment.	\$700
HVAC for Traction Power Sub Station (TPSS)	Install HVAC systems in substations to maximize useful life of equipment.	Install HVAC systems.	\$600
Non-revenue Support Vehicles	Purchase a boom truck to facilitate repair and maintenance along the guideways.	Purchase a boom truck.	\$620
Central Link HVAC – Instrument House & UPS Room	Install air conditioning in UPS rooms and signal houses to reduce the potential impact of high temperatures on system operations components.	Design and install HVAC systems.	\$420
SOUNDER COMMUTER RAIL			
Positive Train Control (PTC)	Design and installation of systemwide remote operations monitoring and control system to minimize the risk of train collisions.	Procure vendor and design and install trackside and vehicle PTC elements.	\$16,176
Ticket Vending Machines	Install ticket vending machines at facilities throughout the regional transit system.	Continue installation of TVM as facilities enter service, maintain existing TVMs, and evaluate upgrades and enhancements.	\$227
ST EXPRESS BUS			
Bus Maintenance Facility	Expand bus fleet maintenance capacity internally or by investing in projects managed by third-party providers.	Identify sites and evaluate alternatives for expanding maintenance bases currently servicing the ST Express bus fleet.	\$200
ST Express Mobile Communication Projects	Upgrade mobile communications systems to be compatible with our transit partners, ensuring safety and improving customer service planning information.	Complete installations on buses and project closeout.	\$100
ST Express Security Camera Retrofit	Install video surveillance cameras on buses.	Complete installations and project closeout.	\$209
OTHER			
Federal Way Transit Center Lighting Retrofit	Replace existing lighting with more energy efficient fixtures and bulbs.	Install new lighting and project closeout.	\$579

Projects	Description	2013 Activities	2013 Budget
Security Radios	Procure radios for security and fare enforcement personnel to enhance communications between the various Sound Transit facilities and outside agencies including emergency responders.	Procure and assign radios to security team.	\$340
Bike Locker Program	Install bike parking at various Sounder, Link and ST Express stations and other bike and pedestrian amenities.	Install Bike lockers at Sumner and Puyallup Sounder Stations.	\$441
TOD Property Disposition	Prepares TOD-relevant property for sale through due diligence, evaluating potential opportunities, and creating partnerships.	Prepare land parcels near Capitol Hill Station for redevelopment. Perform due diligence of properties at Mount Baker, Othello, and Columbia City stations.	\$780
TOD Planning	Identify and shape TOD and joint development opportunities on Sound Transit owned property located near close to transit stations.	Focus on Central Link station area redevelopment opportunities with local jurisdictions, property owners, and public and private developers.	\$285
Total Enhancement			\$28,631



Sounder Commuter Rail
North Line

Rehabilitation & Replacement

Projects that extend the life of existing assets and replace existing assets or major components of assets at the end of their useful life.

2013 Highlights

The 2013 budget totals \$31.5 million including funding for these rehabilitation and replacement projects:

- \$4.5 million to execute planned Sounder Vehicle Maintenance Program for 2013.
- \$22 million to replace 42 ST Express buses.

REHABILITATION & REPLACEMENT PROJECTS (in thousands)

Projects	Description	2013 Activities	2013 Budget
TACOMA LINK			
Tacoma Link LRV Communications Upgrade	Replace outdated communications system.	Procure and install new communications system for Tacoma Link.	\$361
LINK LIGHT RAIL			
Beacon Avenue Paving	Follow on site restoration activities from Initial Segment construction.	Roadway restoration of Beacon Avenue.	\$2,000
Link Station Paver Replacement	Replacement of tactile pavers at Initial Segment SODO Station.	Paver replacement at the SODO Station.	\$500
Network Phones at the Link Control Center	Replace communications system that allows Link operators to communicate without interference with the Link Control Center.	Replace the existing emVista system in the Link Control Center.	\$200
SOUNDER COMMUTER RAIL			
Sounder Vehicle Maintenance Program	Overhauls of locomotives, engines, train cars, and replacement of passenger door motors.	Overhaul 3 locomotive engines, and 12 passenger cars. Replace 24 passenger door motors.	\$4,547
Station Midlife Maintenance	Fund maintenance projects at stations that have been in service for more than ten years.	Complete maintenance at Auburn, Sumner, Puyallup, Tukwila, and King Street stations and Kent Garage and South Hill Park and Ride.	\$638
ST EXPRESS BUS			
ST Express Fleet Replacement	Purchase 106 replacement buses during the period 2011 – 2017.	Replace 42 forty-foot buses.	\$22,046

Projects	Description	2013 Activities	2013 Budget
Federal Way: Post Tension Cable Repair	Remediate post tension cables that reinforce the structural slab at the garage. Water penetration puts the cables at risk for rusting.	Complete the remediation of the post tension cables	\$525
OTHER			
Small Works Program	Repair or replace of in-service assets when the total cost is less than \$200,000.	Funded based on number and age of existing assets.	\$656
Total Rehabilitation & Replacement			\$31,472



ST Express Bus

Administrative Projects

This section describes projects that are not associated with a specific transit asset, but are critical to the advancement of the agency's work.

2013 Highlights

The 2013 budget totals \$4.5 million including funding for these administrative projects:

- \$2.8 million for major IT projects in 2013 include implementation of an integrated budgeting system and an enterprise asset management system.
- \$1.1 million to purchase 12 non-revenue fleet vehicles and improvements for administrative facilities.
- \$0.4 million to monitor long-term environmental commitments related to in-service properties.

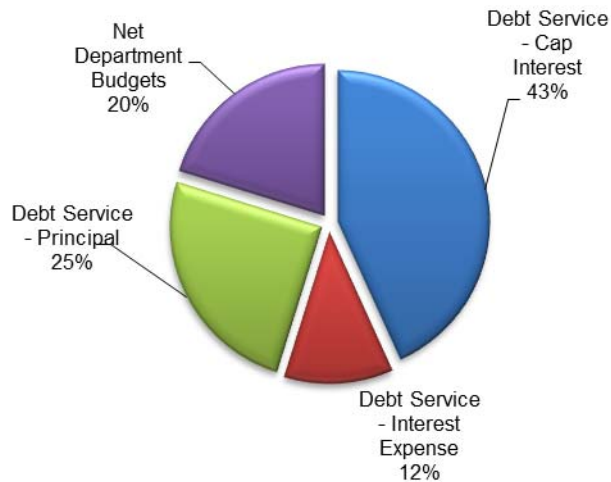
ADMINISTRATIVE PROJECTS (in thousands)

Projects	Description	2013 Activities	2013 Budget
OTHER			
Surplus Property Disposition	Prepares agency-owned surplus property for sale over the next four years. Because of size or location, these properties are not considered to have TOD potential.	Prepare properties for sale near the Mount Baker and Columbia City Stations.	\$227
Environmental Mitigation Monitoring and Maintenance	Perform ongoing environmental monitoring and maintenance post-construction, for up to 10 years after mitigation is completed.	Monitor and maintain wetland enhancements and other environmental mitigation measures associated with projects that are in service in accordance with permit requirements.	\$398
Administrative Capital	Equipment or other purchases to support administrative activities.	Purchase 12 non-revenue fleet vehicles, update Union Station building control system, and build out additional tenant improvements in leased office space.	\$1,066
Information Technology Program	Invests in new IT hardware and software to improve productivity and ensure system integrity.	Install new fully integrated Budgeting System and continue to design and implement Enterprise Asset Management System.	\$2,810
Total Administrative			\$4,501

Agency Administration

Sound Transit's agency administration budget of \$133.2 million includes departmental costs and debt service. Budgets for Sound Transit's seven departments include all employee-related costs plus costs managed on behalf of the agency. Department budgets for 2013 are \$92 million, just 4.6 percent higher than the amended 2012 budget.

AGENCY ADMINISTRATION BUDGET SUMMARY



AGENCY ADMINISTRATION (in thousands)

Department Budgets	\$91,982
Direct Charges to Project Delivery	(\$29,553)
Allocations to Capital Assets	(\$21,885)
Allocations to Service Delivery	(\$13,609)
Net Department Budgets	\$26,934
Debt Service – Capitalized Interest	\$57,593
Debt Service - Interest Expense	\$15,434
Debt Service – Principal Repayment	\$33,250
Total	\$133,211

Department Budgets

2013 Highlights

- 2013 department budgets increased by \$4 million or 4.6 percent over the amended 2012 budget.
- Salaries and benefits are 6 percent higher while non-salary and benefits are up just 1 percent.
- Funding for 29.5 new positions is included for 2013 with two-thirds to be assigned to work directly on capital projects. This increases administrative staff by 6 percent to 582 full-time equivalents.

DEPARTMENT BUDGETS SUMMARY

(in thousands)	2011 Actual	2012 Budget	2012 Forecast	2013 Proposed
Salaries & Benefits				
Salaries	33,672	40,085	38,748	42,776
Benefits	18,532	22,072	22,007	23,133
Subtotal:	52,204	62,157	60,756	65,909
Services				
Temporary Services	341	467	599	372
Consultant/Management	2,772	4,032	3,413	3,518
Interlocal Agreements	2,558	2,447	2,447	2,816
Accounting/Auditing	630	773	637	830
Legal	156	474	461	399
Advertising/Marketing	1,149	1,857	1,625	1,722
Security Services	217	402	328	199
Software/Hardware Maintenance	1,401	1,830	1,915	2,116
Maintenance	790	1,219	928	1,228
Other Services	559	1,140	924	1,076
Subtotal:	10,574	14,641	13,277	14,275
Materials & Supplies				
Office Supplies	274	484	419	435
Small Equipment/Furniture	924	817	769	795
Other Materials/Supplies	356	367	387	380
Subtotal:	1,554	1,668	1,574	1,610
Utilities				
Telecommunications	419	513	504	558
Gas/Electric	145	164	144	173
Water/Sewer	52	64	47	54
Subtotal:	615	741	695	785
Insurance				
Insurance	2,199	2,298	2,298	2,578
Subtotal:	2,199	2,298	2,298	2,578
Taxes				
Taxes	2	4	4	4
Subtotal:	2	4	4	4
Miscellaneous				
Advertising/Promotion Media	1,337	1,170	1,155	1,027
Travel/Meetings	279	482	438	520
Training	202	249	271	303
Dues/Memberships	303	372	359	394
Books/Subscriptions	110	86	109	104
Contingency	0	250	250	350
Other Misc.Expense	83	222	183	238
Subtotal:	2,313	2,832	2,766	2,935
Interest				
Interest	1	1	0	0
Subtotal:	1	1	0	0
Leases & Rentals				
Vehicles/Parking	264	288	349	300
Admin.Facilities	2,662	3,112	3,035	3,213
Furniture/Equipment	146	171	123	281
Meeting Space	52	58	63	92
Subtotal:	3,124	3,629	3,569	3,885
* Department Budgets Summary Total:	\$72,586	\$87,969	\$84,939	\$91,982

* 2012 Budget includes Property Management previously reported in non-operating

DEPARTMENT BUDGETS SUMMARY OF CHANGES

(in thousands)	2012 Budget	2013 Proposed	\$ Change	% Change
Salaries & Benefits				
Salaries	40,085	42,776	2,692	6.7%
Benefits	22,072	23,133	1,061	4.8%
Subtotal:	62,157	65,909	3,753	6.0%
Services				
Temporary Services	467	372	-95	-20.4%
Consultant/Management	4,032	3,518	-515	-12.8%
Interlocal Agreements	2,447	2,816	369	15.1%
Accounting/Auditing	773	830	58	7.4%
Legal	474	399	-75	-15.8%
Advertising/Marketing	1,857	1,722	-135	-7.3%
Security Services	402	199	-203	-50.5%
Software/Hardware Maintenance	1,830	2,116	286	15.6%
Maintenance	1,219	1,228	10	0.8%
Other Services	1,140	1,076	-64	-5.6%
Subtotal:	14,641	14,275	-366	-2.5%
Materials & Supplies				
Office Supplies	484	435	-49	-10.1%
Small Equipment/Furniture	817	795	-22	-2.6%
Other Materials/Supplies	367	380	13	3.6%
Subtotal:	1,668	1,610	-57	-3.4%
Utilities				
Telecommunications	513	558	45	8.7%
Gas/Electric	164	173	9	5.6%
Water/Sewer	64	54	-10	-16.0%
Subtotal:	741	785	44	5.9%
Insurance				
Insurance	2,298	2,578	280	12.2%
Subtotal:	2,298	2,578	280	12.2%
Taxes				
Taxes	4	4	0	-4.8%
Subtotal:	4	4	0	-4.8%
Miscellaneous				
Advertising/Promotion Media	1,170	1,027	-143	-12.2%
Travel/Meetings	482	520	38	7.9%
Training	249	303	53	21.4%
Dues/Memberships	372	394	22	5.8%
Books/Subscriptions	86	104	17	20.1%
Contingency	250	350	100	40.0%
Other Misc.Expense	222	238	17	7.5%
Subtotal:	2,832	2,935	104	3.7%
Interest				
Interest	1	0	0	-50.0%
Subtotal:	1	0	0	-50.0%
Leases & Rentals				
Vehicles/Parking	288	300	12	4.1%
Admin.Facilities	3,112	3,213	101	3.2%
Furniture/Equipment	171	281	110	64.4%
Meeting Space	58	92	34	58.3%
Subtotal:	3,629	3,885	256	7.1%
Department Budgets Summary Total:	\$87,969	\$91,982	\$4,013	4.6%

* 2012 Budget includes Property Management previously reported in non-operating

Changes to Department Budgets

The following tables show budget changes from the prior year by department and expense category.

CHANGES TO DEPARTMENT BUDGETS BY DEPARTMENT

(in thousands)

Department	Adopted 2012 Budget	Proposed 2013 Budget	\$ Change	% Change
Communications and External Affairs	6,990	6,785	(205)	-2.9
Design Engineering & Construction Mgmt ^{1, 2}	29,304	30,099	795	2.7
Executive	12,725	13,192	467	3.7
Finance and Information Technology ²	21,751	24,636	2,885	13.3
Legal	2,668	2,735	67	2.5
Operations	8,484	8,225	(260)	-3.1
Planning, Environment & Project Dev	6,047	6,309	263	4.3
Total Department Budgets	\$87,969	\$91,982	\$4,013	4.6

1 From 2013 non-operating property expenses are budgeted in DECM; 2012 budget is added to DECM in the table above for comparison purposes.

2 From 2013 Central Costs has been eliminated and budget for interlocal agreements for DOR/DOL tax collection fees are budgeted in FIT and administrative facility lease expenses are budgeted in DECM; 2012 budgets are added to the two departments in the table above for comparison purposes.

CHANGES TO DEPARTMENT BUDGETS BY EXPENSE CATEGORY

(in thousands)

Category	Adopted 2012 Budget ¹	Proposed 2013 Budget	\$ Change	% Change
Salaries & Benefits	62,157	65,909	3,752	6.0
Services	14,640	14,275	(365)	(2.5)
Materials & Supplies	1,669	1,610	(59)	(3.5)
Miscellaneous Expenses	2,832	2,935	103	3.6
Leases & Rentals	3,629	3,885	256	7.1
Other Expenses	3,043	3,368	325	10.7
Total Department Budgets	\$87,969	\$91,982	\$4,013	4.6

1 From 2013 non-operating property expenses are budgeted in DECM; 2012 budget is added to expenses in the table above for comparison purposes.

2013 Department Budgets Compared to 2012 Department Budgets

In 2013, our department budgets increase by 4.6 percent to \$92 million. Below is a reconciliation and discussion of the changes between the amended 2012 budget and the proposed 2013 budget.

RECONCILIATION OF 2012 TO 2013 DEPARTMENT BUDGETS (in thousands)

Adopted 2012 Department Budgets		\$ 87,969
	% Change	\$ Change
Delivery of the Capital Program	2.2%	1,976
Delivery of Services	0.1%	96
Support of the Larger Organization	0.7%	582
Initiatives	0.7%	589
Changes to Base Costs	0.9%	770
Total Change	4.6%	\$ 4,013
Proposed 2013 Department Budgets		\$ 91,982

Delivery of the Capital Program

Capital program activity is expected to increase slightly in 2013 with major activities associated with transit infrastructure expansion to the north, south, and east of Seattle.

- New 2013 positions requested – 21.75 FTEs budgeted at just under \$2 million.

Delivery of Services

The Operations department requires additional resources to provide business analysis support.

- New 2013 positions requested – Operations department is adding a senior business analyst budgeted at under \$100 thousand.

Support of the Larger Organization

The agency's growth has driven the need for additional administrative support in the areas of information technology, legal, and human resources. Administrative departments within Sound Transit continue to support the ST2 capital program and remaining Sound Move projects such as University Link.

- New 2013 positions requested – 6.75 FTEs budgeted at \$0.6 million.

Initiatives

The department budgets include approximately \$0.6 million in funding for a small number of initiatives.

- Continue initiatives approved and started in 2012: complete a disparity study, systemwide signage manual, and our enterprise resource planning system five-year strategy.
- Implement an earned value system to manage capital project contracts.
- Focus on capturing and retaining ridership through improved communications and outreach.

- Support our staff through training, communications, and employee engagement thereby improving staff professionalism and employee retention.

Changes to Base

Beyond the changes outlined above, increases in base costs are just under \$0.8 million or 0.9 percent.

- Change in salaries and benefits over the 2012 base budget is a decrease of \$0.5 million as the budgeted 2 percent salary increase is more than offset by budgeted vacancy rates of 6 percent for all of DECM and the IT division of FIT and 5 percent for all other departments.
- Annualized cost of positions added in 2012 – 38.5 FTEs at \$1.6 million.
- Increase in tax collection fees paid to Department of Revenue and Department of Licensing in the amount of \$366 thousand or 16.3 percent.
- Corporate insurance premiums are up by \$280 thousand or 12.2 percent.
- Software and hardware maintenance is up \$286 thousand or 15.6 percent.
- CEO Office's contingency budget was increased from by \$100 thousand to \$350 thousand.
- Consulting and temporary services budgets were reduced to \$0.6 million below 2012 levels.
- Corporate advertising and marketing costs were cut by \$278 thousand without reducing modal marketing budgets.
- Additional department costs cuts to below 2012 levels totaled \$1.2 million.

Agency Administration Staffing

Our staffing plan is driven substantially by capital project activities. Sound Transit tracks and forecasts long-term staffing needs, balancing increases to permanent employment with the use of consultants to ensure capital programs are adequately supported and affordable. Sound Transit's staffing and consultant levels are monitored by the Federal Transit Administration (FTA) to ensure we have the "technical capability and capacity" to manage our program. Ten of our 29.5 new positions in 2013 will be added to the Design, Engineering, and Construction Management (DECM) department, which is tasked with the design and construction of the regional transit system.

Changes in the staffing levels for 2013 are summarized below. The detailed 2013 staffing levels by department are shown in Appendix A. Also included below is a staffing plan summary table that identifies, by department, FTEs that are directly charged to projects.

Staff dedicated to operating our transit programs are outside the Operations department budget and are discussed in the Service Delivery section.

AGENCY ADMINISTRATION STAFFING SUMMARY

Department	2011 Staffing Plan	2012 Staffing Plan	2012 Mid Year Changes	Current Staffing Plan	2013 New	2013 Staffing Plan
Executive	86.0	87.5	-	87.5	4.5	92.0
Finance and Information Technology	94.0	102.0	8.0	110.0	8.0	118.0
Legal	15.0	15.0	-	15.0	2.0	17.0
Design, Engineering & Construction Mgmt	186.0	202.0	1.0	203.0	10.0	213.0
Communications and External Affairs	32.8	35.0	1.0	36.0	-	36.0
Operations	57.0	60.0	-	60.0	1.0	61.0
Planning, Environment & Project Dev	42.0	41.0	-	41.0	4.0	45.0
Departments Total	512.8	542.5	10.0	552.5	29.5	582.0

DIRECT CHARGE TO PROJECTS STAFFING SUMMARY

Department	ORCA Regional Reimbursed	Direct Charge to Capital	Not Direct Charged	2013 Staffing Plan
Executive	-	-	92.0	92.0
Finance and Information Technology	5.0	9.0	104.0	118.0
Legal	-	-	17.0	17.0
Design Engineering & Construction Mgmt	-	197.0	16.0	213.0
Communications and External Affairs	-	-	36.0	36.0
Operations	-	-	61.0	61.0
Planning, Environment & Project Development	-	21.0	24.0	45.0
Departments Total	5.0	227.0	350.0	582.0

CENTRAL COSTS

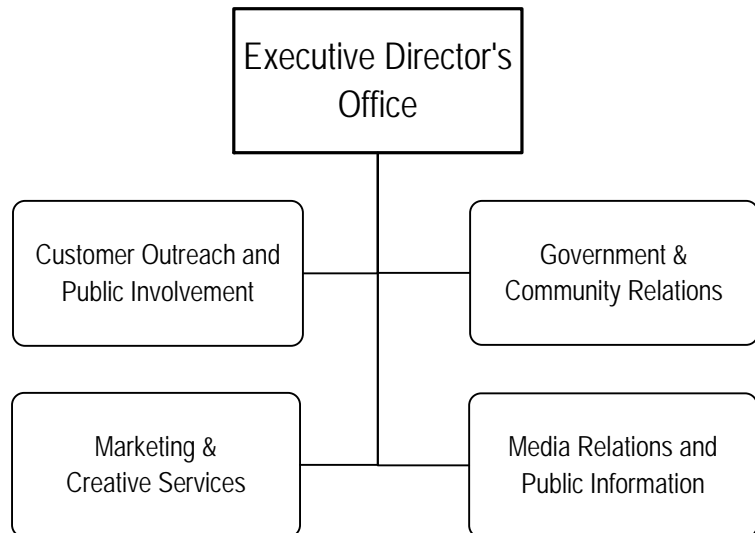
(in thousands)	2011 Actual	2012 Budget	2012 Forecast	2013 Proposed
Services				
Consultant/Management	54	0	2	0
Interlocal Agreements	0	2,250	2,250	0
Maintenance	14	20	20	0
Subtotal:	67	2,270	2,272	0
Materials & Supplies				
Small Equipment/Furniture	108	0	1	0
Other Materials/Supplies	0	0	0	0
Subtotal:	108	0	1	0
Utilities				
Telecommunications	43	40	51	0
Subtotal:	43	40	51	0
Taxes				
Taxes	0	0	0	0
Subtotal:	0	0	0	0
Leases & Rentals				
Vehicles/Parking	9	0	10	0
Admin.Facilities	2,626	3,078	2,987	0
Subtotal:	2,635	3,078	2,997	0
Department Total:	\$2,854	\$5,388	\$5,322	\$0

From 2013, Central Costs have been reassigned to the departments that oversee them. There is no Central Costs budget for 2013.

Communications and External Affairs

Communications and External Affairs (CEA) has four divisions focused on marketing & creative services, media relations and public information, customer outreach, and government & community relations. CEA's work is as diverse as its many stakeholders. Key activities include:

- Build community awareness of our services.
- Educate the public about the ease and benefits of riding public transit.
- Work to increase ridership through advertising, community events, and rider education such as how to purchase an ORCA card and how to use our ticket vending machines.
- Conduct outreach to local, state, and federal officials in support of Sound Transit issues and funding needs.



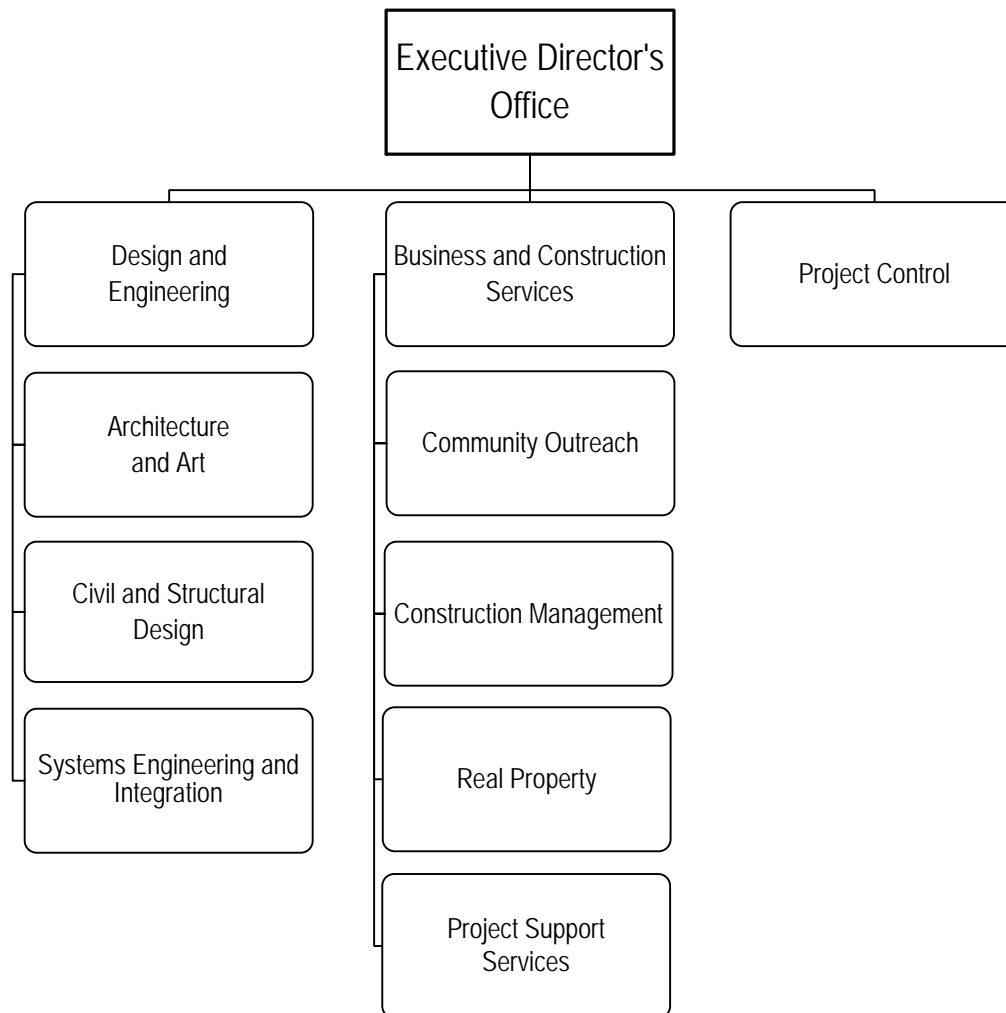
- Use market research and analysis to inform our use of budget to build ridership, understand ways to improve customer service, and develop customer outreach tools.
- Inform stakeholders of our performance by publishing reports on milestone achievement, project updates, and our annual financial report.
- Provide graphics and communications support to projects from across the agency.

CEA also disseminates public information through conventional and social media outlets and our website.

COMMUNICATIONS AND EXTERNAL AFFAIRS

(in thousands)	2011 Actual	2012 Budget	2012 Forecast	2013 Proposed
Salaries & Benefits				
Salaries	2,154	2,312	2,314	2,376
Benefits	1,238	1,376	1,313	1,363
Subtotal:	3,392	3,688	3,627	3,738
Services				
Temporary Services	6	13	10	1
Consultant/Management	716	809	698	685
Interlocal Agreements	190	197	197	200
Advertising/Marketing	518	693	659	652
Maintenance	0	7	7	10
Other Services	121	121	121	190
Subtotal:	1,552	1,839	1,692	1,738
Materials & Supplies				
Office Supplies	11	50	40	87
Small Equipment/Furniture	1	30	28	4
Other Materials/Supplies	3	8	8	5
Subtotal:	15	87	75	97
Utilities				
Telecommunications	15	14	15	0
Subtotal:	15	14	15	0
Miscellaneous				
Advertising/Promotion Media	1,198	1,031	1,025	872
Travel/Meetings	21	42	41	42
Training	7	12	12	18
Dues/Memberships	207	241	241	262
Books/Subscriptions	8	12	12	12
Other Misc.Expense	20	16	16	1
Subtotal:	1,462	1,354	1,346	1,207
Leases & Rentals				
Furniture/Equipment	0	8	7	3
Meeting Space	0	1	1	2
Subtotal:	0	9	8	5
Department Total:	\$6,436	\$6,990	\$6,763	\$6,785

Design, Engineering, and Construction Management

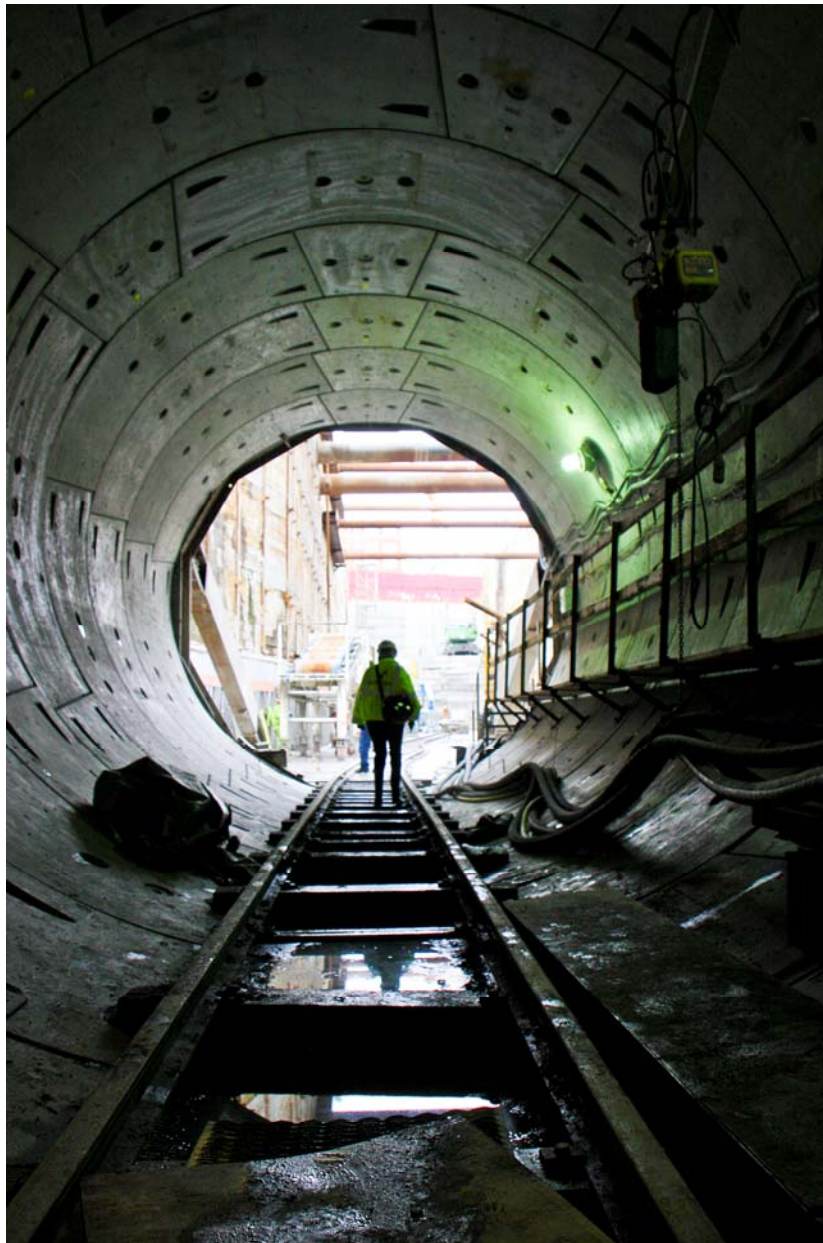


Design, Engineering, and Construction Management (DECM) is principally responsible for final design and construction of all major capital projects and support of our Operations department's capital maintenance needs. DECM supplies professional and technical resources throughout the design and construction phases of each project:

- Community outreach.
- Project design and engineering.
- Project and construction management.
- Project control – cost estimating, scheduling, risk assessment, cost control, and reporting.
- Equipment and system testing and commissioning.
- Ongoing technical support of in-service assets.

- Real property management – property appraisal, acquisition, management and disposition of surplus property disposition, and management of property held for either construction or operations.
- Public art program.

DECM is also engaged during earlier phases as projects progress from conceptual to preliminary engineering by matrixing technical staff to PEPD project teams. Collaboration with other departments ensures a smooth handoff of the engineering, enhances buildability, reduces project risks, and ultimately delivers effective transit facilities that operate efficiently.



Capitol Hill Tunnel

DESIGN, ENGINEERING & CONSTRUCTION MANAGEMENT

(in thousands)	2011 Actual	2012 Budget	2012 Forecast	2013 Proposed
Salaries & Benefits				
Salaries	12,214	15,731	14,878	16,370
Benefits	6,741	8,591	8,388	8,756
Subtotal:	18,955	24,322	23,265	25,126
Services				
Temporary Services	19	65	65	30
Consultant/Management	10	380	150	312
Advertising/Marketing	7	14	12	15
Security Services	50	161	97	40
Software/Hardware Maintenance	0	0	0	0
Maintenance	293	758	520	822
Other Services	1	12	9	12
Subtotal:	380	1,390	853	1,231
Materials & Supplies				
Office Supplies	42	107	94	82
Small Equipment/Furniture	43	50	46	17
Other Materials/Supplies	1	6	2	8
Subtotal:	85	162	142	108
Utilities				
Telecommunications	48	66	54	1
Subtotal:	48	66	54	1
Taxes				
Taxes	0	0	0	0
Subtotal:	0	0	0	0
Miscellaneous				
Travel/Meetings	64	152	132	171
Training	38	73	73	91
Dues/Memberships	18	29	25	39
Books/Subscriptions	15	22	17	21
Other Misc.Expense	-2	4	4	6
Subtotal:	133	280	250	329
Leases & Rentals				
Vehicles/Parking	0	0	0	0
Admin.Facilities	0	0	0	3,161
Furniture/Equipment	0	0	0	138
Meeting Space	1	5	6	6
Subtotal:	1	5	6	3,304
Department Total:	\$19,602	\$26,226	\$24,570	\$30,099

From 2013, DECM's budget will include costs for leased office space and will be managed by the Real Property division. These costs were included in Central Costs in 2012.

Executive Department

This department includes the office of the Chief Executive Officer (CEO) and a number of divisions that report directly to the CEO or deputy CEO.

Board Administration serves the public by supporting the Sound Transit Board's legislative processes and ensuring open access to the Board's proceedings.

The **Diversity Program** develops strategies and policies, and provides oversight and support for Sound Transit programs that ensure small, minority, women-owned, and disadvantaged business firms experience equitable access to Sound Transit contracts. The division also administers the Project Labor Agreement, working closely with the labor community contractors, and Sound Transit construction management.

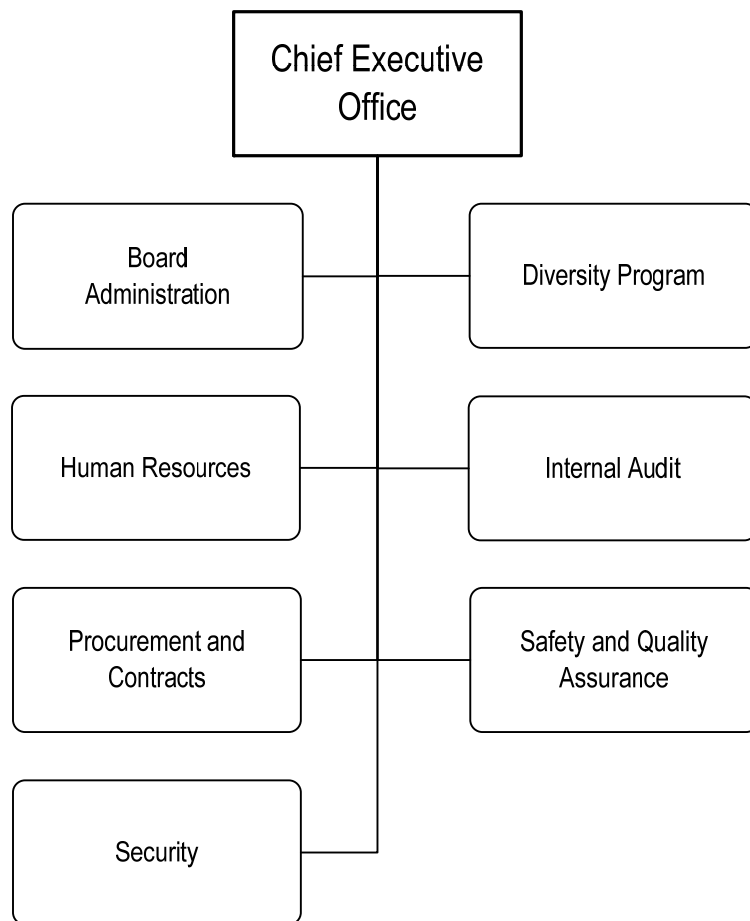
Human Resources provides the full range of human resource services including affirmative action/Equal Employment Opportunity reporting, recruitment, compensation, job classification, benefits administration, labor and employee relations, and employee training and development.

Internal Audit conducts independent audits to identify process improvement opportunities and to confirm the adequacy of internal controls and reports to the board's audit committee and the Deputy CEO.

Procurement and Contracts manages purchasing and contracting for the entire agency including capital projects – all goods and services.

Safety and Quality Assurance oversees safety at construction sites and facilities through communication and training for employees and third parties; establishment, audit, and enforcement of requirements, procedures, and workplace safety rules.

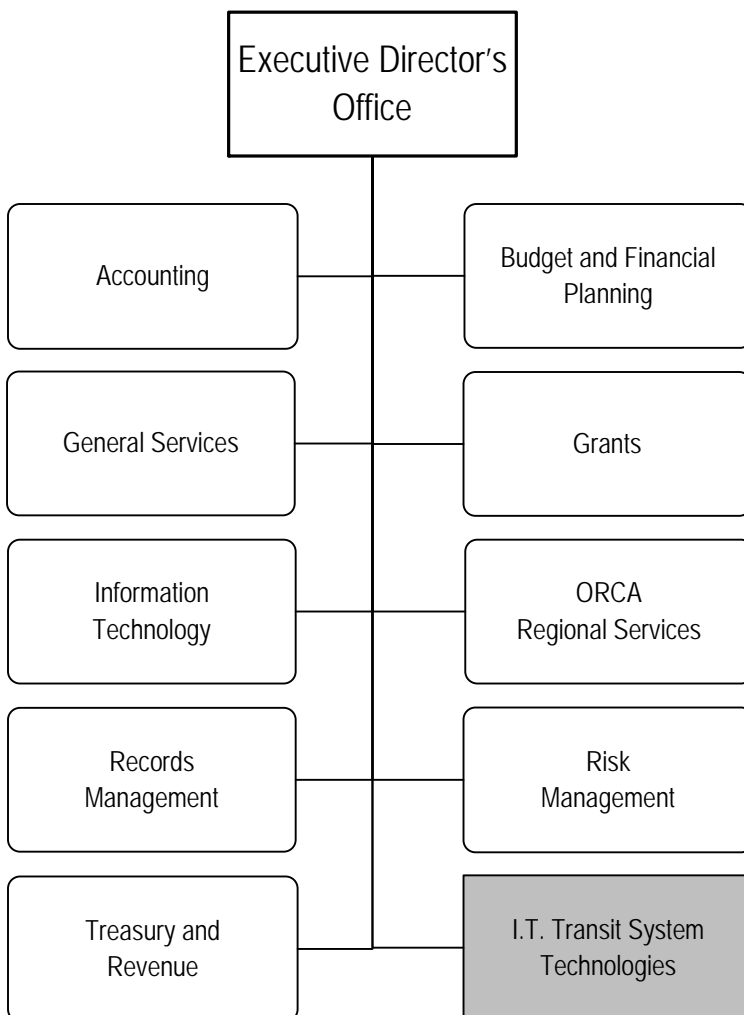
Security is responsible for public and employee safety and security inside vehicles, at operating facilities, and on construction sites working with a private security firm and the King County Sheriff's Department. The division staff also reviews facility designs to ensure security issues are addressed.



EXECUTIVE

(in thousands)	2011 Actual	2012 Budget	2012 Forecast	2013 Proposed
Salaries & Benefits				
Salaries	5,577	6,432	6,212	6,725
Benefits	3,211	3,470	3,525	3,592
Subtotal:	8,788	9,902	9,737	10,317
Services				
Temporary Services	55	49	57	68
Consultant/Management	403	543	534	747
Accounting/Auditing	157	250	144	250
Legal	0	60	60	0
Advertising/Marketing	28	258	129	56
Security Services	26	5	5	5
Software/Hardware Maintenance	0	13	13	18
Maintenance	1	2	2	2
Other Services	233	638	577	620
Subtotal:	901	1,817	1,521	1,765
Materials & Supplies				
Office Supplies	36	51	47	46
Small Equipment/Furniture	78	88	85	55
Other Materials/Supplies	12	21	17	18
Subtotal:	127	159	150	119
Utilities				
Telecommunications	30	28	28	0
Water/Sewer	0	0	0	0
Subtotal:	30	28	28	0
Miscellaneous				
Advertising/Promotion Media	139	130	122	131
Travel/Meetings	96	126	123	137
Training	38	41	43	48
Dues/Memberships	47	52	52	46
Books/Subscriptions	11	15	14	17
Contingency	0	250	250	350
Other Misc.Expense	57	156	130	183
Subtotal:	389	770	734	910
Leases & Rentals				
Vehicles/Parking	0	0	0	0
Furniture/Equipment	1	0	0	0
Meeting Space	49	50	53	81
Subtotal:	50	50	53	81
Department Total:	\$10,285	\$12,725	\$12,222	\$13,192

Finance and Information Technology



Finance divisions are responsible for financial planning, budgeting, accounting, treasury, grants, revenue collection, risk management, and records management.

Information Technology division supports implementation of new technology and maintains the agency's network and various software applications including:

- Enterprise resource planning.
- Office productivity.
- Project estimating and management.
- Regional fare collection system (ORCA) and ticket vending machines.
- Computer-aided design and graphic arts.

 = Staff costs included in Agency Administration section of Budget

 = Staff costs included in Service Delivery section of Budget

FINANCE AND INFORMATION TECHNOLOGY

(in thousands)	2011 Actual	2012 Budget	2012 Forecast	2013 Proposed
Salaries & Benefits				
Salaries	6,029	6,909	6,892	8,224
Benefits	3,206	3,891	4,051	4,521
Subtotal:	9,235	10,801	10,943	12,745
Services				
Temporary Services	144	143	231	148
Consultant/Management	837	1,382	1,302	1,066
Interlocal Agreements	2,368	0	0	2,616
Accounting/Auditing	473	523	493	580
Legal	1	79	66	54
Advertising/Marketing	575	848	797	842
Software/Hardware Maintenance	1,401	1,817	1,902	2,098
Maintenance	41	36	36	52
Other Services	66	75	62	71
Subtotal:	5,908	4,903	4,889	7,527
Materials & Supplies				
Office Supplies	166	245	207	198
Small Equipment/Furniture	582	574	538	656
Other Materials/Supplies	7	0	14	0
Subtotal:	755	819	759	854
Utilities				
Telecommunications	232	305	294	555
Gas/Electric	0	0	0	20
Subtotal:	232	305	294	575
Insurance				
Insurance	2,226	2,298	2,298	2,578
Subtotal:	2,226	2,298	2,298	2,578
Miscellaneous				
Advertising/Promotion Media	0	0	0	2
Travel/Meetings	49	65	63	65
Training	63	61	80	76
Dues/Memberships	10	23	21	21
Books/Subscriptions	38	-11	20	15
Other Misc.Expense	5	41	28	44
Subtotal:	165	180	212	222
Interest				
Interest	1	1	0	0
Subtotal:	1	1	0	0
Leases & Rentals				
Furniture/Equipment	121	135	115	135
Meeting Space	1	1	1	1
Subtotal:	122	136	116	136
Department Total:	\$18,643	\$19,441	\$19,511	\$24,637

From 2013, FIT's budget will include tax collection fees paid to the Department of Revenue and Department of Licensing and will be managed by the Financial Accounting division. These costs were included in Central Costs in 2012.

Legal Department

The Legal Department monitors changes in law and regulations that impact Sound Transit and provides analysis and advice on a wide variety of legal subjects including:

- Real estate acquisitions including condemnation.
- Labor and employment.
- Municipal zoning and land use.
- Environmental.
- Construction claims.
- Permitting.
- Litigation.
- Railroad easements.
- Contracts.
- Interagency issues.



General
Counsel

The Legal Department also defends all legal action filed against the agency and initiates lawsuits when necessary, with assistance from outside counsel as needed. The Legal Department also responds to public records requests.

LEGAL

(in thousands)	2011 Actual	2012 Budget	2012 Forecast	2013 Proposed
Salaries & Benefits				
Salaries	1,296	1,507	1,417	1,547
Benefits	592	746	727	780
Subtotal:	1,888	2,253	2,144	2,327
Services				
Temporary Services	58	0	11	0
Consultant/Management	0	3	3	0
Legal	155	335	335	345
Advertising/Marketing	0	0	0	0
Maintenance	0	0	0	0
Other Services	0	0	0	0
Subtotal:	213	339	350	345
Materials & Supplies				
Office Supplies	3	3	3	3
Small Equipment/Furniture	1	4	4	0
Subtotal:	4	6	6	3
Utilities				
Telecommunications	4	5	5	0
Subtotal:	4	5	5	0
Miscellaneous				
Advertising/Promotion Media	0	0	0	0
Travel/Meetings	1	4	4	9
Training	10	13	13	11
Dues/Memberships	6	8	8	8
Books/Subscriptions	32	39	39	33
Subtotal:	49	64	64	60
Leases & Rentals				
Meeting Space	0	1	1	0
Subtotal:	0	1	1	0
Department Total:	\$2,158	\$2,668	\$2,570	\$2,735

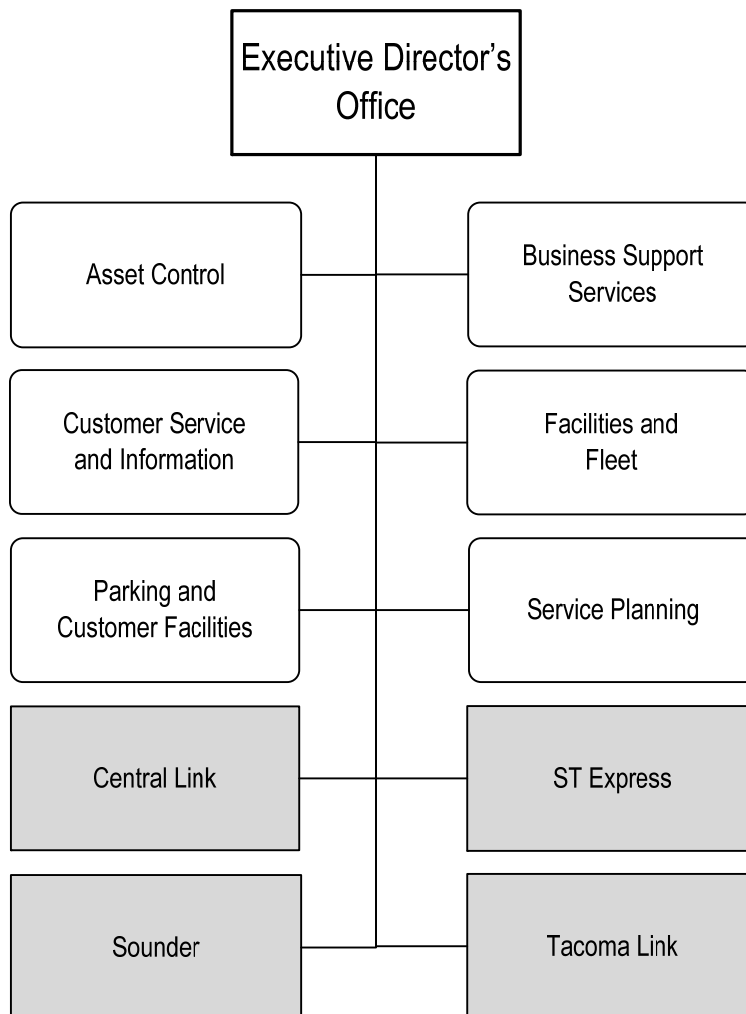
Operations

The Operations department is responsible for:

- Tacoma Link light rail service delivery and maintenance.
- Central Link light rail, Sounder commuter rail, and ST Express bus operations and maintenance through oversight of third-party management contracts.
- Parking, customer, and administrative facilities maintenance.
- Equipment and supplies procurement.
- Service planning.
- Customer service.

Operations provide input to PEPD and DECM on the design of functional and sustainable facilities. Department staff work closely with DECM to ensure appropriate operating and maintenance contracts are in place prior to the start of transit service.

All other agency departments support the successful delivery and operation of the regional transit system.



○ = Staff costs included in Agency Administration section of Budget

■ = Staff costs included in Service Delivery section of Budget

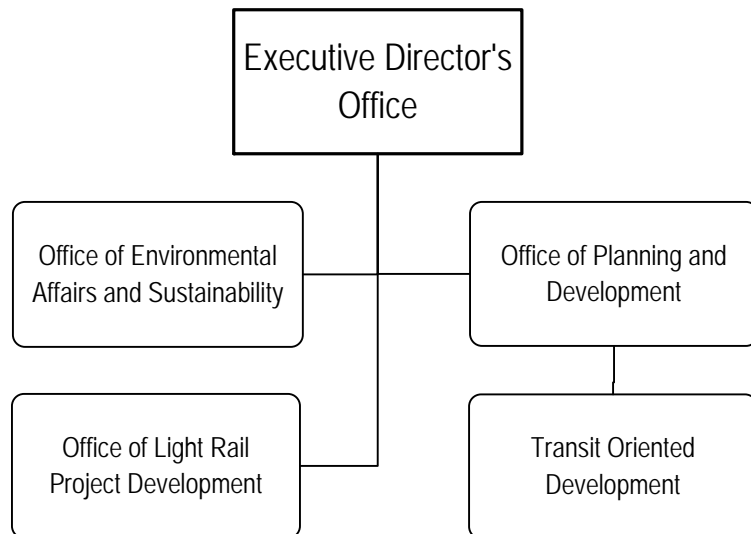
OPERATIONS

(in thousands)	2011 Actual	2012 Budget	2012 Forecast	2013 Proposed
Salaries & Benefits				
Salaries	3,288	3,848	3,687	3,980
Benefits	1,867	2,163	2,171	2,162
Subtotal:	5,155	6,010	5,859	6,142
Services				
Temporary Services	41	93	123	85
Consultant/Management	215	305	115	132
Advertising/Marketing	20	35	18	93
Security Services	142	236	227	154
Maintenance	442	396	342	343
Other Services	138	290	150	181
Subtotal:	997	1,354	975	988
Materials & Supplies				
Office Supplies	11	20	19	14
Small Equipment/Furniture	107	55	48	58
Other Materials/Supplies	333	333	346	348
Subtotal:	451	408	413	419
Utilities				
Telecommunications	36	34	40	1
Gas/Electric	145	164	144	153
Water/Sewer	52	64	47	54
Subtotal:	232	263	231	209
Insurance				
Insurance	-27	0	0	0
Subtotal:	-27	0	0	0
Taxes				
Taxes	1	4	4	4
Subtotal:	1	4	4	4
Miscellaneous				
Advertising/Promotion Media	0	7	6	22
Travel/Meetings	23	39	27	40
Training	40	29	31	28
Dues/Memberships	6	9	3	8
Books/Subscriptions	5	7	5	4
Other Misc.Expense	2	1	4	1
Subtotal:	76	93	76	104
Leases & Rentals				
Vehicles/Parking	255	288	339	300
Admin.Facilities	36	34	47	52
Furniture/Equipment	24	28	1	5
Meeting Space	1	2	2	2
Subtotal:	316	352	389	359
Department Total:	\$7,202	\$8,484	\$7,945	\$8,225

Planning, Environment, and Project Development

Planning, Environment, and Project Development (PEPD) leads the initial project activities that include:

- System planning – stewardship of our long-range plan, development of ST2 and follow-on plans to be decided by voters.
- Project-level planning – first phase of project development including alternatives analysis, conceptual and preliminary engineering, environmental planning pursuant to state and national environmental policy laws.
- Environmental affairs – environmental compliance at in-service facilities and construction sites, as well as implementation of our agency sustainability program.
- Transit Oriented Development – research, policy, planning, and business outreach to promote residential and commercial developments that support public transit use.



Once project development is complete and project scopes are defined, lead project management responsibility shifts to DECM to oversee design and construction.

PLANNING, ENVIRONMENT & PROJECT DEVELOPMENT

(in thousands)	2011 Actual	2012 Budget	2012 Forecast	2013 Proposed
Salaries & Benefits				
Salaries	3,116	3,345	3,350	3,555
Benefits	1,676	1,835	1,832	1,960
Subtotal:	4,792	5,180	5,182	5,514
Services				
Temporary Services	19	105	101	40
Consultant/Management	537	610	610	575
Advertising/Marketing	0	10	10	64
Other Services	0	5	4	3
Subtotal:	557	730	725	681
Materials & Supplies				
Office Supplies	6	9	9	6
Small Equipment/Furniture	3	17	19	5
Subtotal:	9	26	28	10
Utilities				
Telecommunications	11	20	18	0
Subtotal:	11	20	18	0
Miscellaneous				
Advertising/Promotion Media	0	2	2	1
Travel/Meetings	25	53	49	55
Training	6	20	19	31
Dues/Memberships	8	11	11	11
Books/Subscriptions	0	2	2	2
Other Misc.Expense	1	4	2	3
Subtotal:	39	91	84	102
Leases & Rentals				
Meeting Space	0	0	0	1
Subtotal:	0	0	0	1
Department Total:	\$5,407	\$6,047	\$6,036	\$6,309

Debt Service

As of July 31, 2012, Sound Transit has \$1.5 billion of outstanding long-term bonds, the proceeds of which finance construction of capital projects. Interest on long-term debt is capitalized to fixed assets to the extent that the underlying debt funds construction in progress; otherwise it is recognized as an expense.

2013 Highlights

Debt service is budgeted at \$106.3 million including:

- \$33.3 million of principal repayment.
- \$15.4 million of interest expense.
- \$57.6 million of capitalized interest.

Legal Debt Limit

Sound Transit is currently authorized to incur debt in an amount equal to 1.5 percent of the value of taxable property within the service area without securing voter approval for bonds. Under state law, issuance of bonds payable from any type of tax is subject to statutory debt limitations. With approval of 60 percent of the region's voters, Sound Transit may incur aggregate indebtedness of up to 5 percent of the value of taxable property within the service area. Each county assessor in the service area is required to report to Sound Transit annually on the value of the property within its taxing district.

2011 DEBT CAPABILITY STATUS FOR SOUND TRANSIT

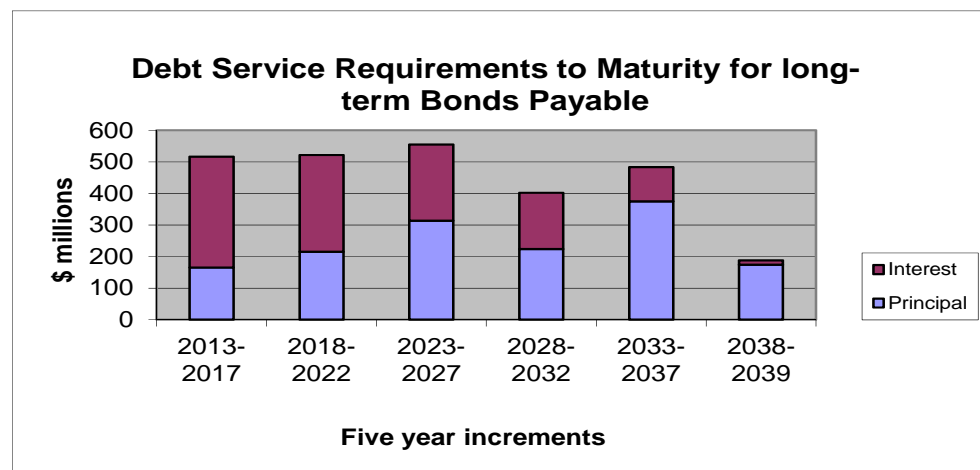
(in millions)

Assessed Valuation in 2010 for collection of taxes in 2011	\$ 418,235
Maximum non-voted debt (1.5% of assessed valuation)	\$ 6,274
Less: Series 1999, 2005A, 2007A, 2009 Bonds and Other Long-term debt	<u>1,524</u>
Non-voted debt capacity remaining	\$ 4,750
Maximum voted debt (5% of assessed valuation)	\$ 20,912
Less: Series 1999, 2005A, 2007A, 2009 Bonds and Other Long-term debt	<u>1,524</u>
Voted debt capacity remaining	\$ 19,388

DEBT SERVICE REQUIREMENTS BY MATURITY*
(in thousands)

Year Ending December 31, 2012	Principal	Interest	Debt Service
2013	33,250	72,773	106,023
2014	33,545	71,962	105,507
2015	34,935	70,346	105,281
2016	30,430	68,666	99,096
2017	33,235	67,133	100,368
2018-2022	215,375	306,179	521,554
2023-2027	313,600	241,743	555,343
2028-2032	224,130	177,725	401,855
2033-2037	375,105	108,101	483,206
2038-2039	173,850	14,405	188,255
Total	\$ 1,467,455	\$ 1,199,032	\$ 2,666,487

* Debt service requirements are maintained on a cash basis but we budget on an accrual basis so there will be a slight budget variance.



Reserves & Non-Cash Expenses

Sound Transit maintains budgets for reserves and non-cash expenses. Because these budgets do not represent cash outlays they are not included in the spending authorization request.

Reserves

Additional monies are set aside in anticipation of future financial obligations. Sound Transit has reserves for capital replacement and emergency/loss. These amounts are included in this document but not as part of the agency administration budget since they are not an expense in the budget year. If reserved funds are to be used, the board's spending authorization is required in advance through a budget amendment resolution.

Capital Replacement

An annual contribution to the capital replacement fund is determined by a schedule of all asset costs and useful lives maintained in the agency's Financial Plan. Funds are held in long-term investments and their use is restricted to future asset replacement. The 2013 contribution is \$49.8 million.

Emergency/Loss

Sound Transit has an emergency reserve to cover the retention/deductible in the event of an insured loss. Funds are accumulated at a rate of \$2 million a year.

Non-Cash Expenses

Non-cash expenses include depreciation and amortization of assets as well as donations and other non-cash expenses as described below.

Depreciation and Amortization

In 2013, the depreciation of service delivery assets is estimated at \$127.6 million and depreciation of administrative assets is estimated at \$1.7 million.

Donations and Other Non-Cash Expenses

In 2013, donations to other governments are estimated to be \$5.2 million as a result of capital contributions made.

2013 DONATIONS

(in thousands)

Donation	
Kirkland - 85th Corridor Improvements	\$ 2,069
Rainier Avenue Arterial Improvements	2,005
Strander Boulevard Extension	1,115
Total	\$ 5,189

APPENDIX A

Staffing Plan Summary and Detail

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Agency Staffing Overview

Department	2011 Staffing	2012 Staffing	2013 Proposed	2013 Staffing
ADMINISTRATIVE				
COMMUNICATIONS & EXTERNAL AFFAIRS	32.75	36.0	-	36.0
DESIGN, ENGINEERING & CONSTRUCTION MGMT	186.00	203.0	10.0	213.0
EXECUTIVE	86.00	87.5	4.5	92.0
FINANCE & INFORMATION TECHNOLOGY	94.00	110.0	8.0	118.0
LEGAL	15.00	15.0	2.0	17.0
OPERATIONS	57.00	60.0	1.0	61.0
PLANNING, ENVIRONMENT & PROJECT DEVELOPMENT	42.00	41.0	4.0	45.0
TOTAL ADMINISTRATION	512.75	552.5	29.5	582.0
SERVICE DELIVERY				
CENTRAL LINK	6.00	7.0	-	7.0
ST EXPRESS	3.00	3.0	-	3.0
SOUNDER	5.00	5.0	-	5.0
TACOMA LINK	18.00	19.0	-	19.0
IT TRANSIT SYSTEMS	11.00	11.0	1.0	12.0
TOTAL SERVICE DELIVERY	43.00	45.0	1.0	46.0
Total Agency	555.75	597.5	30.5	628.0

Service Delivery 2013 Staffing Plan

Division/Position	2012 Staffing	2013 Proposed	2013 Staffing
CENTRAL LINK			
LINK MAINTENANCE MANAGER	1.0	-	1.0
LINK MAINTENANCE SUPERINTENDENT	2.0	-	2.0
LINK TRANSPORTATION MANAGER	1.0	-	1.0
LINK TRANSPORTATION SUPERINTENDENT	2.0	-	2.0
SENIOR ADMINISTRATIVE SPECIALIST	1.0	-	1.0
CENTRAL LINK	7.0	-	7.0
ST EXPRESS			
BUS MAINTENANCE SUPERINTENDENT	1.0	-	1.0
BUS OPERATIONS ANALYST	1.0	-	1.0
BUS OPERATIONS MANAGER	1.0	-	1.0
ST EXPRESS	3.0	-	3.0
SOUNDER			
COMMUTER RAIL COORDINATOR	1.0	-	1.0
COMMUTER RAIL MECHANICAL SUPER	1.0	-	1.0
COMMUTER RAIL OPERATIONS MANAGER	1.0	-	1.0
COMMUTER RAIL TRANSPORTATION SUPER	1.0	-	1.0
SUPERINTENDENT ROW MAINTENANCE	1.0	-	1.0
SOUNDER	5.0	-	5.0
TACOMA LINK			
LIGHT RAIL VEHICLE OPERATOR	7.0	-	7.0
MAINTENANCE SUPERVISOR	1.0	-	1.0
OPERATIONS & MAINTENANCE TECHNICIAN	4.0	-	4.0
OPERATIONS & MAINTENANCE SUPERVISOR	4.0	-	4.0
PROJECT ADMINISTRATION SPECIALIST	1.0	-	1.0
TACOMA LINK LIGHT RAIL ASSIST OPS MGR	1.0	-	1.0
TACOMA LINK LIGHT RAIL OPERATIONS MGR	1.0	-	1.0
TACOMA LINK	19.0	-	19.0
IT TRANSIT SYSTEMS			
SENIOR SYSTEM ANALYST	1.0	-	1.0
SENIOR SYSTEMS ENGINEER	1.0	-	1.0
IT TRANSIT SYSTEMS BENCH TECHNICIAN	-	1.0	1.0
TRANSIT SYSTEMS ELECTRONIC TECHNICIAN	2.0	-	2.0
TRANSIT SYSTEMS ELECTRONIC SUPERVISOR	5.0	-	5.0
TRANSIT SYSTEMS ENGINEER	2.0	-	2.0
IT TRANSIT SYSTEMS	11.0	1.0	12.0
Total Service Delivery	45.0	1.0	46.0

Agency Administration 2013 Staffing Plan

Department/Division/Position	2012 Staffing	2013 Proposed	2013 Staffing
Communications & External Affairs			
CEA DIRECTOR'S OFFICE			
EXEC DIR OF COMM & EXT AFFAIRS	1.0	-	1.0
EXECUTIVE ASSISTANT	1.0	-	1.0
CEA DIRECTOR'S OFFICE	2.0	-	2.0
CUSTOMER OUTREACH			
CUSTOMER OUTREACH ASSISTANT	1.0	-	1.0
CUSTOMER OUTREACH COORDINATOR	1.0	-	1.0
CUSTOMER OUTREACH MANAGER	1.0	-	1.0
EVENTS COORDINATOR	1.0	-	1.0
EVENTS SPECIALIST	1.0	-	1.0
CUSTOMER OUTREACH	5.0	-	5.0
GOV'T & COMMUNITY RELATIONS			
GOV & COMM RELATIONS OFFICER	4.0	-	4.0
GOVERN & COMM RELATIONS DIR	1.0	-	1.0
STATE RELATIONS OFFICER	1.0	-	1.0
GOV'T & COMMUNITY RELATIONS	6.0	-	6.0
MARKETING & CREATIVE SERVICES			
COMMUNICATIONS SPECIALIST	3.0	-	3.0
GRAPHIC DESIGNER	2.0	-	2.0
LEAD COMMUNICATIONS SPECIALIST	1.0	-	1.0
LEAD GRAPHIC DESIGNER	1.0	-	1.0
MARKETING COORDINATOR	1.0	-	1.0
MARKETING SPECIALIST	1.0	-	1.0
MARKETING/CREATIVE SERVICES MG	1.0	-	1.0
RIDER INFORMATION SPECIALIST	1.0	-	1.0
SENIOR GRAPHIC DESIGNER	2.0	-	2.0
VIDEO PRODUCER	1.0	-	1.0
VIDEO PRODUCTION TECHNICIAN	1.0	-	1.0
WEB PROGRAM MANAGER	1.0	-	1.0
WEB SITE SPECIALIST	1.0	-	1.0
MARKETING & CREATIVE SERVICES	17.0	-	17.0
MEDIA RELATION & PUBLIC INFO			
INFORMATION CENTER SPECIALIST	1.0	-	1.0
MEDIA RELATIONS/PUBLIC INFO MG	1.0	-	1.0
PUBLIC INFORMATION COORDINATOR	1.0	-	1.0
PUBLIC INFORMATION SPECIALIST	3.0	-	3.0
MEDIA RELATION & PUBLIC INFO	6.0	-	6.0
COMMUNICATIONS & EXT AFFAIRS TOTAL	36.0	-	36.0

Department/Division/Position	2012 Staffing	2013 Proposed	2013 Staffing
Design, Engineering and Construction Management			
ARCHITECTURE & ART			
COLLECTION COORDINATOR	-	1.0	1.0
ARCHITECT	4.0	-	4.0
ART & ARCHITECTURE DIRECTOR	1.0	-	1.0
PROJECT COORDINATOR - DECM	1.0	-	1.0
PUBLIC ART PROGRAM ADMINISTRAT	1.0	-	1.0
PUBLIC ART PROGRAM COORDINATOR	1.0	-	1.0
SENIOR ARCHITECT	3.0	-	3.0
SENIOR PROJECT COORD - DECM	1.0	-	1.0
ARCHITECTURE & ART	12.0	1.0	13.0
CIVIL & STRUCTURAL DESIGN			
CAD MANAGER	1.0	-	1.0
CIVIL ENGINEER	7.0	-	7.0
CORRIDOR DESIGN MANAGER - ELBR	1.0	-	1.0
CORRIDOR DESIGN MANAGER - NL	1.0	-	1.0
CORRIDOR DESIGN MANAGER - SL	1.0	-	1.0
CORRIDOR DESIGN MGR - EL I-90	1.0	-	1.0
DEPUTY DIR, CIVIL/STRUC DESIGN	1.0	-	1.0
DESIGN & ENGINEERING COORD	1.0	-	1.0
DIRECTOR CIVIL & STRUC DESIGN	1.0	-	1.0
SENIOR CAD DRAFTER	5.0	1.0	6.0
SENIOR CIVIL ENGINEER	11.0	1.0	12.0
SENIOR STRUCTURAL ENGINEER	4.0	-	4.0
SPECIFICATION WRITER	1.0	-	1.0
STRUCTURAL ENGINEER	2.0	-	2.0
STRUCTURAL ENGINEERING MANAGER	1.0	-	1.0
CIVIL & STRUCTURAL DESIGN	39.0	2.0	41.0
COMMUNITY OUTREACH			
BUSINESS MITIGATION SPECIALIST	1.0	-	1.0
COMMUNITY OUTREACH ASSISTANT	1.0	-	1.0
COMMUNITY OUTREACH CORRID LEAD	1.0	-	1.0
COMMUNITY OUTREACH CORRID SUP	3.0	-	3.0
COMMUNITY OUTREACH DIRECTOR	1.0	-	1.0
COMMUNITY OUTREACH SPECIALIST	8.0	1.0	9.0
SENIOR ADMINISTRATIVE SPEC	1.0	-	1.0
COMMUNITY OUTREACH	16.0	1.0	17.0

Department/Division/Position	2012 Staffing	2013 Proposed	2013 Staffing
CONSTRUCTION MANAGEMENT			
CONSTRUCTION MANAGEMENT DIRECT	1.0	-	1.0
CONSTRUCTION MANAGER - DECM	9.0	-	9.0
CONSTRUCTION PROJECT SPEC	1.0	-	1.0
DEPUTY CONSTRUCTION MANAGER	5.0	-	5.0
LEAD INSPECTOR	1.0	-	1.0
PRINCIPAL CONSTRUCTION MANAGER	3.0	-	3.0
PROJECT COORDINATOR - DECM	1.0	-	1.0
PROJECT MANAGEMENT DIRECTOR	1.0	-	1.0
PROJECT MANAGER - RSIP	1.0	-	1.0
SENIOR CIVIL ENGINEER	1.0	-	1.0
SENIOR CONSTRUCTION ENGINEER	1.0	-	1.0
SENIOR PROJECT COORD - DECM	1.0	-	1.0
CONSTRUCTION MANAGEMENT	26.0	-	26.0
DECM DIRECTOR'S OFFICE			
CHIEF OF STAFF	1.0	-	1.0
DEP EXEC DIR - BUSINESS/CONST	1.0	-	1.0
DEP EXEC DIR DESIGN & ENG	1.0	-	1.0
DEPUTY PROJECT DIRECTOR	2.0	-	2.0
DEPUTY PROJECT DIRECTOR - EL	1.0	-	1.0
EXECUTIVE ASSISTANT	1.0	-	1.0
EXECUTIVE DIRECTOR - DECM	1.0	-	1.0
EXECUTIVE PROJECT DIRECTOR	3.0	-	3.0
PROJECT COORDINATOR - DECM	3.0	-	3.0
PROJECT DIRECTOR	2.0	-	2.0
PROJECT MANAGER - DECM	4.0	-	4.0
RECEPTIONIST/ADMIN ASSISTANT	1.0	-	1.0
SENIOR ADMINISTRATIVE SPEC	2.0	-	2.0
SENIOR PROJECT COORD - DECM	4.0	-	4.0
SENIOR PROJECT MANAGER - DECM	3.0	-	3.0
DECM DIRECTOR'S OFFICE	30.0	-	30.0
PROJECT CONTROLS			
CONFIGURATION & CHANGE MGT SP	-	1.0	1.0
VALUE ENGINEERING MANAGER	1.0	-	1.0
CORRIDOR PROJECT CONTROL SUPVR	3.0	-	3.0
COST ENGINEER	1.0	-	1.0
COURIER	1.0	-	1.0
DEP EXE DIR, PROJ CONTROL & VE	1.0	-	1.0
DOCUMENT CONTROL COORDINATOR	5.0	-	5.0
PROJ CON MGR CONFIG & DOC CON	1.0	-	1.0

Department/Division/Position	2012 Staffing	2013 Proposed	2013 Staffing
PROJECT CONTROL ASSISTANT	1.0	-	1.0
PROJECT CONTROL COORDINATOR	3.0	-	3.0
PROJECT CONTROL SPECIALIST	9.0	-	9.0
SENIOR ADMINISTRATIVE SPEC	1.0	-	1.0
SENIOR COST ENGINEER	2.0	-	2.0
SENIOR DOCUMENT CONTROL COORD	2.0	-	2.0
SENIOR PROJECT CONTROLS SPEC	2.0	-	2.0
SENIOR PROJECT RISK ENGINEER	1.0	-	1.0
SENIOR SCHEDULING ENGINEER	2.0	1.0	3.0
SENIOR SYSTEMS COST ENGINEER	1.0	-	1.0
SR MANAGER, PROJECT CONTROLS	1.0	-	1.0
SR MGR, RISK, SCHEDULE & VE	1.0	-	1.0
PROJECT CONTROLS	39.0	2.0	41.0
PROJECT SUPPORT SERVICES			
ASSISTANT PERMIT ADMINISTRATOR	2.0	1.0	3.0
PERMITS ADMINISTRATOR	1.0	-	1.0
PROJECT SUPPORT SERVICES	3.0	1.0	4.0
REAL PROPERTY			
DIRECTOR OF REAL PROPERTY	1.0	-	1.0
LEASING DOCUMENT COORDINATOR	1.0	-	1.0
PROPERTY COORDINATOR	3.0	-	3.0
PROPERTY MANAGEMENT ASST MGR	1.0	-	1.0
PROPERTY MANAGEMENT COORD	1.0	-	1.0
PROPERTY MANAGEMENT MANAGER	1.0	-	1.0
PROPERTY MANAGEMENT SPEC	1.0	-	1.0
PROPERTY RECORDS RESEARCH TECH	1.0	-	1.0
SENIOR ADMINISTRATIVE SPEC	1.0	-	1.0
SENIOR LEASING DOCUMENT COORD	1.0	-	1.0
SENIOR REAL PROPERTY AGENT	4.0	-	4.0
REAL PROPERTY	16.0	-	16.0
SYSTEMS ENG. & INTEGRATION			
CIVIL/SYSTEM INTEGRATION MGR	1.0	-	1.0
CORRIDOR DESIGN MGR-SYSTEMS NL	1.0	-	1.0
ELECTRICAL ENGINEER	1.0	-	1.0
MECHANICAL ENGINEER	1.0	-	1.0
PROJECT COORDINATOR - DECM	-	-	-
SENIOR ADMINISTRATIVE SPEC	1.0	-	1.0
SENIOR CAD DRAFTER	1.0	-	1.0
SENIOR ELECTRICAL ENGINEER	1.0	-	1.0
SENIOR MECHANICAL ENGINEER	1.0	-	1.0
SENIOR SYSTEMS ENGINEER	8.0	3.0	11.0
SYSTEMS ENG & INTEGRATION DIR	1.0	-	1.0
SYSTEMS ENGINEER	4.0	-	4.0
SYSTEMS ENGINEERING MANAGER	1.0	-	1.0
SYSTEMS ENG. & INTEGRATION	22.0	3.0	25.0
DESIGN, ENG & CONST MGMT	203.0	10.0	213.0

Department/Division/Position	2012 Staffing	2013 Proposed	2013 Staffing
Executive			
BOARD ADMINISTRATION			
CORRESPONDENCE MANA G COOR	1.0	-	1.0
ADMINISTRATIVE SPECIALIST	1.0	-	1.0
BOARD ADMINISTRATION MANAGER	1.0	-	1.0
BOARD COORDINATOR	2.0	-	2.0
BOARD ADMINISTRATION	5.0	-	5.0
CHIEF EXECUTIVE OFFICE			
CHIEF EXECUTIVE OFFICER	1.0	-	1.0
DEPUTY CHIEF EXECUTIVE OFFICER	1.0	-	1.0
EXECUTIVE PROGRAM ADVISOR	1.0	-	1.0
SENIOR EXECUTIVE ASSISTANT	1.0	-	1.0
CHIEF EXECUTIVE OFFICE	4.0	-	4.0
DIVERSITY PROGRAM			
PLA PROGRAM MANAGER	1.0	-	1.0
DIVERSITY PROGRAM DIRECTOR	1.0	-	1.0
DIVERSITY PROGRAM SPECIALIST	2.0	-	2.0
DIVERSITY TECHNICAL ADVISOR	1.0	-	1.0
LABOR AGREEMENT SPECIALIST	2.0	-	2.0
LEAD DIVERSITY PROGRAM SPECIAL	1.0	-	1.0
SENIOR ADMINISTRATIVE SPEC	1.0	-	1.0
DIVERSITY PROGRAM	9.0	-	9.0
HUMAN RESOURCES			
SENIOR EMP/LABOR REL SPEC	-	1.0	1.0
EMPLOYEE & LABOR RELATIONS MGR	1.0	-	1.0
HUMAN RESOURCES DIRECTOR	1.0	-	1.0
HUMAN RESOURCES SPECIALIST	2.0	-	2.0
RETIREMENT & BENEFITS ANALYST	1.0	-	1.0
SENIOR HRIS/LMS ANALYST	1.0	-	1.0
SENIOR RECRUITER	2.0	-	2.0
TALENT & ORG DEVELOPMENT MGR	1.0	-	1.0
TOTAL REWARDS MANAGER	1.0	-	1.0
HUMAN RESOURCES	10.0	1.0	11.0
INTERNAL AUDIT			
INTERNAL AUDIT DIRECTOR	1.0	-	1.0
SENIOR INTERNAL AUDITOR	2.0	-	2.0
INTERNAL AUDIT	3.0	-	3.0

Department/Division/Position	2012 Staffing	2013 Proposed	2013 Staffing
PROCUREMENT & CONTRACTS			
ADMINISTRATIVE SPECIALIST	2.0	-	2.0
ASSISTANT BUYER	1.0	-	1.0
CONTRACTS MANAGER	1.0	-	1.0
CONTRACTS SPECIALIST	1.0	-	1.0
CONTRACTS SYSTEMS SUPERVISOR	1.0	-	1.0
DESIGN & CONST CONTRACTS MGR	1.0	-	1.0
DESIGN & CONSTR CONTRACT SUPVR	1.0	-	1.0
DESIGN & CONSTR CONTRACTS SPEC	4.0	-	4.0
PROCUREMENT & CONTRACTS DIR	1.0	-	1.0
PROCUREMENT/CONTRACTS ASST	2.0	-	2.0
PROCUREMENT/CONTRACTS COORD	1.0	-	1.0
SENIOR BUYER/PLANNER	1.0	-	1.0
SENIOR CONTRACTS SPECIALIST	7.0	-	7.0
SENIOR DESIGN & CONST SPEC	-	1.0	1.0
SR DESIGN & CONSTR CONTR SPEC	4.0	-	4.0
SR DESIGN & CONSTR CONTR SPEC	2.0	-	2.0
PROCUREMENT & CONTRACTS	30.0	1.0	31.0
QUALITY ASSURANCE			
AGENCY QA/QC MANAGER	1.0	-	1.0
PROJECT ADMINISTRATION SPEC	1.0	-	1.0
QUALITY ASSURANCE ENGINEER	3.0	1.0	4.0
SENIOR QLTY ASSNC ASSESSOR	1.0	-	1.0
SENIOR QUALITY ASSURANCE ENG	2.0	-	2.0
QUALITY ASSURANCE	8.0	1.0	9.0
SAFETY			
CHIEF SAFETY OFFICER	1.0	-	1.0
COMMUNITY OUTREACH SPECIALIST	1.0	-	1.0
CONSTRUCTION SAFETY MANAGER	1.0	-	1.0
CONSTRUCTION SAFETY SPECIALIST	2.0	-	2.0
HEALTH & SAFETY SPECIALIST	1.5	0.5	2.0
PROJECT ADMINISTRATION SPEC	1.0	-	1.0
RAIL PASSENGER SAFETY MANAGER	1.0	-	1.0
SENIOR CONST SAFETY SPECIALIST	2.0	-	2.0
SENIOR HEALTH & SAFETY SPEC	1.0	-	1.0
SR SYSTEM SAFETY & ASSUR SPEC	1.0	-	1.0
SYSTEM SAFETY & ASSURANCE SPEC	1.0	-	1.0
SAFETY	13.5	0.5	14.0
SAFETY & QA DIRECTOR'S OFFICE			
DIRECTOR OF SAFETY AND QA	1.0	-	1.0
SENIOR ADMINISTRATIVE SPEC	1.0	-	1.0
SAFETY & QA DIRECTOR'S OFFICE	2.0	-	2.0
SECURITY			
CPTED/TECHNICAL SECURITY SPEC	-	1.0	1.0
CHIEF SECURITY OFFICER	1.0	-	1.0
OPERATIONAL SECURITY SPEC	1.0	-	1.0
PROJECT ADMINISTRATION SPEC	1.0	-	1.0
SECURITY	3.0	1.0	4.0
EXECUTIVE	87.5	4.5	92.0

Department/Division/Position	2012 Staffing	2013 Proposed	2013 Staffing
Finance & Information Technology			
BUDGET & FINANCIAL PLANNING			
BUDGET MANAGER	2.0	-	2.0
BUSINESS ANALYST	0.3	(0.3)	-
DIRECTOR OF BUDGET & FIN PLAN	1.0	-	1.0
FINANCE & BUDGET COORDINATOR	1.0	-	1.0
SENIOR FINANCIAL BUDGET ANALYS	6.0	-	6.0
SENIOR FINANCIAL PLANNER	2.0	-	2.0
BUDGET & FINANCIAL PLANNING	12.3	(0.3)	12.0
CHIEF FINANCIAL OFFICER'S			
EXECUTIVE ASSISTANT	1.0	-	1.0
EXECUTIVE DIRECTOR OF FIN & IT	1.0	-	1.0
CHIEF FINANCIAL OFFICER'S	2.0	-	2.0
FINANCIAL ACCOUNTING			
ACCOUNTANT I	2.0	-	2.0
Accountant II	3.0	-	3.0
ACCOUNTING MANAGER	1.0	-	1.0
ACCOUNTING OPERATIONS MANAGER	1.0	-	1.0
ACCOUNTING SUPERVISOR	1.0	-	1.0
ACCOUNTS PAYABLE SPECIALIST	3.0	-	3.0
ACCOUNTS PAYABLE SUPERVISOR	1.0	-	1.0
ASSISTANT CONTROLLER	1.0	-	1.0
BUSINESS ANALYST	0.3	0.7	1.0
CONTROLLER	1.0	-	1.0
MANAGEMENT ANALYST	1.0	-	1.0
PAYROLL SPECIALIST	1.0	-	1.0
PAYROLL SUPERVISOR	1.0	-	1.0
SENIOR ACCOUNTANT	3.0	-	3.0
SENIOR ADMINISTRATIVE SPEC	1.0	-	1.0
SENIOR BUSINESS ANALYST	1.0	-	1.0
FINANCIAL ACCOUNTING	22.3	0.7	23.0
GENERAL SERVICES/WAREHOUSE			
GENERAL SERVICES CENTER ASSIST	1.0	-	1.0
GENERAL SERVICES CENTER COORD	1.0	-	1.0
GENERAL SERVICES/WAREHOUSE	2.0	-	2.0

Department/Division/Position	2012 Staffing	2013 Proposed	2013 Staffing
GRANTS			
GRANTS ADMINISTRATOR	1.0	-	1.0
GRANTS MANAGER	1.0	-	1.0
GRANTS SPECIALIST	2.0	-	2.0
GRANTS	4.0	-	4.0
INFORMATION TECHNOLOGY			
IT APPLICATIONS DEVELOPER	-	1.0	1.0
IT DATA ARCHITECT	1.0	-	1.0
TRANSIT SYSTEMS ELECTRICIAN	-	1.0	1.0
BUSINESS ANALYST	0.4	(0.4)	-
DATABASE ADMINISTRATOR	1.0	-	1.0
DEPUTY CHIEF INFORMATION OFF	1.0	-	1.0
DEPUTY EXECUTIVE DIRECTOR	1.0	-	1.0
GIS ANALYST	1.0	-	1.0
GIS SPECIALIST	1.0	-	1.0
HELPDESK SUPPORT TECHNICIAN	2.0	-	2.0
IT BUSINESS MANAGER	1.0	-	1.0
IT MANAGER	3.0	-	3.0
IT MANAGER - RES & TECH	1.0	-	1.0
IT MANAGER DEVELOPMENT	-	1.0	1.0
IT MANAGER, PMO	1.0	-	1.0
IT PROJECT ANALYST	1.0	-	1.0
IT PROJECT MANAGER	3.0	2.0	5.0
IT PURCHASING COORDINATOR	1.0	-	1.0
IT SENIOR PROJECT MANAGER	1.0	-	1.0
IT SERVICE DESK MANAGER	1.0	-	1.0
IT SUPPORT SPECIALIST	3.0	-	3.0
IT SYSTEM ADMINISTRATOR	2.0	-	2.0
IT SYSTEM ENGINEER	1.0	-	1.0
NETWORK ENGINEER	1.0	-	1.0
REPORT DEVELOPER	1.0	-	1.0
SENIOR CLIENT SYSTEM ARCHITECT	1.0	-	1.0
SENIOR DATABASE ADMINISTRATOR	1.0	1.0	2.0
SENIOR ENTERPRISE ARCHITECT	1.0	-	1.0
SENIOR IT PROJECT MANAGER	2.0	-	2.0
SENIOR IT SUPPORT SPECIALIST	2.0	-	2.0

Department/Division/Position	2012 Staffing	2013 Proposed	2013 Staffing
SENIOR IT SYSTEM ANALYST	1.0	-	1.0
SENIOR IT SYSTEMS ANALYST	4.0	-	4.0
SENIOR IT SYSTEMS ANALYST, EAM	1.0	-	1.0
SENIOR IT SYSTEMS ENGINEER	2.0	-	2.0
SENIOR NETWORK ENG, NET DES	1.0	-	1.0
SENIOR NETWORK ENGINEER	1.0	-	1.0
SR IT NETWORK ENGINEER	1.0	-	1.0
TRANSIT SYSTEMS ENGINEER	-	1.0	1.0
WEB DEVELOPER	1.0	-	1.0
INFORMATION TECHNOLOGY	48.4	6.6	55.0
ORCA REGIONAL SERVICES			
ORCA ADMINISTRATIVE ANALYST	1.0	-	1.0
ORCA REGIONAL PROGRAM ADMIN	1.0	-	1.0
ORCA REGIONAL SERVICES	2.0	-	2.0
ORCA ST REGIONAL SERVICES			
CASH ACCOUNTANT	1.0	-	1.0
FISCAL AGENT - ORCA	1.0	-	1.0
INFO TECH SYSTEMS ANALYST	1.0	-	1.0
REVENUE ANALYSIS MANAGER	0.5	0.5	1.0
SENIOR CUSTOMER SERVICE REP	1.0	-	1.0
ORCA ST REGIONAL SERVICES	4.5	0.5	5.0
RECORDS MANAGEMENT			
ELECTRONIC RECORDS ANALYST	-	1.0	1.0
RECORDS MANAGEMENT COORDINATOR	1.0	-	1.0
RECORDS MANAGER	1.0	-	1.0
RECORDS MANAGEMENT	2.0	1.0	3.0
RISK MANAGEMENT			
ADMINISTRATIVE SPECIALIST	1.0	-	1.0
DIRECTOR OF RISK MANAGEMENT	1.0	-	1.0
RISK & CLAIMS ANALYST	2.0	-	2.0
RISK & INSURANCE MANAGER	1.0	-	1.0
RISK MANAGEMENT	5.0	-	5.0
TREASURY & REVENUE			
CASH ACCOUNTANT	1.0	-	1.0
CASH/INVESTMENT ADMINISTRATOR	1.0	-	1.0
ORCA SITE ADMINISTRATOR	1.0	-	1.0
REVENUE ANALYSIS MANAGER	0.5	(0.5)	-
SENIOR FINANCIAL BUDGET ANALYS	1.0	-	1.0
TREASURER	1.0	-	1.0
TREASURY & REVENUE	5.5	(0.5)	5.0
FINANCE & INFO TECHNOLOGY	110.0	8.0	118.0

Department/Division/Position	2012 Staffing	2013 Proposed	2013 Staffing
Legal			
LEGAL ASSISTANT	-	1.0	1.0
PARALEGAL	-	1.0	1.0
ADMINISTRATIVE SPECIALIST	1.0	-	1.0
BUS MGR/PUBLIC RECORD OFFICER	1.0	-	1.0
DEPUTY GENERAL COUNSEL	1.0	-	1.0
EXECUTIVE ASSISTANT	1.0	-	1.0
GENERAL COUNSEL	1.0	-	1.0
LEGAL COUNSEL	1.0	-	1.0
LEGAL SECRETARY	1.0	-	1.0
PROJECT ADMINISTRATION SPEC	1.0	-	1.0
SENIOR LEGAL COUNSEL	7.0	-	7.0
LEGAL	15.0	2.0	17.0
Operations			
ASSET PLANNING & PROGRAMMING			
ASSET CONTROL SPECIALIST	1.0	-	1.0
ASSET PLNG & PROGRAMMING MGR	1.0	-	1.0
PROJECT MANAGER, ASSET CONTROL	1.0	-	1.0
SENIOR DOCUMENT CONTROL COORD	1.0	-	1.0
SPACE PLANNING/CADD OPERATOR	1.0	-	1.0
ASSET PLANNING & PROGRAMMING	5.0	-	5.0
BUSINESS SERVICES			
OPERATIONS BUSINESS ANALYST	1.0	-	1.0
OPERATIONS BUSINESS COORD	3.0	-	3.0
OPERATIONS BUSINESS MANAGER	1.0	-	1.0
SENIOR BUSINESS ANALYST	1.0	1.0	2.0
BUSINESS SERVICES	6.0	1.0	7.0
CUSTOMER FAC & ACCESSIBLE SERV			
ACCESSIBILITY COORDINATOR	1.0	-	1.0
CUST FAC & ACC SERVICES MGR	1.0	-	1.0
PROJECT MANAGER, CFAS	1.0	-	1.0
SENIOR CFAS COORDINATOR	3.0	-	3.0
CUSTOMER FAC & ACCESSIBLE SERV	6.0	-	6.0

Department/Division/Position	2012 Staffing	2013 Proposed	2013 Staffing
CUSTOMER SERVICES			
CUSTOMER SERVICE MANAGER	1.0	-	1.0
CUSTOMER SERVICE REP	4.0	-	4.0
CUSTOMER SERVICE SUPERVISOR	2.0	-	2.0
RECEPTIONIST/ADMIN ASSISTANT	2.0	-	2.0
SENIOR CUSTOMER SERVICE REP	2.0	-	2.0
CUSTOMER SERVICES	11.0	-	11.0
FACILITIES			
ASSISTANT FACILITIES MAINT MGR	1.0	-	1.0
FACILITIES MAINTENANCE MANAGER	1.0	-	1.0
FACILITIES PROJECT MANAGER	3.0	-	3.0
FACILITIES SPECIALIST	6.0	-	6.0
PROJECT MANAGER	1.0	-	1.0
SENIOR FACILITIES COORDINATOR	2.0	-	2.0
SENIOR FACILITIES SPECIALIST	5.0	-	5.0
FACILITIES	19.0	-	19.0
OPERATIONS DIRECTOR'S OFFICE			
ADMINISTRATIVE ANALYST	1.0	-	1.0
DEPUTY EXEC DIR TRANS & MAINT	1.0	-	1.0
EXECUTIVE ASSISTANT	1.0	-	1.0
EXECUTIVE DIRECTOR OF OPER	1.0	-	1.0
FACILITY & ASSET CONTROL DIR	1.0	-	1.0
LIGHT RAIL OPERATIONS DIRECTOR	1.0	-	1.0
OPERATIONS SUPPORT SERVICES DIR	1.0	-	1.0
PROJECT ADMINISTRATION SPEC	1.0	-	1.0
SENIOR ADMINISTRATIVE SPEC	1.0	-	1.0
OPERATIONS DIRECTOR'S OFFICE	9.0	-	9.0
SERVICE PLANNING & DEVELOPMENT			
ASSISTANT SERVICE PLANNER	1.0	-	1.0
SERVICE PLANNER	2.0	-	2.0
SERVICE PLANNING MANAGER	1.0	-	1.0
SERVICE PLANNING & DEVELOPMENT	4.0	-	4.0
OPERATIONS	60.0	1.0	61.0

Department/Division/Position	2012 Staffing	2013 Proposed	2013 Staffing
Planning, Environment and Project Development			
ENVIRONMENTAL & SUSTAINABILITY			
ASSOCIATE PLANNER	2.0	-	2.0
DEPUTY DIR OF ENVIRON AFF & SUS	1.0	-	1.0
ENVIRON AFFAIRS & SUSTAIN DIR	1.0	-	1.0
ENVIRONMENTAL COMPLIANCE MGR	1.0	-	1.0
ENVIRONMENTAL PLANNER	3.0	1.0	4.0
SENIOR ADMINISTRATIVE SPEC	1.0	-	1.0
SENIOR ENVIRONMENTAL PLANNER	5.0	-	5.0
SUSTAINABILITY MANAGER	1.0	-	1.0
ENVIRONMENTAL & SUSTAINABILITY	15.0	1.0	16.0
LIGHT RAIL PROJECT DEVELOPMENT			
LIGHT RAIL DEVELOPMENT MANAGER	3.0	-	3.0
LIGHT RAIL PROJECT DEV DIR	1.0	-	1.0
PROJECT MANAGER - AGREEMENTS	1.0	-	1.0
PROJECT MANAGER - LR SEGMENT	5.0	2.0	7.0
SENIOR ADMINISTRATIVE SPEC	1.0	-	1.0
TRANSPORTATION PLANNER	1.0	-	1.0
LIGHT RAIL PROJECT DEVELOPMENT	12.0	2.0	14.0
PEPD DIRECTOR'S OFFICE			
EXECUTIVE ASSISTANT	1.0	-	1.0
EXECUTIVE DIRECTOR PEPD	1.0	-	1.0
PEPD DIRECTOR'S OFFICE	2.0	-	2.0
PLANNING AND DEVELOPMENT			
ASSOCIATE PLANNER	1.0	-	1.0
BUSINESS ACCT REPRESENTATIVE	1.0	-	1.0
PLANNING & DEVELOPMENT DIR	1.0	-	1.0
PLANNING & PROJECT DEV MGR	1.0	-	1.0
PROJECT MANAGER - MODELER	1.0	-	1.0
RESEARCH, POLICY & BUS DEV MGR	1.0	-	1.0
SENIOR POLICY PLANNER	1.0	1.0	2.0
SENIOR TRANSPORTATION PLANNER	3.0	-	3.0
PLANNING AND DEVELOPMENT	10.0	1.0	11.0
TRANSIT ORIENTED DEVELOPMENT			
SENIOR TOD SPECIALIST	1.0	-	1.0
TOD MANAGER	1.0	-	1.0
TRANSIT ORIENTED DEVELOPMENT	2.0	-	2.0
PLANNING, ENV & PROJECT DEV	41.0	4.0	45.0
Total Agency Administration	552.5	29.5	582.0

APPENDIX B

Budget Process

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Budget Process

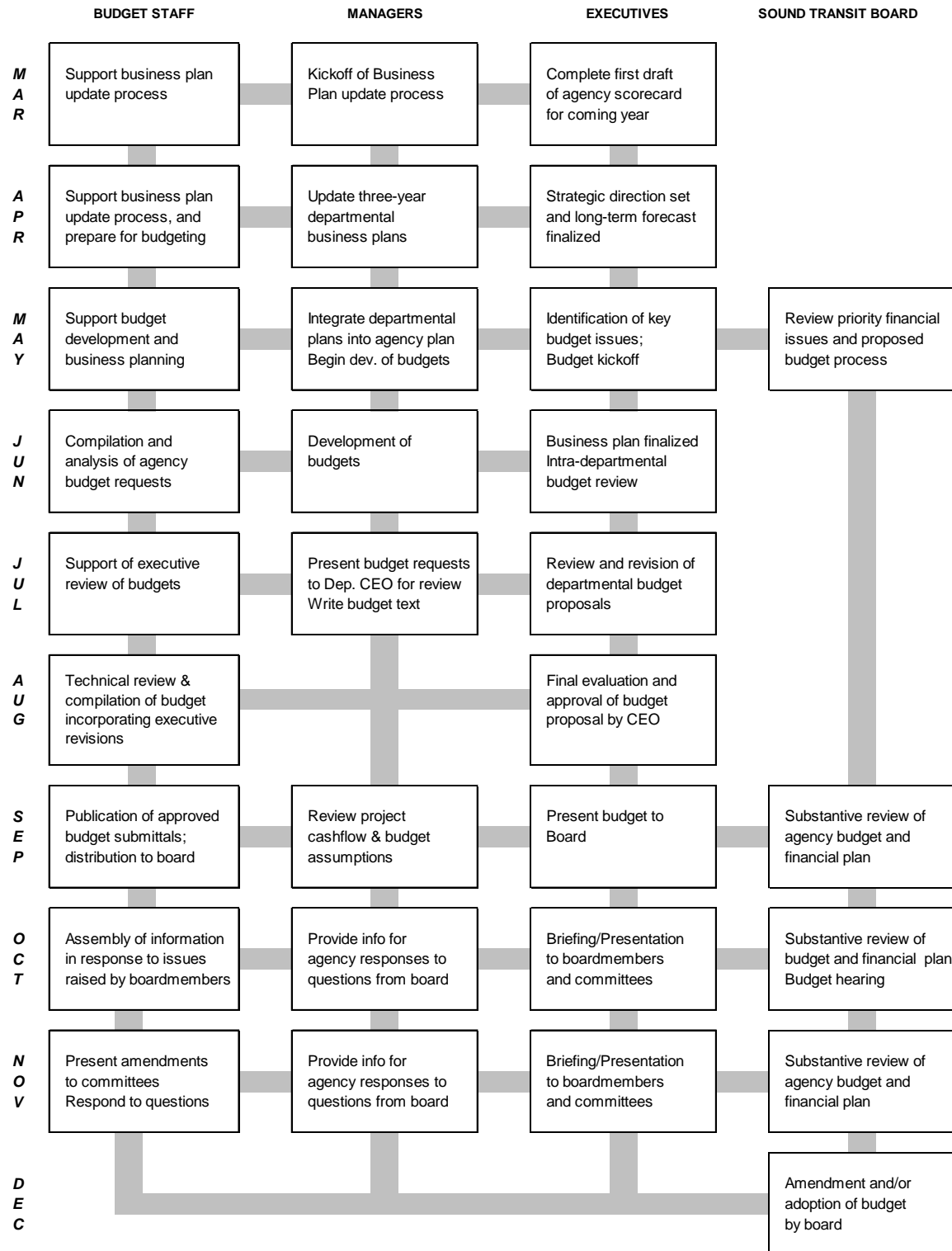
Sound Transit's budget process is structured to serve two purposes. Within the Agency, the development of the budget provides a forum for joint planning of objectives and tasks, with executive and board review of programs. For the region's citizens, the budget reports on the status of projects and services, detailing the agency's proposed activities and their costs for the coming year.

The internal process is a collaborative and iterative one, with the Agency's senior management providing strategic direction and critical review, managers and project managers preparing resource proposals, and budget staff providing analysis and technical support for the process. Once the proposed budget and transit improvement plan have been published, the Sound Transit Board and the public provide an external review of project and service proposals from a policy standpoint.

The annual budget process begins with business planning beginning in March, budget development beginning in May and with budget adoption anticipated in December. Major phases of this process are outlined on the next page.

Amendments to the budget after adoption require the CEO to submit a supplemental budget resolution to the Board. Amending the budget is required if spending is to exceed the total annual operating budget for the agency, the annual operating budget for a transit mode, or the authorized budget for a capital project. Supplemental budget resolutions must be passed by a two-thirds majority vote of the Board.

SOUND TRANSIT BUDGET PROCESS SUMMARY



APPENDIX C

Subarea Allocations

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Subarea Allocations

The Central Puget Sound Regional Transit Authority (Sound Transit) has implemented an accounting and reporting system consistent with the financial policies approved in the ST2 voter-approved program. Annually, Sound Transit (the agency) prepares a Schedule of Sources and Uses of Funds by Subarea (the schedule) that is based on the agency's audited financial statements and the agency's long-term Finance Plan. The schedule reports actual tax revenues received by subarea and an allocation to each subarea of other sources and uses earned.

This system is integrated into the agency's system of internal control over financial reporting, ensuring the integrity of the information reported and provides management, the board, and the citizen oversight panel required information to monitor progress against Sound Transit's subarea commitments to its voters.

Annually, the agency's financial statement auditors perform agreed upon procedures which look at the allocation of sources and uses of funds presented. These procedures were developed by management, reviewed by the Citizen Oversight Panel and approved by the Audit and Reporting Committee of the board. All results from independent examinations are presented to the board.

This appendix provides the drivers that will be used to allocate sources and uses to subareas in 2012 as well as new projects for 2013. Any additional projects will be added at the end of the year when subarea allocations are calculated.

Revenues and Financing Sources

SOURCES

Description	Driver
Sales & Use Tax	Department of Revenue Location Code
Motor Vehicle Tax	Department of Licensing Zip Code Location
Rental Car Tax	Department of Revenue Location Code
Grants	Project Costs or Board Designation
Passenger Fare	(see next section)
Interest Earnings	Financial Policies
Other Revenue	Location
Bond Proceeds	Financial Plan

PASSENGER FARES

Description	Driver
Sounder Fares	Station Boarding
ST Express Bus Service Fares	Route Boardings / Platform Hours
Central Link Light Rail Fares	Station Boardings

Operating Uses

LINK LIGHT RAIL SERVICES OPERATING USES

Description	Driver
Central Link Operations	Track Miles / Boardings
Tacoma Link Operations	Location

SOUNDER COMMUTER RAIL SERVICES OPERATING USES

Description	Driver
BNSF North Line	Track Miles
BNSF South Line	Track Miles
All Other Sounder Operations	Vehicle Miles

ST EXPRESS BUS SERVICES OPERATING USES

Description	Driver
Bus Operations	Platform Hours

OTHER USES

Description	Driver
Accessibility Services	Mode/Operations Use Rule
Other Expenses	Location or Board Designation

Capital Project Uses

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

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

System Express - Sounder Commuter Rail Projects	Driver
Lakewood Station	Location
Sounder South Expanded Service	ST2 Adopted Financial Plan
Puyallup Station Improvements	Location
Sumner Station Improvements	Location
Lakewood Station Improvements	Location
Reservation Junction Track & Signal	Location
Passenger Information System / CCTV	Number per Location

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

System Expansion – Other	Driver
ST3 Planning	Financial Policies
South Corridor Alternative Planning	Location
Ballard to Downtown Seattle HCT Planning Study	Financial Policies
HCT Corridor Planning Studies	Financial Policies
Fare Administration	Financial Policies
Research and Technology	Financial Policies
STart	Location
Fare Integration	Financial Policies

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

Enhancement Projects	Driver
Central Link Switch Heaters	2009 Sound Move Reported Rules; Vehicle Maintenance
DSTT South Access Security	Location

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

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

Systemwide Uses

Agency Administration	Driver
Agency Administration	Financial Policies

Debt Service Uses

Description	Driver
Debt Service	Financial Plan

APPENDIX D

Sound Transit 2013 Scorecards

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2013 AGENCY SCORECARD

VISION STATEMENT

Easy connection...to more places...for more people.

MISSION STATEMENT

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

KEY OBJECTIVES

- *Increase ridership*
- *Reduce operating and capital costs*
- *Deliver capital projects on time and within budget*
- *Maintain nimble, efficient business process and systems*

PROJECT DEVELOPMENT AND DELIVERY

Implement voter approved Sound Transit programs safely, on time, and within budget.

PRIORITIES

1. Minimize the impact of the Great Recession on the ST2 program.
2. Develop projects using total cost of ownership.
3. Engage key stakeholders early in project development process and pursue strategies to fully fund all ST2 projects.

INITIATIVES

- Aggressively pursue alternate project delivery including public-private partnerships and innovative contracting.
- Develop agency total cost of ownership policy.
- Enhance Value Engineering program.
- Fully implement TOD Policy and strategies adopted by the Sound Transit Board in 2012, including early planning process.

PERFORMANCE INDICATORS

- Construction contracts will be kept on or ahead of schedule (Schedule Performance Index (SPI) index of 0.95 or greater).
- 85% of agency project milestones met.
- Construction contracts completed on or below budget.
- Contingency expenditures not to exceed project progress. (Contingency Index greater 1.0 or greater).
- All projects meet Phase Gate requirements.
- Recordable Injury Rate (RIR) lower than the national average.

SERVICE DELIVERY

Provide safe, reliable, cost effective, attractive service to existing and new customers.

PRIORITIES

1. Increase ridership.
2. Enhance operational cost efficiencies.
3. Improve regional transit integration.

INITIATIVES

- Begin operation of the first of four additional round trips for ST2 Sounder south service.
- Build and retain ridership by implementing strategies based on 2012 research results, including marketing, capital and service improvements, and leveraging industry best practices.
- Pursue service integration and service efficiencies among region's transit agencies.
- Fully implement the Parking and Access Policy and management strategies adopted by the Sound Transit Board in 2012.

PERFORMANCE INDICATORS

- Systemwide ridership at or above 28.4 million (including paratransit)
- Achieve Agency fare box recovery targets:
 - ST Express: 26.9%
 - Sounder: 22.1%
 - Link: 24.4%
- Meet or exceed on-time performance and preventable accident objectives:
 - On-time performance:
 - ♦ ST Express bus: ≥ 85%
 - ♦ Sounder commuter rail: ≥ 95%
 - ♦ Tacoma Link: ≥ 98.5%
 - ♦ Central Link: ≥ 90%
 - Preventable accidents per 100k revenue miles:
 - ♦ ST Express: <0.8
 - ♦ Sounder: <1.0
 - ♦ Tacoma Link: <1.7
 - ♦ Central Link: <0.3
 - Customer complaints per 100,000 boardings all modes: ≤15.0
- Achieve customer satisfaction ratings of 3.5 on 4-point scale on all service modes.
- 85% of facilities inspected per scheduled work plan maintained by the Facilities Division.
- Decrease in number of serious security-related incidents.

STEWARDSHIP OF RESOURCES

Maintain public trust through responsible and sustainable deployment of financial, human, and environmental resources with clear, open accountability for all commitments.

PRIORITIES

1. Manage all agency assets in accordance with “state of good repair” standards.
2. Intensify cost containment focus throughout the Agency.
3. Maintain strong long-term agency financial condition.

INITIATIVES

- Implement Enterprise Asset Management System for Central Link, Tacoma Link, and Sounder operations.
- Execute Agency Sustainability Plan and achieve milestones, including advancing total-cost of ownership approach.
- Pursue all opportunities for additional resources to offset recession, including working with stakeholders and Legislature to expand options for transit funding.
- Issue first of annual Financial Sustainability Report, with specific cost reduction targets.

PERFORMANCE INDICATORS

- Unqualified financial audit opinion with no reportable conditions.
- Condition assessment of 3.5 or better on 95% of agency assets.
- 85% of Sustainability Plan targets met.

ORGANIZATIONAL VIBRANCY

Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward a common mission.

PRIORITIES

1. Enhance agency efforts to recruit highly qualified personnel to meet Agency's staffing requirements.
2. Increase focus on retention and development of employees.
3. Enhance staff support of board in providing policy leadership.

INITIATIVES

- Implement new health plan and develop an equitable and financially sustainable strategy to deliver ongoing meaningful Health and Welfare benefits.
- Develop and implement Sound Transit University Program (STU) for all employees.
- Conduct review of all existing HR programs, policies, and procedures.
- Establish an Employee engagement and feedback program to increase organizational effectiveness and set the baseline for measuring organizational vibrancy.

PERFORMANCE INDICATORS

- Healthcare premium cost increases 2% below national trend with no substantial change in value of benefits and a smooth transition, if needed, to the new provider
- At least 20% of Sound Transit jobs posted will be filled through internal promotions.
- 80% of performance reviews are completed and submitted to HR within 30 days of the anniversary date.
- 80% of employees receive at least 16 hours of training/professional development.
- 50% of managers/supervisors will receive 32 hours of leadership/management training.

2013 COMMUNICATIONS & EXTERNAL AFFAIRS SCORECARD

MISSION STATEMENT

Strengthen the Sound Transit brand by improving the relationship with people who use our services; convincing more people to begin using our services; and, better educating the public and elected officials about the benefits for Sound Transit.

PROJECT DEVELOPMENT AND DELIVERY

Implement voter approved Sound Transit programs safely, on time, and within budget.

PRIORITIES

1. Achieve ST2 federal funding assumption.
2. Achieve public policies that support Sound Transit's mission.

INITIATIVES

- Identify possible revenue tools for ST3 and explore inclusion of ST in statewide revenue package.
- Develop a partnership between CEA, DECM and PEPD to develop a strategic communications plan for TOD around present and future ST facilities, including the development of tools and information to assist local jurisdictions, developers and community leaders in planning for high capacity transit.

PERFORMANCE INDICATORS

- Receive FFGA payments
- Maintain eligibility of specific ST projects for New Starts grants
- Inclusion of ST in statewide revenue package

SERVICE DELIVERY**Provide safe, reliable, cost effective, attractive service to existing and new customers.****PRIORITIES**

1. Increase market share.

INITIATIVES

- Use research to increase ridership; increase the number of people aware of public transit as a viable commute option; and inform stakeholders (Elected Officials, Riders, Non-riders, Impacted Communities)
 - Continue to define market
 - Develop metrics
- Develop video campaign that demystifies transit.
- Focus grassroot outreach on rail modes in target corridors-Link, Sounder North, Sounder Tacoma-Lakewood
- Develop new fare media/programs to facilitate use of ORCA and transit services (e.g., day passes targeted to tourism.)
- Work with municipalities on zoning to support TOD

PERFORMANCE INDICATORS

- Increase market share by one percent by the end of fourth quarter.
- Launch video campaign by end of second quarter 2013.
- Identify and train 10-15 Sound Transit staff ambassadors.

STEWARDSHIP OF RESOURCES

Maintain public trust through responsible and sustainable deployment of financial, human, and environmental resources with clear, open accountability for all commitments.

PRIORITIES

1. Increase community support for transit investments and services

INITIATIVES

- Implement the agency's standardized environmental and sustainability messaging

PERFORMANCE INDICATORS

- Maintain the agency's favorability rating within one to two percent of current rating (65 percent)
- Maintain customer satisfaction scores at or above the B+ range for all modes.
- Increase the percentage of people who are aware of Sound Transit's financial challenges

ORGANIZATIONAL VIBRANCY

Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward a common mission.

PRIORITIES

Increase Sound Transit employee awareness, support, and participation in achieving the priorities outlined in the agency's Communications Plan.

INITIATIVES

- Develop program to train staff as ambassadors from representing ST well to ability to help with outreach needs
- Policy development regarding use of staff for customer service activities
- Redesign agency Intranet site.

PERFORMANCE INDICATORS

80% of performance reviews are completed and submitted to HR within 30 days of the anniversary date.

80% of employees receive at least 16 hours of training/professional development.

50% of managers/supervisors will receive 32 hours of leadership/management training.

2013 DESIGN, ENGINEERING, AND CONSTRUCTION MANAGEMENT SCORECARD

MISSION STATEMENT

Design, construct and support light rail, commuter rail and regional express systems and facilities to improve mobility for Central Puget Sound.

PROJECT DEVELOPMENT AND DELIVERY

Implement voter approved Sound Transit programs safely, on time, and within budget.

PRIORITIES

1. Improve Construction/ Operational Safety.
2. Improve quality of design and construction efforts.
3. Design and construct cost effective capital projects within available budgets.
4. Achieve design and construction milestones to ensure on-time project delivery in accordance with approved schedules.
5. Plan for and appropriately address risks to successful project delivery.

INITIATIVES

- Identify and evaluate measures to enhance safe performance of capital projects.
- Develop and implement program to determine and regularly monitor and report on noncompliance to quality standards and incorporate resolution of noncompliance into lessons learned.
- Use the results of the internal audit in strengthening the value engineering program.
- Pursue alternative contracting strategies/project delivery methods in accordance with State requirements for the South, North, and East Link extensions.
- Fully implement earned value management system for on-going contracts for major projects.
- Collaborate with PEPD and Operations to develop and implement procedures for project transition from planning and preliminary engineering to design and construction to Operations

PERFORMANCE INDICATORS

- Each Agency construction manager receives a minimum of 8 hours of safety awareness training annually.
- Recordable Injury Rate (RIR) on construction projects is below the Washington and the national averages.
- 100% of construction projects have developed and implemented site-specific safety plans consistent with Sound Transit standards.
- Value of change orders classified as design errors and omission is less than 5% of the contract value.

- 100% of design and construction projects undergo quality audits.
- Cost Performance Index (CPI) for major professional services contracts is maintained at 0.9 or greater.
- Construction progress is maintained on or ahead of schedule (Schedule Performance Index (SPI) index of 0.95 or greater).
- All projects maintain positive schedule float throughout the life of the project.
- Authorized contingency is drawn down in accordance with the rate work progresses (Maintain Contingency Index at 1.0 or greater).

SERVICE DELIVERY

Provide safe, reliable, cost effective, attractive service to existing and new customers.

PRIORITIES

1. Construct safe, accessible, and user-friendly transit facilities.

INITIATIVES

- Serve as strategic resource in the development, review, and implementation of the total cost of ownership policy.

PERFORMANCE INDICATORS

- System Safety Program Plan for all projects.
- Implement a safety certification program for major capital projects.
- System Security and Emergency Preparedness Plan for all projects.

STEWARDSHIP OF RESOURCES

Maintain public trust through responsible and sustainable deployment of financial, human, and environmental resources with clear, open accountability for all commitments.

PRIORITIES

1. Maximize procurement opportunities for small, disadvantaged, and/or woman-owned businesses.
2. Ensure financial accountability in capital program expenditures.
3. Maintain/increase staffing to meet projected workload.
4. Integrate appropriate sustainability measures into design and construction efforts.

INITIATIVES

- Implement departmental sustainability targets.

PERFORMANCE INDICATORS

- Contract specific SM/WOB subcontracting goals for all contracts have been met.
- Cash flows on major capital projects within +/- 10% of forecasts.
- Project staff is at levels required for on-time project completion; DECM staff/consultant hours expended within +/- 10% of planned hours.
- Sound Transit Sustainability checklist used for major projects.
- Low impact development used for projects as appropriate.

ORGANIZATIONAL VIBRANCY

Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward a common mission.

PRIORITIES

1. Create an atmosphere/culture to enhance employee retention/development.

INITIATIVES

PERFORMANCE INDICATORS

- 80% of performance reviews are completed and submitted to HR within 30 days of the anniversary date.
- 80% of employees receive at least 16 hours of training/professional development.
- 50% of managers/supervisors will receive 32 hours of leadership/management training.

2013 DIVERSITY PROGRAMS OFFICE SCORECARD

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.

PROJECT DEVELOPMENT AND DELIVERY

Implement voter approved Sound Transit programs safely, on time, and within budget.

PRIORITIES

1. Ensure all regulatory requirements are met (Title VI and DBE program).
2. Leverage new regulatory requirements to increase small business participation in the procurement of goods and services.

INITIATIVES

- Coordinate with Title VI intra-agency departmental teams to prepare and deliver Sound Transit's 2013 Title VI Program Update Submittal for FTA approval.
- Align Sound Transit's Small Business program with new Federal requirements in order to increase small business participation in the procurement of goods and services.

PERFORMANCE INDICATORS

- All programs are in compliance with regulatory requirements, due dates are met and applicable FTA approvals are received and up to date for 2013.
- All Sound Transit departments have established small business goals for goods and services and are following established policies that are monitored and tracked.

SERVICE DELIVERY**Provide safe, reliable, cost effective, attractive service to existing and new customers.****PRIORITIES**

1. Implement PLA Study recommendations and findings and apply lessons learned.

INITIATIVES

- Develop and execute strategic plan to implement PLA study recommendations and findings.

PERFORMANCE INDICATORS

- PLA Study findings, recommendations, and lessons learned are implemented.

STEWARDSHIP OF RESOURCES**Maintain public trust through responsible and sustainable deployment of financial, human, and environmental resources with clear, open accountability for all commitments.****PRIORITIES**

1. Develop and deliver a comprehensive PLA curriculum for internal and external stakeholders.

INITIATIVES

- Collaborate with labor to develop and deliver a comprehensive PLA curriculum to all consultants and staff working on construction projects under PLA.
- Integrate PLA presentation into all DPO outreach events.

PERFORMANCE INDICATORS

- Comprehensive PLA curriculum is developed and delivered in collaboration with labor partners.
- PLA information is included in all construction related activities; all interested parties (stakeholders) are educated.

ORGANIZATIONAL VIBRANCY

Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward a common mission.

PRIORITIES

Sound Transit staff models understanding and value diversity/inclusion.

INITIATIVES

- Diversity and inclusion training is designed and incorporated into Sound Transit employee orientation. [NEW]
- Agency wide diversity/inclusion training is developed and delivered to executive leadership team and senior management.

PERFORMANCE INDICATORS

- Sound Transit leadership and management receive Diversity/inclusion training; module is included in employee orientation.
- 80% of performance reviews are completed and submitted to HR within 30 days of the anniversary date.
- 80% of employees receive at least 16 hours of training/professional development.
- 50% of managers/supervisors will receive 32 hours of leadership/management training.

2013 FINANCE AND INFORMATION TECHNOLOGY SCORECARD

MISSION STATEMENT

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

PROJECT DEVELOPMENT AND DELIVERY

Implement voter approved Sound Transit programs safely, on time, and within budget.

PRIORITIES

1. Maximize program funding.
2. Enhance financial and management data and reporting for capital projects.
3. Improve sustainability of agency assets and projects.

INITIATIVES

- Identify and pursue new funding sources: public private partnerships and alternative financing mechanisms.
- Maximize federal grant receipts:
 - Improve U-Link drawdowns.
 - Pursue TIFIA loan for East Link.

PERFORMANCE INDICATORS

- 95% of agency revenue forecast met.
- 90% of vendors payments made within established time frames.
- 100% of agency projects in compliance with established phase gate policy.
- 100% of agency capital projects and assets insured or have risk finance and risk management strategies.

SERVICE DELIVERY**Provide safe, reliable, cost effective, attractive service to existing and new customers.****PRIORITIES**

1. Provide accurate financial data and management systems for operations.
2. Identify areas to reduce operating expenses.
3. Manage ORCA and fare collection systems effectively.
4. Improve information to riders.

INITIATIVES

- Begin implementation of R&T Plan to provide best practice transit technology to customers.
- Reevaluate budget and reporting structure for operations; implement improvements.

PERFORMANCE INDICATORS

- National Transit Database (NTD) reporting complete by April 30, 2013.
- 99.9% uptime for critical IT and fare collection systems.
- 100% of annual insurance policy renewals 30 days prior to policy expiration date.
- ORCA payment card compliance (PCI) maintained.
- ORCA reports produced and invoices paid within established timeframes.

STEWARDSHIP OF RESOURCES

Maintain public trust through responsible and sustainable deployment of financial, human, and environmental resources with clear, open accountability for all commitments.

PRIORITIES

1. Intensify cost containment focus.
2. Increase productivity by improving business processes.
3. Support and promote data-driven decision-making.

INITIATIVES

- Implement FIT 2013 Sustainability Targets.
- Continue review and improvement of payment processes, including AP automation project.
- Implement, and support new Enterprise Asset Management System.
- Implement three-year document management plan.
- Implement 3 Year IT strategic plan, including development of IT management framework consistent with ITIL/COBIT standards.
- Implement new budget system.
- Procure multi-year policy insurance when economical.

PERFORMANCE INDICATORS

- Unqualified financial audit opinions with no reportable conditions/100%.
- IT security breaches/zero.
- Financial Plan developed by October 30, 2013.
- 100% of month-end closes within established timeframes.
- Investment returns/at or above benchmarks and budgets.

ORGANIZATIONAL VIBRANCY

Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward a common mission.

PRIORITIES

1. Enhance employee productivity and develop backup for critical tasks.

INITIATIVES

NA

PERFORMANCE INDICATORS

- 100% of employees have a professional development plan that includes opportunities for career development.
- 80% of performance reviews are completed and submitted to HR within 30 days of the anniversary date.
- 80% of employees receive at least 16 hours of training/professional development.
- 50% of managers/supervisors will receive 32 hours of leadership/management training.

2013 HUMAN RESOURCES SCORECARD

MISSION STATEMENT

Linking people, strategy, and organizational performance through effective design and Management of innovative human capital programs and policies. Fostering a positive and inclusive culture of continuous learning and growth where talented people are proud to work towards a common mission.

PROJECT DEVELOPMENT AND DELIVERY

Implement voter approved Sound Transit programs safely, on time, and within budget.

SERVICE DELIVERY

Provide safe, reliable, cost effective, attractive service to existing and new customers.

PRIORITIES (combined Project Development and Delivery and Service Delivery)

1. Timely recruitment of qualified and diverse talent based agency needs and in line with budget.
2. Continue to provide Project Management training to enhance skills at varied levels and to facilitate agency project delivery goals.

INITIATIVES

- Continue to enhance the agency recruitment function and process to optimize candidate and hiring manager experience and shorten the recruitment cycle.
- Transition to electronic workflow, maximize NeoGov and E-1 capability to meet HR process automation needs, review SHRM and FTA "best practices" for applicant screening and record retention.
- Develop a strategic partnership with Diversity team to highlight and promote agency diversity efforts and attract diverse talent.
- Continue to provide Project Management training to enhance skills at varied levels and to facilitate agency project delivery goals.
- Optimize the delivery of all aspects of Total Rewards services and programs.

PERFORMANCE INDICATORS

- "Time to fill" open requisitions at 38 days.
- "Offer acceptance rate" – at 95%.
- Document HR recordkeeping practices.
- Establish a process for on-going "real time" review of diversity efforts. Automate AAP reporting and establish a process for measuring on-going progress towards AAP goals.
- Project management training offered on regular basis.
- New positions (outside the market update process) evaluated and priced within 30 days.
- All compensation and benefits changes processed in a timely and accurate manner.

STEWARDSHIP OF RESOURCES

Maintain public trust through responsible and sustainable deployment of financial, human, and environmental resources with clear, open accountability for all commitments.

PRIORITIES

1. Review and establish "best practices" in administration of Pension and Benefits programs.
2. Review HR Recordkeeping practices for compliance and establish "best practice" approach for recordkeeping and retention.

INITIATIVES

- Establish "best practice" approach for pension administration and oversight.
- Establish a process for periodic service provider review and benchmarking (benefits and pension).
- Optimize the value of the Benefit offerings by providing guidance to employees on how to best take advantage of their benefits.
- Explore all options for providing the same Benefits Programs value at a lower cost.

PERFORMANCE INDICATORS

- Complete a Due Diligence review of the Retirement program.
- Review and optimize reconciliation processes for all benefit programs:
 - Coverage verification completed for all ancillary lines of coverage, all discrepancies are resolved.
 - Retirement program operational oversight established
- Complete an inventory of HR service agreements and establish a timeline for periodic review (and identify appropriate benchmarks).
- Healthcare education series developed to help employees maximize health benefits, become smarter consumers of healthcare, understand quality outcome measures, and know how to purchase highest quality healthcare at an optimal cost.
- Due diligence process completed for Unemployment Insurance and all other lines of coverage.

ORGANIZATIONAL VIBRANCY

Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward a common mission.

PRIORITIES

1. Attract, retain, and motivate highly qualified talent to meet staff requirements for ST2 ramp up.
2. Solidify human resource processes, policies, and procedures.
3. Enhance and support meaningful relationships with Labor Unions, Consultants/Contractors, including local businesses and partner agencies.

INITIATIVES

- Develop and implement Sound Transit University Program (STU) for all employees to maximize potential for individual and organizational success.
- Develop an equitable and financially sustainable strategy to deliver a meaningful Total Compensation package to Sound Transit employees.
- Continue to review HR programs, policies, and procedures to ensure alignment with Business and employee needs and desired outcomes.
- Establish an Employee engagement and feedback program to increase organizational effectiveness and set the baseline for measuring organizational vibrancy

PERFORMANCE INDICATORS

STU initiative

- Complete review of STU elements in alignment with employee life cycle (including mentorship/ transition into retirement program best practices).
- Review on-line learning options.
- Continue developing relationships with local schools and identifying internship opportunities in line with agency mission.

Total Compensation/ Rewards:

- In collaboration with the Executive Leadership Team and Sound Transit employees continue to monitor and refine the three-year strategy for Health and Welfare programs.
- Support the work of the Wellness Committee.
- Complete contract negotiations for the Health and welfare program for 2014.
- Complete a review of benefits coordination between Sound Transit Retirement program and SSA.
- Complete the Annual Compensation market update for the agency.

Employee Relations and Policy review

- Continue to review programs, policies, and procedures to identify opportunities to enhance job satisfaction and morale.

Employee Engagement and Feedback Program

- Establish engagement program goals and infrastructure, conduct an RFP.
- Complete the survey with a target participation rate of 70% of employees.
- Establish a follow up process for reviewing feedback, identifying opportunities for improvement and taking steps to enhance organizational performance and increase employee satisfaction.

Ongoing measures (agencywide)

- At least 20% of Sound Transit jobs posted will be filled through internal promotions.
- 80% of performance reviews are completed and submitted to HR within 30 days of the anniversary date.
- 80% of employees receive at least 16 hours of training/professional development.
- 50% of managers/supervisors will receive 32 hours of leadership/management training.

2013 LEGAL DEPARTMENT SCORECARD

MISSION STATEMENT

Support Sound Transit's mission to build and operate the regional transit system for the Central Puget Sound by providing high quality legal representation in order to minimize legal risk and keep the agency in the strongest possible legal position.

PROJECT DEVELOPMENT AND DELIVERY

Implement voter approved Sound Transit programs safely, on time, and within budget.

PRIORITIES

1. Provide timely legal advice to avoid project delays.

INITIATIVES

- Provide department-specific training and updates to legal requirements of policies and procedures to improve risk management.

PERFORMANCE INDICATORS

- 90% of requests for legal services completed by date agreed by attorney and client.
- 100% of appeals successfully defended.
- 100% of all court-imposed deadlines met.
- 100% of challenges to Sound Transit project successfully defended.
- An attorney acknowledges all client requests within 48 hours.

SERVICE DELIVERY**Provide safe, reliable, cost effective, attractive service to existing and new customers.****PRIORITIES**

Provide high quality legal representation to support Sound Transit operations and risk management

INITIATIVES

- Provide department-specific training to improve risk management.
- Meet with all division managers at least once during the year to discuss the division's general legal needs.

PERFORMANCE INDICATORS

- 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.
- Conduct at least 17 meetings per quarter.

STEWARDSHIP OF RESOURCES

Maintain public trust through responsible and sustainable deployment of financial, human, and environmental resources with clear, open accountability for all commitments.

PRIORITIES

1. Intensify cost containment.
2. Ensure legal compliance with discovery and public disclosure requirements.
3. Increase staff participation in sustainability initiatives

INITIATIVES

- Bring more legal work in-house. Evaluate implementation of alternative fee arrangements for outside counsel.
- Follow policy and procedures for repair costs related to damages caused by third party tortfeasors.
- Implement E-Discovery: electronic tools for e-mail and other agency electronically stored information.
- Turn off all energy-consuming devices such as computers, office lights, and desk lamps nightly, unless otherwise directed by IT. Use less paper.

PERFORMANCE INDICATORS

- Maintain department/division spending within the approved 2012 staff/operating budget.
- 100% of public disclosure requests are responded to on time.
- Identify three or more legal matters that may warrant alternative fee arrangements and implement as appropriate.

ORGANIZATIONAL VIBRANCY

Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward a common mission.

PRIORITIES

1. Enhance legal expertise in handling matters relevant to Sound Transit business.

INITIATIVES

- Provide professional growth opportunities for Legal Department employees. Ensure that legal department has adequate competencies and resources to staff agency's core legal matters.

PERFORMANCE INDICATORS

- 100% of employees have discussed a professional development plan with their manager that includes opportunities for career development.
- 80% of performance reviews are completed and submitted to HR within 30 days of the anniversary date.
- 80% of employees receive at least 16 hours of training/professional development.
- 50% of managers/supervisors will receive 32 hours of leadership/management training.
- All attorneys will remain in good standing with the Washington State Bar Association.
- Have an annual attorney retreat where anticipated legal needs are discussed and resources/competencies identified.

2013 OPERATIONS DEPARTMENT SCORECARD

MISSION STATEMENT

The Sound Transit Operations Department mission is to ensure that the operation of Sound Transit's transit services is performed safely, reliably and efficiently and that all necessary operational support systems and processes are identified, developed, and implemented.

PROJECT DEVELOPMENT AND DELIVERY

Implement voter approved Sound Transit programs safely, on time, and within budget.

PRIORITIES

1. Evaluate all capital project design plans
2. Adopt a collaborative:
 - a. Capital project design and decision- making process
 - b. Plan development process that incorporates operations and maintenance requirements
 - c. Process to identify system assets to be operated and maintained
 - d. Requirement that O&M manuals/plans must be submitted
3. Minimize cost of operations

INITIATIVES

1. Review all capital project design plans to ensure operations and maintenance related issues are addressed.
2. Operations and maintenance plans are developed collaboratively for all capital projects.
3. Continue to work with PEPD and DECM on system extension and planning and design.
4. Refine the process to collaborate with PEPD and DECM on:
 - a. Capital project design and decision-making process.
 - b. Plan development process that incorporates operations and maintenance requirements and applicable agency sustainability goals.
 - c. Process to identify system assets to be operated and maintained.
 - d. Requirement that O&M manuals/plans must be submitted.
5. Support agency-wide efforts to establish options and alternative approaches to meet parking demand.

PERFORMANCE INDICATORS

- 100% of design plans are assessed, issues identified, and comments provided within prescribed timeframe.
- 100% of capital projects are collaboratively developed and designed with input and buy-in from key stakeholders including applicable agency sustainability goals.
- 100% of capital projects have O&M considerations and risks identified at each phase with O&M plans and agreements finalized prior to transition to Operations.
- Implement operational parking management tools as directed by the Board.

SERVICE DELIVERY**Provide safe, reliable, cost effective, attractive service to existing and new customers.****PRIORITIES**

1. Determine the most cost effective approach to operations
2. Maximize useful life of capital assets
3. Retain and/or increase ridership on all modes
4. Provide quality service to all customers

INITIATIVES

- Explore alternative service delivery models and finalize decision on moving towards a competitive procurement model for providing express bus and light rail service.
- Continue to work with PEPD on bus base alternatives.
- Collect, consolidate, and/or develop preventative maintenance procedures for all equipment.
- Develop a capital improvement plan for all agency facilities and ensure connection with the capital reserve fund.
- Begin work on new bus service contracts consistent with outcome of bus base alternatives study/work.
- Develop bus-rail service integration plans with PEPD.
- University Link Service Implementation.

PERFORMANCE INDICATORS

- Adopt preventative maintenance procedures for all equipment.
- University Link bus-rail service integration plans refined and documented.
- Develop the estimated staffing plan and operations budget for the startup of University Link service.
- Achieve ridership growth/retention systemwide at or above 28.3 million:
 - ST Express: 15.3 million
 - Sounder: 2.8 million
 - Tacoma Link: 1 million
 - Central Link: 9.2 million
- On-time performance:
 - ST Express: ≥ 85%
 - Sounder: ≥ 95%
 - Tacoma Link: ≥ 98.5%
 - Central Link: ≥ 90%

- Preventable accidents per 100k revenue miles:
 - ST Express: <0.8
 - Sounder: <1.0
 - Tacoma Link: <1.7
 - Central Link: <0.3
- Customer complaints per 100,000 boardings
 - ST Express: <15.0
 - Sounder: <15.0
 - Tacoma Link: <15.0
 - Central Link: <15.0
- Percent of scheduled trips operated:
 - ST Express: 99.8%
 - Sounder: 99.5%
 - Tacoma Link: 98.5%
 - Central Link: 98.5%
- Vehicle availability:
 - ST Express: 279
 - Sounder: 59
 - Tacoma Link: 3
 - Central Link: 35
- 85% of facilities inspected per scheduled work plan maintained by the Facilities Division.
- Maintain annual customer satisfaction rating greater than 3.5 on 4-point scale.

STEWARDSHIP OF RESOURCES

Maintain public trust through responsible and sustainable deployment of financial, human, and environmental resources with clear, open accountability for all commitments.

PRIORITIES

1. Operate services and maintain assets effectively.

INITIATIVES

- Perform preventative maintenance to maximize the life cycle of facilities and equipment and minimize maintenance cost utilizing available sustainability alternatives.
- Efficiently and effectively use resources to control costs and manage service levels.
- Complete development of an EAMS for Central Link, Tacoma Link, and Facilities.
- Select utility management recommendations for implementation.

PERFORMANCE INDICATORS

- Transit services that meet efficiency criteria defined in the Service Standards and Performance Measure guidelines.
- Meet agency 2013 budget target for cost per boarding as follows:
 - ST Express: \$7.17
 - Sounder: \$14.28
 - Tacoma Link: \$4.29
 - Central Link: \$6.08
- Achieve agency 2013 farebox recovery targets:
 - ST Express: 26.9%
 - Sounder: 22.1%
 - Tacoma Link: N/A
 - Central Link: 24.4%
- Limit annual growth of vehicle operating costs per hour to no more than average inflation (based on actual plus future forecast).
- Maintain department/division spending within the approved 2013 staff/operating budget.
- Complete database development and begin use of EAMS for Central Link, Tacoma Link, and Facilities.

ORGANIZATIONAL VIBRANCY

Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward a common mission.

PRIORITIES

1. Increase transit industry knowledge for employees.

INITIATIVES

- Sponsor industry-specific training opportunities, e.g. Transportation Safety Institute (TSI) and National Transit Institute (NTI) training.

PERFORMANCE INDICATORS

- 80% of performance reviews are completed and submitted to HR within 30 days of the anniversary date.
- 80% of employees receive at least 16 hours of training/professional development.
- 50% of managers/supervisors will receive 32 hours of leadership/management training.

2013 PLANNING, ENVIRONMENT, AND PROJECT DEVELOPMENT

MISSION STATEMENT

Strengthen the Sound Transit brand by improving the relationship with people who use our services; convincing more people to begin using our services; and, better educating the public and elected officials about the benefits for Sound Transit.

PROJECT DEVELOPMENT AND DELIVERY

Implement voter approved Sound Transit programs safely, on time, and within budget.

PRIORITIES

1. Achieve ST2 funding assumption.
2. Achieve public policies that support Sound Transit's mission.

INITIATIVES

- Identify possible revenue tools for ST3 and explore inclusion of Sound Transit in statewide revenue package.
- Develop a partnership between CEA, DECM, and PEPD to develop a strategic communications plan for TOD around present and future Sound Transit facilities, including the development of tools and information to assist local jurisdictions, developers, and community leaders in planning for high capacity transit.

PERFORMANCE INDICATORS

- Receive FFGA payments.
- Maintain eligibility of specific Sound Transit projects for New Starts grants.
- Inclusion of Sound Transit in statewide revenue package.

SERVICE DELIVERY**Provide safe, reliable, cost effective, attractive service to existing and new customers.****PRIORITIES**

1. Increase market share.

INITIATIVES

- Use research to increase ridership; increase the number of people aware of public transit as a viable commute option; and inform stakeholders (Elected Officials, Riders, Non-riders, Impacted Communities)
 - Continue to define market
 - Develop metrics
- Develop video campaign that demystifies transit.
- Focus grassroot outreach on rail modes in target corridors-Link, Sounder North, Sounder Tacoma-Lakewood
- Develop new fare media/programs to facilitate use of ORCA and transit services (e.g., day passes targeted to tourism.)
- Work with municipalities on zoning to support TOD

PERFORMANCE INDICATORS

- Increase market share by one percent by the end of fourth quarter.
- Launch video campaign by end of second quarter 2013.
- Identify and train 10-15 Sound Transit staff ambassadors.

STEWARDSHIP OF RESOURCES

Maintain public trust through responsible and sustainable deployment of financial, human, and environmental resources with clear, open accountability for all commitments.

PRIORITIES

1. Increase community support for transit investments and services.

INITIATIVES

- Implement the agency's standardized environmental and sustainability messaging.

PERFORMANCE INDICATORS

- Maintain the agency's favorability rating within one to two percent of current rating (65 percent).
- Maintain customer satisfaction scores at or above the B+ range for all modes.
- Increase the percentage of people who are aware of Sound Transit's financial challenges.

ORGANIZATIONAL VIBRANCY

Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward a common mission.

PRIORITIES

1. Increase Sound Transit employee awareness, support, and participation in achieving the priorities outlined in the agency's Communications Plan.

INITIATIVES

- Develop program to train staff as ambassadors from representing Sound Transit well to ability to help with outreach needs
- Policy development regarding use of staff for customer service activities
- Redesign agency Intranet site.

PERFORMANCE INDICATORS

- 80% of performance reviews are completed and submitted to HR within 30 days of the anniversary date.
- 80% of employees receive at least 16 hours of training/professional development.
- 50% of managers/supervisors will receive 32 hours of leadership/management training.

2013 PROCUREMENT AND CONTRACTS DIVISION SCORECARD

MISSION STATEMENT

Making a difference through exceptional procurement services.

PROJECT DEVELOPMENT AND DELIVERY

Implement voter approved Sound Transit programs safely, on time, and within budget.

SERVICE DELIVERY

Provide safe, reliable, cost effective, attractive service to existing and new customers.

PRIORITIES (combined Project Development and Delivery and Service Delivery)

1. Determine contracting strategy that best meets the needs of community, project, and Sound Transit.
2. Execute Contracts in a timely manner.
3. Timely closeout of contracts.

INITIATIVES

- Continuous cross-functional process improvement to respond to customer goals and expectations while providing exceptional procurement services.
 - Improve requisition & PO entry module in order to simplify PO creation.
 - Improve A&E invoice process.
- Develop Procurement Guide(s) for internal customers and provide training.

PERFORMANCE INDICATORS

- 75% Micro and Small Purchase PO's (below \$100k) issued within 30 days of receipt of requisition.
- 75% formal contracts (over \$100k) executed within 180 days of receipt of requisition.
- 75% change orders issued within 60 days of receipt of Request for Change.
- 75% contract closeout processed within 90 days from date of final acceptance.
- Conduct bi-annual internal customer outreach to provide training or address concerns and questions.
- Conduct or participate in five Business Outreach contracting events to promote opportunities with Sound Transit.
- Conduct or participate in 1-2 Process Improvement exercises, annually.

STEWARDSHIP OF RESOURCES

Maintain public trust through responsible and sustainable deployment of financial, human, and environmental resources with clear, open accountability for all commitments.

PRIORITIES

1. Provide transparency in procurement policies and actions.
2. Increase transaction automation.
3. Ensure contract language supports Sound Transit sustainability initiatives.
4. Ensure compliance to rules and regulations in pre and post contract award actions thru early involvement of the Procurement and Contracts division staff.

INITIATIVES

- Implement innovative ways to Increase use of P-Card.
- Enhance E1 and Ebid.

PERFORMANCE INDICATORS

- 5% increase in number of P-Card transactions.
- 2. Meet Sound Transit sustainability targets as they relate to Procurement and Contracts.
- Negligible audit findings

ORGANIZATIONAL VIBRANCY

Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward a common mission.

PRIORITIES

1. Ensure availability of tactical and strategic skills in our team.

INITIATIVES

- Perform team building exercises.

PERFORMANCE INDICATORS

- 80% of performance reviews are completed and submitted to HR within 30 days of the anniversary date.
- 80% of employees receive at least 16 hours of training/professional development.
- 50% of managers/supervisors will receive 32 hours of leadership/management training.

2013 SECURITY DIVISION SCORECARD

MISSION STATEMENT

The Sound Transit Security Division is dedicated to maintaining a safe, secure, and comfortable environment for the public and employees through the use of innovative technology, proactive analysis, and reasoned response.

PROJECT DEVELOPMENT AND DELIVERY

Implement voter approved Sound Transit programs safely, on time, and within budget.

PRIORITIES

Ensure facilities are designed to maximize security features and sense of security for riders while minimizing the total cost of ownership.

INITIATIVES

N/A

PERFORMANCE INDICATORS

- 100% of project designs meet established security criteria and quality checks before moving to next phase.
- 100% of security design reviews completed within DECM deadlines.
- 100% of DECM inquiries responded to within one business day.
-

SERVICE DELIVERY

Provide safe, reliable, cost effective, attractive service to existing and new customers.

PRIORITIES

1. Maintain a safe and secure transit environment.
2. Increase rider confidence and comfort by improving the security and sense of security of our passengers.

INITIATIVES

- Procure and install E-ticket fare enforcement system.

PERFORMANCE INDICATORS

- Decrease in serious security incidents. (Baseline to be established in 2012).
- Receive a grade of 3.5 or better in all security categories of annual customer service survey.

STEWARDSHIP OF RESOURCES

Maintain public trust through responsible and sustainable deployment of financial, human, and environmental resources with clear, open accountability for all commitments.

PRIORITIES

1. Deploy the most effective and efficient combination of police and security forces to protect Sound Transit assets and minimize loss.

INITIATIVES

N/A

PERFORMANCE INDICATORS

- Decrease in graffiti, vandalism, and hygiene incidents.

ORGANIZATIONAL VIBRANCY

Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward a common mission.

PRIORITIES

1. Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward a common mission.

INITIATIVES

- Obtain additional training in negotiations for PEPD staff and managers who frequently negotiate with other agencies, partners, and/or contractors. Training to include how to identify Sound Transit's objectives and protect Sound Transit's legitimate interests while treating other parties fairly.

PERFORMANCE INDICATORS

- 80% of performance reviews are completed and submitted to HR within 30 days of the anniversary date.
- 80% of employees receive at least 16 hours of training/professional development.
- 50% of managers/supervisors will receive 32 hours of leadership/management training.

2013 SAFETY & QUALITY ASSURANCE SCORECARD

MISSION STATEMENT

To provide systematic and comprehensive oversight, resources and guidance to promote a culture of safety and quality for Sound Transit and the community.

PROJECT DEVELOPMENT AND DELIVERY

Implement voter approved Sound Transit programs safely, on time, and within budget.

PRIORITIES

1. Uniformly communicate Safety & Quality Assurance goals to consultants, contractors, and outside government agencies.
2. Integrate Safety & Quality Assurance programs into the project management processes for design and construction to develop a Safety Culture and to strive for better than average quality and safety that consistently exceeds the minimum standards.

INITIATIVES

- N/A

PERFORMANCE INDICATORS

- Maintain Sound Transit recordable injury rate of one-half the state industry average.
- Assure 100% contractor compliance with Safety and Quality plan and documentation submittal requirements.
- Achieve 100% close-out of Safety and Quality audit and surveillance findings.

SERVICE DELIVERY**Provide safe, reliable, cost effective, attractive service to existing and new customers.****PRIORITIES**

1. Increase worksite safety awareness.
2. Conduct quality and safety audits, surveillances, and inspections to assess the performance and service delivery of the agency.

INITIATIVES

- N/A

PERFORMANCE INDICATORS

- Perform 90% of all Quality Assurance audits within two weeks of scheduled date.
- Perform weekly site safety surveillance on 100% of all major construction projects and daily oversight of tunneling.
- Assure complete investigation and mitigation following 100% of all lost-time injuries.
- Perform monthly safety incentive evaluations with contractors.

STEWARDSHIP OF RESOURCES

Maintain public trust through responsible and sustainable deployment of financial, human, and environmental resources with clear, open accountability for all commitments.

PRIORITIES

1. Provide pro-active safety program to protect Sound Transit employees.
2. Perform design and submittal reviews to report compliance of design and construction.

INITIATIVES

- Electronic Safety Incident Tracking, Management, and Reporting System.

PERFORMANCE INDICATORS

- Provide safety orientation and workstation evaluation to 100% of new employees.
- Perform at least 30 employee ergonomics evaluations per year.
- Conduct quarterly facility safety audits and safety meeting which result in 100% closeout of identified deficiencies.

ORGANIZATIONAL VIBRANCY

Foster a dynamic environment of inclusiveness where talented and dedicated people are proud to work toward a common mission.

PRIORITIES

1. Provide training to supervisors/managers on employee development and performance planning.
2. Provide a safe work environment.

INITIATIVES

- N/A

PERFORMANCE INDICATORS

- 80% of performance reviews are completed and submitted to HR within 30 days of the anniversary date.
- 80% of employees receive at least 16 hours of training/professional development.
- 50% of managers/supervisors will receive 32 hours of leadership/management training.

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APPENDIX E

Financial Policies

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Sound Transit Financial Policies

**As Adopted May 31, 1996 (Resolution No. 72)
As Amended April 13, 2006 (Resolution No. 72-1)
As Amended May 24, 2007 (Resolution No. R2007-05)
As Amended July 24, 2008 (Resolution No. R2008-10)***

The Sound Transit Board may amend these Financial Policies from time to time; the most current version of the Financial Policies is available at www.soundtransit.org

PURPOSE

The Sound Transit Board ("the Board") adopted an initial framework for the financing of Sound Move, by setting local tax rates, focusing on minimal debt financing, requiring conservative projections for federal and state funding, and establishing a definition by which equity will be measured. The Financial Policies reflect the Board's policy intent for implementing the financial framework for completing *Sound Move* and subsequent System Plans and for providing the tools to the Board to appropriately manage toward and respond to future conditions.

LEGAL RESPONSIBILITIES

In adopting these Financial Policies, the Board recognizes certain legal responsibilities. Existing state law grants all legislative and policy authority to the Board, and does not allow the Board to abrogate, transfer or delegate such authority to other agencies or to the five subareas within the Sound Transit District. Consequently, all funds collected by or provided to Sound Transit, including local tax revenues, federal and other government grants, bond proceeds, fare box revenues, interest earnings, and private development revenues, may be disbursed only with approval of the Board. Priorities for disbursements will be determined within Sound Transit's annual budgetary process, which by law requires a favorable vote by two-thirds of the Board.

Similarly, the Board recognizes that bonds issued by Sound Transit will be secured by a pledge of repayment through local taxes. When the bonds are issued, Sound Transit will enter a binding contract with its bondholders that requires a first claim against local tax revenues for repayment. Stated differently, bondholders will have a legal priority to Sound Transit's local tax revenues, above and beyond any commitment Sound Transit may wish to make with its subareas that no subarea will pay another subarea's debt. Therefore, these Financial Policies reflect Sound Transit's commitment to subarea equity while maintaining the flexibility necessary to manage the financing of the System Plan on a consolidated basis and within legal constraints.

* Resolution No. R2008-10 provides that these amended Financial Policies take effect upon the earlier of either the approval of local funding for the ST2 Plan by the voters at an election, or upon Board adoption of the amended Financial Policies by separate Resolution.

EQUITY

Definition of equity

Equity will be defined as utilizing local tax revenues for projects and services that provide transportation benefits to the residents and businesses in each of the subareas generally in proportion to the level of revenues each subarea generates. Subareas may fund projects or services located outside of the geographic subarea when the project substantially benefits the residents and businesses of the funding subarea. The Financing Plan for Sound Transit activities addresses this equity principle by providing a financial plan for each of the five Sound Transit subareas, comprised of the subarea's share of local taxes, bonding capacity, farebox proceeds and an assumption for federal funding. The five subareas are defined as Snohomish County, North King County/Seattle, East King County, South King County, and Pierce County. While the Financing Plan will be managed by the Board on a consolidated basis, the Board will report annually on individual subarea performance.

The Board agrees, therefore, that the facilities, projects and services identified in all voter-approved System Plans represent a reasonable definition of equity for purposes of satisfying both public policy concerns and statutory requirements. The Financial Plan for voter-approved System Plans will serve as the starting point for evaluating the equity principle.

IMPLEMENTATION POLICY

Subarea Reporting

1. The Financial Plan will provide projections for each of the five subareas, comprised of the subarea's projected share of local taxes, use of bonds, farebox proceeds, an assumption for federal funding and related expenditures.
2. Local taxes will be allocated for subarea reporting based on actual tax receipts collected by subarea and within the Sound Transit District. The annual Financial Plan will incorporate updated forecasts based on these actual receipts. A portion of local taxes from each subarea will be allocated to fund system-wide costs as identified by the Board.
3. For subarea reporting purposes, government funding that is received for a specific project or service will be allocated to subarea(s) on a basis consistent with the allocation of costs for the project or service, unless the board takes action to allocate the funds to other subareas as it deems in the best interest of Sound Transit after consideration of the funding needs to complete, enhance or extend the system plan.

For subarea reporting purposes, government funding that is received that is agency-wide or general in scope will be allocated by the board as it deems in the best interest of Sound Transit after consideration of the funding needs to complete, enhance or extend the system plan.

4. Miscellaneous revenues, such as those generated through private-public partnerships, advertising and terminal concessions will be allocated for subarea reporting based on subarea investment in the facility and/or service from which the revenue is generated.

5. Debt will be allocated for subarea reporting based on a subarea's share of total long-term bonding requirements or as otherwise directed by the Board as deemed in the best interest of Sound Transit.
6. Subarea expenditures will be allocated for subarea reporting based on facilities and services to be provided, their projected costs and project contingencies, associated operating costs, debt service, reserves for debt service, operations and maintenance and capital replacement. The allocation of expenditures for reporting purposes for facilities and services that cross subarea boundaries will be made by the Board to ensure safe and efficient operation of the system-wide facilities and services after due consideration to subarea benefits and priorities.

Monitoring function

1. Sound Transit will establish a system that on an annual basis reports subarea revenues and expenditures. This monitoring and reporting function will be incorporated into Sound Transit's financial cycle. The Board may at its discretion conduct an independent assessment of the consistency of subarea reporting with Board policy guidance.
2. Sound Transit will appoint an advisory Citizen Oversight committee to monitor Sound Transit performance under these policies (see Public accountability below).

Adjustments to subarea projects and services

1. Subarea capital projects and transit services will be evaluated and adjusted annually as a part of the Board's consideration and adoption of an annual budget which requires a two-thirds favorable vote of the Board. Adjustments to subarea capital projects and services can include additional priority projects and/or services within that subarea should funding be available. This adjustment process recognizes that some fluctuation in revenues and expenditures against forecasts will occur.
2. For those cases where a subarea's actual and projected expenditures exceed its actual and projected revenues and funding sources by 5 percent or greater, and/or where unforeseen circumstances occur which would result in an inability to substantially complete projects within such subarea's plan, the Board shall take one or more of the following actions:
 - Correct the shortfall through use of such subarea's uncommitted funds and/or bond capacity which is available to the subarea; and/or
 - Scale back the subarea plan or projects within the plan to match a revised budget; and/or
 - Extend the time period of completion of the subarea plan; and/or
 - Seek legislative authorization and voter approval for additional resources.
3. For those cases where a subarea's actual and projected revenue to be collected until the system plan is completed will exceed its actual and projected expenditures by five percent or greater, and/or where unforeseen circumstances occur which would result in the subarea's ability to fund additional projects and services not identified in the Plan, then Sound Transit may use such surplus funds to complete, extend or enhance the System Plan to provide transportation benefits for the subarea's residents or businesses as determined by the Board.

4. Contributions from other parties, including the State, local governments and private sector can be programmed by the Board to complete, extend or enhance the System Plan, consistent with agreements with the other party.

SYSTEM-WIDE EXPENDITURES

The Board shall fund such system-wide expenditures as necessary to maintain and plan for an integrated regional transit system consistent with voter-approved System Plans. Such system-wide expenditures shall include fare integration, research and technology programs, future phase planning and agency administration and other such expenditures as determined by the Board to be appropriate. Properties authorized for purchase by the Board to preserve required right-of-way will be funded as a system-wide cost until such time as the right-of-way is utilized by a subarea(s), at which time the cost will be allocated to the subarea(s) consistent with Board approved allocation. System-wide expenditures, not funded by dedicated system-wide agency interest earnings, revenues or other specific funding sources, shall be allocated to subareas proportional to the subarea's share of total local tax revenues, population, benefits received, or on another basis as deemed appropriate by the Board.

DEBT MANAGEMENT

Legal Definition of Sound Transit Debt Financing Capacity

Sound Transit's enabling legislation defines Sound Transit's capacity for issuing general obligation debt at one and one-half percent of the value of the taxable property within the boundaries of the Sound Transit District (and with approval of three-fifths of voters voting within the Sound Transit District, up to five percent of the value of the taxable property within the district's boundaries). There is no dollar limit for revenue indebtedness.

Debt Service Coverage Requirements

The Board recognizes that its future bondholders will hold first claim against taxes pledged as repayment for outstanding bonds. However, Sound Transit's debt financing capacity will be calculated on a more conservative basis, by evaluating all revenues and deducting total operating expenses for net revenues available for debt service.

For long-term planning purposes, Sound Transit agency debt service coverage ratio policy will be set at an average coverage ratio of 2.0x for net revenues over annual debt service costs, not to fall below 1.5x in any single year. However, as voter-approved plans are implemented, prudent changes to coverage ratios may be made by the Board as appropriate. Prior to bond issuance, Sound Transit will establish the appropriate debt service coverage ratio to incorporate into its bond covenants.

Uses of Debt Financing

1. Debt financing for capital projects covers two distinct types of borrowing, the first related to long term debt financing, and the second related to short term debt financing.
2. Short-term debt financing (with terms of ten years or less) is expected to be used primarily to bridge the gap between the necessary timing of expenditures and the anticipated receipt of revenues.

3. The use of long term financing (with terms of more than ten years) is expected to be limited to capital and related costs for portions of the program that have a useful life in excess of the term of the debt. Long-term financing should be preserved for those aspects of the program for which other sources of funds are not likely to be available.

Allocation of Sound Transit Debt

1. For reporting purposes, the amount of long-term debt financing used to benefit each of the subareas will be based on each subarea's ability to repay debt after covering operating costs. The Board may determine appropriate debt service limits by subarea.
2. While the above policy prescribes the use of debt financing for subarea reporting, the Board will manage the agency's debt capacity on a consolidated basis so as to maximize resources between subareas.

SETTING PRIORITIES FOR EXPENDITURES

The Board will adopt expense budgets for transit operations and agency administration and maintain a multi-year capital improvement plan. A two-thirds vote of the Board is required for budget adoption. Sound Transit will establish guidelines for its budgeting process and criteria by which to establish priorities for expenditures.

FINANCIAL MANAGEMENT

Sound Transit shall maintain policies for debt and investment management, risk management, capital replacement, fares and operating expenses and grants management so as to effectively manage voter-approved revenues and efficiently operate the regional public transit system.

PUBLIC ACCOUNTABILITY

To ensure that the construction program development and implementation occurs within the framework and intent of these policies, Sound Transit will:

1. Conduct an annual independent audit of its financial statements in compliance with state and federal requirements;
2. Implement a performance audit program; and
3. Appoint and maintain an advisory citizen oversight committee, charged with an annual review of Sound Transit's performance and financial plan, for reporting and recommendations to the Board.

FUTURE PHASES

Voter Approval Requirement

The Board recognizes that the voter-approved taxes are intended to be used to implement the System Plan and to provide permanent funding for future operations, maintenance, capital replacement and debt service (“permanent operations”) for voter-approved programs and services. The Board has the authority to fund these future costs through a continuation of the local taxes authorized by the voters. However, as a part of its commitment to public accountability, the Board pledges that the local taxes will be rolled back to the level required for permanent operations and debt service after the voter-approved ST2 and *Sound Move* plans are completed and implemented. The rollback procedure is prescribed in the Tax Rate Rollback section. The Board further pledges that, after the voter-approved ST2 and *Sound Move* plans are completed any subsequent phase capital programs that would continue local taxes after the System is completed at tax rates higher than necessary for permanent operations will require approval by a vote of those citizens within the Sound Transit District.

Tax Rate Rollback

When the voter-approved capital projects in ST2 and *Sound Move* are completed, the Board will initiate two steps to roll back the rate of sales tax collected by Sound Transit.

1. First, Sound Transit will initiate an accelerated pay off schedule for any outstanding bonds whose retirement will not otherwise impair the ability to collect tax revenue and complete ST2 or Sound Move, or impair contractual obligations and bond covenants. Sound Transit will implement a sales tax rollback to a level necessary to pay the accelerated schedule for debt service on outstanding bonds, System operations and maintenance, fare integration, capital replacement, and ongoing system-wide costs and reserves.
2. Once all debt is retired, Sound Transit will implement a tax rollback to a level necessary to pay for system operations and maintenance, fare integration, capital replacement and ongoing system-wide costs and reserves.

Financial Policies Review

These Financial Policies may be amended from time to time as the Board deems necessary to implement and complete the System Plan. These policies, as they may be amended, will apply to future capital programs. The Financial Policies will be reviewed for applicability prior to any submittal of a future capital program to the Sound Transit District voters.

APPENDIX F

List of Charts, Maps, and Tables

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List of Charts, Maps, and Tables

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¹ Communications and External Affairs

² Design, Engineering, and Construction Management

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³ Planning, Environment, and Project Development

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APPENDIX G

Glossary

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Glossary of Terms

The following definitions reflect how the terms are used at Sound Transit and in this document.

ADA – Americans with Disabilities Act

Adopted Budget – The Board-approved budget and capital plan for Sound Transit for the current fiscal year

Baseline – A plan, design, specification, contract, or other approved document or configurations against which actual performance is measured. Baseline can also refer to a schedule or budget used for management control and reporting purposes.

BAT – Business and Transit Access

BCE – Baseline Cost Estimate

BNSF – Burlington Northern Santa Fe Railway

Board – The Sound Transit Board of Directors

Capital Asset – Assets costing \$5,000 or more and having useful lives greater than two years

Capital Outlay – Expense which results in the acquisition of or addition to fixed assets

Capital Projects – Projects that purchase or construct capital assets

CCTV – Closed circuit television

CEA – Communication and External Affairs Department

CEO – Sound Transit Chief Executive Officer

CFO – Sound Transit Chief Financial Officer

Contingency – A budgetary reserve put aside for emergencies or unforeseen expenses

COP – Citizen Oversight Panel

CPI – Consumer Price Index

DBE – Disadvantaged Business Enterprise

Debt Service – Payment of interest and principal

DECM – Design, Engineering, and Construction Management Department

Department – Highest organizational unit of Sound Transit, consisting of Executive; Finance and Information Technology; Legal; Design, Engineering, and Construction Management; Planning, Environment, and Project Development; Operations; and Communications and External Affairs.

Depreciation – A method by which the costs of plants, property, and equipment are systematically and rationally allocated over their useful life.

Division – Organizational sub-unit within departments

DPO – Diversity Program Office

DSTT – Downtown Seattle Transit Tunnel

EEO – Equal Employment Opportunity

EIS – Environmental Impact Statement

ELT – Executive Leadership Team

ERP – Enterprise Resource Planning

ESMS – Environmental Sustainability Management System

Expense – A decrease in net current assets. Expenses include salaries and benefits, administrative expenses, debt service, and those current operating costs that require the use of current assets.

EXEC – Executive Department

FEIS – Final Supplemental Environmental Impact Statement

FFGA – Full Funding Grant Agreement

Fiscal Year – A 12-month period to which the annual operating budget applies and at the end of which a government determines its financial position and results of its operations. Sound Transit's fiscal year is concurrent with the calendar year.

FIT – Finance and Information Technology Department

FTA – Federal Transit Administration

FTE – Full Time Equivalent employee. The fractional equivalent of one full-time employee working a 40-hour work week for one calendar year.

FY – Fiscal Year

GAAP – General Accepted Accounting Principles

GFOA – Government Finance Officers Association

GIS – Geographic Information Services

GMA – Growth Management Act

HCT – High Capacity Transit

HOV – High-Occupancy Vehicle

IT – Information Technology

KCM – King County Metro

LRV – Light Rail Vehicle

MMIS - Maintenance Management Information System

MVET – Motor Vehicle Excise Tax

NTD – National Transit Database

O&M – Operations and Maintenance

OCS - Overhead Contract System

OEM – Original Equipment Manufacturer

OMF – Operations Maintenance Facility

OPS – Operations Department

ORCA – One Regional Card for All

P-Card – Purchase Card

PCMCIA – Personal Computer Memory Card International Association

PE – Preliminary Engineering

PE/ED – Preliminary Engineering and Environmental Documentation

PEPD – Planning, Environment, and Project Development Department

PLA – Project Labor Agreement

Proposed Budget – The recommended and unapproved Sound Transit budget submitted by the CEO to the Board.

PSST – Pine Street Stub Tunnel

Revenues – Increases in proprietary fund type net total assets from other than expense refunds and capital contributions.

REX – Regional Express

RFP – Request for Proposal

RIAS - Remote Infrared Audible Signage

ROD – Record of Decision

ROIP – Rail Operations Insurance Program

ROW – Right of Way

RSIP - Residential Sound Insulation Program

SIP – Service Implementation Plan

SODO – South of downtown Seattle

Sound Move – Voter-approved plan to build a high-capacity public transit system

Sound Transit – The Central Puget Sound Regional Transit Authority

SPI - Schedule Performance Index

SR – State Route

ST2 – Sound Transit 2 – the second phase of Sound Transit’s plan for mass transit expansion

ST3 – Sound Transit 3 – the third phase of Sound Transit’s plan for mass transit expansion

STart – Sound Transit Art Program – Public Art

STU – Sound Transit University Program

Subarea – Five subareas of the Sound Transit District defined for planning and budgeting purposes consisting of Snohomish County, North King County, East King County, South King County, and Pierce County.

TCO – Total Cost of Ownership

TIP – Transit Improvement Plan

TOD – Transit Oriented Development

TPSS – Traction Power Sub Station

TVM – Ticket Vending Machine

USB – Universal Serial Bus

UW – University of Washington

WSDOT – Washington State Department of Transportation

YOE – Year of Expenditure

Attachment B – Approved Amendments

Amendments approved by the Capital Committee on November 8, 2012

Amendment	Amend the I-90 Two-Way Transit and HOV Operations Stage 1 budget to reflect the final costs of project close out.
Budget Impact	Decreases the annual budget by \$38,000 and increases the lifetime budget by \$64,000.

Project: 54382 - I-90 Two-way Transit & HOV, Stage 1

Phase	2013 Annual Budget			Lifetime Budget		
	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 14	\$ (10)	\$ 4	\$ 1,347	\$ -	\$ 1,347
Preliminary Engr / Environmental Documentation	\$ -	\$ -	\$ -	\$ 1,592	\$ -	\$ 1,592
Final Design	\$ -	\$ -	\$ -	\$ 3,720	\$ -	\$ 3,720
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ 57	\$ -	\$ 57
Construction	\$ 56	\$ (28)	\$ 28	\$ 16,667	\$ 64	\$ 16,730
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 70	(38)	\$ 32	\$ 23,384	\$ 64	\$ 23,448

The project budget is being increased by \$64K from the proposed budget to reflect final costs to close out the project, this will reduce the project savings of \$1.4M that was proposed to be transferred to the East King County Program Reserve by that amount.

Amendment	Amend the I-90 Two-Way Transit and HOV Operations Stage 2 budget to reflect change orders to the project.
Budget Impact	Increases the annual budget by \$362,000 and increases the lifetime budget by \$535,000.

Project: 54386 - I-90 Two-way Transit & HOV, Stage 2

Phase	2013 Annual Budget			Lifetime Budget		
	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 12	\$ 8	\$ 20	\$ 1,330	\$ -	\$ 1,330
Preliminary Engr / Environmental Documentation	\$ -	\$ -	\$ -	\$ 1,847	\$ -	\$ 1,847
Final Design	\$ -	\$ -	\$ -	\$ 2,026	\$ -	\$ 2,026
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ 167	\$ 354	\$ 521	\$ 17,090	\$ 535	\$ 17,625
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 179	\$ 362	\$ 541	\$ 22,293	\$ 535	\$ 22,828

The project budget is being increased by \$535K from the proposed budget to reflect closeout of outstanding construction change orders and costs for plant establishment. This will reduce the project savings of \$9.4M that was to be transferred to the East King County Program Reserve to \$8.9M.

Amendment	Amend the East King County Program Reserve to offset increased spending to fund final costs for I-90 Two-way Transit & HOV Stages 1 & 2.
Budget Impact	Decreases the lifetime budget by \$599,000 from the level contained in the proposed budget.

Project: 54000 - East King County Program Reserve

Phase	2013 Annual Budget			Lifetime Budget		
	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Preliminary Engr / Environmental Documentation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ 26,360	\$ (599)	\$ 25,761
Total	\$ -	\$ -	\$ -	\$ 26,360	\$ (599)	\$ 25,761

Reductions in savings due to the amendments for I-90 Two-way Transit and HOV, Stages 1 and 2 will reduce the proposed savings deposited to the East King County Program Reserve from \$11.2M to \$10.6M.

Amendment approved by the Executive Committee on December 6, 2012

Amendment	Amend the Service Delivery budget for Sounder Commuter Rail to provide budgetary authority to fund added parking at the Edmonds Station.
Budget Impact	Increases the annual budget by \$155,400.

Amendment approved by the Board on December 20, 2012

Amendment	<p>Amend the Proposed 2013 Budget and other related text and tables to include funding to begin high-capacity transit planning studies in ST2 as approved by voters, and the next phase of high-capacity transit (HCT) system planning, referred to as ST3.</p> <p>The corridor planning studies will:</p> <ul style="list-style-type: none"> • Help narrow the range of alternatives in the corridors • Evaluate routes and station locations, inform local comprehensive planning • Prepare for formal environmental impact review and engineering • Include a preliminary environmental assessment • Position the Board to update the Long-Range Plan and establish priorities for the next phase of HCT system development • Partner with transportation agencies and communities for an integrated transportation solution and options within corridors
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	<p>The next phase of HCT Planning will be the framework for studying future expansion of the central Puget Sound regional transit system plans. During 2013, work will include updating the Long-Range Plan and supporting environmental documentation, and coordinating with the timing of the HCT Corridor Planning Studies.</p> <p>Funds budgeted through this amendment can only be used for HCT planning studies and the next phase of system planning.</p>
Budget Impact	<p>This amendment impacts two projects: HCT Corridor Planning Studies and ST3 Planning. The amendment increases the 2013 annual budget by a total of \$9,760,000 and decreases the lifetime budget by \$2,800,000.</p>

Project 1x902 - ST3 Planning

Phase	2013 Annual Budget			Lifetime Budget		
	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ 450	\$ 450	\$ 5,200	\$ -	\$ 5,200
Preliminary Engr / Environmental Document	\$ -	\$ 1,350	\$ 1,350	\$ 18,400	\$ -	\$ 18,400
Final Design	\$ -	\$ -	\$ -		\$ -	\$ -
Third Party	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ 4,000
ROW Acquisition and Permits	\$ -	\$ -	\$ -		\$ -	\$ -
Construction	\$ -	\$ -	\$ -		\$ -	\$ -
Construction Management	\$ -	\$ -	\$ -		\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -		\$ -	\$ -
System Testing & Start-up	\$ -	\$ -	\$ -		\$ -	\$ -
Contingency	\$ -	\$ 200	\$ 200	\$ 2,600	\$ -	\$ 2,600
Total	\$ -	\$ 2,000	\$ 2,000	\$ 30,200	\$ -	\$ 30,200

Project 809102 - HCT Corridor Planning Studies

Phase	2013 Annual Budget			Lifetime Budget		
	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ 1,400	\$ 1,400	\$ 4,000	\$ (400)	\$ 3,600
Preliminary Engr / Environmental Document	\$ -	\$ 5,580	\$ 5,580	\$ 21,500	\$ (2,150)	\$ 19,350
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Start-up	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ 780	\$ 780	\$ 2,500	\$ (250)	\$ 2,250
Total	\$ -	\$ 7,760	\$ 7,760	\$ 28,000	\$ (2,800)	\$ 25,200



Proposed | Transit Improvement Plan 2013

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Agency Overview

Our Story

Sound Transit plans, builds, and operates a regional mass transit system that connects people to their communities and jobs throughout urban areas of King, Pierce, and Snohomish counties.

The Central Puget Sound Regional Transit Authority – better known as Sound Transit – was created by the Washington State legislature. In 1996, voters in the region approved implementation of the Sound Move plan. Since that time, we've grown from a planning agency to one that carried 25.1 million passengers in 2011, is estimated to carry 27.3 million this year, and 28.4 million in 2013 on our trains and buses. We continue building extensions to light rail, transit centers, stations and other transportation infrastructure.

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

And more is on the way.

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

Safeguarding Tax Dollars

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

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

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

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

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

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

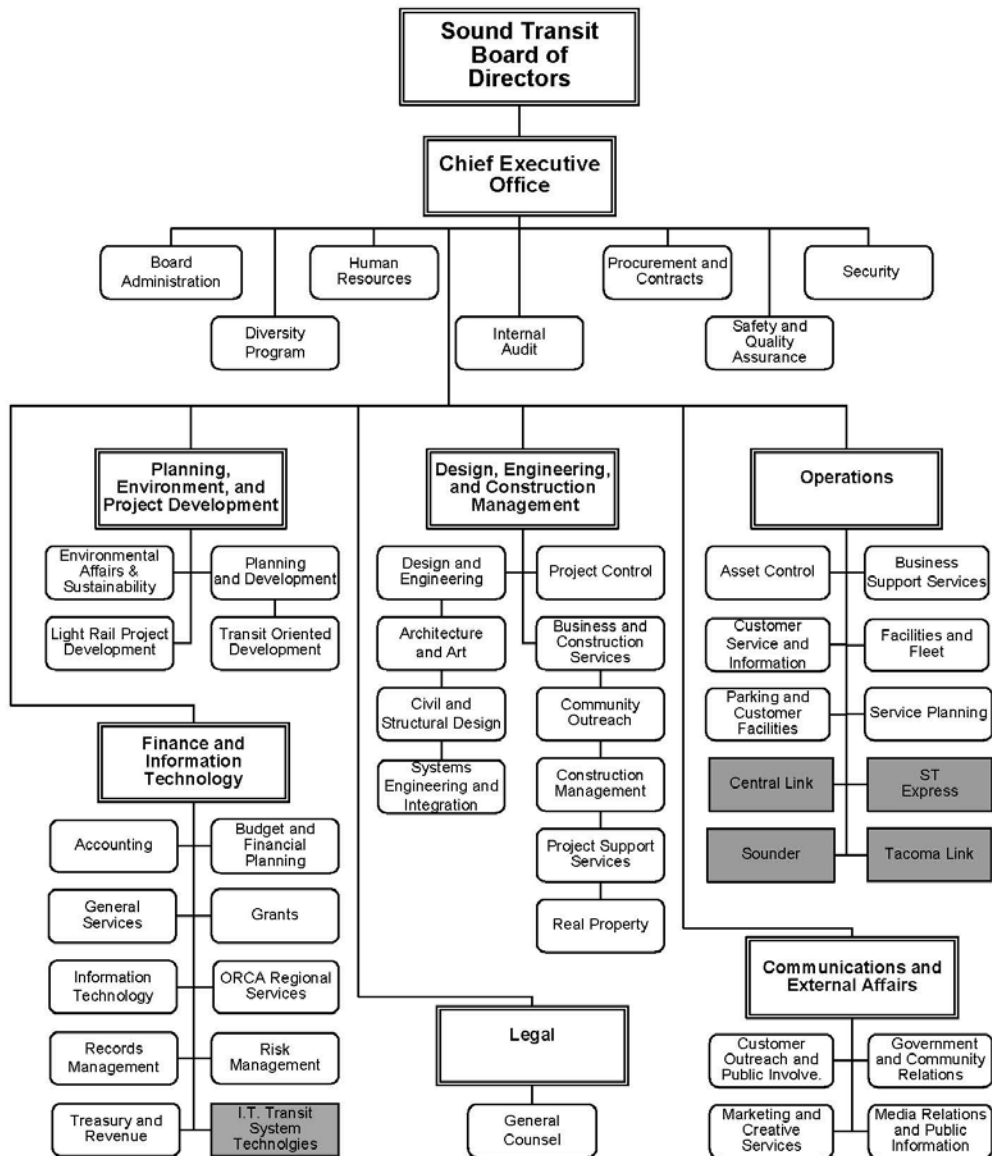


Our People

Sound Transit's departments are organized in a way that ensures taxpayer dollars are aligned with our mission of planning, building, and operating the regional transit system.

- Executive Department includes the Chief Executive Office as well as Board Administration, Human Resources, Procurement & Contracts, Diversity, Safety and Quality Assurance, Security, and Internal Audit.
- Planning, Environment, and Project Development (PEPD) leads the initial project activities that engage the public and inform Board decisions on projects' scope, schedule, and budget. Our sustainability and transit-oriented development programs are led by PEPD.
- Design, Engineering, and Construction Management (DECM) is principally responsible for final design and construction of all major capital projects. DECM supplies professional and technical resources throughout the design and construction phases of each project and also supports the Operations department in design and delivery of small capital projects for our facilities. The department provides project control and real estate services for the entire agency.
- Operations oversees transit service and maintenance for Central Link light rail, Sounder commuter rail, ST Express bus, and all Sound Transit facilities. We also directly operate and maintain Tacoma Link light rail.
- Finance and Information Technology (FIT) is responsible for all financial activities including financial planning, budgeting, accounting, treasury, revenue collection, grants, and risk management, as well as managing information technology. The Information Technology division manages the implementation of new technology and maintains our network and software for both transit operations and administrative systems. The IT Transit Systems division maintains the regional fare collection system (ORCA) and ticket vending machines.
- Communications and External Affairs (CEA) focus on marketing, media and public information, customer outreach, government relations, and community relations.
- Legal provides analysis and advice on a variety of legal subjects including real estate, labor, environmental, construction, land use, permitting, litigation, contracts and interagency issues. They are actively involved in claims defense and property acquisitions including condemnations.

SOUND TRANSIT ORGANIZATION CHART



○ = Staff costs included in Agency Administration section of Budget

■ = Staff costs included in Service Delivery section of Budget

Our Key Financial Policies

Sound Transit's financial policies provide the framework for planning, building, and operating the regional transit system. Our key policies are outlined below.

Financial Policies

Sound Transit Financial Policies were amended on July 24, 2008. The "Financial Policies reflect Sound Transit's commitment to subarea equity while maintaining the flexibility necessary to manage the financing of the System Plan on a consolidated basis and within legal constraints."

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

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

Budgeting Policies

The budget policies, amended July 25, 2002 (Resolution No. R2002-08), outline the contents of the agency's annual budget and the processes for its submittal, adoption, and modification.

Phase Gate

Phase Gate is a project management process requiring periodic project reviews. The process is designed around a series of eight defined gates. Gates represent key transition and/or decision points in a project's progression through planning and environmental review, design, construction, and transition to operations. Management and staff representatives throughout the agency review all aspects of a project including budget, schedule, risk mitigation, design, and operational startup plans to determine if the project is ready to advance. The process ensures that the Board and public have visibility into project scope, schedule, and budget through routine staff reporting. And, the process gives the Board control over key project decisions – specifically approval of budget and project scope.

Basis of Budgeting and Accounting

Sound Transit maintains a financial reporting system that records expenditures on an accrual basis. Budgets are prepared on the same basis with a few exceptions. Tax revenues are recorded on a modified accrual basis. Principal payments on long-term debt are applied to the outstanding liability. Assets that are transferred to another governmental entity are expensed as a donation upon completion.

Balanced Budget

In a situation where Sound Transit's annual revenues are less than annual expenditures, the budget is balanced with a contribution from unrestricted cash balance. Because of Sound Transit's ability to borrow to build capital projects, revenues do not need to equal expenditures.

Enterprise Fund

Sound Transit uses a single or general fund to account and budget for operating and capital transactions. Funds are not segregated for specific purposes.

Financial Plan

Sound Transit maintains a financial plan that projects the total revenues and costs of Sound Move and ST2 through 2040. The plan is used to verify long-term viability of the programs and confirm the maintenance of subarea equity.

Procurement

Resolution No. 78-2 grants the CEO or his/her delegate authority to approve transactions of \$200,000 or less within current budget authorization and \$50,000 or less outside of budget authorization. Sound Transit's Capital Committee and the Operations and Administration Committee are authorized to approve the award of contracts when the contract value does not exceed \$5,000,000. The full Sound Transit Board must approve contracts above \$5,000,000.

Our Business Planning and Reporting

With guidance from the Board, Sound Transit's executive management establishes the agency's strategic priorities each year. Departments use those priorities to create their annual scorecard – establishing their goals, initiatives, and performance outcomes. (Agency and department scorecards are found in Appendix D of the Proposed 2013 Budget document.) Departments also update their three-year business plans which enable us to align resource use with strategic priorities and strengthen collaboration within and across departments. The plans identify issues and opportunities, and specify the resources and inter-departmental support necessary to execute the initiatives and achieve the goals. Business planning is a critical step to building a more strategic and efficient budget.

Each year we set agency milestones to establish accountability in the areas of customer service, planning and building major infrastructure projects, and maintaining our commitment to sustainability. Performance relative to these milestones is reported to the Board.

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

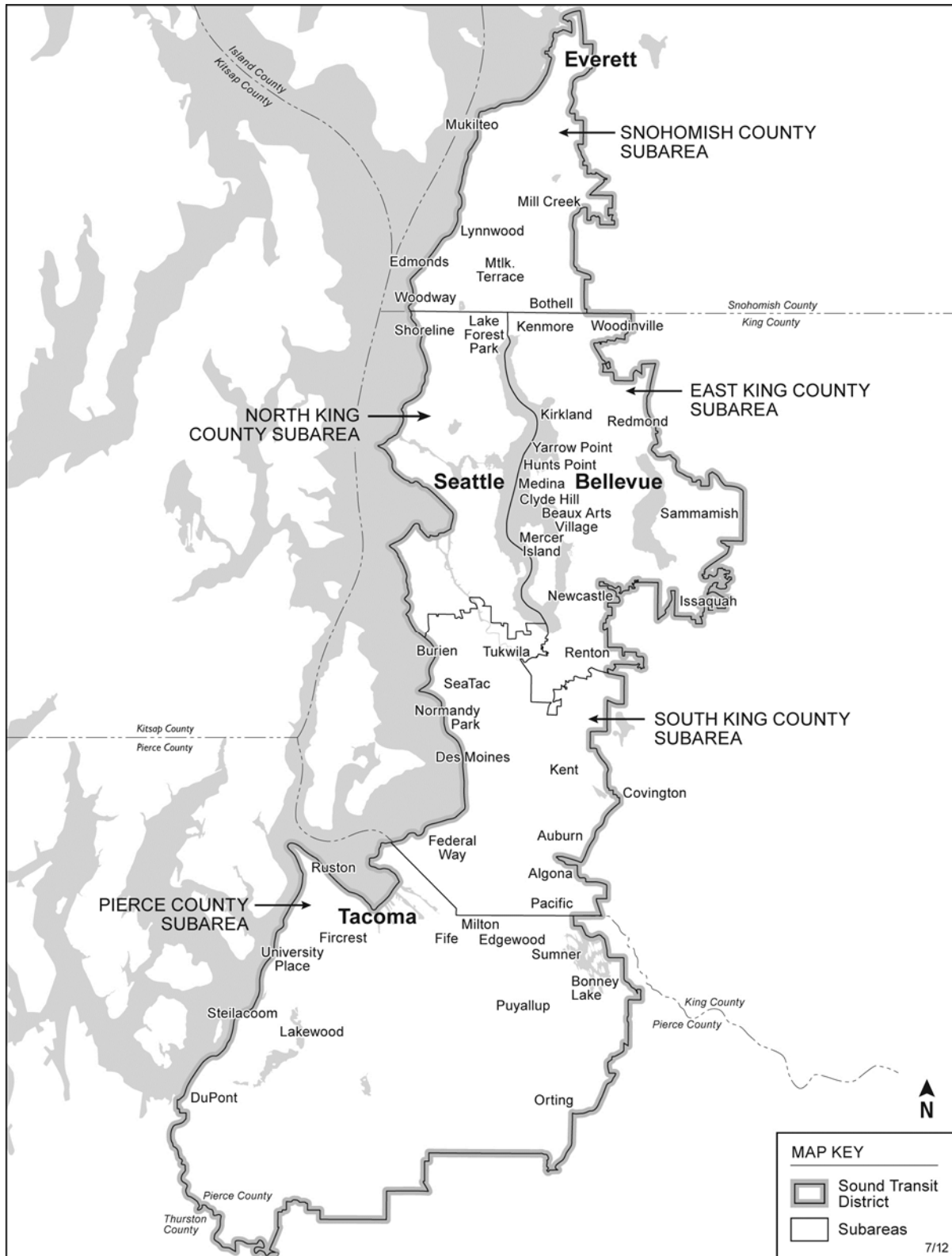
Quarterly Reports, Agency Progress Reports, and the agency's milestones are available at www.soundtransit.org

Sound Transit District

Sound Transit's boundaries, shown on the accompanying map, generally follow the urban-growth boundaries created by each county in accordance with Washington State's Growth Management Act. The Sound Transit District is divided into five subareas – Snohomish, North King, East King, South King and Pierce counties. Revenues and expenses are allocated to the subareas. For more detail on subarea allocations, please see Appendix D.

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

SOUND TRANSIT DISTRICT



Transit Improvement Plan Overview

The 2013 Transit Improvement Plan (TIP) provides projected capital and operating expenditures for the construction and operation of the Sound Transit regional transit system in the central Puget Sound. The agency's Board endorses the TIP and adopts the annual budget to authorize spending for 2013. This document contains information on scope and budget as well as changes in budget and schedule for all active phases of both capital and operating programs.

Service Delivery

The TIP includes summary-level, six-year annual forecasts of operating expenses for each of the agency's transit modes. The expense forecasts reflect detailed service plans contained in the 2013 Service Implementation Plan (SIP).

Project Delivery

The TIP includes phase-level budget information for projects displayed as life to date costs, annual spending forecasts for the upcoming six years, summarized costs for years beyond this six-year period, and the total authorized lifetime budget. Only Board-approved budget amounts are included. Where a baseline budget has not been approved, the total budget only includes the authorized phase(s). For most projects, information on risk and phase gate status is also provided. For ST2 projects only, cost estimate information is shown in the project delivery section and in Appendix A. Lifetime budgets for active Sound Move projects are shown in Appendix B.

Agency Administration

The TIP includes administrative costs that support the agency's project and service delivery programs as well as agency reserves.

TRANSIT IMPROVEMENT PLAN SUMMARY

(in thousands)

	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total TIP
Service Delivery	-	\$211,794	\$220,331	\$229,255	\$251,050	\$258,877	\$267,819	-	\$1,439,125
Project Delivery	4,982,764	754,965	697,901	715,113	585,384	460,125	337,212	907,636	9,441,099
Agency Administration	506,534	107,538	108,280	111,877	137,355	142,475	150,872	725,495	1,990,426
Total	\$5,489,297	\$1,074,298	\$1,026,512	\$1,056,244	\$973,789	\$861,477	\$755,902	\$1,633,131	\$12,870,650

Responding to the Recession

Because of the 2008 recession, Sound Transit expects to receive significantly less revenue to implement the ST2 program through 2023 than was anticipated at the time voters in the region approved the program. In response to the severe reduction in projected revenues, the Sound Transit CEO directed staff in FY 2010 to undertake a comprehensive review of the agency's capital and operating plans to realign them with projected revenues. The results of this review were presented to the Board through the fall of 2010 and were formalized in the Board's adoption of the 2011 budget and endorsement of the 2011 TIP. As a result, the agency announced at that time that it would no

longer be able to complete the entire ST2 program within the original 15-year time period. The 2010 realignment suspended or delayed some elements of the ST2 plan, reduced administrative costs and found efficiencies in transit operational expenditures. With this realignment, the agency anticipates completing the vast majority of the ST2 plan.

Since 2010, the agency has continued to implement the build-out of the regional system, advancing design and environmental processes on key high capacity corridors. Under the agency's phase gate process, projects only receive construction authorization when the agency is confident in the final cost estimates and availability of resources to fully fund the project. This approach recognizes that project management through the 2008 recession was not a one-year effort, but requires ongoing monitoring of costs and revenues through the full ST2 program period.

The adopted 2012 budget and TIP included moving ahead with the substantial majority of Sound Move and ST2 projects, adding back the initial design funding for South Corridor High Capacity Transit (HCT) South 200th Street to Federal Way Transit Center project, and accelerating the South Link Airport – South 200th Street project.

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

Financial Plan

Sound Transit maintains a long-term agency financial plan – a model of forecasted cash flows through 2040. A review of agency programs against the financial plan ensures a balance of revenues and expenditures as well as affordability of the overall program. Sensitivity analysis, using the financial plan, gauges the impact of potential changes in the economy as well as changes in project schedule and scope on overall program affordability.

The TIP presents the projects and programs funded in the agency's financial plan. The financial plan includes funding for projects and programs equal to the baseline budget. And for projects that do not yet have a baseline, the current cost estimate is used.

The six-year spending plan for service delivery expenses represents the funding level for that period. Corresponding service levels are in the 2013 Service Implementation Plan.

In addition, the financial plan includes funding for future operational expenses through 2040 that includes current service and expected future projects and service.

Capital Budgeting

Budget Approval and Phase Gate Process

Prior to 2010, the Sound Transit Board approved project lifetime budgets at the outset of a capital project. Since 2010, our approach to project budgeting has been modified to provide greater Board oversight and control. As capital projects reach key milestones, requests for budget approval to complete the next project phase are presented for Board approval. Phase Gate, our project management oversight process, confirms that the project is ready to move forward to the next phase and triggers the request to the Board for additional budget.

Typical budget requests include funding for:

- Project development including preliminary engineering and environmental investigation.
- Final design and right-of-way acquisition.
- Baseline or total project budget.

A baseline budget is established during final design when sufficient information is available to establish a project's cost through construction. Project spending is benchmarked against the baseline through completion of the project. Projects are fully funded when the Board approves the baseline.

Each year, with the adoption of the annual budget, the Board approves annual capital spending by program for the coming fiscal year.

Cost Estimates

Each ST2 capital project has a cost estimate that originated from the 2008 voter-approved plan. Original ST2 cost estimates, 2012 cost estimates, and 2013 cost estimates for ST2 projects appear in Appendix A.

Our cost estimates are maintained on a current year, constant dollar basis. For instance, in the 2013 TIP, full project cost estimates are presented in constant 2012 dollars. However, the Board approves budgets in year-of-expenditure dollars to take into account the fact that project spending occurs over several years and so must be adjusted for inflation.

Project Summary and Detail Pages

In the project delivery section, details pertaining to each project are provided as well as summaries of each program.

Summary Tables

Summary tables for all budgets approved by the Board include three views:

- Projects by budget approval phase. A few exceptions are programs that are comprised of a number of projects and reserves.
- Subarea, by allocation to Sound Transit's five geographic subareas.
- Project phase, by the agency's work breakdown structure phases that group costs relative to activities and deliverables such as final design, construction, and startup and testing (see Appendix C for a list of project phases).

Project Detail

A project page for active projects includes a project description, budget and cashflow information. Modal budgets (Link, Sounder, and Regional Express) and service delivery capital projects include information on phase gate status. Modal budgets also include schedule and budget risk detail. For ST2 projects, cost estimate updates are included. Below is an explanation of terms used in the project pages.

Capital Budget (in YOE dollars)*Phase Gate Passed*

The most recent gate passed indicates a project's progress. Certain Sound Move projects pre-date implementation of our Phase Gate process and are not required to pass through gates they would have, had the process been in place.

Pending – Projects that will pass through Gate 1 before the end of the coming year

Gate 1 – Enter project development

Gate 2 – Identify alternatives

Gate 3 – Identify preferred alternative

Gate 4 – Enter final design

Gate 5 – Establish baseline

Gate 6 – Proceed to construction

Gate 7 – Transition to operations

Gate 8 – Close out project

None – Projects that advanced through project development prior to implementation of Phase Gate, includes some Sound Move projects

N/A – Projects not subject to the Phase Gate process, e.g., procurements, installation of equipment, etc.

Baseline

Baseline budget is the lifetime budget for the entire project in year of expenditure dollars. The baseline budget is established once the project scope and schedule are defined.

2012 TIP

Board-authorized project budget as of the 2012 TIP.

2013 TIP

Board-authorized project budget as of the 2013 TIP.

ST2 Project Cost Estimate (in 2012 dollars)

This section of the project page is for ST2 projects only and provides a history of funded cost estimate updates in constant dollars. Cost estimates provided include the original 2008 estimate, prior to budget year estimate, and budget year estimate.

Budget Risk Assessment

Estimate Type

Basis of current budget estimate used for a project:

- Initial – Sound Move or ST2 program plans.
- Planning – preliminary conceptual estimate developed for specific sites based on limited project information.
- Conceptual engineering.
- Scoping – itemized right-of-way and construction costs on an estimated unit price basis.
- PE/ED – preliminary engineering/environmental design.
- Final design.
- Construction – full design drawings, specifications, and known unit prices.
- Fixed contribution – contractual amount of funds Sound Transit is to contribute to a project performed by another transit agency or governmental entity. This may not reflect a project's total cost estimate.

Budget Risk Level

Overall risk level for each project is classified as low, medium, or high, depending on the presence of uncertainties that could impact the scope or budget.

Schedule Risk Assessment

Schedule Risk Level

Overall risk level for each project is classified as low, medium, or high depending on the presence of risk factors that could impact the completion schedule for budgeted phases. If the project has a baseline budget, then risk is assessed at the level of the entire project through to putting the asset into service.

2012 Budget Schedule

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

2013 Budget Schedule

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

Project Risk Assessment

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

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Service Delivery

The Proposed 2013 Transit Improvement Plan (TIP) contains forecasted expenses to operate and maintain the regional transit system from 2013 – 2018. Operating expenses include the costs of third-party operators for light rail, commuter rail, and bus services, as well as Sound Transit's direct costs for providing those services.

SERVICE DELIVERY SUMMARY

(in thousands)

	2013	2014	2015	2016	2017	2018	Total TIP
Central Link Light Rail	\$ 57,772	\$ 59,777	\$ 63,315	\$ 79,022	\$ 81,838	\$ 84,319	\$ 426,042
Tacoma Link Light Rail	4,287	4,436	4,587	4,740	4,904	5,073	28,027
Sounder Commuter Rail	39,996	42,606	44,542	47,300	49,951	51,705	276,100
ST Express Bus	109,739	113,513	116,810	119,987	122,184	126,722	708,955
Total	\$ 211,794	\$ 220,331	\$ 229,255	\$ 251,050	\$ 258,877	\$ 267,819	\$ 1,439,125

As a part of the annual budget, the Sound Transit Board approves spending for each of these modal services for the following fiscal year. The agency also maintains a Service Implementation Plan (SIP) that forecasts service expenditures for a six-year period. The draft 2013 SIP provides the service plan on which the proposed 2013 budget is based. The draft 2013 SIP will be adopted by the operations and administration committee of the Board at the same time as the proposed 2013 budget. The TIP only includes summary spending information for the six-year period described in the SIP. Once adopted, the SIP can be read at www.soundtransit.org.

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

Also included in the ST2 program are extensions of Central Link light rail service south to South 200th Street in SeaTac and north to the University of Washington in 2016. In 2021 light rail service north to Northgate will begin. Additional extensions of light rail service are planned for 2023 north to Lynnwood, south to Kent-Des Moines Road, and east to Overlake.

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Project Delivery

The 2013 Transit Improvement Plan (TIP) contains all Board-authorized active project budgets for expanding and improving the regional transit system. The majority of Sound Transit's projects support the planning, design, and construction of light rail, commuter rail, and express bus transit infrastructure as described in the Sound Move and ST2 plans.

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

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

- **System Expansion** – Projects that expand the regional mass transit system and include the voter-approved ST2 and Sound Move programs.
- **Enhancement** – Projects that improve rider experience, increase the existing system's functionality, or reduce operating costs.
- **Rehabilitation and Replacement** – Projects that extend the life of the existing transit system or replace system assets at the end of their useful life.
- **Administrative Projects** – Projects that indirectly support the agency's mission.

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

As the system expands and its years in service lengthen, investment in maintaining our assets in a state of good repair and improving existing facilities will increase. The table below clearly delineates spending on system expansion from spending required to maintain existing assets.

PROJECT DELIVERY SUMMARY

(in thousands)

	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total TIP
System Expansion									
Link Light Rail	\$3,866,204	\$560,138	\$618,617	\$594,567	\$524,595	\$438,882	\$316,596	\$859,142	\$7,778,740
Sounder Commuter Rail	519,591	92,378	20,005	901	30	58	-	-	632,963
Regional Express Bus	392,515	24,016	10,929	37,124	26,618	-	-	-	491,202
Other	57,950	13,830	7,481	24,915	20,648	17,132	16,778	\$32,175	190,908
System Expansion Subtotal	\$4,836,260	\$690,361	\$657,032	\$657,508	\$571,890	\$456,072	\$333,374	\$891,317	\$9,093,813
Enhancement	49,551	28,631	31,389	7,390	482	338	585	1,748	120,113
Rehabilitation & Replacement	84,082	31,472	6,160	46,902	9,861	656	550	-	179,682
Administrative	12,872	4,501	3,320	3,313	3,152	3,060	2,703	14,570	47,491
Total	\$4,982,764	\$754,965	\$697,901	\$715,113	\$585,384	\$460,125	\$337,212	\$907,636	\$9,441,099

The Project Delivery section of the TIP document displays project budgets primarily in terms of cash flow — what year dollars will be spent. Total project budget is not necessarily included in the TIP because the agency's phase gate process requires most project budgets be approved by the Board in phases, rather than all at once. There are a number of terms that require definition in order to clearly understand the tables in this section.

Life to Date — Sum of all project expenditures prior to the budget year.

Annual Cash Flow — Annual expected expenditures are shown for six years beginning with the budget year.

Future — Refers to the sum of approved budgets that is expected to be used in years seven and beyond.

Total TIP — Equivalent of the total Board-approved budget for a project. It may be just preliminary engineering, final design, and right-of way, or it could be baseline of the entire project budget.

Each of the project detail pages state the type and amount of the Board-approved lifetime budget. Lifetime budget is stated in year-of-expenditure dollars (YOE\$). Appendix B contains a summary of lifetime budgets for active Sound Move projects.

Cost Estimates — Most comparable to a baseline budget, cost estimates are for completion of an entire project. Costs estimates are periodically updated as new information becomes available. Estimates are also adjusted each year for inflation using inflation indices and stated in constant-year dollars.

For ST2 projects only, project detail pages in the following subsections show project cost estimates. Cost estimates for 2008 (the year ST2 was adopted by voters), 2012, and 2013 are stated in constant-2012 dollars. A summary of ST2 cost estimates is provided in Appendix A.

Summary of Changes from 2012 to 2013

The 2013 TIP contains the proposed expenditures for active phases of capital and operating projects as authorized by the Board through the agency's Phase Gate process. The table below reconciles the changes in project lifetime budgets for each project category from 2012 to 2013.

PROJECT DELIVERY SUMMARY OF CHANGES FROM 2012 TO 2013

(in thousands)

	2012 Lifetime Total	2012 Board Action	Category Change	New Project	Budget Change	Closed Project	2013 Lifetime Total
System Expansion							
Link Light Rail	\$6,150,865	\$1,665,900	(\$21,760)	-	(\$16,265)	-	\$7,778,740
Sounder Commuter Rail	1,551,195	-	(39,225)	1,870	6,328	(887,205)	632,963
Regional Express Bus	903,621	-			(2,071)	(410,348)	491,202
Other	219,143	-	4,064	30,800	(53,823)	(9,275)	190,908
System Expansion Subtotal	\$8,824,824	\$1,665,900	-\$56,921	\$32,670	-\$65,832	-\$1,306,828	\$9,093,813
Enhancement	64,951	-	56,921	1,199	(666)	(2,292)	120,113
Rehabilitation & Replacement	177,482	-	-	2,500	(300)	-	179,682
Administrative*	65,338	-	-	1,214	(386)	(18,675)	47,491
Total	\$9,132,595	\$1,665,900	\$0	\$37,583	(\$67,185)	(\$1,327,795)	\$9,441,099

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

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

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

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

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

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

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

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

- Regional Express East King County Program Reserve was increased by \$11.2M from project savings.

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

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

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

System Expansion – Link Light Rail

Sound Transit's regional light rail service began in 2003 with the completion of Tacoma Link, a 1.6-mile light rail line between Tacoma Dome Station and downtown Tacoma. In July 2009, the initial segment, consisting of a 13.9-mile light rail line between downtown Seattle and the city of Tukwila opened for service. In December 2009, a 1.7-mile extension known as Airport Link from Tukwila to Sea-Tac International Airport was also completed. Today, Link trains carry an increasing number of passengers each year with over 9 million expected in 2013.

Within the Link light rail program, the TIP identifies budgets to continue construction of University Link, extending light rail from downtown Seattle to the University of Washington, initiate construction of extensions to South 200th in SeaTac and north to Northgate, and advance planning and design efforts for future extensions south to Federal Way, east to Bellevue and the Overlake area of Redmond and north to Lynnwood. Costs to build the University Link segment make up the majority of our capital spending through 2016.

TIP Highlights

Major Link light rail elements of the 2013 TIP include:

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

BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
Tacoma Link Expansion	Cost Increase	Preliminary Engineering	Cost estimate to complete alternatives analysis, preliminary engineering, and EIS increased.	\$812
Initial Segment	Transfer	Baseline	Project is completed and funds are being transferred to follow on projects at Beacon Ave. and SODO Station and for environmental mitigation monitoring and maintenance obligations.	(\$3,382)
Airport Link	Defunded	Baseline	Cost Decrease – Project completed under budget.	(\$5,200)
Initial Segment Project Reserve	Defunded	Reserve	Project completed. Remaining funds defunded.	(\$8,495)

SCHEDULE CHANGES

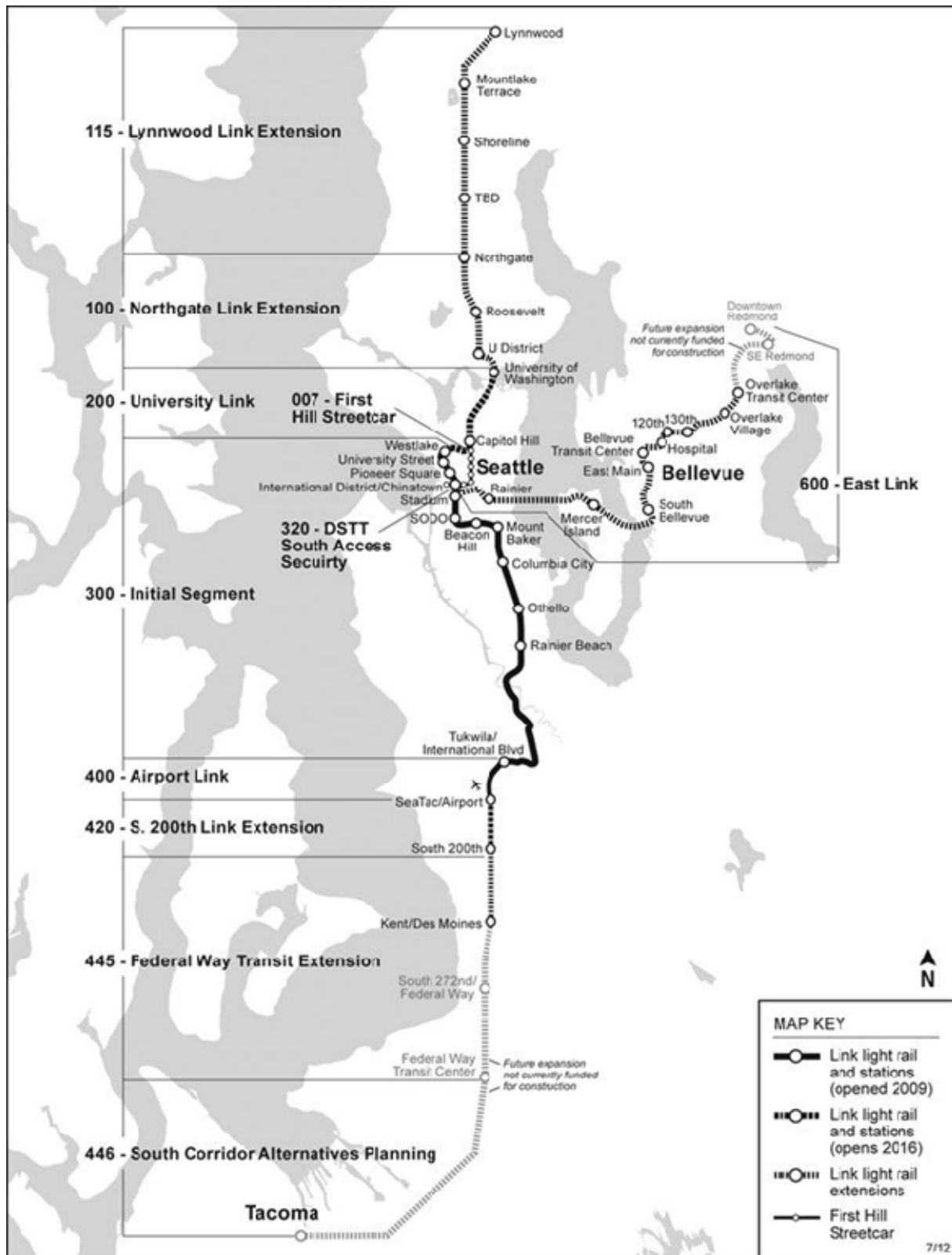
Project	Schedule Type	Explanation	Old Date	New Date
Lynnwood Link Extension	EIS Completion	Need for extensive third-party coordination has impacted the schedule to complete the Final Environmental Impact Statement.	2014	2015

Project Closures

The following projects are complete and are being closed out:

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

LIGHT RAIL CAPITAL PROJECTS



Proposed 2013 TIP Cashflow by Budget Approval

System Expansion (in thousands)

Link Light Rail		Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Project Number and Name										
Preliminary Engineering										
400008	Tacoma Link Expansion	847	2,628	2,290	0	0	0	0	0	5,765
400009	Link Operations and Maintenance Satellite Facility	1,979	4,249	3,203	0	0	0	0	0	9,432
4X115	Lynnwood Link Extension	18,151	10,399	15,552	10,466	2,551	0	0	0	57,119
4X445	Federal Way Transit Extension	3,233	8,120	11,698	11,618	7,174	0	0	0	41,843
	Subtotal:	24,209	25,396	32,743	22,084	9,726	0	0	0	114,158
Final Design & ROW										
4X600	East Link	93,404	91,851	112,012	149,744	137,160	81,299	32,767	58,582	756,819
	Subtotal:	93,404	91,851	112,012	149,744	137,160	81,299	32,767	58,582	756,819
Baseline										
400007	First Hill Streetcar	54,584	55,420	21,476	1,300	0	0	0	0	132,780
4X100	Northgate Link Extension	142,302	103,281	181,563	197,052	225,018	247,795	283,829	750,560	2,131,400
4X200	University Link	1,039,710	197,536	172,099	135,124	110,986	100,552	0	0	1,756,007
4X300	Initial Segment	2,095,618	0	0	0	0	0	0	0	2,095,618
4X390	DSTT Capital Costs	23,719	0	0	0	0	0	0	0	23,719
4X400	Airport Link	257,900	0	0	0	0	0	0	0	257,900
4X420	S 200th Link Extension	57,660	86,654	98,723	89,263	41,705	9,237	0	0	383,241
4X500	Tacoma Link	77,097	0	0	0	0	0	0	0	77,097
	Subtotal:	3,748,591	442,892	473,861	422,739	377,709	357,583	283,829	750,560	6,857,763
Reserve										
4X199	Northgate Link Extension Project Reserve	0	0	0	0	0	0	0	50,000	50,000
4X399	Initial Segment Project Reserve	0	0	0	0	0	0	0	0	0
	Subtotal:	0	0	0	0	0	0	0	50,000	50,000
	Grand Total:	\$3,866,204	\$560,138	\$618,617	\$594,567	\$524,595	\$438,882	\$316,596	\$859,142	\$7,778,740

System Expansion

Proposed 2013 TIP Cashflow by Subarea (in thousands)

Link Light Rail

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	10,327	6,572	9,165	5,715	1,393	0	0	0	33,171
2- North King	2,823,842	362,220	383,406	339,126	337,985	348,834	284,025	800,912	5,680,350
3- South King	860,395	95,588	111,035	100,881	48,879	9,237	0	0	1,226,015
4- East King	93,696	93,130	112,720	148,846	136,337	80,811	32,570	58,230	756,341
5- Pierce	77,944	2,628	2,290	0	0	0	0	0	82,862
Total	\$3,866,204	\$560,138	\$618,617	\$594,567	\$524,595	\$438,882	\$316,596	\$859,142	\$7,778,740

Proposed 2013 TIP Cashflow by Phase (in thousands)

Phase# and Description	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10 Agency Administration	283,024	40,775	47,221	46,766	47,756	32,890	16,895	60,491	575,818
20 Pre-Engineering/Env Review	159,116	20,749	26,483	18,681	7,428	984	500	1,000	234,940
30 Final Design & Specification	306,940	75,739	72,293	49,562	19,980	14,327	12,146	43,612	594,597
35 Third Parties	134,094	61,596	28,014	8,163	7,933	6,659	4,366	20,648	271,473
40 ROW Acquisition & Permits	464,617	74,211	76,059	101,408	133,274	79,323	19,553	7,177	955,622
50 Construction	2,077,934	261,975	340,775	334,122	275,733	275,443	235,235	392,851	4,194,069
55 Construction Services	169,274	24,944	26,502	28,383	23,549	22,366	17,993	29,830	342,840
70 Vehicles	253,043	50	868	121	5,802	6,889	9,906	240,605	517,286
80 System Testing & Startup	18,161	100	402	7,362	3,140	0	0	12,930	42,095
90 Contingency	0	0	0	0	0	0	0	50,000	50,000
Total	\$3,866,204	\$560,138	\$618,617	\$594,567	\$524,595	\$438,882	\$316,596	\$859,142	\$7,778,740

400007

First Hill Streetcar

Managed by: PEPP

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

Changes since 2012 budget: None

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	5-Establish Baseline	2008 Cost Estimate:	\$132,294
Baseline:	\$132,780	2012 Cost Estimate:	\$132,404
2012 TIP:	\$132,780	2013 Cost Estimate:	\$132,404
2013 TIP:	\$132,780		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	54,584	55,420	21,476	1,300	0	0	0	0	132,780
Total	54,584	55,420	21,476	1,300	0	0	0	0	132,780

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	289	420	1,858	1,300	0	0	0	0	3,867
35-Third Parties	54,295	55,000	19,618	0	0	0	0	0	128,913
Total	54,584	55,420	21,476	1,300	0	0	0	0	132,780

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

Project Risk Assessment

400008

Tacoma Link Expansion

Managed by: PEPD

Scope: Sound Transit, in cooperation with the City of Tacoma and Pierce Transit, is studying the potential of expanding Tacoma Link. Federal Transit Administration guidance for conducting Alternatives Analysis is being followed so that the project is eligible for future Small Starts grant funding consideration. Expansion is expected to require additional funding from other entities. Sound Transit's contribution to this project is capped at \$79.1 million of the estimated project cost of \$150 million.

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

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	847	2,628	2,290	0	0	0	0	0	5,765
Total	847	2,628	2,290	0	0	0	0	0	5,765

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	207	313	524	0	0	0	0	0	1,044
20-Pre-Engineering/Env Review	640	2,315	1,766	0	0	0	0	0	4,721
Total	847	2,628	2,290	0	0	0	0	0	5,765

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

Project Risk Assessment

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

400009

Link Operations and Maintenance Satellite Facility

Managed by: PEPP

Scope: Sound Transit is reviewing and evaluating current and future light rail storage and maintenance requirements to support the development, design, and construction of a future light rail operations and maintenance facility for proposed system expansion.

Changes since 2012 budget: None.

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	416	894	674	0	0	0	0	0	1,984
2-North King	331	710	535	0	0	0	0	0	1,576
3-South King	379	814	614	0	0	0	0	0	1,808
4-East King	853	1,831	1,380	0	0	0	0	0	4,063
Total	1,979	4,249	3,203	0	0	0	0	0	9,432

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	850	1,153	1,233	0	0	0	0	0	3,237
20-Pre-Engineering/Env Review	1,067	2,876	1,767	0	0	0	0	0	5,710
35-Third Parties	16	165	203	0	0	0	0	0	385
40-ROW Acquisition & Permits	45	55	0	0	0	0	0	0	100
Total	1,979	4,249	3,203	0	0	0	0	0	9,432

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

Project Risk Assessment

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

4X100

Northgate Link Extension

Managed by: DECM

Scope: The Northgate Link Extension extends light rail 4.3-miles from the UW Station north under the campus via twin-bored tunnels to an underground U District Station along Brooklyn Avenue NE between NE 43rd and NE 45th Streets, and underground Roosevelt Station along 12th Avenue NE between NE 65th Street and NE 67th Street, and continuing to an elevated station in Northgate along 1st Avenue NE spanning NE 103rd Street. The Northgate Link Extension is scheduled to be completed in September 2021 and will provide an interim terminus for Link at Northgate until the Lynnwood Link Extension is in service, currently anticipated in 2023.

Changes since 2012 budget: The project baseline was developed, and approved by the Sound Transit Board in June 2012, increasing the project budget by \$1.67 billion and identifying the start of revenue service as September 2021.

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	5-Establish Baseline		
Baseline:	\$2,131,400	2008 Cost Estimate:	\$1,590,701
2012 TIP:	\$2,131,400	2012 Cost Estimate:	\$1,410,220
2013 TIP:	\$2,131,400	2013 Cost Estimate:	\$1,762,498

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	142,302	103,281	181,563	197,052	225,018	247,795	283,829	750,560	2,131,400
Total	142,302	103,281	181,563	197,052	225,018	247,795	283,829	750,560	2,131,400

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	12,514	7,882	10,141	12,371	13,861	15,344	16,895	60,491	149,500
20-Pre-Engineering/Env Review	15,077	0	0	0	0	0	0	0	15,077
30-Final Design & Specification	54,455	18,773	12,627	4,335	3,430	3,435	3,446	12,622	113,123
35-Third Parties	2,032	908	1,765	1,762	1,544	1,404	352	1,233	11,000
40-ROW Acquisition & Permits	47,881	39,860	35,965	12,557	5,000	6,787	0	0	148,050
50-Construction	9,343	30,846	112,497	152,712	180,265	196,821	235,235	392,851	1,310,570
55-Construction Services	1,000	5,012	8,567	13,194	17,565	18,889	17,993	29,830	112,050
70-Vehicles	0	0	0	121	3,353	5,114	9,906	240,605	259,100
80-System Testing & Startup	0	0	0	0	0	0	0	12,930	12,930
Total	142,302	103,281	181,563	197,052	225,018	247,795	283,829	750,560	2,131,400

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Final Design	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2012 Budget Schedule:	2021
		2013 Budget Schedule:	2021

Project Risk Assessment

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

4X115

Lynnwood Link Extension

Managed by: PEPD

Scope: The Lynnwood Link Extension project entails planning, permitting, design and construction of an extension of light rail from Northgate to Lynnwood with additional service in the cities of Shoreline, Mountlake Terrace and Lynnwood. Consistent with the FTA New Starts requirements, the project has undergone an alternatives analysis and environmental scoping. The draft environmental impact statement (DEIS) and conceptual engineering of DEIS alternatives is ongoing, with preliminary engineering and the final environmental impact statement scheduled for completion in 2015.

Changes since 2012 budget: None

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	9,910	5,678	8,491	5,715	1,393	0	0	0	31,187
2-North King	8,240	4,721	7,061	4,752	1,158	0	0	0	25,932
Total	18,151	10,399	15,552	10,466	2,551	0	0	0	57,119

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	2,804	2,522	2,765	1,807	839	0	0	0	10,738
20-Pre-Engineering/Env Review	15,102	7,362	12,300	8,176	1,394	0	0	0	44,334
35-Third Parties	128	304	277	270	18	0	0	0	996
40-ROW Acquisition & Permits	117	210	210	213	300	0	0	0	1,050
Total	18,151	10,399	15,552	10,466	2,551	0	0	0	57,119

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

Project Risk Assessment

Budget Risk: Exists until all Record of Decisions received.

Schedule Risk: Coordination efforts with multiple third parties, stakeholders and jurisdictions, and complying with the requirements of the Federal Transit Administration's New Starts process has impacted schedule for preliminary engineering .

4X199

Northgate Link Extension Project Reserve

Managed by: DECM

Scope: A project reserve has been created for the Northgate Link Extension that, if required, can be directed to mitigate budget risks associated with project construction. Funding for the reserve originated from unused funds in the project reserve that was set up for the Initial Segment. The project reserve cannot be used for additional scope and approval for its use requires supermajority approval by the Sound Transit Board.

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

Board Approved Capital Budget (in YOE dollars)			
Phase Gate Passed:	5-Establish Baseline		
Baseline:	\$50,000		
2012 TIP:	\$50,000		
2013 TIP:	\$50,000		

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

TIP Cashflow (in thousands)									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	0	0	0	0	0	0	0	50,000	50,000
Total	0	0	0	0	0	0	0	50,000	50,000
Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
90-Contingency	0	0	0	0	0	0	0	50,000	50,000
Total	0	0	0	0	0	0	0	50,000	50,000

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

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

Project Risk Assessment	

4X200

University Link

Managed by: DECM

Scope: University Link is a 3.15-mile light rail extension located entirely underground extending east from the Downtown Seattle Transit Tunnel (DSTT), under I-5 to an underground Capitol Hill Station which will serve the First Hill/Capitol Hill urban center. The tunnel route crosses under the Lake Washington Ship Canal to an interim terminus in an underground University of Washington (UW) Station near Husky Stadium. University Link is expected to generate high ridership by connecting the three major population and employment centers of Downtown Seattle, Capitol Hill, and the University District when it opens in 2016.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	N/A
Baseline:	\$1,756,007	2012 Cost Estimate:	N/A
2012 TIP:	\$1,756,007	2013 Cost Estimate:	N/A
2013 TIP:	\$1,756,007		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	1,039,710	197,536	172,099	135,124	110,986	100,552	0	0	1,756,007
Total	1,039,710	197,536	172,099	135,124	110,986	100,552	0	0	1,756,007

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	45,199	12,052	12,969	13,338	15,022	16,648	0	0	115,229
20-Pre-Engineering/Env Review	24,261	0	0	0	0	0	0	0	24,261
30-Final Design & Specification	73,430	6,965	2,876	1,720	1,700	941	0	0	87,633
35-Third Parties	11,447	1,329	1,450	1,605	1,420	1,395	0	0	18,646
40-ROW Acquisition & Permits	126,676	450	275	288	24,644	0	0	0	152,332
50-Construction	609,927	160,733	139,458	100,564	59,478	78,623	0	0	1,148,783
55-Construction Services	49,819	15,856	13,800	10,847	4,321	1,170	0	0	95,814
70-Vehicles	98,767	50	868	0	2,449	1,775	0	0	103,909
80-System Testing & Startup	185	100	402	6,762	1,951	0	0	0	9,400
Total	1,039,710	197,536	172,099	135,124	110,986	100,552	0	0	1,756,007

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2016
		2013 Budget Schedule:	2016

Project Risk Assessment

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

4X300

Initial Segment

Managed by: DECM

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

Project budget reflects the estimate to complete follow-on work in 2012 and close out of the project .

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

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	1,554,395	0	0	0	0	0	0	0	1,554,395
3-South King	541,223	0	0	0	0	0	0	0	541,223
Total	2,095,618	0	0	0	0	0	0	0	2,095,618

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	185,983	0	0	0	0	0	0	0	185,983
20-Pre-Engineering/Env Review	33,269	0	0	0	0	0	0	0	33,269
30-Final Design & Specification	144,057	0	0	0	0	0	0	0	144,057
35-Third Parties	61,469	0	0	0	0	0	0	0	61,469
40-ROW Acquisition & Permits	206,229	0	0	0	0	0	0	0	206,229
50-Construction	1,213,458	0	0	0	0	0	0	0	1,213,458
55-Construction Services	102,725	0	0	0	0	0	0	0	102,725
70-Vehicles	131,803	0	0	0	0	0	0	0	131,803
80-System Testing & Startup	16,625	0	0	0	0	0	0	0	16,625
Total	2,095,618	0	0	0	0	0	0	0	2,095,618

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

Project Risk Assessment

4X390

DSTT Capital Costs

Managed by: DECM

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

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

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

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

4X399

Initial Segment Project Reserve

Managed by: DECM

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

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

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

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

4X400

Airport Link

Managed by: DECM

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

Changes since 2012 budget: With closeout, the lifetime budget has been decreased by \$5.2M in project cost savings.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$269,100	2012 Cost Estimate:	N/A
2012 TIP:	\$263,100	2013 Cost Estimate:	N/A
2013 TIP:	\$257,900		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	257,900	0	0	0	0	0	0	0	257,900
Total	257,900	0	0	0	0	0	0	0	257,900

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	9,894	0	0	0	0	0	0	0	9,894
20-Pre-Engineering/Env Review	3,666	0	0	0	0	0	0	0	3,666
30-Final Design & Specification	15,794	0	0	0	0	0	0	0	15,794
35-Third Parties	1,340	0	0	0	0	0	0	0	1,340
40-ROW Acquisition & Permits	12,553	0	0	0	0	0	0	0	12,553
50-Construction	184,268	0	0	0	0	0	0	0	184,268
55-Construction Services	14,929	0	0	0	0	0	0	0	14,929
70-Vehicles	14,539	0	0	0	0	0	0	0	14,539
80-System Testing & Startup	917	0	0	0	0	0	0	0	917
Total	257,900	0	0	0	0	0	0	0	257,900

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

Project Risk Assessment

4X420

S 200th Link Extension

Managed by: DECM

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

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	\$372,999
Baseline:	\$383,241	2012 Cost Estimate:	\$315,263
2012 TIP:	\$383,241	2013 Cost Estimate:	\$315,263
2013 TIP:	\$383,241		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	57,660	86,654	98,723	89,263	41,705	9,237	0	0	383,241
Total	57,660	86,654	98,723	89,263	41,705	9,237	0	0	383,241

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	4,968	3,126	2,637	2,500	2,008	624	0	0	15,864
20-Pre-Engineering/Env Review	5,702	0	0	0	0	0	0	0	5,702
30-Final Design & Specification	4,815	1,100	239	157	0	0	0	0	6,311
35-Third Parties	1,950	2,321	1,142	817	855	0	0	0	7,085
40-ROW Acquisition & Permits	29,857	5,636	1,750	0	0	6,306	0	0	43,549
50-Construction	9,569	70,396	88,820	80,846	35,990	0	0	0	285,620
55-Construction Services	800	4,075	4,135	4,343	1,663	2,307	0	0	17,322
80-System Testing & Startup	0	0	0	600	1,189	0	0	0	1,789
Total	57,660	86,654	98,723	89,263	41,705	9,237	0	0	383,241

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2012 Budget Schedule:	2016
		2013 Budget Schedule:	2016

Project Risk Assessment

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

4X445

Federal Way Transit Extension

Managed by: PEPP

Scope: The Federal Way Transit Extension extends 7.6 miles from S. 200th Street in the City of SeaTac to the Federal Way Transit Center. Project scope elements include Alternatives Analysis, draft and final environmental impact statements and conceptual engineering to support the environmental analysis. Design of the preferred alternative will be advanced through preliminary engineering for the 2.3 mile segment from S. 200th Street to Kent/Des Moines.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	1-Enter Project Development	2008 Cost Estimate:	\$451,454
Baseline:	-	2012 Cost Estimate:	\$402,786
2012 TIP:	\$41,843	2013 Cost Estimate:	\$40,786
2013 TIP:	\$41,843		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	3,233	8,120	11,698	11,618	7,174	0	0	0	41,843
Total	3,233	8,120	11,698	11,618	7,174	0	0	0	41,843

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1,233	1,781	2,144	2,122	2,105	0	0	0	9,385
20-Pre-Engineering/Env Review	2,000	6,050	8,950	9,050	4,833	0	0	0	30,883
35-Third Parties	0	289	604	446	236	0	0	0	1,575
Total	3,233	8,120	11,698	11,618	7,174	0	0	0	41,843

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

Project Risk Assessment

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

4X500

Tacoma Link

Managed by: DECM

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

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

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	None	2008 Cost Estimate:	N/A
Baseline:	\$80,416	2012 Cost Estimate:	N/A
2012 TIP:	\$77,097	2013 Cost Estimate:	N/A
2013 TIP:	\$77,097		

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

4X600

East Link

Managed by: DECM

Scope: East Link extends light rail to East King County via I-90 from Downtown Seattle to Downtown Bellevue and the Overlake area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and the Overlake Transit Center. Environmental review for a future expansion between the Overlake Transit Center and Downtown Redmond and preliminary engineering has been completed; the project is in Final Design. Revenue Service to the Overlake Transit Center is forecast for early 2023.

Changes since 2012 budget: None

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	560	551	672	898	823	488	197	351	4,541
4-East King	92,843	91,300	111,340	148,846	136,337	80,811	32,570	58,230	752,278
Total	93,404	91,851	112,012	149,744	137,160	81,299	32,767	58,582	756,819

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	14,544	11,525	12,948	13,326	13,920	274	0	0	66,539
20-Pre-Engineering/Env Review	52,138	2,145	1,700	1,455	1,200	984	500	1,000	61,123
30-Final Design & Specification	10,395	48,900	56,550	43,350	14,850	9,950	8,700	30,990	223,685
35-Third Parties	1,417	1,280	2,955	3,263	3,860	3,860	4,014	19,415	40,064
40-ROW Acquisition & Permits	14,909	28,000	37,859	88,350	103,330	66,230	19,553	7,177	365,408
Total	93,404	91,851	112,012	149,744	137,160	81,299	32,767	58,582	756,819

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

Project Risk Assessment

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

System Expansion – Sounder Commuter Rail

Sounder commuter rail service between Seattle and Tacoma began in 2000. Service between Everett and Seattle began three years later in 2003. Presently, Sounder carries over 2.5 million passengers annually on four daily round trips between Everett and Seattle with service at stations in Everett, Mukilteo, Edmonds, and Seattle and nine daily round trips between Seattle and Tacoma with service at stations in Tacoma, Puyallup, Sumner, Auburn, Kent, Tukwila, and Seattle. Service between Tacoma and Lakewood with stations in South Tacoma and Lakewood begins in October 2012. Four additional round trips were approved with the passage of ST2 for the Sounder south line; the schedule for implementing these trips is being developed.

Sound Transit has designed and built 12 commuter-rail stations. Sound Transit compensated Burlington Northern Santa Fe Railway (BNSF) to upgrade track and signal systems along the 75-mile BNSF corridor between Everett and Tacoma to provide for weekday commuter rail service to the north and south Sound communities.

In addition, Sound Transit designed and built three train layover facilities and a fourth is being added in Lakewood. Construction is completed on an 8.4-mile rail corridor between Tacoma and Lakewood that extends service to South Tacoma and Lakewood.

TIP Highlights

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

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

BUDGET CHANGES

(in thousands)

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

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

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

SCHEDULE CHANGES

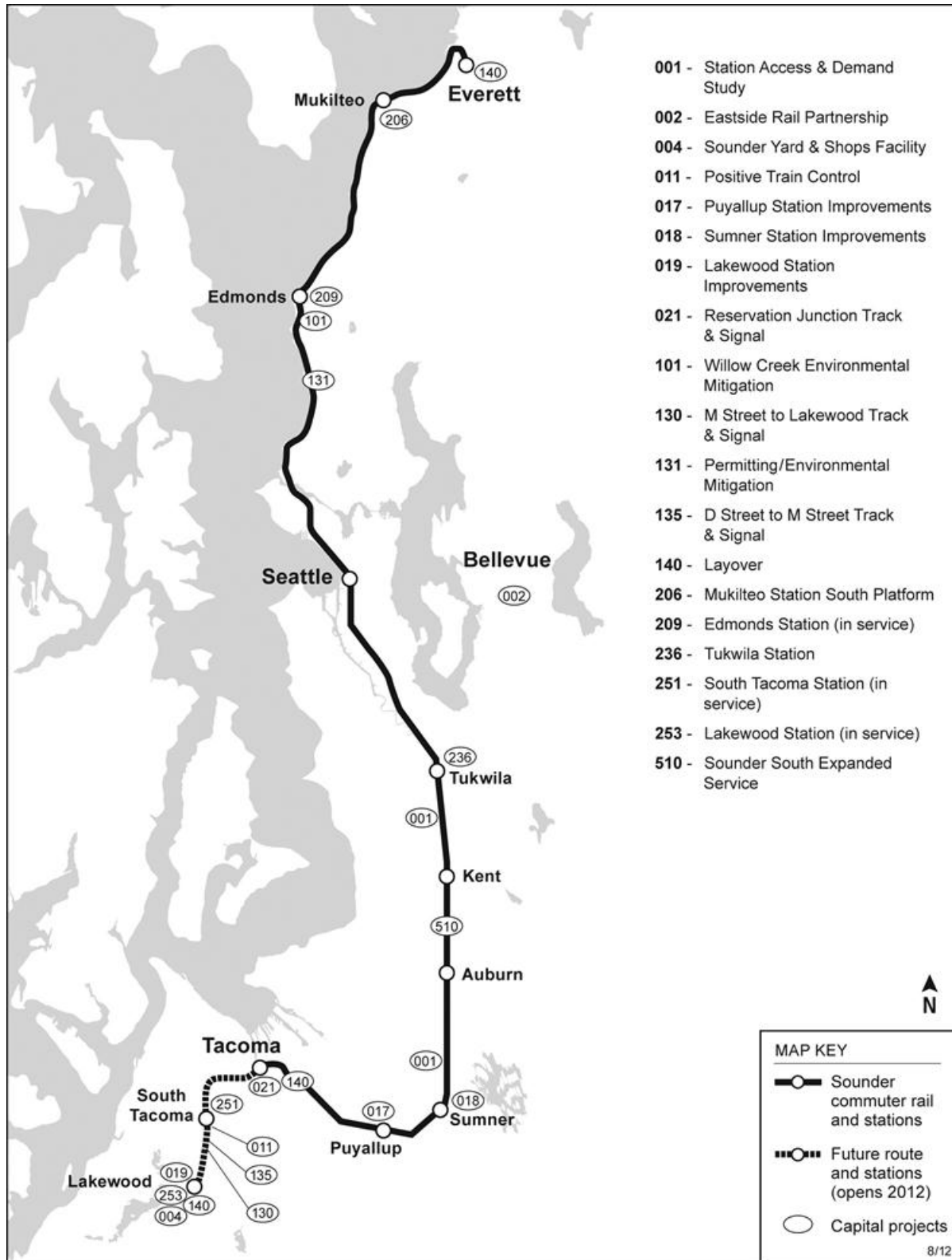
Project	Schedule Type	Explanation	Old Date	New Date
Permitting/Environmental Mitigation	Final Completion	Permit appeals resolved, project to be completed within original schedule.	Q4 2015	Q4 2013
Tukwila Station	Revenue Service	Project redesigned to eliminate conflicts with adjacent City led Stander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

Project Closures

The following projects are complete and are being closed out:

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

SOUNDER COMMUTER RAIL CAPITAL PROJECTS



Proposed 2013 TIP Cashflow by Budget Approval

System Expansion (in thousands)

Sounder Commuter Rail		Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Project Number and Name										
Preliminary Engineering										
300001	Station Access & Demand Study	960	210	0	0	0	0	0	0	1,170
300004	Sounder Yard & Shops Facility	1,740	3,418	1,200	554	0	0	0	0	6,912
300017	Puyallup Station Improvements	119	281	177	0	0	0	0	0	578
300018	Sumner Station Improvements	119	281	177	0	0	0	0	0	578
300019	Lakewood Station Improvements	476	679	0	0	0	0	0	0	1,155
300021	Reservation Junction Track & Signal	0	1,870	0	0	0	0	0	0	1,870
Subtotal:		3,415	6,740	1,554	554	0	0	0	0	12,262
Final Design & ROW										
3x131	Permitting/Env. Mitigation	5,551	965	0	0	0	0	0	0	6,516
3x510	Sounder South Expanded Service	148,463	45,505	0	0	0	0	0	0	193,968
Subtotal:		154,014	46,470	0	0	0	0	0	0	200,484
Baseline										
300002	Eastside Rail Partnership	1	0	0	0	0	0	0	0	1
3x101	Willow Creek Env. Mitigation	834	0	0	0	0	0	0	0	834
3x130	M St-Lakewood Track & Signal	81,334	208	0	0	0	0	0	0	81,542
3x135	D St - M St Track & Signal	155,193	5,190	463	347	30	58	0	0	161,281
3x140	Layover	30,615	3,332	0	0	0	0	0	0	33,947
3x206	Mukilteo Station, S Platform	2,652	10,245	5,415	0	0	0	0	0	18,313
3x209	Edmonds Station	10,879	0	0	0	0	0	0	0	10,879
3x216	Passenger Information System/CCTV	5,116	861	254	0	0	0	0	0	6,231
3x236	Tukwila Station	18,543	15,106	12,320	0	0	0	0	0	45,969
3x251	South Tacoma Station	15,696	31	0	0	0	0	0	0	15,728
3x253	Lakewood Station	29,197	0	0	0	0	0	0	0	29,197
7x755	Sounder ST2 Fleet Expansion	12,100	4,196	0	0	0	0	0	0	16,296
Subtotal:		362,162	39,168	18,452	347	30	58	0	0	420,217
Grand Total:		\$519,591	\$92,378	\$20,005	\$901	\$30	\$58	\$0	\$0	\$632,963

System Expansion

Proposed 2013 TIP Cashflow by Subarea (in thousands)

Souder Commuter Rail

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	26,266	12,444	5,629	70	0	0	0	0	44,409
3- South King	32,355	16,734	12,420	0	0	0	0	0	61,509
4- East King	52	3	0	0	0	0	0	0	55
5- Pierce	460,918	63,196	1,957	832	30	58	0	0	526,991
Total	\$519,591	\$92,378	\$20,005	\$901	\$30	\$58	\$0	\$0	\$632,963

Proposed 2013 TIP Cashflow by Phase (in thousands)

Phase# and Description	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10 Agency Administration	24,486	4,800	1,910	445	0	0	0	0	31,642
20 Pre-Engineering/Env Review	11,878	5,376	1,185	339	0	0	0	0	18,778
30 Final Design & Specification	34,262	820	377	0	0	0	0	0	35,459
35 Third Parties	1,189	909	0	0	0	0	0	0	2,098
40 ROW Acquisition & Permits	226,616	47,702	70	69	0	0	0	0	274,456
50 Construction	186,074	24,118	14,896	48	30	58	0	0	225,223
55 Construction Services	5,095	3,977	1,567	0	0	0	0	0	10,640
70 Vehicles	29,907	4,046	0	0	0	0	0	0	33,953
80 System Testing & Startup	84	0	0	0	0	0	0	0	84
90 Contingency	0	630	0	0	0	0	0	0	630
Total	\$519,591	\$92,378	\$20,005	\$901	\$30	\$58	\$0	\$0	\$632,963

300001

Station Access & Demand Study

Managed by: PEPP

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

Changes since 2012 budget: None

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	40	9	0	0	0	0	0	0	49
3-South King	235	52	0	0	0	0	0	0	287
5-Pierce	685	150	0	0	0	0	0	0	835
Total	960	210	0	0	0	0	0	0	1,170

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	242	21	0	0	0	0	0	0	263
20-Pre-Engineering/Env Review	718	80	0	0	0	0	0	0	798
90-Contingency	0	109	0	0	0	0	0	0	109
Total	960	210	0	0	0	0	0	0	1,170

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

Project Risk Assessment

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

300002

Eastside Rail Partnership

Managed by: PEPD

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

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

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	1-Enter Project Development	2008 Cost Estimate:	\$55,146
Baseline:	-	2012 Cost Estimate:	\$2
2012 TIP:	\$2	2013 Cost Estimate:	\$2
2013 TIP:	\$1		

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

300004

Sounder Yard & Shops Facility

Managed by: PEPD

Scope: Sound Transit is evaluating operations and maintenance cost efficiencies associated with the development of commuter rail operations and maintenance facilities to support existing and future service levels. Funding has been approved for completing site selection, preliminary engineering (30% design), and environmental determination.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	2-Identify Alternatives	2008 Cost Estimate:	\$152,713
Baseline:	-	2012 Cost Estimate:	\$152,119
2012 TIP:	\$6,912	2013 Cost Estimate:	\$152,119
2013 TIP:	\$6,912		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	219	431	151	70	0	0	0	0	871
5-Pierce	1,520	2,987	1,049	485	0	0	0	0	6,041
Total	1,740	3,418	1,200	554	0	0	0	0	6,912

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	198	242	210	146	0	0	0	0	796
20-Pre-Engineering/Env Review	1,486	3,071	920	339	0	0	0	0	5,816
40-ROW Acquisition & Permits	56	105	70	69	0	0	0	0	300
Total	1,740	3,418	1,200	554	0	0	0	0	6,912

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	PE / ED	Schedule Risk Level:	High
Budget Risk Level:	High	2012 Budget Schedule:	2015
		2013 Budget Schedule:	2015

Project Risk Assessment

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

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

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

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	Pending	2008 Cost Estimate:	\$61,865
Baseline:	-	2012 Cost Estimate:	\$52,372
2012 TIP:	\$578	2013 Cost Estimate:	\$52,372
2013 TIP:	\$578		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	119	281	177	0	0	0	0	0	578
Total	119	281	177	0	0	0	0	0	578

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	37	42	44	0	0	0	0	0	124
20-Pre-Engineering/Env Review	83	239	133	0	0	0	0	0	454
Total	119	281	177	0	0	0	0	0	578

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

Project Risk Assessment

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

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

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

Changes since 2012 budget: None

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	119	281	177	0	0	0	0	0	578
Total	119	281	177	0	0	0	0	0	578

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	37	42	44	0	0	0	0	0	124
20-Pre-Engineering/Env Review	83	239	133	0	0	0	0	0	454
Total	119	281	177	0	0	0	0	0	578

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

Project Risk Assessment

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

300019

Lakewood Station Improvements

Managed by: PEPP

Scope: Sound Transit is providing financial support to the city of Lakewood for the construction of a pedestrian bridge connecting the community to the northwest of Lakewood Station with the station. Additional access improvements contemplated in ST2 and reflected in the ST2 cost estimate were evaluated through the Station Access and Demand Study project and may be proposed in the future. Sound Transit's contribution for this portion of the project is capped.

Changes since 2012 budget: None

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	476	679	0	0	0	0	0	0	1,155
Total	476	679	0	0	0	0	0	0	1,155

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	27	28	0	0	0	0	0	0	55
35-Third Parties	449	551	0	0	0	0	0	0	1,000
90-Contingency	0	100	0	0	0	0	0	0	100
Total	476	679	0	0	0	0	0	0	1,155

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

Project Risk Assessment

300021

Reservation Junction Track & Signal

Managed by: DECM

Scope: This project entails design and construction of additional track and new structures along an approximately 0.65 mile section of track between the existing Tacoma Dome Station and the vicinity of M Street in Tacoma. Scope elements proposed at this time include limited site investigations to gather site specific information (e.g., geotechnical data) and completion of conceptual engineering. The results of this effort will be used to inform preliminary engineering, validate ST2 cost estimate assumptions, and explore constructability issues such as construction sequencing to minimize the potential for the project to disrupt Sounder service.

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

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	Pending	2008 Cost Estimate:	\$68,246
Baseline:	-	2012 Cost Estimate:	\$57,763
2012 TIP:	\$0	2013 Cost Estimate:	\$57,763
2013 TIP:	\$1,870		

TIP Cashflow (in thousands)									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	0	1,870	0	0	0	0	0	0	1,870
Total	0	1,870	0	0	0	0	0	0	1,870

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	0	353	0	0	0	0	0	0	353
20-Pre-Engineering/Env Review	0	1,517	0	0	0	0	0	0	1,517
Total	0	1,870	0	0	0	0	0	0	1,870

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

Project Risk Assessment	

3x101

Willow Creek Env. Mitigation

Managed by: DECM

Scope: Project has been completed.

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

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

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

3x130

M St-Lakewood Track & Signal

Managed by: DECM

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

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$78,630	2012 Cost Estimate:	N/A
2012 TIP:	\$81,542	2013 Cost Estimate:	N/A
2013 TIP:	\$81,542		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	81,334	208	0	0	0	0	0	0	81,542
Total	81,334	208	0	0	0	0	0	0	81,542

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	3,756	12	0	0	0	0	0	0	3,768
20-Pre-Engineering/Env Review	1,496	0	0	0	0	0	0	0	1,496
30-Final Design & Specification	3,014	0	0	0	0	0	0	0	3,014
40-ROW Acquisition & Permits	12,974	0	0	0	0	0	0	0	12,974
50-Construction	51,024	195	0	0	0	0	0	0	51,219
55-Construction Services	33	0	0	0	0	0	0	0	33
70-Vehicles	8,953	0	0	0	0	0	0	0	8,953
80-System Testing & Startup	84	0	0	0	0	0	0	0	84
Total	81,334	208	0	0	0	0	0	0	81,542

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

Project Risk Assessment

3x131

Permitting/Env. Mitigation

Managed by: DECM

Scope: Track and Signal improvements to accommodate Sounder commuter rail service between Seattle and Everett were completed by BNSF. Sound Transit assumed responsibility for all environmental permitting and mitigation required for these improvements. Required mitigation included the purchase of three properties in the Snohomish River Estuary, assistance with the Christofferson property purchase, Deer Creek Stream restoration, Kiwanis Ravine enhancement, a freshwater wetland enhancement in Woodway, and a bridge over Willow Creek to support a future day-lighting project. Track and Signal improvements were completed in 2008; remaining mitigation efforts include the on-going construction of the Christofferson fill pad.

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

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	None	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$6,679	2013 Cost Estimate:	N/A
2013 TIP:	\$6,516		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	5,551	965	0	0	0	0	0	0	6,516
Total	5,551	965	0	0	0	0	0	0	6,516

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	542	22	0	0	0	0	0	0	563
20-Pre-Engineering/Env Review	1,007	64	0	0	0	0	0	0	1,071
30-Final Design & Specification	313	106	0	0	0	0	0	0	419
40-ROW Acquisition & Permits	1,373	88	0	0	0	0	0	0	1,461
50-Construction	2,316	684	0	0	0	0	0	0	3,001
Total	5,551	965	0	0	0	0	0	0	6,516

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

Project Risk Assessment

3x135

D St - M St Track & Signal

Managed by: DECM

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

Changes since 2012 budget: None

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$161,581	2012 Cost Estimate:	N/A
2012 TIP:	\$161,281	2013 Cost Estimate:	N/A
2013 TIP:	\$161,281		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	155,193	5,190	463	347	30	58	0	0	161,281
Total	155,193	5,190	463	347	30	58	0	0	161,281

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	8,172	735	400	299	0	0	0	0	9,606
20-Pre-Engineering/Env Review	1,734	0	0	0	0	0	0	0	1,734
30-Final Design & Specification	18,451	161	0	0	0	0	0	0	18,612
35-Third Parties	735	111	0	0	0	0	0	0	846
40-ROW Acquisition & Permits	42,749	880	0	0	0	0	0	0	43,629
50-Construction	69,546	1,938	63	48	30	58	0	0	71,682
55-Construction Services	4,853	1,365	0	0	0	0	0	0	6,218
70-Vehicles	8,953	0	0	0	0	0	0	0	8,953
Total	155,193	5,190	463	347	30	58	0	0	161,281

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

Project Risk Assessment

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

3x140

Layover

Managed by: DECM

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

Changes since 2012 budget: None

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	5,523	557	0	0	0	0	0	0	6,080
3-South King	11,425	1,235	0	0	0	0	0	0	12,660
5-Pierce	13,667	1,540	0	0	0	0	0	0	15,207
Total	30,615	3,332	0	0	0	0	0	0	33,947

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1,033	104	0	0	0	0	0	0	1,138
20-Pre-Engineering/Env Review	268	0	0	0	0	0	0	0	268
30-Final Design & Specification	1,565	30	0	0	0	0	0	0	1,596
40-ROW Acquisition & Permits	5,290	52	0	0	0	0	0	0	5,343
50-Construction	22,351	2,808	0	0	0	0	0	0	25,159
55-Construction Services	107	336	0	0	0	0	0	0	444
Total	30,615	3,332	0	0	0	0	0	0	33,947

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

Project Risk Assessment

3x206

Mukilteo Station, S Platform

Managed by: DECM

Scope: The Mukilteo Station South Platform project includes the 2nd platform, stair, and elevator towers for both platforms and the pedestrian bridge connecting them. Construction is scheduled to begin in 2013.

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

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	N/A
Baseline:	\$18,313	2012 Cost Estimate:	N/A
2012 TIP:	\$11,131	2013 Cost Estimate:	N/A
2013 TIP:	\$18,313		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	2,652	10,245	5,415	0	0	0	0	0	18,313
Total	2,652	10,245	5,415	0	0	0	0	0	18,313

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	479	399	250	0	0	0	0	0	1,128
30-Final Design & Specification	2,020	256	171	0	0	0	0	0	2,447
35-Third Parties	0	247	0	0	0	0	0	0	247
40-ROW Acquisition & Permits	150	3,438	0	0	0	0	0	0	3,588
50-Construction	3	4,886	4,152	0	0	0	0	0	9,040
55-Construction Services	0	1,020	843	0	0	0	0	0	1,863
Total	2,652	10,245	5,415	0	0	0	0	0	18,313

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

Project Risk Assessment

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

3x209

Edmonds Station

Managed by: DECM

Scope: Project is in service; pending closeout.

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

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	\$24,713
Baseline:	\$12,929	2012 Cost Estimate:	N/A
2012 TIP:	\$11,549	2013 Cost Estimate:	N/A
2013 TIP:	\$10,879		

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

3x216

Passenger Information System/CCTV

Managed by: FIT

Scope: Sounder is expanding its station communications and all CCTV and Passenger Information Systems to future stations. The system includes communications between stations and Union Station for a number of CCTV cameras, audible rail announcements capabilities, variable message signs, customer emergency stations, and on-board automated vehicle location. There is an existing security operations central control and monitoring system for all devices. Completion of the project is dependent on completion of all Sounder stations.

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

Changes since 2012 budget: None

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	566	238	63	0	0	0	0	0	866
3-South King	2,152	341	100	0	0	0	0	0	2,593
4-East King	50	3	0	0	0	0	0	0	54
5-Pierce	2,348	278	91	0	0	0	0	0	2,718
Total	5,116	861	254	0	0	0	0	0	6,231

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	210	4	0	0	0	0	0	0	214
20-Pre-Engineering/Env Review	205	16	0	0	0	0	0	0	221
50-Construction	4,702	840	254	0	0	0	0	0	5,796
Total	5,116	861	254	0	0	0	0	0	6,231

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

Project Risk Assessment

3x236

Tukwila Station

Managed by: DECM

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

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	\$38,502
Baseline:	\$45,969	2012 Cost Estimate:	\$34,914
2012 TIP:	\$45,969	2013 Cost Estimate:	\$34,914
2013 TIP:	\$45,969		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	18,543	15,106	12,320	0	0	0	0	0	45,969
Total	18,543	15,106	12,320	0	0	0	0	0	45,969

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1,300	711	961	0	0	0	0	0	2,973
20-Pre-Engineering/Env Review	1,101	0	0	0	0	0	0	0	1,101
30-Final Design & Specification	3,851	267	207	0	0	0	0	0	4,325
40-ROW Acquisition & Permits	11,072	137	0	0	0	0	0	0	11,209
50-Construction	1,117	12,735	10,428	0	0	0	0	0	24,280
55-Construction Services	102	1,255	724	0	0	0	0	0	2,082
Total	18,543	15,106	12,320	0	0	0	0	0	45,969

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

Project Risk Assessment

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

3x251

South Tacoma Station

Managed by: DECM

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

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$17,115	2012 Cost Estimate:	N/A
2012 TIP:	\$15,728	2013 Cost Estimate:	N/A
2013 TIP:	\$15,728		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	15,696	31	0	0	0	0	0	0	15,728
Total	15,696	31	0	0	0	0	0	0	15,728

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1,594	0	0	0	0	0	0	0	1,594
20-Pre-Engineering/Env Review	542	0	0	0	0	0	0	0	542
30-Final Design & Specification	1,238	0	0	0	0	0	0	0	1,238
40-ROW Acquisition & Permits	2,367	0	0	0	0	0	0	0	2,367
50-Construction	9,956	31	0	0	0	0	0	0	9,987
Total	15,696	31	0	0	0	0	0	0	15,728

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

Project Risk Assessment

3x253

Lakewood Station

Managed by: DECM

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

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$32,920	2012 Cost Estimate:	N/A
2012 TIP:	\$29,197	2013 Cost Estimate:	N/A
2013 TIP:	\$29,197		

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

3x510

Sounder South Expanded Service

Managed by: DECM

Scope: Sound Transit has purchased four additional commuter rail easements between Seattle and Lakewood from BNSF. BNSF is responsible for track and signal improvements; Sound Transit maintains responsibility for environmental permitting and mitigation.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	4-Enter Final Design	2008 Cost Estimate:	\$151,364
Baseline:	-	2012 Cost Estimate:	\$166,947
2012 TIP:	\$193,968	2013 Cost Estimate:	\$166,947
2013 TIP:	\$193,968		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	148,463	45,505	0	0	0	0	0	0	193,968
Total	148,463	45,505	0	0	0	0	0	0	193,968

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	3,566	2,084	0	0	0	0	0	0	5,650
20-Pre-Engineering/Env Review	1,007	0	0	0	0	0	0	0	1,007
30-Final Design & Specification	400	0	0	0	0	0	0	0	400
35-Third Parties	5	0	0	0	0	0	0	0	5
40-ROW Acquisition & Permits	143,485	43,000	0	0	0	0	0	0	186,485
90-Contingency	0	421	0	0	0	0	0	0	421
Total	148,463	45,505	0	0	0	0	0	0	193,968

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

Project Risk Assessment

Budget risks may be presented by environmental mitigation requirements. Additional environmental studies are being performed to verify mitigation requirements and establish appropriate mitigation budget/schedule.

7x755

Sounder ST2 Fleet Expansion

Managed by: Operations

Scope: Fleet expansion to add additional trips between Seattle and Lakewood including three locomotives and up to seventeen coaches and cab cars. The number of coaches and cab cars that will be procured will be refined based on ridership trends and forecasts. Three locomotives were ordered from Motive Power, Inc. and will be delivered late in 2012

Changes since 2012: None

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	\$35,294
Baseline:	-	2012 Cost Estimate:	\$29,149
2012 TIP:	\$16,296	2013 Cost Estimate:	\$29,149
2013 TIP:	\$16,296		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	12,100	4,196	0	0	0	0	0	0	16,296
Total	12,100	4,196	0	0	0	0	0	0	16,296

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
20-Pre-Engineering/Env Review	100	150	0	0	0	0	0	0	250
70-Vehicles	12,000	4,046	0	0	0	0	0	0	16,046
Total	12,100	4,196	0	0	0	0	0	0	16,296

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

Project Risk Assessment

System Expansion – Regional Express

The Regional Express program consists of 23 capital projects including design and construction of direct-access freeway ramps to existing High Occupancy Vehicle (HOV) lanes, park-and-ride lots, HOV improvements to arterials, transit centers, and freeway in-line transit stations to support Sound Transit's ST Express regional bus system.

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

TIP Highlights

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

- Design the I-90 Two-Way Transit and HOV Operations Stage 3, which will complete outer roadway HOV lanes eastbound and westbound from Mercer Island to Seattle.
- Conduct environmental analysis and preliminary engineering for the ST Express Bus Base.
- Advance Mid-Day Bus Storage through final design.
- Continue to contribute to transit improvement projects led by third parties in Kirkland and Renton.

BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
S. Everett Freeway Station	Transfer	Baseline	Move to the new environmental mitigation monitoring and maintenance project.	(\$13)
S. Everett Freeway Station*	Defunded	Baseline	Project completed preparing for closeout	(\$116)
I-90 Two Way Transit and HOV Ops Stage 1	Transfer	Baseline	Move to the new environmental mitigation monitoring and maintenance project.	(\$10)
I-90 Two Way Transit and HOV Ops Stage 1***	Transfer	Baseline	Project in service preparing for closeout.	(\$1,446)
I-90 Two Way Transit and HOV Ops Stage 2***	Transfer	Baseline	Project in service preparing for closeout.	(\$9,390)
Ash Way Transit Access/164th SW	Transfer	Baseline	Move to the new environmental mitigation monitoring and maintenance project.	(\$74)
Ash Way Transit Access/164th SW*	Defunded	Baseline	Project in service preparing for closeout.	(\$229)
Federal Way HOV Access/S 317th**	Defunded	Baseline	Project in service preparing for closeout.	(\$5)

Project	Reason	Budget Type	Explanation	Change
Canyon Park Freeway Station***	Transfer	Baseline	Project in service preparing for closeout.	(\$12)
Issaquah Transit Center	Transfer	Baseline	Move to the new environmental mitigation monitoring and maintenance project.	(\$38)
Totem Lake Freeway Station	Transfer	Baseline	Move to the new environmental mitigation monitoring and maintenance project.	(\$35)
Totem Lake Transit Center ***	Transfer	Baseline	Project in service preparing for closeout.	(\$9)
Newcastle Transit Improvements***	Transfer	Baseline	Project in service preparing for closeout.	(\$12)
Mercer Island Park & Ride***	Transfer	Baseline	Project in service preparing for closeout.	(\$0.6)
SR 522 HOV Enhancements/ Bothell***	Transfer	Baseline	Project in service preparing for closeout.	(\$293)
Burien Transit Center Parking Expansion**	Defunded	Baseline	Project in service preparing for closeout.	(\$443)
East King County Program Reserve	Transfer	Reserve	Savings from completed projects.	\$11,161

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

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

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

SCHEDULE CHANGES

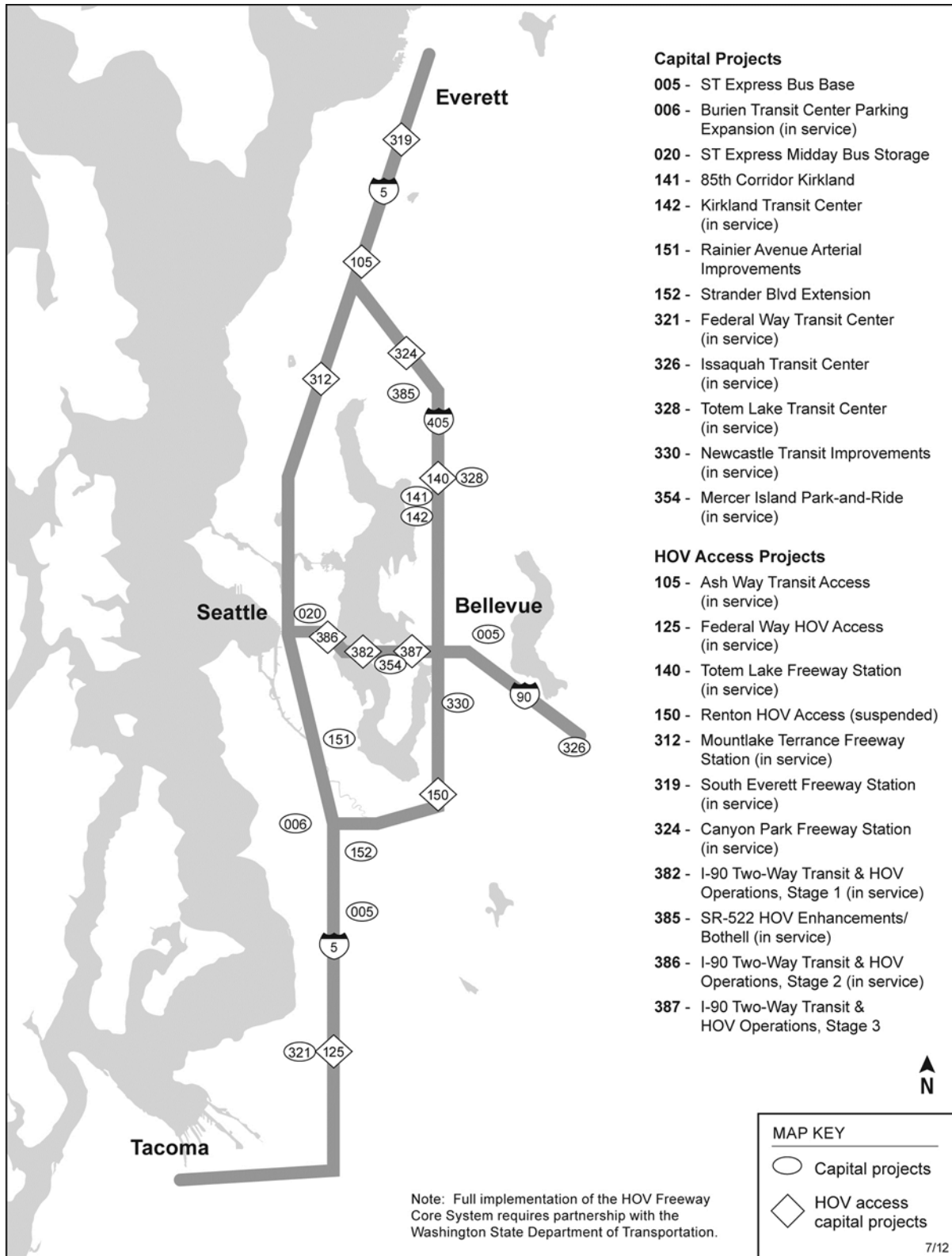
Project	Schedule Type	Explanation	Old Date	New Date
Kirkland Transit Center	Completion & Closeout	Intersection and signal improvements initiated following completion of Transit Center.	Q4 2011	Q4 2013
Mountlake Terrace Freeway Station	Completion & Closeout	Station improvements to improve operations efficiencies.	Q4 2011	Q1 2013
I-90 Two Way Transit and HOV Operations Stage 3	Completion	Additional design efforts required for tunnel fire and life safety project elements.	Q4 2014	Q3 2016
ST Express Bus Base	Preliminary Engineering	Availability of consultant resources delayed advancing planning studies.	Q4 2013	Q4 2014

Project Closures

The following projects are complete and are being closed out:

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

REGIONAL EXPRESS CAPITAL PROJECTS



Proposed 2013 TIP Cashflow by Budget Approval

System Expansion (in thousands)

Regional Express		Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Project Number and Name										
Preliminary Engineering										
500005	ST Express Bus Base	2,593	2,527	350	0	0	0	0	0	5,469
Subtotal:		2,593	2,527	350	0	0	0	0	0	5,469
Final Design & ROW										
500020	ST Express Mid-Day Bus Storage	396	381	0	0	0	0	0	0	777
5x387	I-90 2-Way Tran & HOV Op. St 3	7,178	9,986	9,676	37,124	257	0	0	0	64,222
Subtotal:		7,574	10,367	9,676	37,124	257	0	0	0	64,999
Baseline										
500006	Burien TC Parking Expansion	14,732	0	0	0	0	0	0	0	14,732
5x105	Ash Way Transit Access	18,634	0	0	0	0	0	0	0	18,634
5x125	Federal Way HOV Access/S 317th	28,774	0	0	0	0	0	0	0	28,774
5x140	Totem Lake Freeway Station	73,154	407	0	0	0	0	0	0	73,561
5x141	85th Corridor, Kirkland	3,043	2,069	902	0	0	0	0	0	6,015
5x142	Kirkland Transit Center/3rd	10,568	391	0	0	0	0	0	0	10,959
5x150	Renton HOV Access/N 8th	4,505	0	0	0	0	0	0	0	4,505
5x151	Rainier Avenue Arterial Imp.	13,712	2,005	0	0	0	0	0	0	15,717
5x152	Strander Boulevard Extension	2,104	2,115	0	0	0	0	0	0	4,219
5x312	Mountlake Terrace Freeway Sta.	30,184	2,234	0	0	0	0	0	0	32,417
5x319	S Everett Freeway Station	28,294	65	0	0	0	0	0	0	28,358
5x321	Federal Way Transit Center	37,905	1,549	0	0	0	0	0	0	39,455
5x324	Canyon Park Freeway Station	9,735	26	0	0	0	0	0	0	9,761
5x326	Issaquah Transit Center/SR900	28,949	13	0	0	0	0	0	0	28,962
5x328	Totem Lake Transit Center	6,259	0	0	0	0	0	0	0	6,259
5x330	Newcastle Transit Improvements	4,127	0	0	0	0	0	0	0	4,127
5x354	Mercer Island Park & Ride	13,995	0	0	0	0	0	0	0	13,995
5x382	I-90 2-Way Tran & HOV Op. St 1	23,314	70	0	0	0	0	0	0	23,384
5x385	SR522 HOV Enhancements/Bothell	8,246	0	0	0	0	0	0	0	8,246
5x386	I-90 2-Way Tran & HOV Op. St 2	22,114	179	0	0	0	0	0	0	22,293
Subtotal:		382,348	11,122	902	0	0	0	0	0	394,373
Reserve										
5x999	Regional Express Program Reserve	0	0	0	0	26,360	0	0	0	26,360
Subtotal:		0	0	0	0	26,360	0	0	0	26,360
Grand Total:		\$392,515	\$24,016	\$10,929	\$37,124	\$26,618	\$0	0	\$0	\$491,202

System Expansion

Proposed 2013 TIP Cashflow by Subarea (in thousands)

Regional Express Bus

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	77,576	2,751	63	0	0	0	0	0	80,389
3- South King	81,711	1,842	41	0	0	0	0	0	83,594
4- East King	232,210	18,436	10,741	37,124	26,618	0	0	0	325,129
5- Pierce	1,018	987	84	0	0	0	0	0	2,090
Total	\$392,515	\$24,016	\$10,929	\$37,124	\$26,618	\$0	\$0	\$0	\$491,202

Proposed 2013 TIP Cashflow by Phase (in thousands)

Phase# and Description	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10 Agency Administration	24,708	1,507	800	836	257	0	0	0	28,109
20 Pre-Engineering/Env Review	36,183	2,247	262	0	0	0	0	0	38,691
30 Final Design & Specification	35,984	9,639	8,940	0	0	0	0	0	54,563
35 Third Parties	14,730	0	0	0	0	0	0	0	14,730
40 ROW Acquisition & Permits	17,442	126	32	0	0	0	0	0	17,600
50 Construction	263,469	10,120	470	0	0	0	0	0	274,059
55 Construction Services	0	0	0	0	0	0	0	0	0
90 Contingency	0	378	425	36,288	26,360	0	0	0	63,451
Total	\$392,515	\$24,016	\$10,929	\$37,124	\$26,618	\$0	\$0	\$0	\$491,202

500005

ST Express Bus Base

Managed by: PEPD

Scope: Sound Transit is evaluating constructing an ST Express Bus Base for operating and maintaining the ST Express bus fleet. The Board has approved initial project development activities including confirmation of fleet operating assumptions, development of facilities and site programming evaluations and review of alternative project delivery methods.

Changes since 2012 budget: None

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	464	452	63	0	0	0	0	0	979
3-South King	301	293	41	0	0	0	0	0	634
4-East King	1,206	1,175	163	0	0	0	0	0	2,543
5-Pierce	622	606	84	0	0	0	0	0	1,313
Total	2,593	2,527	350	0	0	0	0	0	5,469

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	260	189	56	0	0	0	0	0	505
20-Pre-Engineering/Env Review	2,255	2,247	262	0	0	0	0	0	4,763
40-ROW Acquisition & Permits	78	91	32	0	0	0	0	0	201
Total	2,593	2,527	350	0	0	0	0	0	5,469

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

Project Risk Assessment

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

500006

Burien TC Parking Expansion

Managed by: PEPD

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

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

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

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

TIP Cashflow (in thousands)									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	14,732	0	0	0	0	0	0	0	14,732
Total	14,732	0	0	0	0	0	0	0	14,732
Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	2	0	0	0	0	0	0	0	2
35-Third Parties	14,730	0	0	0	0	0	0	0	14,730
Total	14,732	0	0	0	0	0	0	0	14,732

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

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

Project Risk Assessment	

500020

ST Express Mid-Day Bus Storage

Managed by: DECM

Scope: The ST Express Midday Bus Storage Project will replace temporary bus storage at the Link Operations Maintenance Facility (OMF) employee parking area with a more permanent facility. Currently 30, forty-five foot buses are stored in the mid-day lot at the Link OMF during periods of non-use. The buses need to be relocated from the employee parking area in 2014 prior to implementing testing on the U-Link light rail extension.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	4-Enter Final Design	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	\$768
2012 TIP:	\$777	2013 Cost Estimate:	\$768
2013 TIP:	\$777		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	396	381	0	0	0	0	0	0	777
Total	396	381	0	0	0	0	0	0	777

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	41	56	0	0	0	0	0	0	97
20-Pre-Engineering/Env Review	240	0	0	0	0	0	0	0	240
30-Final Design & Specification	100	290	0	0	0	0	0	0	390
40-ROW Acquisition & Permits	15	35	0	0	0	0	0	0	50
Total	396	381	0	0	0	0	0	0	777

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

Project Risk Assessment

5x105

Ash Way Transit Access

Managed by: DECM

Scope: Project is in service; closeout pending.

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

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$18,428	2012 Cost Estimate:	N/A
2012 TIP:	\$18,937	2013 Cost Estimate:	N/A
2013 TIP:	\$18,634		

TIP Cashflow (in thousands)

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

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

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2012 Budget Schedule:	2005
		2013 Budget Schedule:	2005

Project Risk Assessment

5x125

Federal Way HOV Access/S 317th

Managed by: DECM

Scope: Project is in service.

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

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

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

5x140

Totem Lake Freeway Station

Managed by: DECM

Scope: Project is in service.

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

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	73,154	407	0	0	0	0	0	0	73,561
Total	73,154	407	0	0	0	0	0	0	73,561

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	4,347	10	0	0	0	0	0	0	4,357
20-Pre-Engineering/Env Review	6,283	0	0	0	0	0	0	0	6,283
30-Final Design & Specification	4,565	0	0	0	0	0	0	0	4,565
40-ROW Acquisition & Permits	1,849	0	0	0	0	0	0	0	1,849
50-Construction	56,110	297	0	0	0	0	0	0	56,406
90-Contingency	0	100	0	0	0	0	0	0	100
Total	73,154	407	0	0	0	0	0	0	73,561

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

Project Risk Assessment

5x141

85th Corridor, Kirkland

Managed by: DECM

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

Changes since 2012 budget: None

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	3,043	2,069	902	0	0	0	0	0	6,015
Total	3,043	2,069	902	0	0	0	0	0	6,015

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	434	18	8	0	0	0	0	0	460
20-Pre-Engineering/Env Review	1,124	0	0	0	0	0	0	0	1,124
30-Final Design & Specification	554	0	0	0	0	0	0	0	554
40-ROW Acquisition & Permits	876	0	0	0	0	0	0	0	876
50-Construction	54	2,051	470	0	0	0	0	0	2,575
90-Contingency	0	0	425	0	0	0	0	0	425
Total	3,043	2,069	902	0	0	0	0	0	6,015

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

Project Risk Assessment

5x142

Kirkland Transit Center/3rd

Managed by: DECM

Scope: Under this project a new regional transit center was designed and constructed and placed into service in Kirkland on Third Street, south of Central Way to accommodate existing and anticipated bus service by King County Metro and ST Express routes. The project also included a capped contribution for intersection improvements in the vicinity of the transit center to enhance bus service speed and reliability; these improvements are expected to be completed in 2013.

Change since 2012 budget: None

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	10,568	391	0	0	0	0	0	0	10,959
Total	10,568	391	0	0	0	0	0	0	10,959

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	910	14	0	0	0	0	0	0	923
20-Pre-Engineering/Env Review	1,154	0	0	0	0	0	0	0	1,154
30-Final Design & Specification	1,574	0	0	0	0	0	0	0	1,574
40-ROW Acquisition & Permits	187	0	0	0	0	0	0	0	187
50-Construction	6,743	100	0	0	0	0	0	0	6,843
90-Contingency	0	278	0	0	0	0	0	0	278
Total	10,568	391	0	0	0	0	0	0	10,959

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

Project Risk Assessment

5x150

Renton HOV Access/N 8th

Managed by: DECM

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

Changes since 2012: None

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

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

5x151

Rainier Avenue Arterial Imp.

Managed by: DECM

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

Changes since 2012 budget: None

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	5-Establish Baseline	2008 Cost Estimate:	N/A
Baseline:	\$15,675	2012 Cost Estimate:	N/A
2012 TIP:	\$15,717	2013 Cost Estimate:	N/A
2013 TIP:	\$15,717		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	13,712	2,005	0	0	0	0	0	0	15,717
Total	13,712	2,005	0	0	0	0	0	0	15,717

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	680	138	0	0	0	0	0	0	817
20-Pre-Engineering/Env Review	2,500	0	0	0	0	0	0	0	2,500
30-Final Design & Specification	1,700	0	0	0	0	0	0	0	1,700
40-ROW Acquisition & Permits	2,800	0	0	0	0	0	0	0	2,800
50-Construction	6,033	1,867	0	0	0	0	0	0	7,900
Total	13,712	2,005	0	0	0	0	0	0	15,717

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

Project Risk Assessment

5x152

Strander Boulevard Extension

Managed by: DECM

Scope: Sound Transit is financially supporting the City of Renton in extending Strander Boulevard to a five-lane arterial between the East Valley Highway and the West Valley Highway. The project is being led by the City of Renton; Sound Transit is contributing to the first phase of this project which is construction of an underpass (bridge) at the BNSF tracks & Strander Blvd. Upon completion of future phases of the project, including a crossing at the Union Pacific Railroad (UPRR) the underpass will enhance commuter access to the Tukwila Sounder Station.

Changes since 2012 budget: None

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	2,104	2,115	0	0	0	0	0	0	4,219
Total	2,104	2,115	0	0	0	0	0	0	4,219

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	104	115	0	0	0	0	0	0	219
30-Final Design & Specification	1,000	0	0	0	0	0	0	0	1,000
50-Construction	1,000	2,000	0	0	0	0	0	0	3,000
Total	2,104	2,115	0	0	0	0	0	0	4,219

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

Project Risk Assessment

5x312

Mountlake Terrace Freeway Sta.

Managed by: DECM

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

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$40,869	2012 Cost Estimate:	N/A
2012 TIP:	\$32,417	2013 Cost Estimate:	N/A
2013 TIP:	\$32,417		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	30,184	2,234	0	0	0	0	0	0	32,417
Total	30,184	2,234	0	0	0	0	0	0	32,417

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1,619	145	0	0	0	0	0	0	1,764
20-Pre-Engineering/Env Review	2,402	0	0	0	0	0	0	0	2,402
30-Final Design & Specification	3,275	0	0	0	0	0	0	0	3,275
40-ROW Acquisition & Permits	39	0	0	0	0	0	0	0	39
50-Construction	22,848	2,089	0	0	0	0	0	0	24,936
Total	30,184	2,234	0	0	0	0	0	0	32,417

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

Project Risk Assessment

5x319

S Everett Freeway Station

Managed by: DECM

Scope: Project is in service.

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

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$31,209	2012 Cost Estimate:	N/A
2012 TIP:	\$28,487	2013 Cost Estimate:	N/A
2013 TIP:	\$28,358		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	28,294	65	0	0	0	0	0	0	28,358
Total	28,294	65	0	0	0	0	0	0	28,358

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1,887	7	0	0	0	0	0	0	1,894
20-Pre-Engineering/Env Review	2,863	0	0	0	0	0	0	0	2,863
30-Final Design & Specification	2,328	0	0	0	0	0	0	0	2,328
40-ROW Acquisition & Permits	28	0	0	0	0	0	0	0	28
50-Construction	21,188	57	0	0	0	0	0	0	21,246
Total	28,294	65	0	0	0	0	0	0	28,358

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

Project Risk Assessment

5x321

Federal Way Transit Center

Managed by: DECM

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

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$39,455	2012 Cost Estimate:	N/A
2012 TIP:	\$39,455	2013 Cost Estimate:	N/A
2013 TIP:	\$39,455		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	37,905	1,549	0	0	0	0	0	0	39,455
Total	37,905	1,549	0	0	0	0	0	0	39,455

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	2,372	54	0	0	0	0	0	0	2,426
20-Pre-Engineering/Env Review	1,553	0	0	0	0	0	0	0	1,553
30-Final Design & Specification	1,701	99	0	0	0	0	0	0	1,800
40-ROW Acquisition & Permits	6,541	0	0	0	0	0	0	0	6,541
50-Construction	25,739	1,396	0	0	0	0	0	0	27,135
Total	37,905	1,549	0	0	0	0	0	0	39,455

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

Project Risk Assessment

5x324

Canyon Park Freeway Station

Managed by: DECM

Scope: Project is in service; closeout pending.

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

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$9,132	2012 Cost Estimate:	N/A
2012 TIP:	\$9,773	2013 Cost Estimate:	N/A
2013 TIP:	\$9,761		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	9,735	26	0	0	0	0	0	0	9,761
Total	9,735	26	0	0	0	0	0	0	9,761

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	830	0	0	0	0	0	0	0	830
20-Pre-Engineering/Env Review	950	0	0	0	0	0	0	0	950
30-Final Design & Specification	1,127	0	0	0	0	0	0	0	1,127
40-ROW Acquisition & Permits	11	0	0	0	0	0	0	0	11
50-Construction	6,817	26	0	0	0	0	0	0	6,843
Total	9,735	26	0	0	0	0	0	0	9,761

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

Project Risk Assessment

5x326

Issaquah Transit Center/SR900

Managed by: DECM

Scope: Project is in service.

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

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	28,949	13	0	0	0	0	0	0	28,962
Total	28,949	13	0	0	0	0	0	0	28,962

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1,797	0	0	0	0	0	0	0	1,797
20-Pre-Engineering/Env Review	848	0	0	0	0	0	0	0	848
30-Final Design & Specification	2,000	0	0	0	0	0	0	0	2,000
40-ROW Acquisition & Permits	1,045	0	0	0	0	0	0	0	1,045
50-Construction	23,258	13	0	0	0	0	0	0	23,271
Total	28,949	13	0	0	0	0	0	0	28,962

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

Project Risk Assessment

5x328

Totem Lake Transit Center

Managed by: DECM

Scope: Project is in service; closeout pending.

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

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

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

5x330

Newcastle Transit Improvements

Managed by: DECM

Scope: Project is in service; closeout pending.

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

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations	2008 Cost Estimate:	N/A
Baseline:	\$4,428	2012 Cost Estimate:	N/A
2012 TIP:	\$4,139	2013 Cost Estimate:	N/A
2013 TIP:	\$4,127		

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

5x354

Mercer Island Park & Ride

Managed by: DECM

Scope: Project is in service; closeout pending.

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

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

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

5x382

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

Managed by: DECM

Scope: Project is in service.

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

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	7-Transition to Operations		
Baseline:	\$25,782	2008 Cost Estimate:	N/A
2012 TIP:	\$24,840	2012 Cost Estimate:	N/A
2013 TIP:	\$23,384	2013 Cost Estimate:	N/A

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	23,314	70	0	0	0	0	0	0	23,384
Total	23,314	70	0	0	0	0	0	0	23,384

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1,334	14	0	0	0	0	0	0	1,347
20-Pre-Engineering/Env Review	1,592	0	0	0	0	0	0	0	1,592
30-Final Design & Specification	3,720	0	0	0	0	0	0	0	3,720
40-ROW Acquisition & Permits	57	0	0	0	0	0	0	0	57
50-Construction	16,610	56	0	0	0	0	0	0	16,667
Total	23,314	70	0	0	0	0	0	0	23,384

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

Project Risk Assessment

5x385

SR522 HOV Enhancements/Bothell

Managed by: DECM

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

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

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

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

5x386

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

Managed by: DECM

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

Changes since 2012 budget: Transferred \$9.4M in project savings to East King County program reserve.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	6-Proceed to Construction	2008 Cost Estimate:	N/A
Baseline:	\$31,683	2012 Cost Estimate:	N/A
2012 TIP:	\$31,683	2013 Cost Estimate:	N/A
2013 TIP:	\$22,293		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	22,114	179	0	0	0	0	0	0	22,293
Total	22,114	179	0	0	0	0	0	0	22,293

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	1,318	12	0	0	0	0	0	0	1,330
20-Pre-Engineering/Env Review	1,847	0	0	0	0	0	0	0	1,847
30-Final Design & Specification	2,026	0	0	0	0	0	0	0	2,026
50-Construction	16,923	167	0	0	0	0	0	0	17,090
Total	22,114	179	0	0	0	0	0	0	22,293

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

Project Risk Assessment

5x387

I-90 2-Way Tran & HOV Op, St 3

Managed by: DECM

Scope: Stage 3 of the I-90 Two-way Transit and HOV Operations project will provide reliable two-way transit and HOV operations eastbound and westbound on I-90 between 80th Avenue SE on Mercer Island and Rainier Avenue/I-5 in Seattle. This stage will also include the installation of screening on the shared-use pathway on the I-90 floating bridge. Upon completion of the Stage 3 project, the center roadway will be closed to allow the construction of East Link to proceed. Lifetime budget does not include ST2 funding for construction; construction budget to be reviewed upon completion of further scoping and design.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	4-Enter Final Design	2008 Cost Estimate:	\$1,722
Baseline:	-	2012 Cost Estimate:	\$64,222
2012 TIP:	\$64,222	2013 Cost Estimate:	\$64,222
2013 TIP:	\$64,222		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	7,178	9,986	9,676	37,124	257	0	0	0	64,222
Total	7,178	9,986	9,676	37,124	257	0	0	0	64,222

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	819	736	736	836	257	0	0	0	3,385
20-Pre-Engineering/Env Review	1,549	0	0	0	0	0	0	0	1,549
30-Final Design & Specification	4,810	9,250	8,940	0	0	0	0	0	23,000
90-Contingency	0	0	0	36,288	0	0	0	0	36,288
Total	7,178	9,986	9,676	37,124	257	0	0	0	64,222

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

Project Risk Assessment

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

5x999

Regional Express Program Reserve

Managed by: DECM

Changes since 2012 budget: East King County program reserves increased by \$11.2M due to savings transferred from completed projects in the subarea.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	\$26,972
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$15,199	2013 Cost Estimate:	N/A
2013 TIP:	\$26,360		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
4-East King	0	0	0	0	26,360	0	0	0	26,360
Total	0	0	0	0	26,360	0	0	0	26,360

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
90-Contingency	0	0	0	0	26,360	0	0	0	26,360
Total	0	0	0	0	26,360	0	0	0	26,360

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

Project Risk Assessment

System Expansion – Other

Projects that are part of the Sound Move and ST2 programs to expand the regional transit system but are not mode-specific are grouped as “other”. These include planning studies and infrastructure projects that cut across modes.

TIP Highlights

The 2013 TIP includes budgets for the following planning studies along with continuation of the agency’s public art program.

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

BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
ST3 Planning	Transfer	Preliminary Engineering	Budget of \$30 million was transferred to two HCT planning studies. An additional \$10 million was cut in response to lower forecasted tax revenues.	(\$40,000)
Ballard-to-Downtown Seattle HCT Planning Study	New Project	Preliminary Engineering	\$2 million was transferred from ST3 Planning and another \$0.8 million is being funded by the city of Seattle.	\$2,800
HCT Corridor Planning Studies	New Project	Preliminary Engineering	Budget was transferred from ST3 Planning.	\$28,000
Fare Administration	Budget Cut	Baseline	Budget for ORCA system capital upgrade reduced in response to lower forecasted tax revenues.	(\$3,000)
Fare Integration	Defunded	Baseline	Lifetime budget reduced to match historical costs.	(\$395)
Research and Technology	Budget Cut	Baseline	Lifetime budget was cut in response to lower forecasted tax revenues.	(\$10,000)

Project Closures

The following project is complete and is being closed out:

- Fare Integration.

Proposed 2013 TIP Cashflow by Budget Approval

System Expansion (in thousands)

Other		Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Project Number and Name										
Preliminary Engineering										
1x902	ST3 Planning	0	0	0	4,902	6,863	7,844	7,844	2,746	30,200
4X446	South Corridor Alternatives Planning	810	3,254	0	0	0	0	0	0	4,064
809101	Ballard-to-Downtown Seattle HCT Planning Study	0	1,964	836	0	0	0	0	0	2,800
809102	HCT Corridor Planning Studies	0	0	0	15,000	8,000	5,000	0	0	28,000
Subtotal:		810	5,218	836	19,902	14,863	12,844	7,844	2,746	65,064
Baseline										
5x405	Fare Administration	591	714	525	460	2,215	714	5,355	7,015	17,589
5x405A	Fare Integration	39,205	0	0	0	0	0	0	0	39,205
5x410	Research & Technology	3,286	4,773	2,950	1,382	399	404	409	1,252	14,856
6x000	STart	14,057	3,125	3,170	3,170	3,170	3,170	3,170	21,162	54,194
Subtotal:		57,140	8,612	6,645	5,012	5,784	4,288	8,934	29,429	125,844
Grand Total:		\$57,950	\$13,830	\$7,481	\$24,915	\$20,648	\$17,132	\$16,778	\$32,175	\$190,908

System Expansion

Proposed 2013 TIP Cashflow by Subarea (in thousands)

Other

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	761	183	190	190	190	190	190	3,417	5,311
2- North King	6,535	536	560	560	560	560	560	2,811	12,681
3- South King	2,336	443	450	450	450	450	450	5,213	10,243
4- East King	2,988	1,775	1,775	1,775	1,775	1,775	1,775	8,419	22,057
5- Pierce	2,247	3,442	195	195	195	195	195	1,301	7,966
6- Systemwide	43,083	7,451	4,311	21,745	17,478	13,962	13,608	11,013	132,650
Total	\$57,950	\$13,830	\$7,481	\$24,915	\$20,648	\$17,132	\$16,778	\$32,175	\$190,908

Proposed 2013 TIP Cashflow by Phase (in thousands)

Phase# and Description	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10 Agency Administration	3,496	5,833	3,026	2,882	1,199	904	409	1,252	19,002
20 Pre-Engineering/Env Review	600	4,158	760	13,500	7,200	4,500	0	0	30,718
24 Fare Integration Operations	39,797	714	525	460	2,215	714	5,355	7,015	56,794
50 Construction	0	0	0	0	0	0	0	0	0
61 Start Program	14,057	3,125	3,170	3,170	3,170	3,170	3,170	21,162	54,194
70 Vehicles	0	0	0	0	0	0	0	0	0
90 Contingency	0	0	0	4,902	6,863	7,844	7,844	2,746	30,200
Total	\$57,950	\$13,830	\$7,481	\$24,915	\$20,648	\$17,132	\$16,778	\$32,175	\$190,908

4X446

South Corridor Alternatives Planning

Managed by: PEPD

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

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	1-Enter Project Development	2008 Cost Estimate:	\$79,411
Baseline:	-	2012 Cost Estimate:	\$4,029
2012 TIP:	\$4,064	2013 Cost Estimate:	\$4,029
2013 TIP:	\$4,064		

TIP Cashflow (in thousands)									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	810	3,254	0	0	0	0	0	0	4,064
Total	810	3,254	0	0	0	0	0	0	4,064

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	210	935	0	0	0	0	0	0	1,146
20-Pre-Engineering/Env Review	600	2,318	0	0	0	0	0	0	2,918
Total	810	3,254	0	0	0	0	0	0	4,064

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

Project Risk Assessment	
Budget Risk presented by uncertainties in the scope of the alternatives analysis.	
Schedule Risk due to the need to coordinate with multiple third parties, stakeholders, and jurisdictions and ongoing, related Sound Transit projects.	

1x902

ST3 Planning

Managed by: **PEPD**

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

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

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

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

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

TIP Cashflow (in thousands)

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

809101

Ballard-to-Downtown Seattle HCT Planning StudyManaged by: **PEPD**

Scope: In partnership with the City of Seattle, this project will focus on identifying and evaluating high capacity transit improvements between downtown Seattle and Ballard.

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

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

TIP Cashflow (in thousands)

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

809102

HCT Corridor Planning StudiesManaged by: **PEPD**

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

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

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

Changes since the 2012 budget: New project created through the transfer of funding for the eight corridor studies from the previously approved ST3 Planning Project (1x902)

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	Pending	2008 Cost Estimate:	\$25,828
Baseline:	-	2012 Cost Estimate:	\$25,828
2012 TIP:	\$0	2013 Cost Estimate:	\$25,828
2013 TIP:	\$28,000		

TIP Cashflow (in thousands)

Operating									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
6- Systemwide	0	0	0	15,000	8,000	5,000	0	0	28,000
Total	0	0	0	15,000	8,000	5,000	0	0	28,000

5x405

Fare Administration

Managed by:

FIT

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

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

Board Approved Capital Budget (in YOY dollars)

Phase Gate Passed:	N/A
Baseline:	-
2012 TIP:	\$20,589
2013 TIP:	\$17,589

TIP Cashflow (in thousands)**Operating**

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

Capital

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
6-Systemwide	60	0	230	200	1,950	200	5,190	5,650	13,480
Total	60	0	230	200	1,950	200	5,190	5,650	13,480

5x405A**Fare Integration****Managed by:****FIT**

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

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

Board Approved Capital Budget (in YOY dollars)

Phase Gate Passed:	N/A
Baseline:	-
2012 TIP:	\$39,228
2013 TIP:	\$39,205

TIP Cashflow (in thousands)**Operating**

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

Capital

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

6x000

STart

Managed by:

DECM

Scope: The Sound Transit Art Program - STart - is responsible for incorporating public art into Sound Transit systems and facilities. The artwork is intended to reflect the communities served and contribute to a positive experience for customers. The board supports a public art budget of 1% of construction costs excluding tunneling for all Sound Move and ST2 projects.

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

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

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

TIP Cashflow (in thousands)

Operating

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	36	20	20	20	20	20	20	327	483
2- North King	145	61	60	60	60	60	60	647	1,153
3- South King	143	50	50	50	50	50	50	488	931
4- East King	25	75	75	75	75	75	75	1,530	2,005
5- Pierce	25	43	45	45	45	45	45	61	355
Total	374	250	250	250	250	250	250	3,053	4,927

Capital

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	725	163	170	170	170	170	170	3,090	4,828
2- North King	6,390	475	500	500	500	500	500	2,164	11,529
3- South King	2,194	393	400	400	400	400	400	4,725	9,312
4- East King	2,963	1,700	1,700	1,700	1,700	1,700	1,700	6,889	20,052
5- Pierce	1,412	145	150	150	150	150	150	1,240	3,547
Total	13,683	2,875	2,920	2,920	2,920	2,920	2,920	18,109	49,267

5x410

Research & Technology

Managed by:

FIT

Scope: The Research and Technology Program was created to assess and implement new transit technologies to improve the Agency's operational effectiveness and efficiency. This program focuses on systemwide security and safety technology, real-time service information and passenger communications, and deploying applications to better manage operations. The ST2 Research and Technology Program Phase 1 (2012-2015) focuses on developing and deploying Transit Rider Technologies to improve the customer experience. In 2012, the board approved a \$9 million Phase 1 of the program, focusing on deployment of improved information systems for transit riders.

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

Board Approved Capital Budget (in YOE dollars)

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

TIP Cashflow (in thousands)

6- Systemwide	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Capital Cost	2,763	4,048	2,370	653	249	254	259	752	11,350
Operating Cost	523	725	580	729	150	150	150	500	3,507
Total	3,286	4,773	2,950	1,382	399	404	409	1,252	14,856

Operating Cost	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Current Projects	348	0	0	0	0	0	0	0	348
Future Projects	0	0	0	300	150	150	150	500	1,250
Program Administration	174	725	580	429	0	0	0	0	1,908
Total	523	725	580	729	150	150	150	500	3,507

Capital Cost	Life to Dat	2013	2014	2015	2016	2017	2018	Future	Total
Current Projects	1,884	100	0	0	0	0	0	0	1,984
Future Projects	0	0	0	0	249	254	259	752	1,515
Phase 1 Projects	879	3,948	2,370	653	0	0	0	0	7,850
Total	2,763	4,048	2,370	653	249	254	259	752	11,350

Intentionally Left Blank

Enhancement Projects

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

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

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

TIP Highlights

- Continue to fund new bike storage and bike access improvement facilities at Sounder, Link, and Regional Express facilities.
- Design and build systemwide positive train control system to improve operational safety.
- Deliver noise abatement program near light rail facilities in Tukwila and the Rainier Valley including construction of a noise wall along the elevated guideway in Tukwila.

BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
LINK				
Radio Upgrade	Defunded	Baseline	Work will be completed in 2012 in coordination with University Link construction. Lifetime budget is being reduced to match historical costs.	(\$741)
Non-Revenue Support Vehicles	New Project	Baseline	Purchase of a boom truck to support day-to-day maintenance of the traction power grid.	\$620
OTHER				
Bike Locker Program	Cost Increase	Baseline	Cost to administer the project is higher than anticipate.	\$50
Security Radios	Cost Increase	Baseline	Equipment costs higher than anticipated.	\$26
FWTC Lighting Retrofit	New Project	Baseline	Federal Way Transit Center will be retrofitted with LED lighting fixtures to reduce energy costs.	\$579

SCHEDULE CHANGES

Project	Schedule Type	Explanation	Old Date	New Date
LINK				
Benchtest Equipment	Construction	Project delayed.	2012	2013
OTHER				
Bike Locker Program	Construction	Time to administrate the project is greater than anticipate.	2013	2014
Security Radios	Construction	Project delayed	2012	2013

Project Closures

The following projects are complete and are being closed out:

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

Proposed 2013 TIP Cashflow by Budget Approval

Enhancement (in thousands)

Project Number and Name		Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Preliminary Engineering										
4X210	LRV On Board Energy Storage	84	1,560	0	0	0	0	0	0	1,643
5x261	Bus Maintenance Facility	7,731	200	14,101	0	0	0	0	0	22,033
7x780	FWTC Lighting Retrofit	0	579	0	0	0	0	0	0	579
Subtotal:		7,815	2,339	14,101	0	0	0	0	0	24,255
Final Design & ROW										
300011	Positive Train Control	5,477	16,176	10,399	7,173	0	0	0	0	39,225
Subtotal:		5,477	16,176	10,399	7,173	0	0	0	0	39,225
Baseline										
3x212	Ticket Vending Machines	7,451	227	0	0	0	0	0	0	7,678
4X310	Central Link Switch Heaters	2,253	0	0	0	0	0	0	0	2,253
4X320	DSTT South Access Security	800	0	0	0	0	0	0	0	800
4X340	Noise Abatement	4,603	3,914	4,483	0	0	0	0	0	13,000
7x743	Security Enhancements	1,787	0	0	0	0	0	0	0	1,787
7x745	ST Express Mobile Communications Projects	10,431	100	0	0	0	0	0	0	10,531
7X746	Parking Enhancements	4,960	0	0	0	0	0	0	0	4,960
7x748	Sound Transit Police Office	209	0	0	0	0	0	0	0	209
7x753	Bike Locker Program	592	441	166	0	0	0	0	0	1,199
7x760	Link OMF Laydown Area Improvements	250	0	0	0	0	0	0	0	250
7x762	Link LRV Wash Bay Doors	346	0	0	0	0	0	0	0	346
7x763	Radio Upgrade	9	0	0	0	0	0	0	0	9
7x772	ST Express Security Camera Retrofit	0	209	0	0	0	0	0	0	209
7x773	HVAC for Traction Power Sub Station (TPSS)	0	600	0	0	0	0	0	0	600
7x774	Central Link HVAC - Instrument House & UPS Room	0	420	0	0	0	0	0	0	420
7x775	Central Link Card Readers	0	373	0	0	0	0	0	0	373
7x776	Central Link OMF UPS Room Improvement	0	108	0	0	0	0	0	0	108
7x777	Central Link Overhead Catenary System Tie Switch	500	1,000	1,500	0	0	0	0	0	3,000
7x778	Benchtest Equipment	0	700	0	0	0	0	0	0	700
7x779	Security Radios	0	340	0	0	0	0	0	0	340
7X781	Non-Revenue Support Vehicles	0	620	0	0	0	0	0	0	620
Subtotal:		34,190	9,051	6,149	0	0	0	0	0	49,391
Program										
8X341A	TOD Property Disposition	785	780	667	217	482	338	585	1,748	5,601
8x341B	TOD Planning	1,283	285	72	0	0	0	0	0	1,640
Subtotal:		2,068	1,065	739	217	482	338	585	1,748	7,242
Grand Total:		\$49,551	\$28,631	\$31,399	\$7,390	\$482	\$338	\$585	\$1,748	\$120,113

Enhancement

Proposed 2013 TIP Cashflow by Subarea (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	6,335	1,376	3,241	512	0	0	0	0	11,464
2- North King	8,515	8,132	4,869	217	482	338	585	1,748	24,886
3- South King	9,893	4,160	3,803	316	0	0	0	0	18,172
4- East King	4,726	249	6,500	0	0	0	0	0	11,475
5- Pierce	20,082	14,714	12,976	6,344	0	0	0	0	54,117
Total	\$49,551	\$28,631	\$31,389	\$7,390	\$482	\$338	\$585	\$1,748	\$120,113

Proposed 2013 TIP Cashflow by Phase (in thousands)

Phase# and Description	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10 Agency Administration	1,644	1,321	1,431	465	0	0	0	0	4,861
20 Pre-Engineering/Env Review	815	0	0	0	0	0	0	0	815
30 Final Design & Specification	3,365	2,499	0	0	0	0	0	0	5,864
35 Third Parties	2,389	3,515	1,182	591	0	0	0	0	7,677
40 ROW Acquisition & Permits	446	556	0	0	390	0	165	624	2,181
50 Construction	36,826	16,468	26,819	5,754	0	0	0	0	85,866
55 Construction Services	2,126	1,600	1,018	362	0	0	0	0	5,105
70 Vehicles	60	2,063	0	0	0	0	0	0	2,123
90 Contingency	1,880	610	939	217	91	338	420	1,124	5,620
Total	\$49,551	\$28,631	\$31,389	\$7,390	\$482	\$338	\$585	\$1,748	\$120,113

300011

Positive Train Control

Managed by: DECM

Scope: Positive Train Control (PTC) systems are integrated command, control, communications, and information systems for controlling train movements with safety, security, precision, and efficiency. Federal regulations mandate that PTC be operational on passenger rail systems by December 2015. These systems will improve railroad safety by significantly reducing the probability of collisions between trains, casualties to roadway workers and damage to their equipment, and over speed accidents.

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

Changes since 2012 budget: None

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	391	1,155	742	512	0	0	0	0	2,801
3-South King	242	713	459	316	0	0	0	0	1,730
5-Pierce	4,845	14,308	9,198	6,344	0	0	0	0	34,695
Total	5,477	16,176	10,399	7,173	0	0	0	0	39,225

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	378	744	651	465	0	0	0	0	2,238
30-Final Design & Specification	2,998	2,141	0	0	0	0	0	0	5,139
35-Third Parties	1,059	3,515	1,182	591	0	0	0	0	6,348
50-Construction	576	9,196	8,058	5,754	0	0	0	0	23,585
55-Construction Services	466	580	507	362	0	0	0	0	1,915
Total	5,477	16,176	10,399	7,173	0	0	0	0	39,225

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

Project Risk Assessment

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

3x212

Ticket Vending Machines

Managed by: FIT

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

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

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	None	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$7,678	2013 Cost Estimate:	N/A
2013 TIP:	\$7,678		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	1,403	59	0	0	0	0	0	0	1,462
3-South King	3,126	68	0	0	0	0	0	0	3,193
5-Pierce	2,923	100	0	0	0	0	0	0	3,022
Total	7,451	227	0	0	0	0	0	0	7,678

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	221	0	0	0	0	0	0	0	221
20-Pre-Engineering/Env Review	221	0	0	0	0	0	0	0	221
50-Construction	7,010	227	0	0	0	0	0	0	7,237
Total	7,451	227	0	0	0	0	0	0	7,678

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

Project Risk Assessment

4X210**LRV On Board Energy Storage****Managed by: DECM**

Scope: This pilot project entails the design, procurement, and installation of energy storage units on up to five light rail vehicles to capture and store energy generated by vehicle braking for reuse to improve vehicle operational efficiencies and leading to lower energy consumption and reduced operating costs. The project is partially funded by a Transportation Investment Generating Economic Recovery (TIGER) grant awarded to Sound Transit in 2011.

Changes since 2012 budget: None

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	84	1,560	0	0	0	0	0	0	1,643
Total	84	1,560	0	0	0	0	0	0	1,643

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	16	44	0	0	0	0	0	0	60
30-Final Design & Specification	8	73	0	0	0	0	0	0	80
70-Vehicles	60	1,443	0	0	0	0	0	0	1,503
Total	84	1,560	0	0	0	0	0	0	1,643

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

Project Risk Assessment

4X310

Central Link Switch Heaters

Managed by: DECM

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

Changes since 2012 budget: None

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

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

4X320

DSTT South Access Security

Managed by: DECM

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

Changes since 2012 budget: None

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

TIP Cashflow (in thousands)									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	800	0	0	0	0	0	0	0	800
Total	800	0	0	0	0	0	0	0	800

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	165	0	0	0	0	0	0	0	165
50-Construction	635	0	0	0	0	0	0	0	635
Total	800	0	0	0	0	0	0	0	800

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

Project Risk Assessment	

4X340

Noise Abatement

Managed by: DECM

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

Changes since 2012 budget: None

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	3,143	2,672	3,061	0	0	0	0	0	8,876
3-South King	1,460	1,242	1,422	0	0	0	0	0	4,124
Total	4,603	3,914	4,483	0	0	0	0	0	13,000

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	506	241	253	0	0	0	0	0	1,000
30-Final Design & Specification	25	35	0	0	0	0	0	0	60
50-Construction	2,412	2,618	3,720	0	0	0	0	0	8,750
55-Construction Services	1,660	1,020	510	0	0	0	0	0	3,190
Total	4,603	3,914	4,483	0	0	0	0	0	13,000

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

Project Risk Assessment

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

5x261

Bus Maintenance Facility

Managed by: Operations

Scope: The bus maintenance facility budget was established to fund expansion of Sound Transit's fleet maintenance capacity through addition of maintenance capacity or contributions to maintenance capacity expansions at facilities managed by third party service providers. This program does not include ST2 ST Express Bus Base scope or budget to build one or more bus maintenance facilities (Project 500005).

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

Change Since 2012: None

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	3,336	35	2,493	0	0	0	0	0	5,864
3-South King	523	19	1,373	0	0	0	0	0	1,916
4-East King	2,293	92	6,482	0	0	0	0	0	8,867
5-Pierce	1,580	53	3,752	0	0	0	0	0	5,386
Total	7,731	200	14,101	0	0	0	0	0	22,033

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	0	0	505	0	0	0	0	0	505
40-ROW Acquisition & Permits	59	0	0	0	0	0	0	0	59
50-Construction	7,672	200	13,596	0	0	0	0	0	21,468
Total	7,731	200	14,101	0	0	0	0	0	22,033

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

Project Risk Assessment

7x743

Security Enhancements

Managed by: Operations

Scope: Sounder commuter rail has an extensive legacy CCTV system for monitoring commuter rail platforms, assets, and facilities. This system was installed in 2005 and includes 95 analog cameras and 8 digital video recorders with a central monitoring application. With a Homeland Security grant, Sound Transit upgraded to its current standard of networked video recorders with six times the amount of video storage with high-quality digital video capabilities. In addition, the 62 cameras were upgraded to either a megapixel IP camera or a higher quality encoded video camera which allows such features as video analytics, high-definition viewing, and a streamlined video administration and video sharing capability. These upgrades have been completed. The project will be closed in 2012.

Changes since 2012 budget: None.

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	27	0	0	0	0	0	0	0	27
2-North King	79	0	0	0	0	0	0	0	79
3-South King	850	0	0	0	0	0	0	0	850
4-East King	23	0	0	0	0	0	0	0	23
5-Pierce	807	0	0	0	0	0	0	0	807
Total	1,787	0	0	0	0	0	0	0	1,787

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	29	0	0	0	0	0	0	0	29
20-Pre-Engineering/Env Review	194	0	0	0	0	0	0	0	194
50-Construction	1,565	0	0	0	0	0	0	0	1,565
Total	1,787	0	0	0	0	0	0	0	1,787

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

Project Risk Assessment

7x745

ST Express Mobile Communications Projects

Managed by: Operations

Scope: As part of the operation of the ST Express bus fleet, mobile communications are necessary to ensure driver and passenger safety, enhance availability of customer service information, and improve the information available to the service planning function. The existing mobile communications systems are aging and in need of upgrades. In addition, this investment allows the ST Express bus fleet to be compatible with partner communication systems.

A signed project participation agreement with Pierce Transit was executed in 2007. This project is in service. It was tested and accepted during 2010.

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

Changes since 2012: None

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	1,084	18	0	0	0	0	0	0	1,102
3-South King	1,105	10	0	0	0	0	0	0	1,115
4-East King	2,057	46	0	0	0	0	0	0	2,103
5-Pierce	6,185	27	0	0	0	0	0	0	6,212
Total	10,431	100	0	0	0	0	0	0	10,531

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
50-Construction	10,431	100	0	0	0	0	0	0	10,531
Total	10,431	100	0	0	0	0	0	0	10,531

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

Project Risk Assessment

7x746

Parking Enhancements

Managed by: Operations

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

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

This program will be completed in 2012 and remaining budget will be defunded.

Changes since 2012 budget: None

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	1,342	0	0	0	0	0	0	0	1,342
5-Pierce	3,618	0	0	0	0	0	0	0	3,618
Total	4,960	0	0	0	0	0	0	0	4,960

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	80	0	0	0	0	0	0	0	80
20-Pre-Engineering/Env Review	339	0	0	0	0	0	0	0	339
30-Final Design & Specification	231	0	0	0	0	0	0	0	231
35-Third Parties	1,330	0	0	0	0	0	0	0	1,330
40-ROW Acquisition & Permits	150	0	0	0	0	0	0	0	150
50-Construction	2,830	0	0	0	0	0	0	0	2,830
Total	4,960	0	0	0	0	0	0	0	4,960

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

Project Risk Assessment

7x753

Bike Locker Program

Managed by: Operations

Scope: Install new bicycle parking at various Sounder commuter rail, ST Express bus, and Link light rail stations. In addition, project funded the design and construction of a bicycle plaza adjacent to the Columbia City Link light rail station. In King County, Sound Transit will add bicycle parking spaces at six light rail and commuter rail stations (Tukwila Station, Kent Station, Auburn Station, Columbia City Station, Othello Station, and Rainier Beach Station). In Pierce County, Sound Transit will expand secured bicycle parking at Puyallup and Sumner stations. The project will also add benches, lighting, signage, and other pedestrian and bicycle amenities at the commuter rail stations.

Changes since 2012 budget: Lifetime budget increased by \$49,610.

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	74	13	5	0	0	0	0	0	92
2-North King	251	217	85	0	0	0	0	0	553
3-South King	159	122	48	0	0	0	0	0	329
4-East King	9	7	3	0	0	0	0	0	19
5-Pierce	99	82	26	0	0	0	0	0	206
Total	592	441	166	0	0	0	0	0	1,199

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	89	57	22	0	0	0	0	0	169
30-Final Design & Specification	103	50	0	0	0	0	0	0	153
40-ROW Acquisition & Permits	29	1	0	0	0	0	0	0	30
50-Construction	371	333	144	0	0	0	0	0	848
Total	592	441	166	0	0	0	0	0	1,199

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

Project Risk Assessment

7x760

Link OMF Laydown Area Improvements

Managed by: Operations

Scope: Original designs for the Link Operations and Maintenance Facility (OMF) included plans for a lay down area which allows for exterior storage of equipment that would be used for operations and maintenance of the system. This project would use space currently occupied by construction trailers. The space will be resurfaced and a canopy installed for minimal protection from the elements. The project will be completed in 2012.

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$250	2013 Cost Estimate:	N/A
2013 TIP:	\$250		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	167	0	0	0	0	0	0	0	167
3-South King	83	0	0	0	0	0	0	0	83
Total	250	0	0	0	0	0	0	0	250

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
50-Construction	250	0	0	0	0	0	0	0	250
Total	250	0	0	0	0	0	0	0	250

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

Project Risk Assessment

7x762

Link LRV Wash Bay Doors

Managed by: Operations

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

Changes since 2012 budget: None.

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	231	0	0	0	0	0	0	0	231
3-South King	115	0	0	0	0	0	0	0	115
Total	346	0	0	0	0	0	0	0	346

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	27	0	0	0	0	0	0	0	27
20-Pre-Engineering/Env Review	62	0	0	0	0	0	0	0	62
50-Construction	238	0	0	0	0	0	0	0	238
90-Contingency	20	0	0	0	0	0	0	0	20
Total	346	0	0	0	0	0	0	0	346

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

Project Risk Assessment

7x763

Radio Upgrade

Managed by: Operations

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

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

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

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

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

7x772

ST Express Security Camera Retrofit

Managed by: Operations

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

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$209	2013 Cost Estimate:	N/A
2013 TIP:	\$209		

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

7x773

HVAC for Traction Power Sub Station (TPSS)

Managed by: Operations

Scope: Air conditioning is required in the Traction Power Sub Station (TPSS) Buildings to protect and enhance the life of temperature sensitive electronic equipment

Changes since 2012 budget: None.

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

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

7x774

Central Link HVAC - Instrument House & UPS Room

Managed by: Operations

Scope: Air conditioning is required in the uninterruptible power supply (UPS) rooms and signal houses to protect and enhance the life of temperature sensitive electronic equipment. The project is expected to be completed in 2013.

Changes since 2012 budget: None.

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

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

7x775

Central Link Card Readers

Managed by: Operations

Scope: This project involves installation of card readers on all doors at Central Link Stations public areas. Card readers are required to ensure secure premises, eliminate the need to issue keys to a large number of staff and ensure consistency in key control. The project is expected to be completed in 2013.

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$373	2013 Cost Estimate:	N/A
2013 TIP:	\$373		

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

7x776

Central Link OMF UPS Room Improvement

Managed by: Operations

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

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

Changes since 2012 budget: None.

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

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

7x777

Central Link Overhead Catenary System Tie Switch

Managed by: Operations

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

Changes since 2012: None.

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2-North King	335	669	1,004	0	0	0	0	0	2,007
3-South King	166	331	497	0	0	0	0	0	993
Total	500	1,000	1,500	0	0	0	0	0	3,000

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
50-Construction	500	1,000	1,300	0	0	0	0	0	2,800
90-Contingency	0	0	200	0	0	0	0	0	200
Total	500	1,000	1,500	0	0	0	0	0	3,000

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

Project Risk Assessment

7x778

Benchtest Equipment

Managed by: Operations

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

Changes since 2012 budget: None.

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

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

7x779

Security Radios

Managed by: Operations

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

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

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

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

7x780

FWTC Lighting Retrofit

Managed by: Operations

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

Changes since 2012 Budget: This is a new project.

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$579		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	0	579	0	0	0	0	0	0	579
Total	0	579	0	0	0	0	0	0	579

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

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

Project Risk Assessment

7X781

Non-Revenue Support Vehicles

Managed by: Operations

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

Changes since 2012 Budget: This is a new project.

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)							
Phase Gate Passed:	N/A	2008 Cost Estimate:							
Baseline:	-	2012 Cost Estimate:							
2012 TIP:	\$0	2013 Cost Estimate:							
2013 TIP:	\$620								

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

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

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

Project Risk Assessment	

8X341A

TOD Property Disposition

Managed by:

PEPD

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

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$5,601	2013 Cost Estimate:	N/A
2013 TIP:	\$5,601		

TIP Cashflow (in thousands)

Operating									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2- North King	577	225	667	217	91	338	420	1,124	3,659
Total	577	225	667	217	91	338	420	1,124	3,659

Capital									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2- North King	208	555	0	0	390	0	165	624	1,942
Total	208	555	0	0	390	0	165	624	1,942

8x341B

TOD Planning

Managed by:

PEPD

The program budget funds Sound Move transit-oriented-development planning within the Sound Transit District including external technical assistance to local jurisdictions and internal project support to help identify and shape TOD and joint-development opportunities.

Changes since 2012 budget: None

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

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

TIP Cashflow (in thousands)

Operating									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
2- North King	869	276	53	0	0	0	0	0	1,197
3- South King	89	2	4	0	0	0	0	0	95
4- East King	322	7	15	0	0	0	0	0	344
5- Pierce	4	0	0	0	0	0	0	0	5
Total	1,283	285	72	0	0	0	0	0	1,640

Rehabilitation & Replacement Projects

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

The 2013 TIP includes projects to perform maintenance at facilities with more than ten years of service, overhaul Sounder vehicles, and replace retiring ST Express buses. In addition, the TIP includes a Small Works program to fund small capital projects, each with lifetime budgets under \$200,000.

TIP Highlights

- ST Express bus replacements are anticipated in 2013, 2015, and 2016.
- Sounder Vehicle Maintenance Program is funded through 2016.

BUDGET CHANGES

(in thousands)

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

Project Closures

The following project is complete and is being closed out:

- Tacoma Link Auxiliary Power Supply Replacement.

Proposed 2013 TIP Cashflow by Budget Approval

Rehabilitation & Replacement (in thousands)

Project Number and Name		Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Baseline										
4X360	Beacon Avenue Paving	0	2,000	0	0	0	0	0	0	2,000
4X370	Link Station Paver Replacement	0	500	0	0	0	0	0	0	500
7x356	Tacoma Dome Station	0	0	390	0	0	0	0	0	390
7x701	ST Express Fleet Replacement	80,762	22,046	0	41,722	6,783	0	0	0	151,313
7x757	Tacoma Link Auxiliary Power Supply Replacement	424	0	0	0	0	0	0	0	424
7X758	Tacoma Link LRV Communications Upgrade	10	361	0	0	0	0	0	0	371
7x761	Network Phones at the Link Control Center	0	200	0	0	0	0	0	0	200
7x768	Federal Way: Post Tension Cable Repair	0	525	0	0	0	0	0	0	525
Subtotal:		81,196	25,632	390	41,722	6,783	0	0	0	155,723
Program										
7x740	Small Works Program	1,267	656	656	656	656	656	550	0	5,097
7x770	Souder Vehicle Maintenance Program	1,373	4,547	4,547	4,524	2,422	0	0	0	17,412
7x771	Station Midlife Maintenance	245	638	568	0	0	0	0	0	1,450
Subtotal:		2,885	5,840	5,770	5,180	3,078	656	550	0	23,960
Grand Total:		\$84,082	\$31,472	\$6,160	\$46,902	\$9,861	\$656	\$550	\$0	\$179,682

Rehabilitation & Replacement

Proposed 2013 TIP Cashflow by Subarea (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	12,259	5,266	1,369	8,739	1,969	87	73	0	29,761
2- North King	186	2,733	99	99	99	99	83	0	3,398
3- South King	9,513	5,094	2,305	5,945	1,714	99	76	0	24,746
4- East King	32,022	10,258	124	19,303	3,242	124	104	0	65,177
5- Pierce	30,100	8,120	2,264	12,816	2,837	248	215	0	56,600
Total	\$84,082	\$31,472	\$6,160	\$46,902	\$9,861	\$656	\$550	\$0	\$179,682

Proposed 2013 TIP Cashflow by Phase (in thousands)

Phase# and Description	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10 Agency Administration	161	337	41	39	32	28	28	0	667
20 Pre-Engineering/Env Review	80	46	36	13	13	13	13	0	212
30 Final Design & Specification	151	181	106	91	63	0	0	0	593
50 Construction	1,652	4,180	1,555	615	615	615	509	0	9,740
55 Construction Services	0	200	0	0	0	0	0	0	200
70 Vehicles	82,038	26,468	4,422	46,144	9,138	0	0	0	168,210
90 Contingency	0	60	0	0	0	0	0	0	60
Total	\$84,082	\$31,472	\$6,160	\$46,902	\$9,861	\$656	\$550	\$0	\$179,682

4X360

Beacon Avenue Paving

Managed by: DECM

Scope: As agreed with the City of Seattle, Sound Transit is performing roadway improvements on Beacon Avenue between South McClellan Street and South Landers Street. The roadway was impacted by construction of the Initial Segment; work will include full-depth replacement of pavement, drainage improvements, reconstruction of portions of sidewalks, sidewalk widening, addition of raised roadway median and increased crosswalk widths.

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

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

TIP Cashflow (in thousands)

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

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	0	210	0	0	0	0	0	0	210
30-Final Design & Specification	0	50	0	0	0	0	0	0	50
50-Construction	0	1,590	0	0	0	0	0	0	1,590
55-Construction Services	0	150	0	0	0	0	0	0	150
Total	0	2,000	0	0	0	0	0	0	2,000

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

Project Risk Assessment

4X370

Link Station Paver Replacement

Managed by: DECM

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

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

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

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

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

7x356

Tacoma Dome Station

Managed by: Operations

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

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	None	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$390	2013 Cost Estimate:	N/A
2013 TIP:	\$390		

TIP Cashflow (in thousands)									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
5-Pierce	0	0	390	0	0	0	0	0	390
Total	0	0	390	0	0	0	0	0	390

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

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

Project Risk Assessment

7x701

ST Express Fleet Replacement

Managed by: Operations

Scope: The project funds the bus replacement program for the ST Express Fleet.

Current Assumptions: FTA guidelines are for buses to be replaced no earlier than either 12 years of service or 500,000 miles. Due to the unique service characteristics of the ST Express fleet, Sound Transit buses typically reach 500,000 miles after only 10 years of operations. Replacement decisions are informed by specific fleet performance in consultation with our operating partner agencies. There were 35 buses delivered in 2011 and 24 more replacements were ordered for 2012 delivery. An additional 19, 60-foot buses were also ordered for 2012 delivery. In prior years' fleet plans, only 12 buses were going to be replaced. During the period from 2012-2017, a total of 71 buses will be replaced.

Changes since 2012 budget: None.

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	11,715	3,898	0	7,376	1,199	0	0	0	24,188
3-South King	8,482	2,147	0	4,064	661	0	0	0	15,354
4-East King	31,785	10,134	0	19,180	3,118	0	0	0	64,218
5-Pierce	28,780	5,866	0	11,102	1,805	0	0	0	47,553
Total	80,762	22,046	0	41,722	6,783	0	0	0	151,313

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
70-Vehicles	80,762	22,046	0	41,722	6,783	0	0	0	151,313
Total	80,762	22,046	0	41,722	6,783	0	0	0	151,313

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

Project Risk Assessment

7x740

Small Works Program

Managed by: Operations

Scope: Projects completed under the small works program include modification/repairs of operating facilities and systems with an estimated total cost of less than \$200,000 per project. Facility repairs/modifications exceeding \$200,000 are identified as separate projects in the capital plan. The budget for this program is based on number of sites maintained, age of facilities, and amount of use.

Changes since 2012 budget: None.

Board Approved Capital Budget (in YOY dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$5,097	2013 Cost Estimate:	N/A
2013 TIP:	\$5,097		

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	157	87	87	87	87	87	73	0	663
2-North King	186	99	99	99	99	99	83	0	765
3-South King	312	99	99	99	99	99	76	0	882
4-East King	237	124	124	124	124	124	104	0	959
5-Pierce	376	248	248	248	248	248	215	0	1,828
Total	1,267	656	656	656	656	656	550	0	5,097

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	131	28	28	28	28	28	28	0	301
20-Pre-Engineering/Env Review	37	13	13	13	13	13	13	0	114
30-Final Design & Specification	18	0	0	0	0	0	0	0	18
50-Construction	1,028	615	615	615	615	615	509	0	4,611
70-Vehicles	54	0	0	0	0	0	0	0	54
Total	1,267	656	656	656	656	656	550	0	5,097

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

Project Risk Assessment

7x757

Tacoma Link Auxiliary Power Supply Replacement

Managed by: Operations

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

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$424	2013 Cost Estimate:	N/A
2013 TIP:	\$424		

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

7X758

Tacoma Link LRV Communications Upgrade

Managed by: Operations

Scope: Procurement and installation of a new communications system for Tacoma Link. System replacement is necessary due to the limited availability of replacement parts and technical support for the existing technology. Tacoma Link Maintenance will take action to contact the original equipment manufacturers and compile all available options for updating the interface of software and/or hardware components.

Changes since 2012 budget: None

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

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

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

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

7x761

Network Phones at the Link Control Center

Managed by: Operations

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

The project is expected to be completed in 2013.

Changes since 2012 budget: None

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

TIP Cashflow (in thousands)

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

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
50-Construction	0	200	0	0	0	0	0	0	200
Total	0	200	0	0	0	0	0	0	200

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

Project Risk Assessment

7x768

Federal Way: Post Tension Cable Repair

Managed by: Operations

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

Changes since 2012 budget: None

Board Approved Capital Budget (in YOE dollars)		ST2 Total Project Cost Estimate (in 2012 dollars)	
Phase Gate Passed:	N/A	2008 Cost Estimate:	N/A
Baseline:	-	2012 Cost Estimate:	N/A
2012 TIP:	\$525	2013 Cost Estimate:	N/A
2013 TIP:	\$525		

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

7x770

Sounder Vehicle Maintenance Program

Managed by: Operations

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

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

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

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

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

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

Changes since 2012 budget: None.

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1-Snohomish	387	1,282	1,282	1,276	683	0	0	0	4,910
3-South King	541	1,791	1,791	1,782	954	0	0	0	6,860
5-Pierce	445	1,473	1,473	1,466	785	0	0	0	5,642
Total	1,373	4,547	4,547	4,524	2,422	0	0	0	17,412

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	11	11	11	11	3	0	0	0	46
20-Pre-Engineering/Env Review	28	23	23	0	0	0	0	0	74
30-Final Design & Specification	112	91	91	91	63	0	0	0	450
70-Vehicles	1,222	4,422	4,422	4,422	2,355	0	0	0	16,843
Total	1,373	4,547	4,547	4,524	2,422	0	0	0	17,412

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

Project Risk Assessment

7x771

Station Midlife Maintenance

Managed by: Operations

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

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

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

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

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

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

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

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-South King	179	465	414	0	0	0	0	0	1,059
5-Pierce	66	172	153	0	0	0	0	0	392
Total	245	638	568	0	0	0	0	0	1,450

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10-Agency Administration	10	3	3	0	0	0	0	0	15
20-Pre-Engineering/Env Review	15	10	0	0	0	0	0	0	25
30-Final Design & Specification	20	15	15	0	0	0	0	0	50
50-Construction	200	550	550	0	0	0	0	0	1,300
90-Contingency	0	60	0	0	0	0	0	0	60
Total	245	638	568	0	0	0	0	0	1,450

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

Project Risk Assessment

Administrative Projects

Administrative Projects are not specific to any transit mode or capital program but include agency assets such as real estate not required for construction and operations, administrative equipment and facilities, and technology critical to the successful operation of the agency.

TIP Highlights

- Environmental Mitigation, Monitoring, and Maintenance project will fund follow on work to allow completed projects to be closed.

BUDGET CHANGES

(in thousands)

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

Proposed 2013 TIP Cashflow by Budget Approval

Administrative Projects (in thousands)

Project Number and Name		Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
Program										
0x001	Administrative Capital	5,603	1,066	700	604	1,053	784	524	3,000	13,334
0x0011	Information Technology Program	6,974	2,810	2,320	2,349	1,935	2,245	2,100	11,502	32,235
600025	Environmental Mitigation Monitoring and Maintenance	0	398	300	175	163	31	79	68	1,214
8x342	Surplus Property Disposition	295	227	0	186	0	0	0	0	708
Subtotal:		12,872	4,501	3,320	3,313	3,152	3,060	2,703	14,570	47,491
Grand Total:		\$12,872	\$4,501	\$3,320	\$3,313	\$3,152	\$3,060	\$2,703	\$14,570	\$47,491

Administrative Projects

Proposed 2013 TIP Cashflow by Subarea (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
1- Snohomish	0	82	61	36	33	6	16	14	249
2- North King	295	227	0	186	0	0	0	0	708
3- South King	0	289	218	127	118	23	57	50	882
4- East King	0	27	20	12	11	2	5	5	83
6- Systemwide	12,577	3,876	3,020	2,952	2,989	3,028	2,624	14,502	45,569
Total	\$12,872	\$4,501	\$3,320	\$3,313	\$3,152	\$3,060	\$2,703	\$14,570	\$47,491

Proposed 2013 TIP Cashflow by Phase (in thousands)

Phase# and Description	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
10 Agency Administration	0	398	300	175	163	31	79	68	1,214
3 Admin Facilities / Equip. / Furn.	4,431	568	0	0	440	0	0	200	5,639
4 Non-revenue Fleet	900	300	331	330	340	510	250	1,250	4,211
6 IT Hardware / Software	6,974	2,810	2,320	2,349	1,935	2,245	2,100	11,502	32,235
7 Other	295	252	25	211	25	25	25	150	1,008
9 Future Program Allocation	272	174	344	249	249	249	249	1,400	3,183
Total	\$12,872	\$4,501	\$3,320	\$3,313	\$3,152	\$3,060	\$2,703	\$14,570	\$47,491

0x001

Administrative Capital

Managed by: FIT

Scope: This program funds capital expenditures for assets that support Agency staff through 2023. Such items include administrative facilities, non-revenue fleet, office equipment, and furnishings that meet the accounting capitalization threshold of \$5,000 per item.

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

Changes since 2012 budget: None.

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

TIP Cashflow (in thousands)

Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
6-Systemwide	5,603	1,066	700	604	1,053	784	524	3,000	13,334
Total	5,603	1,066	700	604	1,053	784	524	3,000	13,334

Phase	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
3-Admin Facilities / Equip. / Furn.	4,431	568	0	0	440	0	0	200	5,639
4-Non-revenue Fleet	900	300	331	330	340	510	250	1,250	4,211
7-Other	0	25	25	25	25	25	25	150	300
9-Future Program Allocation	272	174	344	249	249	249	249	1,400	3,183
Total	5,603	1,066	700	604	1,053	784	524	3,000	13,334

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

Project Risk Assessment

600025

Environmental Mitigation Monitoring and Maintenance

Managed by: PEPD

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

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

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

TIP Cashflow (in thousands)

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

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

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

Project Risk Assessment

8x342

Surplus Property DispositionManaged by: **DECM**

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

Changes since 2012 budget: The Lifetime Budget was reduced by \$ 0.4 million due to the budget error. \$0.4 million of surplus properties are budgeted under TOD Property Disposition project (Project 8*341A).

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

TIP Cashflow (in thousands)

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

0x0011

Information Technology Program

Managed by:

FIT

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

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

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

TIP Cashflow (in thousands)

Operating									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
6- Systemwide	0	0	115	132	152	175	201	1,006	1,781
Total	0	0	115	132	152	175	201	1,006	1,781

Capital									
Subarea	Life to Date	2013	2014	2015	2016	2017	2018	Future	Total
6-Systemwide	6,974	2,810	2,205	2,216	1,783	2,070	1,899	10,496	30,454
Total	6,974	2,810	2,205	2,216	1,783	2,070	1,899	10,496	30,454

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Agency Administration

The 2013 TIP includes history and forecasts for agency administrative operating expenses and reserve fund contributions through 2023, to support the agency's current system expansion programs – Sound Move and ST2.

AGENCY ADMINISTRATION SUMMARY (in thousands)

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

Agency Administrative Operating Expenses

This budget funds agency staff salaries and benefits and staff-related costs that are not directly charged to projects or allocated to service delivery. Costs for Sound Transit staff that work directly on capital projects or in service delivery are included in the budgets for those specific project or mode of operations, respectively. A portion of the costs for agency staff that work indirectly on capital projects is allocated to the resulting fixed assets. The remaining costs are then charged to systemwide agency administration operating program. This program is being reduced by \$15 million to \$861.9 million for the period 2010 through 2023.

BUDGET CHANGES (in thousands)

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

Agency Reserves

Regional Fund Contingency

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

Systemwide Contingency

The systemwide contingency was established as part of the Sound Move program and was supplemented in the ST2 plan. This fund is set aside to be available for use by the Board to deal with unforeseen events, should they occur.

Capital Replacement

The capital replacement reserve is a sinking fund to replace agency capital assets. A replacement schedule, based on expected useful life and future cost of assets, is part of the agency's financial plan.

Emergency/Loss

While the agency maintains a comprehensive insurance program, the policies do contain retentions (deductibles), which the agency would have to cover in the event of an insurable loss. In such instances, the Board, on a case-by-case basis, could authorize use of the emergency/loss fund.

Insurance Systemwide

The insurance systemwide reserve is forecasted to be funded beginning in 2016, when major new construction gets underway. It will be available to partially pay for builders' risk insurance in conjunction with funds provided by building contractors. This reserve is being reduced by \$16.0 million to \$23.3 million since the Northgate Link Extension baseline budget was approved in 2012 and included funds for insurance costs.

BUDGET CHANGES

(in thousands)

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

Proposed 2013 TIP Cashflow by Budget Approval Agency Administration

(in thousands)

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

0X002

Agency Admin Operating

Managed by: FIT

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

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

Board Approved Capital Budget (in YOE dollars)

Phase Gate Passed:	N/A
Baseline:	-
2012 TIP:	\$861,892
2013 TIP:	\$846,892

ST2 Total Project Cost Estimate (in 2012 dollars)

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

TIP Cashflow (in thousands)

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

APPENDIX A

Sound Transit 2 Cost Estimates

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Sound Transit 2 Cost Estimates

The agency maintains cost estimates for all of its capital projects that are funded in the agency's financial plan. These estimates are updated as new engineering, right-of-way, public outreach, and other project information are developed. Project cost estimates are updated prior to seeking Board authorization of budgets for preliminary engineering, final design and right-of-way acquisition, and baseline budget, which includes total project costs and construction.

ST2 cost estimates were initially developed and reported in 2007 constant-year dollars (2007\$). To enable comparisons between cost estimates, the figures in this appendix have been updated to 2012 constant-year dollars (referred to as "2012\$") based on the agency's August 2012 inflation forecasts. The table on the following page includes information on:

- 2008 cost estimates are from the initial ST2 plan approved by voters in November 2008.
- 2012 cost estimates match the board-endorsed 2012 TIP.
- 2013 cost estimates include all ST2 projects currently funded in the agency's financial plan.

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

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

ST2 COST ESTIMATES

Constant 2012 Dollars in thousands

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

Note: The cost estimates included in the table above reflect the amount funded in the Agency's long-term Financial Plan. Projects proposed to proceed with only limited engineering activity are funded only to the extent that activity requires. Projects proposed to be suspended or deleted have no funding in the current Long-term Financial Plan.

APPENDIX B

Sound Move Lifetime Budgets

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Sound Move Lifetime Budgets

The agency has two voter-approved system expansion programs, Sound Transit 2 (ST2) approved in 2008 and the earlier Sound Move program approved in 1996. Appendix A reflects the cost estimates in constant-year dollars for all projects funded under the ST2 program. This appendix displays adopted lifetime budgets in year-of-expenditure dollars for active Sound Move system expansion projects.

Lifetime budgets for Sound Move projects were adopted as total project budgets/baseline budgets since these projects pre-date the agency's phase gate process. As with the ST2 projects in Appendix A, Sound Move lifetime budgets are shown for 2008, 2012, and 2013.

The changes between 2012 and 2013 include:

Link Light Rail

We expect to close both the Initial Segment and the Airport Link projects in 2013. Project savings will reduce final budget for the Initial Segment project by \$3.38M and the Airport Link project by \$5.2M.

Sounder Commuter Rail

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

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

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

Regional Express

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

- I-90 2 Way Transit and HOV Op, Stage 1 – \$1.46M.
- I-90 2 Way transit and HOV Op Stage 2 – \$9.39M.
- Ash Way Transit Access – \$303K.
- Federal Way HOV Access, South 317th – \$5K.
- Totem Lake Freeway Station – \$35K.
- South Everett Freeway Station – \$129K.
- Issaquah Transit Center/SR900 – \$38K.
- Totem Lake Transit Center – \$8K.
- Newcastle Transit Improvements – \$12K.
- Mercer Island Park and Ride – \$1K.
- SR522 HOV Enhancements/Bothell – \$292K.

ADOPTED LIFETIME BUDGETS FOR ACTIVE SOUND MOVE PROJECTS

Year of Expenditure (YOE) Dollars in thousands

	2008	Inc/(Dec)	2012	Inc/(Dec)	2013
<i>Link Light Rail</i>					
University Link	\$1,614,007	\$142,000	\$1,756,007	-	\$1,756,007
Initial Segment	2,070,000	29,000	2,099,000	(3,382)	2,095,618
Airport Link	243,600	19,500	263,100	(5,200)	257,900
DSTT Capital Costs	24,919	(1,200)	23,719	-	23,719
Tacoma Link	80,416	(3,319)	77,097	-	77,097
Total Link Light Rail	4,032,942	185,981	4,218,923	(8,582)	4,210,341
<i>Sounder Commuter Rail</i>					
Willow Creek Environmental Mitigation	1,001	(147)	854	(20)	834
M Street to Lakewood Track and Signal	73,601	7,941	81,542	-	81,542
D Street to M Street Track and Signal	76,025	85,256	161,281	-	161,281
Layover	24,424	9,523	33,947	-	33,947
Mukilteo Station, South Platform	9,371	1,760	11,131	7,182	18,313
South Tacoma Station	16,476	(748)	15,728	-	15,728
Edmonds Station	12,929	(1,380)	11,549	(670)	10,879
Lakewood Station	32,920	(3,723)	29,197	-	29,197
Permitting and Mitigation	10,288	(3,609)	6,679	(163)	6,516
Total Sounder Commuter Rail	257,035	94,873	351,908	6,329	358,237
<i>Regional Express</i>					
Regional Express Program Reserve	26,697	(11,498)	15,199	11,161	26,360
I-90 2-Way Transit & HOV Op, Stage 1	25,782	(942)	24,840	(1,456)	23,384
I-90 2-Way Transit & HOV Op, Stage 2	19,372	12,311	31,683	(9,390)	22,293
I-90 2-Way Transit & HOV Op, Stage 3	1,722	62,500	64,222	-	64,222
Ash Way Transit Access	18,993	(56)	18,937	(303)	18,634
Federal Way Hov Access, S317th	32,618	(3,839)	28,779	(5)	28,774
Totem Lake Freeway Station	76,263	(2,667)	73,596	(35)	73,561
85th Corridor, Kirkland	6,015	-	6,015	-	6,015
Kirkland Transit Center	13,300	(2,341)	10,959	-	10,959
Renton HOV Access/N8th	67,075	(62,570)	4,505	-	4,505
Rainier Avenue Arterial Improvements	15,717	-	15,717	-	15,717
Strander Boulevard Improvements	4,219	-	4,219	-	4,219
Mountlake Terrace Freeway Station	25,545	6,872	32,417	-	32,417
S Everett Freeway Station	31,209	(2,722)	28,487	(129)	28,358
Federal Way Transit Center	39,455	-	39,455	-	39,455
Canyon Park Freeway Station	10,728	(995)	9,733	28	9,761
Issaquah Transit Center/SR900	29,482	(482)	29,000	(38)	28,962
Totem Lake Transit Center	7,743	(1,476)	6,267	(9)	6,259
Newcastle Transit Improvements	7,223	(3,084)	4,139	(12)	4,127
Mercer Island Park and Ride	16,829	(2,833)	13,996	(1)	13,995
SR522 HOV Enhancements/Bothell	8,601	(63)	8,538	(293)	8,246
Total Regional Express	484,588	(13,885)	470,703	(482)	470,223
S <i>Tart</i> Program	18,100	16,100	34,200	-	34,200
Total Active Sound Move Projects	\$4,792,665	\$283,069	\$5,075,734	(\$2,735)	\$5,073,001

Notes: Numbers may not add due to rounding.

Sound Move Project lifetime budgets are expressed in Year of Expenditure (YOE) dollars.

Table includes Sound Move projects only.

APPENDIX C

Sound Transit Project Phases

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Sound Transit Project Phases

Capital projects are typically planned and executed in phases. Project teams track and report on projects costs relative to the activities and deliverables in each. The phases of capital projects include:

10-Agency Administration

Administrative expenditures occur throughout the life of the project and include costs for direct labor by Sound Transit staff (staff dedicated to specific projects) and other direct charges to the project necessary for project execution.

20-Preliminary Engineering & Environmental Review

The budget for this phase also includes professional services to complete the preliminary engineering and environmental assessments and evaluations. Preliminary engineering identifies project requirements and defines the project work scope. This includes preliminary design studies, permitting requirements, data collection, public involvement, legal and technical documentation, cost estimates, and assessment of alternatives. The environmental review includes achievement of all necessary environmental permits.

30-Final Design & Specification

The final design phase includes professional consultant activities to complete design and full construction plans and specifications, legal and technical documentation, environmental clearance, constructability review, value engineering, data collection, advertising, assessment of alternatives related to project design, and bid reviews.

35-Third Parties

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

40-Right-of-Way (ROW) Acquisition & Permits

ROW includes the cost to purchase real property required for construction and construction staging, easements, rights-of-way, and any residential or commercial relocations. This phase include budget for negotiating the purchase price, relocation costs, surveys, appraisals, environmental audits, permits, legal costs, maps, charts, and all permits not included under the general construction contracts.

50-Construction

Construction covers project construction contracts, professional and technical assistance, advertising, legal and technical documentation, inspection, testing, and permitting. In addition, the construction budget includes service startup, commissioning of all systems, and training.

55-Construction Services

Construction Services includes construction management and other professional services in support of the Agency's management of construction activities.

70-Vehicles

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

80-Start Up and Testing

This phase tests new systems, new schedules, and various specific equipment. This phase includes the training of personnel before the completion of the project to identify issues and correct them to enable a smooth transition to operations and the close out of the project.

90-Contingency

Contingency provides a funding source to address general project risks, such as market fluctuations and changes in regulatory requirements. It also covers unforeseen expenses and cost estimate variances.

APPENDIX D

Subarea Allocations

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Subarea Allocations

The Central Puget Sound Regional Transit Authority (Sound Transit) has implemented an accounting and reporting system consistent with the financial policies approved in the ST2 voter-approved program. Annually, Sound Transit (the agency) prepares a Schedule of Sources and Uses of Funds by Subarea (the schedule) that is based on the agency's audited financial statements and the agency's long-term Finance Plan. The schedule reports actual tax revenues received by subarea and an allocation to each subarea of other sources and uses earned.

This system is integrated into the agency's system of internal control over financial reporting, ensuring the integrity of the information reported and provides management, the board, and the citizen oversight panel required information to monitor progress against Sound Transit's subarea commitments to its voters.

Annually, the agency's financial statement auditors perform agreed upon procedures which look at the allocation of sources and uses of funds presented. These procedures were developed by management, reviewed by the Citizen Oversight Panel and approved by the Audit and Reporting Committee of the board. All results from independent examinations are presented to the board.

This appendix provides the drivers that will be used to allocate sources and uses to subareas in 2012 as well as new projects for 2013. Any additional projects will be added at the end of the year when subarea allocations are calculated.

Revenues and Financing Sources

SOURCES

Description	Driver
Sales & Use Tax	Department of Revenue Location Code
Motor Vehicle Tax	Department of Licensing Zip Code Location
Rental Car Tax	Department of Revenue Location Code
Grants	Project Costs or Board Designation
Passenger Fare	(see next section)
Interest Earnings	Financial Policies
Other Revenue	Location
Bond Proceeds	Financial Plan

PASSENGER FARES

Description	Driver
Sounder Fares	Station Boarding
ST Express Bus Service Fares	Route Boardings / Platform Hours
Central Link Light Rail Fares	Station Boardings

Operating Uses

LINK LIGHT RAIL SERVICES OPERATING USES

Description	Driver
Central Link Operations	Track Miles / Boardings
Tacoma Link Operations	Location

SOUNDER COMMUTER RAIL SERVICES OPERATING USES

Description	Driver
BNSF North Line	Track Miles
BNSF South Line	Track Miles
All Other Sounder Operations	Vehicle Miles

ST EXPRESS BUS SERVICES OPERATING USES

Description	Driver
Bus Operations	Platform Hours

OTHER USES

Description	Driver
Accessibility Services	Mode/Operations Use Rule
Other Expenses	Location or Board Designation

Capital Project Uses

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

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

System Express - Sounder Commuter Rail Projects	Driver
Lakewood Station	Location
Sounder South Expanded Service	ST2 Adopted Financial Plan
Puyallup Station Improvements	Location
Sumner Station Improvements	Location
Lakewood Station Improvements	Location
Reservation Junction Track & Signal	Location
Passenger Information System / CCTV	Number per Location

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

System Expansion – Other	Driver
ST3 Planning	Financial Policies
South Corridor Alternative Planning	Location
Ballard to Downtown Seattle HCT Planning Study	Financial Policies
HCT Corridor Planning Studies	Financial Policies
Fare Administration	Financial Policies
Research and Technology	Financial Policies
STart	Location
Fare Integration	Financial Policies

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

Enhancement Projects	Driver
Central Link Switch Heaters	2009 Sound Move Reported Rules; Vehicle Maintenance
DSTT South Access Security	Location

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

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

Systemwide Uses

Agency Administration	Driver
Agency Administration	Financial Policies

Debt Service Uses

Description	Driver
Debt Service	Financial Plan

APPENDIX E

Project Category Changes – 2012 to 2013 TIP

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Project Category Changes – 2012 to 2013 TIP

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

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

- System Expansion – Projects that expand the regional mass transit system and include the voter-approved ST2 and Sound Move programs.
- Enhancement – Projects that improve rider experience, increase the existing system's functionality, or reduce operating costs.
- Rehabilitation and Replacement – Projects that extend the life of the existing transit system or replace system assets at the end of their useful life.
- Administrative Projects – Projects that indirectly support the agency's mission.

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

Project Category Changes 2012-2013 TIP

2013 TIP Book Category		2012 TIP Book Category					
	New Projects in 2013	Link Light Rail	Sounder Commuter Rail	Regional Express Bus	Service Delivery	Other Agency Projects	Agency Admin.
<u>System Expansion- Link</u>							
400007-First Hill Streetcar		X					
400008-Tacoma Link Expansion		X					
400009-Link Operations and Maintenance Satellite Facility		X					
4X100-Northgate Link Extension		X					
4X115-Lynnwood Link Extension		X					
4X199-Northgate Link Extension Project Reserve	X						
4X200-University Link		X					
4X300-Initial Segment		X					
4X390-DSTT Capital Costs		X					
4X400-Airport Link		X					
4X420-S 200th Link Extension		X					
4X445-Federal Way Transit Extension		X					
4X500-Tacoma Link		X					
4X600-East Link		X					
<u>System Expansion- Sounder</u>							
300001-Station Access & Demand Study			X				
300002-Eastside Rail Partnership			X				
300004-Sounder Yard & Shops Facility			X				
300017-Puyallup Station Improvements			X				
300018-Sumner Station Improvements			X				
300019-Lakewood Station Improvements			X				
300021-Reservation Junction Track & Signal	X						
3x101-Willow Creek Env. Mitigation			X				
3x130-M St-Lakewood Track & Signal			X				
3x131-Permitting/Env. Mitigation			X				
3x135-D St - M St Track & Signal			X				
3x140-Layover			X				
3x206-Mukilteo Station, S Platform			X				
3x209-Edmonds Station			X				
3x216-Passenger Information System/CCTV					X		
3x236-Tukwila Station			X				
3x251-South Tacoma Station			X				
3x253-Lakewood Station			X				
3x510-Sounder South Expanded Service			X				
7x755-Sounder ST2 Fleet Expansion					X		
<u>System Expansion- Regional Express Bus</u>							
500005-ST Express Bus Base				X			
500006-Burien TC Parking Expansion				X			
500020-ST Express Mid-Day Bus Storage				X			
5x105-Ash Way Transit Access				X			

Project Category Changes 2012-2013 TIP

2013 TIP Book Category		2012 TIP Book Category					
	New Projects in 2013	Link Light Rail	Sounder Commuter Rail	Regional Express Bus	Service Delivery	Other Agency Projects	Agency Admin.
5x125-Federal Way HOV Access/S 317th				X			
5x140-Totem Lake Freeway Station				X			
5x141-85th Corridor, Kirkland				X			
5x142-Kirkland Transit Center/3rd				X			
5x150-Renton HOV Access/N 8th				X			
5x151-Rainier Avenue Arterial Imp.				X			
5x152-Strander Boulevard Extension				X			
5x312-Mountlake Terrace Freeway Sta.				X			
5x319-S Everett Freeway Station				X			
5x321-Federal Way Transit Center				X			
5x324-Canyon Park Freeway Station				X			
5x326-Issaquah Transit Center/SR900				X			
5x328-Totem Lake Transit Center				X			
5x330-Newcastle Transit Improvements				X			
5x354-Mercer Island Park & Ride				X			
5x382-I-90 2-Way Tran & HOV Op, St 1				X			
5x385-SR522 HOV Enhancements/Bothell				X			
5x386-I-90 2-Way Tran & HOV Op, St 2				X			
5x387-I-90 2-Way Tran & HOV Op, St 3				X			
5x999-Regional Express Program Reserve				X			
<u>System Expansion- Other</u>							
1x902-ST3 Planning						X	
4X446-South Corridor Alternatives Planning		X					
5x405-Fare Administration						X	
5x405A-Fare Integration						X	
5x410-Research & Technology						X	
6x000-STart						X	
809101-Ballard-to-Downtown Seattle HCT Planning Study	X						
809102-HCT Corridor Planning Studies	X						
<u>Enhancement- All Modes</u>							
300011-Positive Train Control			X				
3x212-Ticket Vending Machines					X		
4X210-LRV On Board Energy Storage		X					
4X310-Central Link Switch Heaters		X					
4X320-DSTT South Access Security		X					
4X340-Noise Abatement		X					
5x261-Bus Maintenance Facility					X		
7x743-Security Enhancements					X		
7x745-ST Express Mobile Communications Projects					X		
7X746-Parking Enhancements					X		
7x748-Sound Transit Police Office					X		

Project Category Changes 2012-2013 TIP

2013 TIP Book Category		2012 TIP Book Category					
	New Projects in 2013	Link Light Rail	Sounder Commuter Rail	Regional Express Bus	Service Delivery	Other Agency Projects	Agency Admin.
7x753-Bike Locker Program					X		
7x760-Link OMF Laydown Area Improvements					X		
7x762-Link LRV Wash Bay Doors					X		
7x763-Radio Upgrade					X		
7x772-ST Express Security Camera Retrofit					X		
7x773-HVAC for Traction Power Sub Station (TPSS)					X		
7x774-Central Link HVAC - Instrument House & UPS Room					X		
7x775-Central Link Card Readers					X		
7x776-Central Link OMF UPS Room Improvement					X		
7x777-Central Link Overhead Catenary System Tie Switch					X		
7x778-Benchtest Equipment					X		
7x779-Security Radios					X		
7x780-FWTC Lighting Retrofit	X						
7X781-Non-Revenue Support Vehicles	X						
8X341A-TOD Property Disposition						X	
8x341B-TOD Planning						X	
<u>Rehabilitation & Replacement- All Modes</u>							
4X360-Beacon Avenue Paving	X						
4X370-Link Station Paver Replacement	X						
7x356-Tacoma Dome Station					X		
7x701-ST Express Fleet Replacement					X		
7x740-Small Works Program					X		
7x757-Tacoma Link Auxiliary Power Supply Replacement					X		
7X758-Tacoma Link LRV Communications Upgrade					X		
7x761-Network Phones at the Link Control Center					X		
7x765-Auburn Station: Post Tension Cable Repair					X		
7x768-Federal Way: Post Tension Cable Repair					X		
7x770-Sounder Vehicle Maintenance Program					X		
7x771-Station Midlife Maintenance					X		
<u>Administrative Projects- All Modes</u>							
0x001-Administrative Capital							X
0x0011-Information Technology Program							X
600025-Environmental Mitigation Monitoring and Maintenan	X						
8x342-Surplus Property Disposition						X	

APPENDIX F

List of Charts, Maps, and Tables

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List of Charts, Maps, and Tables

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APPENDIX G

Glossary

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Glossary of Terms

The following definitions reflect how the terms are used at Sound Transit and in this document.

ADA – Americans with Disabilities Act

Adopted Budget – The Board-approved budget and capital plan for Sound Transit for the current fiscal year

Baseline – A plan, design, specification, contract, or other approved document or configurations against which actual performance is measured. Baseline can also refer to a schedule or budget used for management control and reporting purposes.

BAT – Business and Transit Access

BCE – Baseline Cost Estimate

BNSF – Burlington Northern Santa Fe Railway

Board – The Sound Transit Board of Directors

Capital Asset – Assets costing \$5,000 or more and having useful lives greater than two years

Capital Outlay – Expense which results in the acquisition of or addition to fixed assets

Capital Projects – Projects that purchase or construct capital assets

CCTV – Closed circuit television

CEA – Communication and External Affairs Department

CEO – Sound Transit Chief Executive Officer

CFO – Sound Transit Chief Financial Officer

Contingency – A budgetary reserve put aside for emergencies or unforeseen expenses

COP – Citizen Oversight Panel

CPI – Consumer Price Index

DBE – Disadvantaged Business Enterprise

Debt Service – Payment of interest and principal

DECM – Design, Engineering, and Construction Management Department

Department – Highest organizational unit of Sound Transit, consisting of Executive; Finance and Information Technology; Legal; Design, Engineering, and Construction Management; Planning, Environment, and Project Development; Operations; and Communications and External Affairs.

Depreciation – A method by which the costs of plants, property, and equipment are systematically and rationally allocated over their useful life.

Division – Organizational sub-unit within departments

DPO – Diversity Program Office

DSTT – Downtown Seattle Transit Tunnel

EEO – Equal Employment Opportunity

EIS – Environmental Impact Statement

ELT – Executive Leadership Team

ERP – Enterprise Resource Planning

ESMS – Environmental Sustainability Management System

Expense – A decrease in net current assets. Expenses include salaries and benefits, administrative expenses, debt service, and those current operating costs that require the use of current assets.

EXEC – Executive Department

FEIS – Final Supplemental Environmental Impact Statement

FFGA – Full Funding Grant Agreement

Fiscal Year – A 12-month period to which the annual operating budget applies and at the end of which a government determines its financial position and results of its operations. Sound Transit's fiscal year is concurrent with the calendar year.

FIT – Finance and Information Technology Department

FTA – Federal Transit Administration

FTE – Full Time Equivalent employee. The fractional equivalent of one full-time employee working a 40-hour work week for one calendar year.

FY – Fiscal Year

GAAP – General Accepted Accounting Principles

GFOA – Government Finance Officers Association

GIS – Geographic Information Services

GMA – Growth Management Act

HCT – High Capacity Transit

HOV – High-Occupancy Vehicle

IT – Information Technology

KCM – King County Metro

LRV – Light Rail Vehicle

MMIS - Maintenance Management Information System

MVET – Motor Vehicle Excise Tax

NTD – National Transit Database

O&M – Operations and Maintenance

OCS - Overhead Contract System

OEM – Original Equipment Manufacturer

OMF – Operations Maintenance Facility

OPS – Operations Department

ORCA – One Regional Card for All

P-Card – Purchase Card

PCMCIA – Personal Computer Memory Card International Association

PE – Preliminary Engineering

PE/ED – Preliminary Engineering and Environmental Documentation

PEPD – Planning, Environment, and Project Development Department

PLA – Project Labor Agreement

Proposed Budget – The recommended and unapproved Sound Transit budget submitted by the CEO to the Board.

PSST – Pine Street Stub Tunnel

Revenues – Increases in proprietary fund type net total assets from other than expense refunds and capital contributions.

REX – Regional Express

RFP – Request for Proposal

RIAS - Remote Infrared Audible Signage

ROD – Record of Decision

ROIP – Rail Operations Insurance Program

ROW – Right of Way

RSIP - Residential Sound Insulation Program

SIP – Service Implementation Plan

SODO – South of downtown Seattle

Sound Move – Voter-approved plan to build a high-capacity public transit system

Sound Transit – The Central Puget Sound Regional Transit Authority

SPI - Schedule Performance Index

SR – State Route

ST2 – Sound Transit 2 – the second phase of Sound Transit’s plan for mass transit expansion

ST3 – Sound Transit 3 – the third phase of Sound Transit’s plan for mass transit expansion

STart – Sound Transit Art Program – Public Art

STU – Sound Transit University Program

Subarea – Five subareas of the Sound Transit District defined for planning and budgeting purposes consisting of Snohomish County, North King County, East King County, South King County, and Pierce County.

TCO – Total Cost of Ownership

TIP – Transit Improvement Plan

TOD – Transit Oriented Development

TPSS – Traction Power Sub Station

TVM – Ticket Vending Machine

USB – Universal Serial Bus

UW – University of Washington

WSDOT – Washington State Department of Transportation

YOE – Year of Expenditure

Attachment D**Administrative Adjustments approved by the Executive Committee on December 6, 2012**

Adjust certain projects within the agency project delivery program to shift dollars between years and phases, resulting in a change in proposed budget spending in 2013 and to reflect change in treatment of prior expenditures.

		Project	Annual	Lifetime
Expansion	Souder	Mukilteo Station – South Platform	(\$5.908 million)	No Change
		Tukwila Station	(\$4.071 million)	No Change
		D Street to M Street Track and Signal	(\$2.427 million)	No Change
		Reservation Junction	(\$1.215 million)	No Change
	ST Express	I-90 Two-Way Transit and HOV Operations Stage 3	\$2.536 million	No Change
	Link	Airport Link	\$0	\$4.124 million
		Northgate Link Extension	(\$19.436 million)	No Change
		University Link Extension	(\$30.812 million)	No Change
		Initial Segment	\$850 thousand	No Change
		South 200 th Link Extension	(\$14.502 million)	No Change
	Other	ST Art	\$350 thousand	No Change
		Research and Technology	\$393 thousand	No Change
Enhancement	Souder	Positive Train Control	(\$5.544 million)	No Change
	Link	LRV On-Board Energy System	(\$439 thousand)	No Change
	Other	TOD Planning	(\$200 thousand)	No Change
		TOD Property Disposition	\$65 Thousand	No Change
Repair & Replacement	Link	Beacon Avenue Paving Phase Level Adjustment – (Shift between phases)	\$0	No Change
Administrative	Other	Information Technology Program	\$550 Thousand	No Change

**System Expansion
Sounder (in 000's)**

Project: 31206 - Mukilteo Station, South Platform

Phase	2013 Annual Budget			Lifetime Budget		
	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 399	\$ 3	\$ 402	\$ 1,128	\$ -	\$ 1,128
Preliminary Engr / Environmental Document	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Design	\$ 256	\$ -	\$ 256	\$ 2,447	\$ -	\$ 2,447
Third Party	\$ 247	\$ -	\$ 247	\$ 247	\$ -	\$ 247
Row Acquisition and Permits	\$ 3,438	\$ (3,088)	\$ 350	\$ 3,588	\$ -	\$ 3,588
Construction	\$ 4,886	\$ (2,313)	\$ 2,572	\$ 9,040	\$ -	\$ 9,040
Construction Management	\$ 1,020	\$ (510)	\$ 510	\$ 1,863	\$ -	\$ 1,863
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 10,245	\$ (5,908)	\$ 4,338	\$ 18,313	\$ -	\$ 18,313

The 2013 annual budget has been updated to reflect current cash flow forecasts.

Project: 33236 - Tukwila Station

Phase	2013 Annual Budget			Lifetime Budget		
	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 711	\$ (161)	\$ 550	\$ 2,973	\$ (200)	\$ 2,773
Preliminary Engr / Environmental Document	\$ -	\$ -	\$ -	\$ 1,101	\$ -	\$ 1,101
Final Design	\$ 267	\$ (147)	\$ 120	\$ 4,325	\$ 400	\$ 4,724
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ 137	\$ 13	\$ 150	\$ 11,209	\$ (200)	\$ 11,009
Construction	\$ 12,735	\$ (3,160)	\$ 9,575	\$ 24,280	\$ 1	\$ 24,281
Construction Management	\$ 1,255	\$ (615)	\$ 640	\$ 2,082	\$ (1)	\$ 2,081
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 15,106	\$ (4,071)	\$ 11,035	\$ 45,969	\$ (0)	\$ 45,969

The 2013 annual budget has been updated to reflect current cash flow forecasts.

Project: 35135 - D Street - M Street Track & Signal

Phase	2013 Annual Budget			Lifetime Budget		
	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 735	\$ -	\$ 735	\$ 9,606	\$ -	\$ 9,606
Preliminary Engr / Environmental Document	\$ -	\$ -	\$ -	\$ 1,734	\$ -	\$ 1,734
Final Design	\$ 161	\$ (61)	\$ 100	\$ 18,612	\$ -	\$ 18,612
Third Party	\$ 111	\$ (81)	\$ 30	\$ 846	\$ -	\$ 846
Row Acquisition and Permits	\$ 880	\$ (800)	\$ 80	\$ 43,629	\$ -	\$ 43,629
Construction	\$ 1,938	\$ (1,485)	\$ 452	\$ 71,682	\$ -	\$ 71,682
Construction Management	\$ 1,365	\$ -	\$ 1,365	\$ 6,218	\$ -	\$ 6,218
Vehicles	\$ -	\$ -	\$ -	\$ 8,953	\$ -	\$ 8,953
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 5,190	\$ (2,427)	\$ 2,763	\$ 161,281	\$ -	\$ 161,281

The 2013 annual budget has been updated to reflect current cash flow forecasts.

Project: 300021 - Reservation Junction Track & Signal

Phase	2013 Annual Budget			Lifetime Budget		
	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 353	\$ (229)	\$ 124	\$ 353	\$ -	\$ 353
Preliminary Engr / Environmental Document	\$ 1,517	\$ (986)	\$ 531	\$ 1,517	\$ -	\$ 1,517
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 1,870	\$ (1,215)	\$ 655	\$ 1,870	\$ -	\$ 1,870

The 2013 annual budget has been updated to reflect current cash flow forecasts.

Rex (in 000's)

Project: 54387 - I-90 Two-way Transit & HOV, Stage 3

Phase	2013 Annual Budget			Lifetime Budget		
	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 736	\$ 141	\$ 877	\$ 3,385	\$ -	\$ 3,385
Preliminary Engr / Environmental Document	\$ -	\$ -	\$ -	\$ 1,549	\$ -	\$ 1,549
Final Design	\$ 9,250	\$ 2,395	\$ 11,645	\$ 23,000	\$ -	\$ 23,000
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ 36,288	\$ -	\$ 36,288
Total	\$ 9,986	\$ 2,536	\$ 12,522	\$ 64,222	\$ -	\$ 64,222

The 2013 annual budget has been updated to reflect current cash flow forecasts.

Link Light Rail

Project: 400 Airport Link

\$1000s

Phase	2013 Annual Budget			Lifetime Budget		
	Proposed 2013 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2013 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ -	\$ -	\$ 9,894	\$ -	\$ 9,894
Preliminary Engr / Environmental Review	\$ -	\$ -	\$ -	\$ 3,666	\$ -	\$ 3,666
Final Design / Specifications	\$ -	\$ -	\$ -	\$ 15,794	\$ -	\$ 15,794
Third Party	\$ -	\$ -	\$ -	\$ 1,340	\$ -	\$ 1,340
ROW Acquisition and Permits	\$ -	\$ -	\$ -	\$ 12,553	\$ 4,124	\$ 16,677
Construction	\$ -	\$ -	\$ -	\$ 184,268	\$ -	\$ 184,268
Construction Services	\$ -	\$ -	\$ -	\$ 14,929	\$ -	\$ 14,929
Vehicles	\$ -	\$ -	\$ -	\$ 14,539	\$ -	\$ 14,539
Testing and Start-up	\$ -	\$ -	\$ -	\$ 917	\$ -	\$ 917
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ 257,900	\$ 4,124	\$ 262,024

Amend the Airport Link Project Budget to correctly categorize property acquired, used, and held for resale to the City of SeaTac to a Project expense, as the City is no longer pursuing acquisition of this property.

Project: 100 Northgate Link Extension				\$1000s		
	2013 Annual Budget			Lifetime Budget		
Phase	Proposed 2013 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2013 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 7,882	\$ (311)	\$ 7,571	\$ 149,500	\$ -	\$ 149,500
Preliminary Engr / Environmental Review	\$ -	\$ -	\$ -	\$ 15,077	\$ -	\$ 15,077
Final Design / Specifications	\$ 18,773	\$ -	\$ 18,773	\$ 113,123	\$ -	\$ 113,123
Third Party	\$ 908	\$ -	\$ 908	\$ 11,000	\$ -	\$ 11,000
ROW Acquisition and Permits	\$ 39,860	\$ (12,531)	\$ 27,329	\$ 148,050	\$ -	\$ 148,050
Construction	\$ 30,846	\$ (6,594)	\$ 24,252	\$ 1,310,570	\$ -	\$ 1,310,570
Construction Services	\$ 5,012	\$ -	\$ 5,012	\$ 112,050	\$ -	\$ 112,050
Vehicles	\$ -	\$ -	\$ -	\$ 259,100	\$ -	\$ 259,100
Testing and Start-up	\$ -	\$ -	\$ -	\$ 12,930	\$ -	\$ 12,930
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 103,281	\$ (19,436)	\$ 83,845	\$ 2,131,400	\$ -	\$ 2,131,400
Note: The Northgate Link Extension project will be amended to decrease the 2013 annual budget cash flow by \$19.436 million to reflect current cash flow forecasts by phase, without affecting the lifetime budget.						
Project: 200 University Link Extension				\$1000s		
	2013 Annual Budget			Lifetime Budget		
Phase	Proposed 2013 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2013 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 12,052	\$ (1,245)	\$ 10,807	\$ 115,229	\$ -	\$ 115,229
Preliminary Engr / Environmental Review	\$ -	\$ -	\$ -	\$ 24,261	\$ -	\$ 24,261
Final Design / Specifications	\$ 6,965	\$ (1,093)	\$ 5,873	\$ 87,633	\$ -	\$ 87,633
Third Party	\$ 1,329	\$ (500)	\$ 829	\$ 18,646	\$ -	\$ 18,646
ROW Acquisition and Permits	\$ 450	\$ -	\$ 450	\$ 152,332	\$ -	\$ 152,332
Construction	\$ 160,733	\$ (27,075)	\$ 133,659	\$ 1,148,783	\$ -	\$ 1,148,783
Construction Services	\$ 15,856	\$ (1,000)	\$ 14,856	\$ 95,814	\$ -	\$ 95,814
Vehicles	\$ 50	\$ 100	\$ 150	\$ 103,909	\$ -	\$ 103,909
Testing and Start-up	\$ 100	\$ -	\$ 100	\$ 9,400	\$ -	\$ 9,400
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 197,536	\$ (30,812)	\$ 166,724	\$ 1,756,007	\$ -	\$ 1,756,007
Note: The University Link Extension project will be amended to decrease the 2013 annual budget cash flow by \$30.812 million to reflect current cash flow forecasts by phase, without affecting the lifetime budget.						
Project: 300 Initial Segment				\$1000s		
	2013 Annual Budget			Lifetime Budget		
Phase	Proposed 2013 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2013 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ 200	\$ 200	\$ 185,983	\$ -	\$ 185,983
Preliminary Engr / Environmental Review	\$ -	\$ -	\$ -	\$ 33,269	\$ -	\$ 33,269
Final Design / Specifications	\$ -	\$ 10	\$ 10	\$ 144,057	\$ -	\$ 144,057
Third Party	\$ -	\$ -	\$ -	\$ 61,469	\$ -	\$ 61,469
ROW Acquisition and Permits	\$ -	\$ 2	\$ 2	\$ 206,229	\$ -	\$ 206,229
Construction	\$ -	\$ 618	\$ 618	\$ 1,213,458	\$ -	\$ 1,213,458
Construction Services	\$ -	\$ 20	\$ 20	\$ 102,725	\$ -	\$ 102,725
Vehicles	\$ -	\$ -	\$ -	\$ 131,803	\$ -	\$ 131,803
Testing and Start-up	\$ -	\$ -	\$ -	\$ 16,625	\$ -	\$ 16,625
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 850	\$ 850	\$ 2,095,618	\$ -	\$ 2,095,618
Note: The Initial Segment project will be amended to increase the 2013 annual budget cash flow by \$850 thousand to reflect current cash flow forecasts by phase, without affecting the lifetime budget.						

Project: 420 S. 200th Link Extension

\$1000s

Phase	2013 Annual Budget			Lifetime Budget		
	Proposed 2013 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2013 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 3,126	\$ (245)	\$ 2,881	\$ 15,864	\$ -	\$ 15,864
Preliminary Engr / Environmental Review	\$ -	\$ -	\$ -	\$ 5,702	\$ -	\$ 5,702
Final Design / Specifications	\$ 1,100	\$ 500	\$ 1,600	\$ 6,311	\$ 500	\$ 6,811
Third Party	\$ 2,321	\$ -	\$ 2,321	\$ 7,085	\$ -	\$ 7,085
ROW Acquisition and Permits	\$ 5,636	\$ 5,336	\$ 10,972	\$ 43,549	\$ -	\$ 43,549
Construction	\$ 70,396	\$ (19,793)	\$ 50,602	\$ 285,620	\$ (500)	\$ 285,120
Construction Services	\$ 4,075	\$ (300)	\$ 3,775	\$ 17,322	\$ -	\$ 17,322
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Testing and Start-up	\$ -	\$ -	\$ -	\$ 1,789	\$ -	\$ 1,789
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 86,654	\$ (14,502)	\$ 72,152	\$ 383,241	\$ -	\$ 383,241

Note: The S. 200th Link Extension project will be amended to decrease the 2013 annual budget cash flow by \$14.502 million to reflect current cash flow forecasts by phase. The lifetime budget will be amended to increase the Final Design phase by \$500.0 thousand to provide additional funding for roadwork design that is separate from the design-build contract and decrease the Construction phase by this amount.

Other
Project: 6*000 - Start
Capital

Subarea	2013 Annual Budget			Lifetime Budget		
	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget
1-Snohomish	163	0	163	4,828	0	4,828
2-North King	475	0	475	11,529	0	11,529
3-South King	393	0	393	9,312	0	9,312
4-East King	1,700	0	1,700	20,052	0	20,052
5-Pierce	145	350	495	3,547	0	3,547
Total	2,875	350	3,225	49,267	0	49,267

The 2013 annual budget has been updated to reflect current cash flow forecasts for D Street-M Street Art Projects in Pierce County.

Project: 5*410 - Research & Technology

Phase	2013 Annual Budget			Lifetime Budget		
	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget
Capital Cost	\$ 4,048	\$ 393	\$ 4,441	\$ 11,350	\$ -	\$ 11,350
Operating Cost	\$ 725	\$ -	\$ 725	\$ 3,507	\$ -	\$ 3,507
Total	\$ 4,773	\$ 393	\$ 5,166	\$ 14,856	\$ -	\$ 14,856

The 2013 annual budget has been updated to reflect current cash flow forecasts which include moving part of the 2012 budget for Regional Data Services and Station

Enhancement
Project: 300011 - Positive Train Control

Phase	2013 Annual Budget			Lifetime Budget		
	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 744	\$ (54)	\$ 690	\$ 2,238	\$ -	\$ 2,238
Preliminary Engr / Environmental Docume	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Design	\$ 2,141	\$ 2,743	\$ 4,884	\$ 5,139	\$ -	\$ 5,139
Third Party	\$ 3,515	\$ (2,465)	\$ 1,050	\$ 6,348	\$ -	\$ 6,348
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ 9,196	\$ (5,788)	\$ 3,408	\$ 23,585	\$ -	\$ 23,585
Construction Management	\$ 580	\$ 20	\$ 600	\$ 1,915	\$ -	\$ 1,915
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 16,176	\$ (5,544)	\$ 10,632	\$ 39,225	\$ -	\$ 39,225

The 2013 annual budget has been updated to reflect current cash flow forecasts.

Project: 210 LRV On-Board Energy Storage

\$1000s

Phase	2013 Annual Budget			Lifetime Budget		
	Proposed 2013 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2013 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 44	\$ (3)	\$ 41	\$ 60	\$ -	\$ 60
Preliminary Engr / Environmental Review	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Design / Specifications	\$ 73	\$ (63)	\$ 10	\$ 80	\$ (70)	\$ 10
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ 1,443	\$ (373)	\$ 1,070	\$ 1,503	\$ 70	\$ 1,573
Testing and Start-up	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 1,560	\$ (439)	\$ 1,121	\$ 1,643	\$ -	\$ 1,643

Note: The LRV On-Board Energy Storage project will be amended to decrease the 2013 annual budget cash flow by \$438.6 thousand to reflect current cash flow forecasts by phase. The lifetime budget will be amended to increase the Vehicles phase by \$70.0 thousand to provide additional contract funding and decrease the Final Design phase by this amount.

Project: 8X341A-TOD Property Disposition

Subarea	2013 Annual Budget			Lifetime Budget		
	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget
2-North King	225	65	290	5,601	0	5,601
Total	225	65	290	5,601	0	5,601

The 2013 annual budget has been updated to reflect current cash flow forecasts for Kremeworks, Capitol Hill, Orca and Othello TOD sites.

Project: 8X341B-TOD Planning

Subarea	2013 Annual Budget			Lifetime Budget		
	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget
2-North King	285	(200)	85	1,640	0	1,640
Total	285	(200)	85	1,640	0	1,640

The 2013 annual budget has been updated to reflect a reduced cash flow forecast. Work at the central locations such as Mount Baker Station, Mount Baker Triangle,

Repair & Replacement
Project: 360 Beacon Ave Paving

\$1000s

Phase	2013 Annual Budget			Lifetime Budget		
	Proposed 2013 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2013 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 210	\$ -	\$ 210	\$ 210	\$ -	\$ 210
Preliminary Engr / Environmental Review	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Design / Specifications	\$ 50	\$ 75	\$ 125	\$ 50	\$ 75	\$ 125
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ 1,590	\$ (75)	\$ 1,515	\$ 1,590	\$ (75)	\$ 1,515
Construction Services	\$ 150	\$ -	\$ 150	\$ 150	\$ -	\$ 150
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Testing and Start-up	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 2,000	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ 2,000

Note: The Beacon Ave Paving project lifetime budget will be amended to increase the Final Design phase by \$75.0 thousand to provide funding for civil final design and decrease the Construction phase by this amount.

Administrative

Project: 0X0011-Information Technology Program

Capital	2013 Annual Budget			Lifetime Budget		
	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget	2013 Proposed Project Budget	Budget Transfer	Revised Project Budget
6-Systemwide	2,810	550	3,360	30,454	0	30,454
Total	2,810	550	3,360	30,454	0	30,454

The 2013 annual budget has been updated to reflect a reduced cash flow forecast for expenditures in 2012 for the asset management system.