

## RESOLUTION NO. R2013-33

**Proposed 2014 Budget**

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Board	12/19/13	Final Action	Brian McCartan, Executive Director Finance & Information Technology <b>Pete Rogness, Director, Budget and Financial Planning</b>	206-398-5100  206-398-5102

## PROPOSED ACTION

Adopts an annual budget for the period from January 1 through December 31, 2014.

## KEY FEATURES SUMMARY

- The Proposed 2014 Budget requests funding authorization of \$1.1 billion; \$221.0 million for Service Delivery, \$719.2 million for Project Delivery, and \$158.7 million for Agency Administration (including debt service).
- The Proposed 2014 Budget would be funded by an estimated \$918.9 million in revenue and \$410.0 million in projected unrestricted cash balances at the end of 2013.
- The Proposed 2014 Budget is fully affordable within the agency's existing revenue projections and financial policies.

## BACKGROUND

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 Plan.

The resolution approves the following expenditures for 2014:

- \$221.0 million for service delivery made up of \$4.2 million for Tacoma Link, \$60.7 million for Central Link, \$41.8 million for Sounder and \$114.2 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 \$221.0 million is not exceeded.
- \$101.2 million for staff operations
- \$105.0 million for debt service

- \$719.2 million for the delivery of projects, made up of:
  - System Expansion - \$651.0 million which includes;
    - \$42.7 million for Sounder
    - \$571.6 million for Link
    - \$11.9 million for ST Express projects
    - \$24.8 million Other non-mode specific projects
  - Enhancements - \$27.4 million
  - Rehabilitation and Replacement - \$36.1 million
  - Administrative Projects - \$4.6 million

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

- \$49.7 million for the Capital Replacement Fund
- \$2.0 million for the Emergency/Loss Fund

The resolution also includes estimated revenues of:

- \$602.1 million from Retail Sales and Use Tax
- \$74.6 million from Motor Vehicle Excise and Rental Car Taxes
- \$161.2 million from federal grants
- \$5.7 million from State and Local contributions
- \$57.1 million from farebox revenues
- \$7.4 million in interest earnings
- \$10.7 million in miscellaneous revenues

This resolution also authorizes amendments and cashflow change requests as endorsed and forwarded by the Capital and Operating and Administration Committees and those adopted by the Board through a separate action.

For 2014 budget management, staff will continue providing quarterly briefings to the Audit and Reporting Committee on progress to date.

## FISCAL IMPACT

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 2014 Budget is fully affordable within the agency's existing revenue projections and financial policies.

Sound Transit's Proposed 2014 Budget requests funding authorization totaling \$1,098,813,498 in operating expenditures and capital outlays. The agency's expenses and outlays will be funded by an estimated \$918,860,443 in revenue and other financing sources (on an accrual basis) and by a projected positive cash position in January 2014 of \$410,000,000.

## SMALL BUSINESS PARTICIPATION

Not applicable to this action.

## EQUAL EMPLOYMENT WORKFORCE PROFILE

Not applicable to this action.

## PUBLIC INVOLVEMENT

The Sound Transit Board reviewed the Proposed 2014 Budget in public session in September, October, and November. On October 24, 2013 a public hearing was held in order to provide an opportunity for testimony from interested members of the public.

## TIME CONSTRAINTS

A one-month delay would postpone adoption of the Proposed 2014 Budget into the 2014 fiscal year.

## 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.

## ENVIRONMENTAL REVIEW

JI 12/6/2013

## LEGAL REVIEW

JW 12/13/2013

**RESOLUTION NO. R2013-33**

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, 2014.

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 2014 Budget for Board consideration; and

WHEREAS, the Proposed 2014 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 Board; and

WHEREAS a public hearing was held on October 24, 2013 to take testimony on the Proposed 2014 Budget; and

WHEREAS, at its December 5, 2013 meeting, the Operations and Administration Committee recommended the Proposed 2014 Service Delivery and Agency Administration budgets and amendments approved by the Committee to the Board; and

WHEREAS, at its December 12, 2013 meeting, the Capital Committee recommended the Proposed 2014 Project Delivery budget and amendments and cash flow change requests approved by the Committee to the Board; and

WHEREAS, a two-thirds affirmative vote of the entire membership of the Sound Transit Board is required to adopt the 2014 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 \$71,481,848 in interest expense and fees on debt and \$33,545,000 in principal repayments for a total of \$105,026,848 for debt service on outstanding bonds, or such amounts as are contained in amendments to the Proposed 2014 Budget as adopted by the Board.

Section 1b – Agency Administration. Sound Transit is authorized to incur \$101,167,000 in staff operating expenses, and \$152,592,373 for depreciation and other non-cash expenses or such amounts as are contained in amendments to the 2014 Proposed Budget as adopted by the Board.

Section 1c – Service Delivery. Sound Transit is authorized to incur \$114,164,774 for ST Express service delivery expenses; \$4,246,021 for Tacoma Link operations expenses; \$60,696,218 for Central Link service delivery expenses; \$41,844,149 for Sounder service delivery

expenses; or such amounts as are contained in amendments to the Proposed 2014 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 2014 Budget for that mode by up to 2% provided the total Service Delivery expenses do not exceed the total Board approved budget amount of \$220,951,162, or such amount as is contained in amendments to the 2014 Budget as adopted by the Board. If expenditures for a mode are forecast to exceed the modal budget by more than 2%, the CEO will seek Board adoption of a budget amendment.

Section 1d – Project Delivery. Sound Transit is authorized to incur the following amounts for Project Delivery: \$719,152,897 in project outlays (including allocations) comprised of System Expansion outlays of \$11,901,071 in ST Express, \$42,718,151 in Sounder, \$571,612,748 in Link, and \$24,770,903 for Other related projects for System Expansion; \$27,417,184 for Enhancement projects; \$36,145,572 for Rehabilitation and Replacement projects; and \$4,587,268 in Administrative projects, or such amounts as are contained in amendments to the Proposed 2014 Budget as adopted by the Board.

Section 1e – Reserves. Sound Transit is authorized to place in reserve \$49,672,000 for the Capital Replacement Fund and \$2,000,000 for the Emergency/Loss Fund.

Section 1f – Revenues. The Proposed 2014 Budget projects the collection of \$918,860,443 in total revenues including \$602,080,072 in Sales and Use Tax and \$74,635,507 in Motor Vehicle Excise Tax and Rental Car Tax, \$161,247,074 in federal grants, \$5,743,065 in state and local contributions, \$57,079,063 in farebox collections, \$7,376,673 in interest earnings and \$10,698,988 in miscellaneous revenues or such amounts as are contained in amendments to the Proposed 2014 Budget as adopted by the Board.

Section 2. The budget for the period January 1, 2014 to December 31, 2014 as set forth in Attachment A (Proposed 2014 Budget document) and the approved amendments and cash flow change requests to the Proposed 2014 Budget in Attachments C and D together constitute the Adopted 2014 Budget as adopted by this Resolution.

Section 3. The Adopted 2014 Budget is not an exclusive authorization of expenses, except as specified in Section 1a – Debt Service, as authorization of expenditures must comply with Resolution No. 78-2.

Section 4. The chief executive officer is authorized to conform and reformat the budget document as necessary to uniformly present the information, and to revise the Adopted 2014 Budget to correct nonmaterial errors and to update Appendix C: Subarea Allocations of the Proposed 2014 Budget, to be consistent with Board actions.

Section 5. The chief executive officer is authorized to amend the Adopted 2014 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 2014 Budget to reflect actual expenditures for 2013, including shifting of budget authority between 2013 and 2014 for projects anticipated to be completed in 2014, provided the adopted total lifetime budget is not changed.

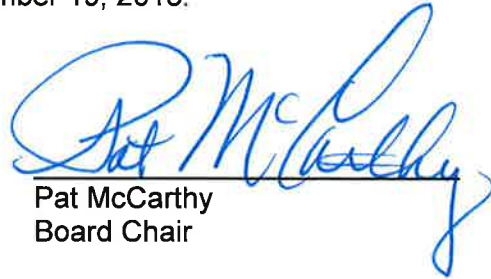
Section 7. The Proposed 2014 Transit Improvement Plan (Attachment B) is hereby endorsed. Such endorsement does not constitute capital project authorization under Section 8 of Resolution No. 78-2.

Section 8. The chief executive officer is directed to submit the Adopted 2014 Budget and the 2014 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 2014 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 19, 2013.



Pat McCarthy  
Board Chair

ATTEST:



Marcia Walker  
Board Administrator



# 2014

## Proposed Budget



**SOUNDTRANSIT**

*RIDE THE WAVE*

September 2013

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September 2013

To: Sound Transit Board of Directors  
From: Joni Earl, Chief Executive Officer  
SUBJECT: Proposed 2014 Budget

Sound Transit is working every day to build the regional transit system and offer quality customer experiences on our buses and trains. And now, we're also starting the conversation with our riders and the public about how, where and when to expand the system in the future.

Our proposed budget for 2014 is \$1.1 billion, relatively unchanged from the 2013 adopted budget. We expect to collect \$919 million in revenue, which is 9.9 percent higher than the 2013 budget – mainly due to higher sales tax revenues and federal grant receipts. Our unallocated fund balance will balance the annual budget.

During 2014, we expect to carry over 30 million passengers on our trains and buses, the most ever. While doing so, we'll maintain our emphasis on safe, reliable, and quality service that gives our customers the freedom to get where they need to go. Our operating budget in 2014 is \$221 million, up 4.2 percent compared to the 2013 adopted budget.

Nearly two-thirds of the Sound Transit 2014 budget is spent on the capital program. Total spending for delivering projects is budgeted at \$719 million to continue the planning, design and build-out of the regional transit system. The capital budget is 1.7 percent under the 2013 budget.

The administrative budget, which includes most Sound Transit employees, goods, and services, is \$101 million, which is up 10 percent over the 2013 adopted budget. The biggest reasons for the cost increases is the inclusion of 43 new positions to be added in 2014, a full year budget for 40.5 positions approved in 2013 and the complex activity in our capital program as we complete *Sound Move* and continue into year six of the ST2 Plan implementation. The additional positions are required to effectively manage the capital program as we proceed with active design and construction in three light rail corridors in the years ahead.

In 2014, while we remain focused on our mission of building and operating the regional transit system, we're also laying the groundwork for a potential major expansion, tentatively called Sound Transit 3. As seen in the pages of our 2014 budget, we're updating our Long-Range Plan to prepare us for future expansion of the regional system.

The Sound Transit 2014 budget has four major themes.

### **Focusing on our mission**

Much of the agency's work in 2014 will be continuing the planning and construction of light rail extensions north, south, and east.

Six Link service startups are on the horizon:

- University Link between downtown Seattle and the University of Washington — 2016.
- S. 200<sup>th</sup> Link Extension from Sea-Tac Airport to South 200<sup>th</sup> Street — 2016.
- Northgate Link Extension from the University of Washington to Northgate — 2021.
- Lynnwood Link Extension from Northgate to Lynnwood — 2023.
- East Link Extension from downtown Seattle to Bellevue and Overlake — 2023.
- Link extension from South 200<sup>th</sup> Street to the Kent/Des Moines area, near Highline Community College — 2023.

The 2014 budget includes funding for several major projects, including: the start of tunnel work on the Northgate Link Extension; continued construction on the Tukwila Sounder Station and the South 200<sup>th</sup> extension to the Angle Lake light rail station; continued construction on U-Link stations in preparation for the launch of service in 2016; and final design and right-of-way acquisition for the East Link Extension between Seattle and Redmond.

### **Increasing ridership**

In 2014, Sound Transit expects to provide about 793,000 fixed-route service hours with our trains and buses. ST Express will add approximately 2,000 hours of bus service in 2014 to address overcrowding, primarily on East King County routes. Service levels on Tacoma Link and Central Link will remain the same as 2013.

To achieve greater efficiencies, we will pursue opportunities for further integration of bus and rail service with our transit partners. And, we'll continue exploring innovative technological and marketing approaches to attract and retain riders.

### **Continuously improving our business practices**

As a result of the prolonged economic recession, the Sound Transit Board approved a program realignment of the ST 2 Plan that assumes we are able to build our capital projects at a lower cost than anticipated. To manage this challenge, we will continue using best management practices such as value engineering, constructability, and project reporting programs to support project success. We'll also continue pursuing alternative project delivery methods, such as Design Build, Job Order Costing, and General Contractor Construction Management to maximize schedule efficiencies and savings.

We are continuing to search for ways to streamline our internal processes and procedures to ensure that we're operating our services and doing our work as efficiently and effectively as possible. In addition, our employees are helping find the most effective ways to do their work and are actively looking to deliver projects and services through a culture of continuous improvement.

### **Sound Transit 3**

In 2013, the Sound Transit Board instructed the agency to begin the planning necessary to prepare for the next system expansion. The Board asked that staff complete the technical work, including

review by a state-appointed Expert Review Panel, in time to preserve the option of going to voters with an ST3 plan as early as 2016.

Over the next year, the agency will complete the study of regional high-capacity transit corridors and system expansion concepts as the Board considers updating the Long-Range Plan. Throughout this time, we will also be busy meeting with jurisdictions, key stakeholders and the public.

Building and operating the regional transit system is a great challenge and incredible responsibility. We take that responsibility very seriously and are looking forward to working with the Sound Transit Board, staff, and public in 2014 to continue bringing that system to the region.

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**Central Puget Sound Regional Transit  
Washington**

For the Fiscal Year Beginning

**January 1, 2013**

Executive Director

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## Agency Overview

### Our Story

The Central Puget Sound Regional Transit Authority – better known as Sound Transit – was created by the Washington State legislature in 1993. 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. We have grown from a planning agency to one that carried 28.0 million passengers in 2012 and is estimated to carry 29.5 million passengers in 2013 and 30.0 million passengers in 2014 on our trains and buses. We continue building extensions to light rail, transit centers, stations, and other transportation infrastructure.

In 1996 voters in the region approved implementation of the Sound Move plan. The plan includes a mix of transportation improvements: Sounder commuter rail, Link light rail, ST Express bus, new transit centers, park and ride lots, and high occupancy vehicle (HOV) access projects. As a result of Sound Move, 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



Tacoma Link Light Rail

service in 2009. The vast majority of Sound Move projects have been completed and closed or are pending close out. Active Sound Move projects include the University Link Extension from downtown Seattle to the University of Washington, scheduled for opening in 2016, completion of HOV lane work on I-90 to accommodate light rail across Lake Washington to Bellevue and Overlake, and Mukilteo Station South Platform.

In 2008 voters of the Central Puget Sound region approved the Sound Transit 2 (ST2) ballot measure. This new program includes the addition of 36 miles of track with 18 new stations to create a 55-mile regional light rail system. Due to the recession and resulting large reduction in tax revenues, the ST2 program was realigned to maintain affordability. Current ST2 light rail projects include extensions east to Bellevue and the Overlake area of Redmond, north to Northgate and Lynnwood, south to Kent/Des Moines in the area of Highline Community College as well as planning for future extensions south to Federal Way, and expansion of Tacoma Link. Regional express bus projects include fleet expansion, a bus base, bus storage, and parking facilities. Sounder commuter rail projects include easements for four additional round trips in the south corridor, station access improvements, permanent stations for Edmonds and Tukwila, track and signal improvements, fleet expansion, and a Sounder yard and shops facility. ST2 also provided for the addition of ST Express bus and commuter rail service.

ST2 included funding to identify and evaluate additional regional high capacity transit (HCT) alternatives – referred to as ST3. Sound Transit is initiating alternative studies in eight transportation corridors that run north to Everett, south to Tacoma, east to downtown Redmond and Issaquah, and

west to Ballard, West Seattle, and Burien. Completion of these planning efforts is scheduled for June 2014.

In association with the HCT studies, the Board has authorized an update to the Sound Transit Long Range Plan and a programmatic Environmental Impact Statement (EIS) on plan elements. December 2014 is the anticipated completion date for this effort.

## Safeguarding Tax Dollars

Sound Transit takes its stewardship responsibilities very seriously and is committed to protecting taxpayers' 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.



Sound Transit Board of Directors

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

For more information, please visit [www.soundtransit.org](http://www.soundtransit.org) then click on "About Sound Transit".

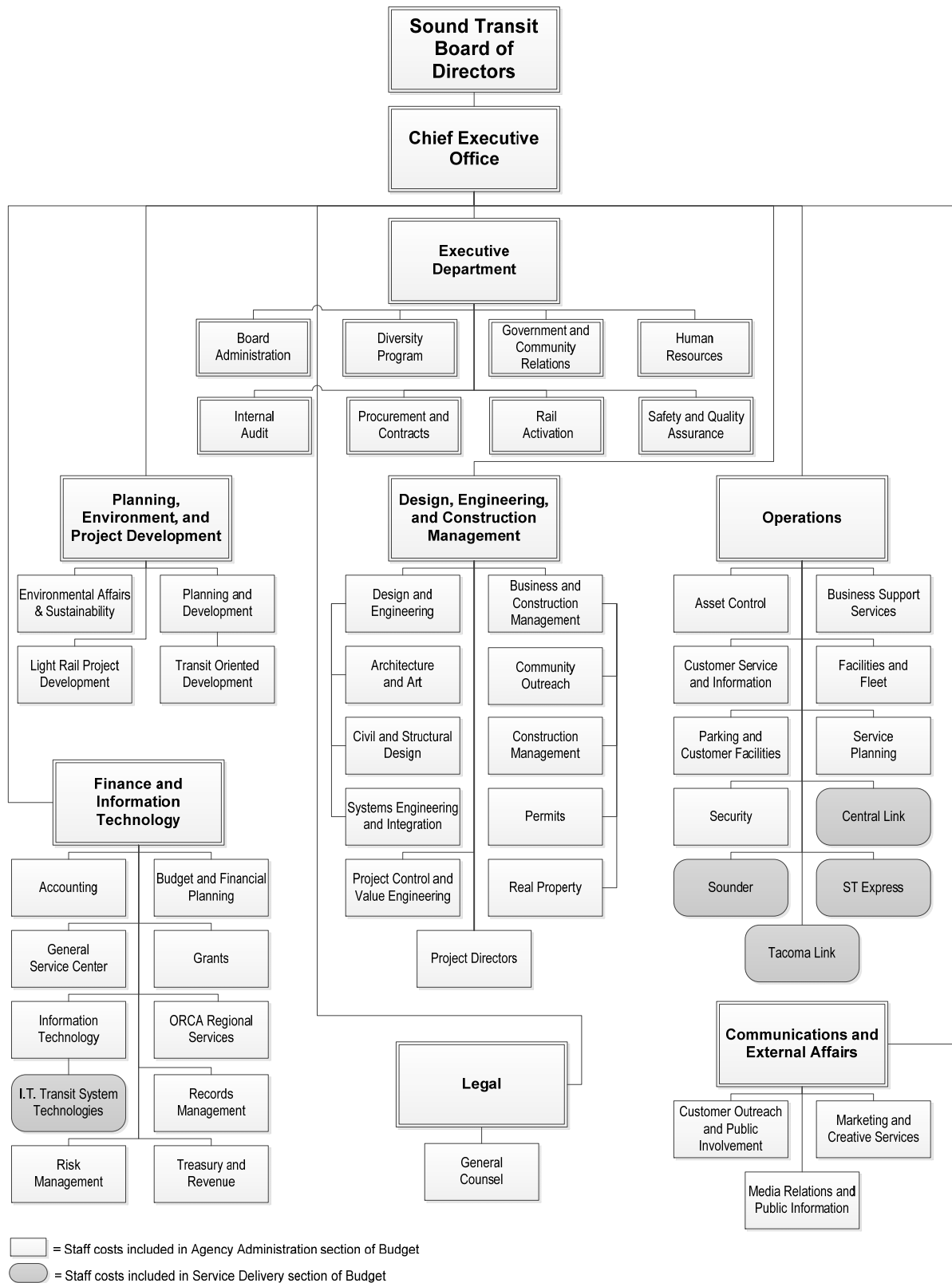
## Our People

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. (An organization chart follows the department descriptions.)

- Executive Department includes the Chief Executive Office as well as Board Administration, Diversity, Government & Community Relations, Human Resources, Internal Audit, Procurement & Contracts, Rail Activation, and Safety & Quality Assurance.
- 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 ST3 planning effort, 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, maintenance, and security for Central Link light rail, Sounder commuter rail, ST Express bus, and all Sound Transit facilities. The department also directly operates and maintains Tacoma Link light rail.
- Finance and Information Technology (FIT) is responsible for all financial activities including financial planning, budgeting, accounting, treasury, revenue collection, grants, records management, 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.
- Communications and External Affairs (CEA) focuses on marketing and creative services, media relations and public information, and customer outreach and public involvement.
- Legal provides analysis and advice on a variety of legal subjects including real estate, labor, environmental, construction, land use, permitting, litigation, contracts and interagency issues. The Legal department is actively involved in claims defense and property acquisitions including condemnations.

## SOUND TRANSIT ORGANIZATION CHART



## 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's 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 D of the proposed 2014 budget.

### Budgeting Policies

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

### Phase Gate

Phase Gate is a project management process 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 and schedule. After the first gate, a request to complete initial planning and conceptual engineering is presented to the Board for approval. When the project is ready to move forward to final design, a second request for budget is made to cover design and right-of way acquisition, if applicable. Then, once final design is underway and value engineering and constructability analysis is complete, the total project budget is presented to the Board for approval – this is referred to as the baseline budget.

### 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 plans 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 objectives and priorities each year. Departments use these to create their annual scorecard – establishing their strategies and performance measures. 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.

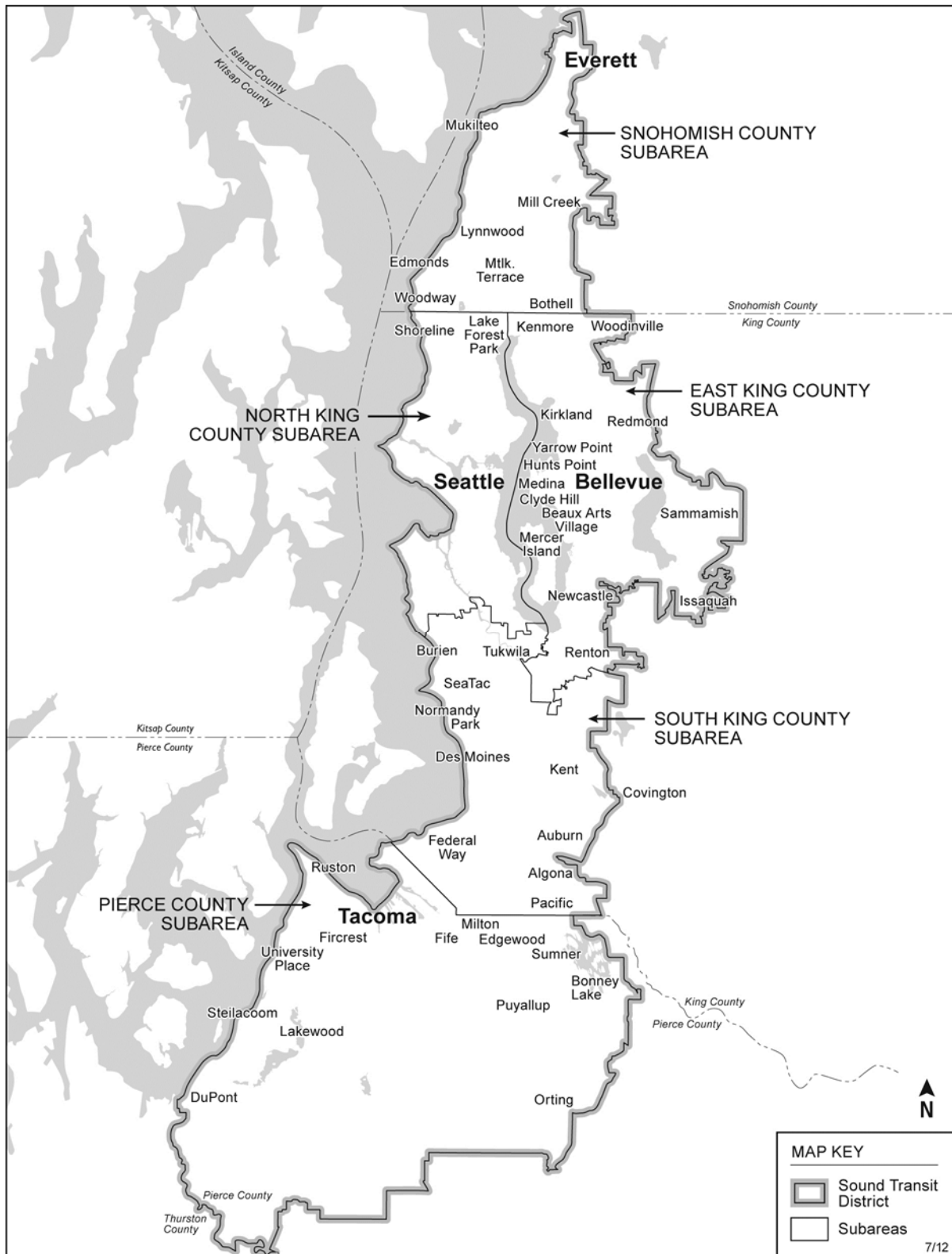
In close coordination with the agency's proposed budget and long-range financial plan, Sound Transit's service planning division prepares a Service Implementation Plan (SIP). The SIP describes service and revisions proposed for the upcoming year and cost estimates for the subsequent five year period.

Performance relative to the proposed budget is presented to the Audit and Reporting Committee and is published in the agency's Quarterly Report. Capital program performance is detailed in the Agency Progress Report. Quarterly Reports, Agency Progress Reports, Service Implementation Plan, and the agency's milestones are available at [www.soundtransit.org](http://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. More detail on subarea allocations can be found in the Appendices. To learn more about Sound Transit, our district, and how we're organized, please visit [www.soundtransit.org](http://www.soundtransit.org).

## SOUND TRANSIT DISTRICT



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## 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, vehicles, and equipment to maintain. Sounder service extended from Tacoma to Lakewood in 2012. Our light rail service from downtown Seattle to the University of Washington and from Sea-Tac Airport to South 200<sup>th</sup> Street will launch in 2016. In addition to supporting the agency's project and service plans directly, the proposed 2014 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 2014. This section also includes a look ahead to the future, risks and opportunities, as well as the 2014 agency scorecard.

## 2014 Budget Highlights

The Proposed 2014 Sound Transit budget includes revenues of \$918.9 million and outlays of \$1.1 billion. The agency's projected unrestricted cash balance of \$410.0 million at the end of 2013 will fund the difference of \$180.0 million between annual revenues and expenses, yielding a projected unrestricted cash balance of \$180.0 million at the end of 2014.

### Revenues

We expect to collect revenues of \$918.9 million in 2014, which is 9.9 percent higher than the 2013 budget – mainly due to higher sales tax revenues and federal grant receipts.



Link Light Rail in Downtown Seattle Transit Tunnel

### Service Delivery

Total service delivery budget of \$221.0 million is up 4.2 percent compared to the 2013 budget, driven by cost increases in our agreements with transit partners, increased Sounder maintenance expenses, annualization of the latest additions to Sounder service (the tenth trip between Seattle and Tacoma, and the sixth trip from Tacoma to Lakewood), and higher allocations of administrative expenses.

### Project Delivery

Total project spending is budgeted at \$719.2 million to continue planning, design, and build out of the regional transit system and enhance current service and operational capabilities.

### Agency Administration

Total agency administration budget of \$158.7 million includes net department budgets of \$53.7 million and debt service of \$105.0 million. The total department budget, before any transfers to project delivery and service delivery is \$101.2 million.

## 2014 BUDGET SUMMARY

(in thousands)

	2012 Actual	2013 Budget	2013 Forecast	2014 Budget
<b>Revenues &amp; Other Financing Sources</b>				
Retail Sales And Use Tax	551,898	560,007	579,126	602,080
Rental Car Tax	2,527	2,638	2,638	2,705
Motor Vehicle Excise Tax	65,844	67,522	69,035	71,930
Passenger Fare Revenue	54,145	52,461	53,953	57,079
Investment Income	12,176	5,649	6,856	7,377
Miscellaneous Revenues	10,642	10,078	10,588	10,699
Local & State Contributions	3,943	1,000	1,488	5,743
Federal Grants	127,758	136,789	142,065	161,247
<b>Total Revenues &amp; Other Financing Sources</b>	<b>\$828,932</b>	<b>\$836,143</b>	<b>\$865,749</b>	<b>\$918,860</b>
<b>Operating Expenses &amp; Capital Outlays</b>				
<b>Service Delivery</b>				
Central Link	52,684	57,772	56,934	60,696
Sounder	33,203	40,152	39,480	41,844
St Express	101,487	109,739	109,263	114,165
Tacoma Link	3,856	4,287	4,019	4,246
<b>Subtotal Service Delivery</b>	<b>191,230</b>	<b>211,950</b>	<b>209,695</b>	<b>220,951</b>
<b>Project Delivery</b>				
System Expansion	460,023	662,461	635,071	651,003
Enhancement	5,851	32,371	19,232	27,417
Rehabilitation & Replacement	32,335	31,476	5,800	36,146
Administrative	3,455	5,051	4,482	4,587
<b>Subtotal Project Delivery</b>	<b>501,664</b>	<b>731,359</b>	<b>664,584</b>	<b>719,153</b>
<b>Agency Administration</b>				
Departments	79,379	91,982	85,474	101,167
Transfers to Projects & Service Delivery	(35,363)	(43,162)	(40,239)	(47,485)
<b>Subtotal Departments</b>	<b>44,015</b>	<b>48,820</b>	<b>45,235</b>	<b>53,682</b>
Debt Service	88,951	106,276	105,588	105,027
<b>Subtotal Agency Administration</b>	<b>132,966</b>	<b>155,096</b>	<b>150,823</b>	<b>158,709</b>
<b>Total Operating Expenses &amp; Capital Outlays</b>	<b>\$825,861</b>	<b>\$1,098,405</b>	<b>\$1,025,102</b>	<b>\$1,098,813</b>

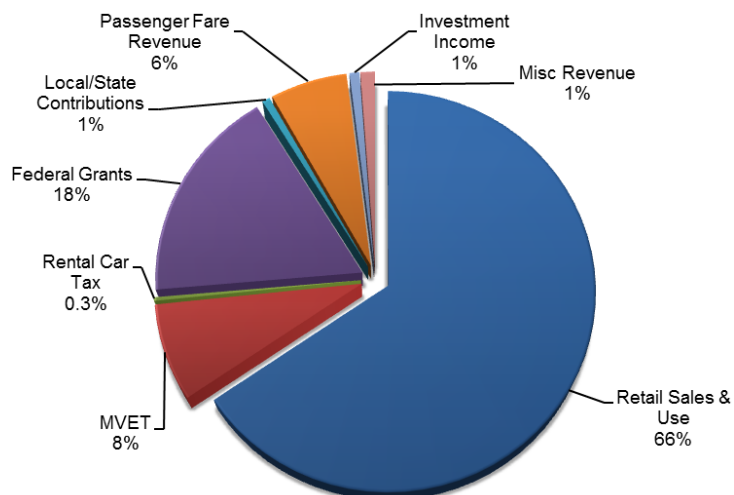
## Revenues and Other Financing Sources

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, passenger fare revenue, investment 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 based on data and assumptions provided by an independent forecaster.

The agency's projected unrestricted cash balance of \$410.0 million at the end of 2013 will fund the difference of \$180.0 million between revenues and expenses in 2014. The unrestricted cash balance is projected to be \$180.0 million at the end of 2014.

### 2014 Highlights

- We expect to collect \$918.9 million in total revenues, which is 9.9 percent or \$82.7 million higher than the 2013 budget – mainly due to higher sales tax revenues and federal grant receipts.
- The 2014 revenue budget is 6.1 percent or \$53.1 million higher than the 2013 forecast mainly due to higher sales tax revenues and federal grant receipts.
- Sales taxes of \$602.1 million are 7.5 percent or \$42.1 million higher the 2013 budget and 4.0 percent or \$23.0 million higher the 2013 forecast.
- Higher levels of construction activity on Link projects will drive a \$24.5 million increase in federal grants over the 2013 budget and a \$19.2 million increase over the 2013 forecast.
- Passenger Fare revenue is projected to be \$4.6 million or 8.8 percent higher than the 2013 budget and \$3.1 million or 5.8 percent higher than the forecast, due to an increase in ridership across the modes and higher average fare per boarding for Central Link and ST Express.
- Local & State contributions include state grants for projects and operating grants as well as any contributions from local jurisdictions. The 2014 budget of \$5.7 million includes a \$5 million state regional mobility grant.



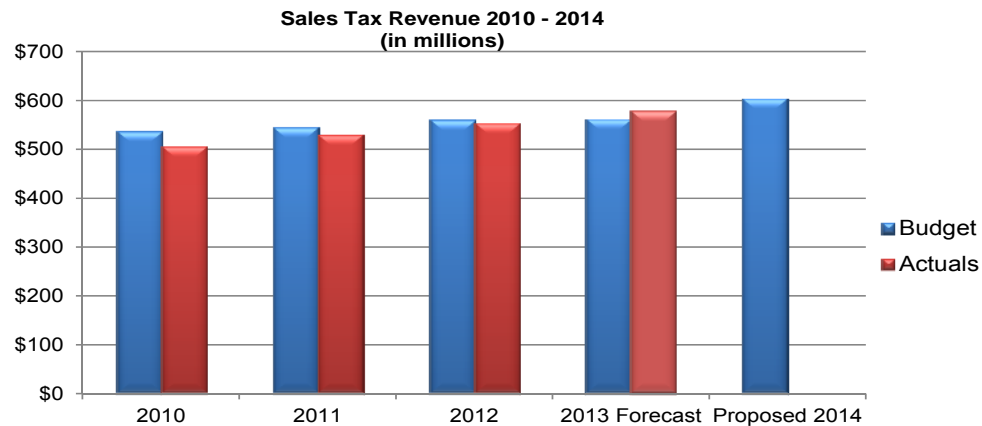
### REVENUE AND OTHER FINANCING SOURCES

(In thousands)

Retail Sales and Use Tax	\$602,080
MVET	71,930
Rental Car Tax	2,705
Federal Grants	161,247
Local/State Contributions	5,743
Passenger Fare Revenue	57,079
Investment Income	7,377
Misc Revenue	10,699
<b>Total</b>	<b>\$918,860</b>

## Retail Sales and Use Tax

- Sound Transit's largest revenue source at two thirds of total revenues, with \$602.1 million projected in 2014.
- Sound Transit receives 0.9 percent of transactions subject to sales and use taxes generated within the Sound Transit district.
- Receipts are expected to be 7.5 percent higher in 2014 than the 2013 budget reflecting stronger consumer spending in an improving regional economy.



## Motor Vehicle Excise Tax (MVET)

- Sound Transit receives 0.3 percent of vehicle license renewals within the Sound Transit district.
- Receipts of \$71.9 million are \$4.4 million or 6.5 percent higher than the 2013 budget.

## Rental Car Tax

- Sound Transit receives 0.8 percent of rental car payments within the Sound Transit district.
- Receipts of \$2.7 million are \$67 thousand or 2.5 percent higher than the 2013 budget.

## Federal Grants

- Federal grant revenues for 2014 is expected to be \$161.2 million, including the following projects:
  - University Link construction, \$101 million.
  - East Link final design & ROW, \$21 million.
  - Northgate Link Extension final construction, \$7 million.
  - Federal Way Transit Extension PE/ED, \$6 million.

## Local & State Contributions

- Previously reported under the miscellaneous revenues category, this category includes state grants for projects and operating grants, as well as any contributions from local jurisdictions.
- 2014 budget of \$5.7 million includes a \$5 million state regional mobility grant.

## Passenger Fare Revenue

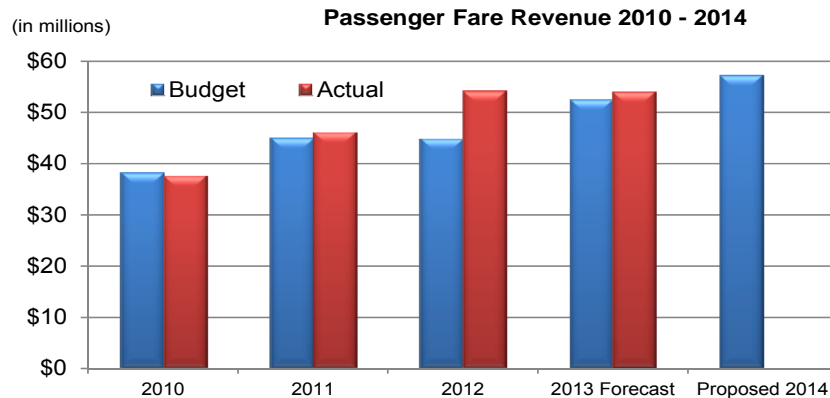
- Passenger Fare revenues from ST Express, Central Link, and Sounder services are projected at \$57.1 million, up \$4.6 million or 8.8 percent over the 2013 budget.

- Average fare per boarding assumptions for the 2014 budget are:

- Central Link, \$1.57.
- Sounder, \$3.15.
- ST Express, \$2.00.

- No fares are currently collected for Tacoma Link

service and are not assumed in the budget. Sound Transit is considering charging fares on Tacoma Link. If approved by the board, an adult fare could range from \$1 to \$2, with lower rates for children, seniors, and people with disabilities. If approved, Sound Transit will begin collecting fares no earlier than September 2014. The proposed budget does not include fare revenue pending the outcome of Board deliberations.



## Investment Income

- Sound Transit receives investment income on surplus cash and restricted funds invested in accordance with Washington State law and overseen according to board-approved investment policy.
- Investment income is projected at \$7.4 million for 2014, up \$1.7 million or 30.6 percent compared to the 2013 budget.

## Miscellaneous Revenue

- Miscellaneous revenues include advertising revenues, rental income from Sound Transit properties, ORCA regional program billing reimbursements, and federal government bond subsidy payments.
- The 2014 revenues of \$10.7 million are \$621 thousand or 6.2 percent higher than the 2013 budget due to reimbursements for operational expenses related to the new route 592 to Olympia and TVM services provided for King County Metro, higher ORCA card fee revenues, and advertising revenues.
- The 2014 federal government bond subsidy payment of \$6.6 million, down from \$7.1 million in the 2013 budget, reflects a reduction due to sequestration.

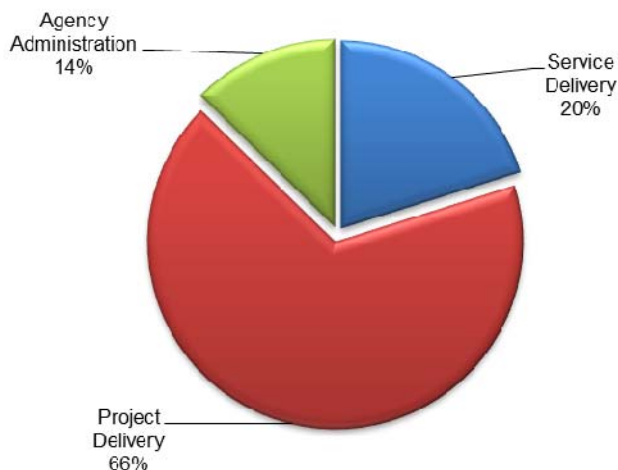
## Bond Proceeds

- Bonds are issued to finance capital projects. There is potential for a bond issuance towards the end of 2014, but neither revenues nor costs of a bond sale are included in the budget.

## Operating Expenses and Capital Outlays

Sound Transit's 2014 budget is organized in three sections: service delivery, project delivery, and agency administration. Two-thirds or 66 percent of the annual budget expenditures relate to the delivery of projects to expand and improve the regional transit system, and one-fifth or 20 percent of the budget to the operation of regional transit services. The remaining 14 percent are for agency administration expenses, some of which are directly charged or allocated to either service or project delivery budgets.

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	\$220,951
Project Delivery	719,153
Agency Administration	158,709
<b>Total</b>	<b>\$1,098,813</b>

### Service Delivery

Operation of regional transit services accounts for \$221.0 million in the 2014 budget, which is a 4.2 percent increase over 2013. Ridership is expected to be 6.2 percent higher than projected for the 2013 budget.

### 2014 Highlights

- Tacoma Link's 2014 budget totals \$4.2 million, a decrease of 1.0 percent or \$0.1 million from the 2013 budget – mainly due to decreases in contracted services, insurance, and training costs. These decreases are somewhat offset by an increase in agency allocation costs.
- Central Link's budget totals \$60.7 million, up 5.0 percent or \$2.9 million from the 2013 budget – primarily due to an increase in purchased transportation costs from King County, increases in security services cost based on changes in security deployment to the mode, and an increase in agency allocation costs.
- Sounder's 2014 budget totals \$41.8 million, up 4.2 percent or \$1.7 million from the 2013 budget – mainly due to increases in vehicle maintenance costs, maintenance of way expenses, annualization of new round trips, and an increase in agency allocation costs.
- ST Express's budget totals \$114.2 million, up 4.0 percent or \$4.5 million from the 2013 budget – primarily due to increased costs in service agreements, increased hours to address overloads, and an increase in agency allocation costs.

## Project Delivery

The bulk of the agency's budget, or \$719.2 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 is consistent with the 2013 presentation. 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 customer experience, increase the existing system's functionality, or reduce operating costs. Rehabilitation & Replacement projects extend the life of elements of the existing system or replace system assets at the end of their useful life. Administrative projects indirectly support the agency's mission.

## 2014 Highlights

- System Expansion – Link light rail projects account for \$571.6 million or 79.5 percent of the total project budget in 2014 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 and continuing construction for the South 200<sup>th</sup> Link Extension of light rail from Airport Station to Angle Lake Station at South 200<sup>th</sup> Street.
  - Completing the design of the Link extension to Northgate and site work at U District and Roosevelt Station locations.
  - Planning activity for the Federal Way and Lynnwood extensions.
  - Beginning construction of tunnels connecting UW station and Northgate.
- System Expansion – Sounder commuter rail budget of \$42.7 million is focused on completing the ST2 Sounder program. This work is concentrated on the construction of two Sounder stations in Mukilteo and Tukwila and wetland mitigation as the final element of the Sounder South Expanded Service.
- System Expansion – ST Express program budget of \$11.9 million includes baselining the I-90 Stage 3 HOV lanes and coordination of construction in anticipation of light rail crossing the floating I-90 bridges.
- System Expansion – Other projects have a total budget of \$24.8 million, including \$8.4 million for High Capacity Transit Corridor (HCT) planning studies, \$4.0 million for research and technology projects, \$6.7 million for long range plan update, and \$2.8 million for the development of public art at various Sound Transit locations.
- Enhancement projects have a total budget of \$27.4 million, with \$15.0 million for Positive Train Control, \$4.5 million for Noise Abatement and \$2.1 million for Transit Oriented Development.
- Rehabilitation and Replacement budget of \$36.1 million includes \$28.1 million for bus replacements and \$5.3 million for Sounder locomotive overhauls.
- Administrative projects budget of \$4.6 million includes continued implementation of an enterprise asset planning system and an automated accounts payable program.

## Agency Administration

This section of the budget includes department costs and debt service for a total of \$158.7 million in 2014.

### 2014 Highlights

- Department budgets are \$101.2 million or 10.0 percent higher than the 2013 budget. Of the total, 47 percent or \$47.5 million is transferred to service delivery or project delivery resulting in a net budget of \$53.7 million.
- Key drivers of the 10.0 percent increase in department costs are the full year costs of the 40.5 positions added in 2013 and 43 new positions proposed for 2014. Workforce growth is driven primarily by ST3 planning and the increase in project activity.
- Debt service is \$105.0 million comprised of \$71.5 million of interest and \$33.5 million of principal repayment.

## 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 200<sup>th</sup> Street — 2016.
- University of Washington to Northgate — 2021.
- Northgate to Lynnwood — 2023.
- Downtown Seattle to Bellevue and Overlake — 2023.
- South 200<sup>th</sup>/Angle Lake to Kent/Des Moines area — 2023.

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

- Reviewing Sound Transit's strategic and financial options is critical to fulfilling commitments made in the ST2 plan. This is made more complex by the sluggish economic recovery. Tax revenue for the period 2009-2023, is currently projected to be 29 percent lower than originally projected in 2008, when voters approved the ST2 plan. Implementation of the majority of the plan is expected to be complete in 2023.
- Developing long-term, systemwide parking and access plan improvements.
- Implementing the second phase of regional transit data services including real time customer facing applications and improved station information systems.
- Extending transit services beyond what is defined in ST2 requires years of study, planning, and early work. Several projects will look at potential expansion of high-capacity transit and revenue options in anticipation of a third transit expansion program — ST3.

### Developing an Agency for the Long Term

- ST University continues to expand as it delivers in-house training designed to meet development needs for employees throughout their career with the agency. Trainings offered

include Management Excellence Program, Project Management, and Leadership Development.

- Benefit programs, with a focus on wellness, are custom designed to be meaningful, financially sustainable, and competitive to attract and retain qualified employees, maximize the value of benefit dollars, and curb year-over-year increases in costs.

## 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.

- Economic recovery underway but still sluggish.
- Construction costs and real estate values are increasing which could adversely impact the agency's ability to manage projects within budget.
- Limited 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 schedules and agency deliverables.
- Transit service demand greater than can be met with financial resources.

## Opportunities

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

- Value engineering and constructability reviews that strive to identify cost saving opportunities.
- High gas prices, tolls, and parking fees continue to promote ridership.
- Transit-oriented development creates long-term ridership growth.
- Public concern about the environment increases use of public transit.

## 2014 Objectives and Strategies

In 2014 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. The agency's 2014 scorecard follows.

## 2014 AGENCY SCORECARD

### VISION STATEMENT

*Easy connections...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.*

<b>OBJECTIVE:</b> Deliver capital projects on time and within budget		
PRIORITIES	STRATEGIES	PERFORMANCE MEASURES
Projects delivered on time and on budget.	Implement best management processes including early value engineering and constructability reviews and maintain strong reporting on schedule and budget performance.	Meet 80% of agency project milestones.
		Cost Performance Index (CPI) of 1.0 or higher.
		Schedule Performance Index (SPI) of 0.95 or greater.
A community that is informed, engaged, and supportive of agency capital construction programs.	Engage key stakeholders and provide opportunities for input by the affected public early in the project development process and maintain continuous communications regarding project process, impacts, and future benefits.	Community members surveyed at all public outreach events.
		Community survey responses of 4.0 or greater (out of 5.0).

<b>OBJECTIVE:</b> Increase ridership		
PRIORITIES	STRATEGIES	PERFORMANCE MEASURES
Services easy to access with adequate parking for Sound Transit users.	Implement pilot program to better manage parking availability at Sound Transit facilities.	Increase number of transit riders served per parking stall at pilot facilities (increase HOV use and decrease nontransit related use).
	Evaluate the parking pilot program and develop long-term systemwide implementation plans.	Increase number of parking permits issued at designated stations and transit centers.
Maximize resources by enhancing integration of transit services.	Enhance coordination and service integration with transit partners.	Pursue agreement with King County Metro on an approved service integration plan that provides direct bus connections to Link light rail along the Central Link alignment and at UW and Capitol Hill Stations.

PRIORITIES	STRATEGIES	PERFORMANCE MEASURES
Improve customer access to rider information.	Implement Board approved R&T program.	Second phase of regional data services in 2014 implemented.
Increase Sounder ridership from the areas surrounding South Tacoma and Lakewood Stations.	Use market share survey results to implement targeted marketing plans.	Increased ridership based on survey data.
Meet or exceed system ridership goals.	Implement adopted TOD policy.	Qualified teams selected to compete for Capitol Hill TOD project(s).
	Maximize service productivity and allocation of resources.	Systemwide ridership at or above 29.9 million (excluding Paratransit).
		Customer satisfaction rating of 3.5 on 4-point scale on all service modes.
		Meet or exceed on-time performance objectives.

**OBJECTIVE:**  
Enhance financial and environmental sustainability

PRIORITIES	STRATEGIES	PERFORMANCE MEASURES
Board reviews sustainable financial plan.	Adjust capital and operating program to maintain fiscal sustainability.	Net debt service coverage above policy level (1.5 times).
		Achieve farebox recovery of 23.3% Sounder, 25.8% Central Link, and 28.4% ST Express.
	Increase grant funding.	Exceed 2013 grant forecast for FY 2014.
	Actively manage program realignment.	Quarterly reporting to Board on realignment status with recommendation on East Link schedule prior to baselining.
Business practices in place to ensure lifetime total cost of ownership is considered.	Implement approach for total cost of ownership (TCO).	Adoption of TCO policy and identification of elements to be routinely included in TCO evaluations.
Contain growth of operating cost per service hour.	Complete initial engineering and update cost estimate for ST2 Sounder Yard and Shops and ST Express Bus Base and evaluate alternative service scenarios.	Submit report to Board with staff recommendation on maintenance strategy.

PRIORITIES	STRATEGIES	PERFORMANCE MEASURES
Integrity and transparency in our procurement processes is a Sound Transit core value and key competency.	Develop standard curriculum and training in procurement integrity for Sound Transit employees and contractors.	Establish a mandatory training program for Sound Transit employees and contractors.
Increase the use of Small Business and Disadvantage Businesses.	Develop a comprehensive web based training program designed to improve technical assistances to Small Business.	Training program developed and delivered to small businesses.
	Collaboratively establish departmental goals.	Meet or exceed Small and Disadvantaged Business goals.
Secure federal funding for Lynnwood and Tacoma Link Extensions.	Effective manage the projects through the New Starts program.	Secure local funding share for Tacoma Link extension.
		Submit Small Starts application for Tacoma Link Extension.
Include Sound Transit in any state transportation package.	Share survey results and public involvement feedback related to interest in additional regional transit system expansion with public, partners, key stakeholders and legislators and keep all parties informed about ST3 planning and revenue options.	Pursue state funding and new taxing authority.
Maintain International certification of sustainability program.	Execute 2014 Sustainability Plan.	Achieve 80% of 2014 sustainability targets.
Specific and measurable cost containment or cost reduction implemented.	Implement continuous improvement program.	Two evaluations completed.
Improved flow of projects from planning through construction to operations.	Enhance cross-departmental engagement in planning, design, and construction.	Exceptions at transition to operations (Phase Gate 7) will be resolved within one year of transition.
		Increase dedicated staff resources to operational design review.
All agency assets are managed to maintain a State of Good Repair.	Implement 2014 target of Enterprise Asset Management Plan.	No asset below the condition rating of 2 as defined by FTA.

<b>OBJECTIVE:</b> <b>Foster a dynamic, inclusive, innovative culture where talented and dedicated people are proud to work toward a common mission</b>		
<b>PRIORITIES</b>	<b>STRATEGIES</b>	<b>PERFORMANCE MEASURES</b>
Timely recruitment of qualified and diverse talent.	Continue to optimize and expedite recruitment process, while monitoring effectiveness of diversity recruitment efforts and talent quality.	"Time to fill" open requisitions at or below 40 days.
Continuous alignment of people, strategy, and performance.	Bring performance management system in alignment with agency objectives, with cascading goals down to individual contributor level.	Performance management system overhaul is completed.
		Performance appraisals – 80% of completed within 30 days.
Support professional growth and development to ensure an environment of continuous learning.	Continue to expand Sound Transit University (STU) program.	All employees receive at least 16 hours of job specific training.
	Implement Leadership Development programs.	Management Excellence Program – 20 to 25 managers receive certification.
An equitable, effective, and financially sustainable total rewards program is in place.	Continuous assessment of total rewards programs to ensure effectiveness and alignment with the total rewards philosophy.	Health premium costs 2% below national trend with no decrease in quality of benefits.
		"Offer acceptance rate" at 95%.
Maintain effective teamwork, engage and motivate employees, and recognize their contributions to the success of the agency.	Support Employee Engagement Program, deploying organizational development programs/ interventions as needed.	Overall job satisfaction above national trend.
	Continue Diversity and Inclusion training.	Diversity and inclusion training received by 90% of employees.
	Promote an atmosphere of professionalism and mutual respect through effective management of employee and labor relations function.	Three or less formal external claims filed.

<b>OBJECTIVE:</b> <b>Provide safe and secure facilities and services for all customers and employees</b>		
<b>PRIORITIES</b>	<b>STRATEGIES</b>	<b>PERFORMANCE MEASURES</b>
Improve construction safety.	Successfully implement construction safety plans.	Loss time injuries rate on construction projects below national average.
Ensure the safety and security for Sound Transit passengers and employees.	Improve understanding of customer safety concerns.	Additional questions related to passenger security are included in 2014 Customer Satisfaction Survey.
	Improve CCTV surveillance.	CCTV integration software procured and implemented by Q4.
	Improve passenger education of crime prevention measures.	Marketing and communication material focused on personal crime prevention measures.
Ensure Sound Transit services are safely operated and maintained for passengers.	Enhance oversight and dialogue with partner agencies and contractors to ensure optimal performance.	Preventable accident rates meet or exceed targets.
		Preventive maintenance targets are met or exceeded.

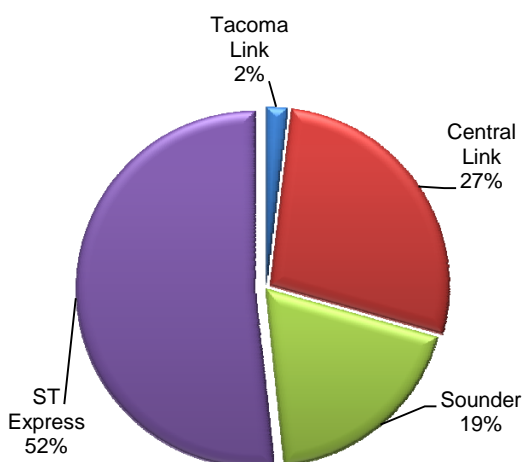
<b>OBJECTIVE:</b> <b>Deliver ST3 studies and plans on time and on budget</b>		
<b>PRIORITIES</b>	<b>STRATEGIES</b>	<b>PERFORMANCE MEASURES</b>
Complete ST3 studies in time for Board to decide on 2016 ballot measure.	Initiate and align corridor studies and long-range plan update to allow completion by early 2016.	Meet all ST3 milestones and project control indicators (CPI, SPI).
Identify funding options for build-out of regional transit system.	Review funding and revenue options with the Sound Transit Board.	Include funding and revenue options in the agency's 2014 legislative agenda.

## Service Delivery

The proposed Service Delivery budget for 2014 totals \$221.0 million. In 2014, Sound Transit expects to carry approximately 30.0 million riders by providing over 903,000 service hours across our four transit services plus paratransit.

The Service Delivery budget includes costs for operations and vehicle maintenance provided primarily through contracts with our transit agency partners. Only Tacoma Link operations and maintenance is performed by Sound Transit employees. 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 manages 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, closed-circuit television (CCTV) cameras, automatic passenger counters, passenger information systems, and other technology used in the delivery of service.

Each year a Service Implementation Plan (SIP) is prepared by Sound Transit's Service Planning division to guide the delivery of ST Express bus, Sounder commuter rail, and Link light rail services. Developed in close coordination with the agency's budget and long-range financial plan, the SIP describes Sound Transit services and revisions 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 also be found in the Proposed 2014 Transit Improvement Plan (TIP).



### SERVICE DELIVERY (in thousands)

Tacoma Link	\$ 4,246
Central Link	60,696
Sounder	41,844
ST Express	114,165
<b>Total</b>	<b>\$220,951</b>

### 2014 Highlights

- In 2014, Sounder service will include the annualization of a tenth trip between Seattle and Tacoma and a sixth round trip from Tacoma to Lakewood. Service from Tacoma to Lakewood was implemented in September 2013.
- ST Express bus extended its Route 592 in September 2013 from DuPont to Olympia. This service is made possible through a Regional Mobility Grant administered by Intercity Transit covering the cost of the extended service for at least two years.

- ST Express will add 2,000 hours of service in 2014 to address overcrowding on routes, primarily in East King County.
- Tacoma Link celebrated its ten-year anniversary in August 2013. Service levels are forecast to remain the same as 2013.
- Central Link celebrated its four-year anniversary in July 2013. Service levels are forecast to remain the same as 2013.
- Contracts with Community Transit, King County Metro, and Pierce Transit for ST Express bus operations, excluding fuel costs, are budgeted to increase at a rate in excess of inflation.



Sounder Commuter Rail  
Kent Station

## SERVICE DELIVERY BUDGET SUMMARY

(in thousands)	2012 Actual	2013 Budget	2013 Forecast	2014 Budget
<b>Salaries &amp; Benefits</b>				
Salaries	2,975	3,192	2,659	3,228
Benefits	1,744	1,765	1,520	1,803
<b>Subtotal</b>	<b>4,719</b>	<b>4,957</b>	<b>4,179</b>	<b>5,030</b>
<b>Services</b>				
Marketing and Rider Information	417	635	809	503
Fare Collection	2,000	2,550	2,217	3,188
Vehicle Maintenance	7,729	9,037	8,970	9,826
Facilities Maintenance	2,094	2,870	3,046	3,212
Downtown Seattle Transit Tunnel (DSTT)	5,488	7,065	6,587	6,713
Security and Safety	13,344	14,638	14,211	15,003
Miscellaneous Services	134	314	284	191
Maintenance of Way	1,549	1,188	1,024	1,258
Signage	252	220	173	266
<b>Subtotal</b>	<b>33,007</b>	<b>38,518</b>	<b>37,321</b>	<b>40,162</b>
<b>Materials &amp; Supplies</b>	<b>7,622</b>	<b>9,163</b>	<b>9,381</b>	<b>9,494</b>
<b>Other Expenses</b>				
Utilities	3,353	3,375	3,557	3,675
Insurance	2,485	2,927	2,620	2,820
Taxes	1,656	1,880	1,829	1,862
<b>Subtotal</b>	<b>7,494</b>	<b>8,182</b>	<b>8,006</b>	<b>8,356</b>
<b>Purchased Transportation Services</b>	<b>118,196</b>	<b>129,071</b>	<b>129,265</b>	<b>134,385</b>
<b>Paratransit</b>	<b>1,029</b>	<b>1,800</b>	<b>1,549</b>	<b>1,748</b>
<b>Miscellaneous Expenses</b>	<b>649</b>	<b>791</b>	<b>735</b>	<b>813</b>
<b>Operating Leases &amp; Rentals</b>	<b>5,265</b>	<b>5,858</b>	<b>5,917</b>	<b>5,416</b>
<b>Transfer Of Administrative Expenses</b>	<b>13,250</b>	<b>13,609</b>	<b>13,341</b>	<b>15,545</b>
<b>Service Delivery Budget Total</b>	<b>\$191,230</b>	<b>\$211,950</b>	<b>\$209,695</b>	<b>\$220,951</b>

## SERVICE DELIVERY BUDGET SUMMARY OF CHANGES

(in thousands)	2013 Budget	2014 Budget	\$ Change	% Change
<b>Salaries &amp; Benefits</b>				
Salaries	3,192	3,228	36	1.1
Benefits	1,765	1,803	38	2.1
<b>Subtotal</b>	<b>4,957</b>	<b>5,030</b>	<b>73</b>	<b>1.5</b>
<b>Services</b>				
Marketing and Rider Information	635	503	(132)	(20.9)
Fare Collection	2,550	3,188	638	25.0
Vehicle Maintenance	9,037	9,826	755	8.3
Facilities Maintenance	2,870	3,212	343	11.9
Downtown Seattle Transit Tunnel (DSTT)	7,065	6,713	(352)	(5.0)
Security and Safety	14,638	15,003	365	2.5
Miscellaneous Services	314	191	(89)	(31.7)
Maintenance of Way	1,188	1,258	70	5.9
Signage	220	266	46	20.6
<b>Subtotal</b>	<b>38,518</b>	<b>40,162</b>	<b>1,644</b>	<b>4.3</b>
<b>Materials &amp; Supplies</b>	<b>9,163</b>	<b>9,494</b>	<b>331</b>	<b>3.6</b>
<b>Other Expenses</b>				
Utilities	3,375	3,675	300	8.9
Insurance	2,927	2,820	(108)	(3.7)
Taxes	1,880	1,862	(18)	(1.0)
<b>Subtotal</b>	<b>8,182</b>	<b>8,356</b>	<b>175</b>	<b>2.1</b>
<b>Purchased Trans Svcs</b>	<b>129,071</b>	<b>134,385</b>	<b>5,314</b>	<b>4.1</b>
<b>Paratransit</b>	<b>1,800</b>	<b>1,748</b>	<b>(52)</b>	<b>(2.9)</b>
<b>Miscellaneous Expenses</b>	<b>791</b>	<b>813</b>	<b>23</b>	<b>2.9</b>
<b>Operating Leases &amp; Rentals</b>	<b>5,858</b>	<b>5,416</b>	<b>(442)</b>	<b>(7.6)</b>
<b>Transfer Of Administrative Expenses</b>	<b>13,609</b>	<b>15,545</b>	<b>1,936</b>	<b>14.2</b>
<b>Service Delivery Budget Total</b>	<b>\$211,950</b>	<b>\$220,951</b>	<b>\$9,001</b>	<b>4.2%</b>

## Service Delivery Budget

The proposed 2014 Service Delivery budget includes an increase of \$9.0 million or 4.2 percent to \$221.0 million. All modes, with the exception of Tacoma Link, show a proposed budget increase for 2014:

- Tacoma Link proposed 2014 budget is 1.0 percent lower at \$4.2 million, compared to the adopted 2013 budget.
- Central Link proposed 2014 budget is 5.0 percent higher at \$60.7 million, compared to the adopted 2013 budget.
- Sounder proposed 2014 budget is 4.2 percent higher at \$41.8 million compared to the adopted 2013 budget.
- ST Express proposed 2014 budget is 4.0 percent higher at \$114.2 million, compared to the adopted 2013 budget.

By far the largest Service Delivery budget item is purchased transportation services, which comprises almost 61 percent of the 2014 proposed budget. This category covers the negotiated agreements with our partners to deliver Central Link light rail, Sounder commuter rail, and ST Express bus services. The cost trend for these services for the last five years is shown by mode in the chart on the right, and discussed below.

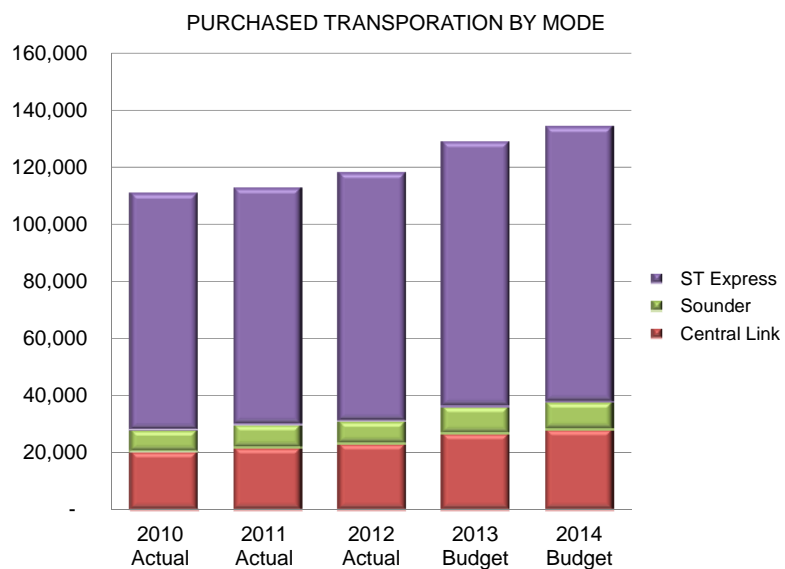
Purchased transportation costs for Central Link (exclusive of Paratransit) are planned to

increase 5.3 percent over the 2013 budget. The majority of the increase is driven by cost-of-living adjustments (COLA) included in our contract with KCM. Five new KCM FTEs will be added to support operations. An additional five KCM FTEs will be added to help with startup and testing of vehicles and systems for the new University Link and South Link Extensions. These costs will be charged directly to those capital projects.

Sounder commuter rail's purchased transportation expense is expected to increase 0.7 percent over the 2013 budget. Costs are driven by the contract with our partner, Burlington Northern Santa Fe (BNSF), as well as the annualized cost of new round trip added on the south line in 2013.

ST Express costs in this category are planned to increase 4.1 percent over the 2013 Budget, driven primarily by increases in the negotiated contract rates for each of our partners, KCM, CT, and PT. Also, an additional 2,000 service hours have been added to the Proposed 2014 Budget to address the most overcrowded system routes.

Details for other expense items related to our four transit programs can be found in the subsequent pages of this section.



## Service Delivery Staffing Plan

Divisions that work directly to manage each of our four transit modes report to the Operations department and are charged directly to the mode they manage.

IT Transit Systems division staff provide technical support for fare collection and passenger-related technology and report to the Finance & Information Technology (FIT) department. Their staff costs are charged to the service delivery budgets based on the number of TVMs deployed to each mode.

Service Delivery staffing plan details are available in the Agency Administration section and Appendix A.

## Ridership Forecast

Ridership in 2014 is expected to increase by 2.0 percent systemwide over the 2013 ridership forecast, which is based on ridership trends through the second quarter of 2013.

### 2014 RIDERSHIP FORECAST (in thousands)

Mode	2012 Actual	2013 Budget	2013 Forecast	2014 Budget	Change from Forecast	% Change
Central Link	8,700	9,200	9,200	9,700	500	5.4%
Sounder	2,812	2,700	3,000	3,000	-	0.0%
Tacoma Link	1,024	1,000	1,000	1,045	45	4.5%
ST Express	15,431	15,300	16,200	16,200	-	0.0%
Paratransit	63	100	64	100	36	57.5%
<b>Total All Modes</b>	<b>28,029</b>	<b>28,300</b>	<b>29,464</b>	<b>30,045</b>	<b>1,434</b>	<b>2.0%</b>

Systemwide ridership is expected to pass the 30 million mark in 2014. In 2013, for the first time ever, Sound Transit averaged over 100,000 combined bus and train weekday boardings for a full quarter of service.

*Central Link:* The 9.7 million boardings for 2014 represent a 5.4 percent change over the 2013 forecast, and the 2013 budget. An improving employment picture and increased boardings on weekends will continue to push ridership upward even with no plans for added service in 2014.

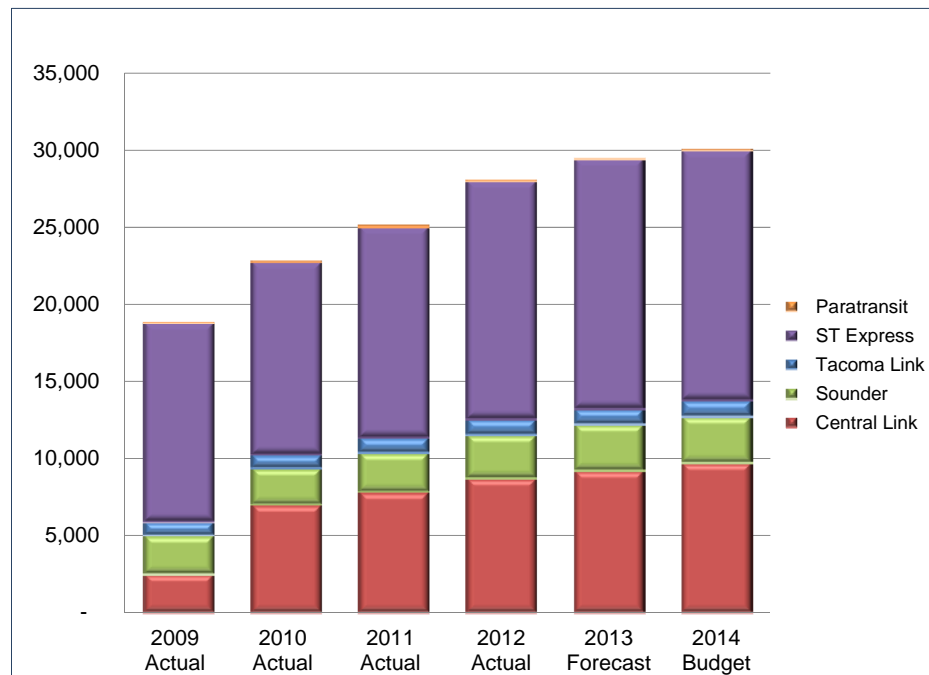
*Sounder:* Sounder boardings in 2014 are expected to remain at the same level as the 2013 forecast at 3 million riders and increase 11.1 percent over the 2013 budget. New service was added in the third quarter of 2013 with the addition of a tenth roundtrip between Seattle and Lakewood. On the North Line, BNSF and WSDOT have completed work to help prevent mudslides in two locations. We expect to improve ridership on this line by reducing track closures on the northern corridor which experienced a record number of mudslides last winter.

*Tacoma Link:* Ridership for 2014 is expected to increase 5.4 percent over the 2013 forecast and 2013 budget. No new service will be added on Tacoma Link in 2014.

*ST Express:* 2014 boardings on bus are expected to remain even with the 2013 forecast and increase 5.9 percent over the 2013 budget. An additional 2,000 hours are proposed for the 2014 budget to address the most overcrowded routes in the system.

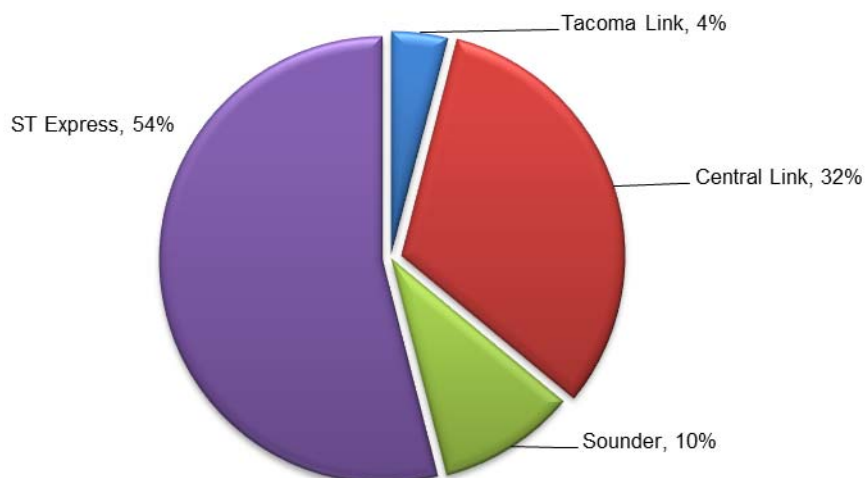
### RIDERSHIP BY MODE 2010 – 2014

(in thousands)



The 2014 forecast for boardings by mode is represented in the pie chart below, demonstrating the current make-up of Sound Transit's service. These modal proportions have remained fairly stable since the first full year of Central Link in 2010. Bus riders account for 54 percent of total ridership, followed by Central Link light rail at 32 percent, Sounder commuter rail at 10 percent, and Tacoma Link representing 4 percent of the system's boardings.

### PROPORTION OF TOTAL BOARDINGS BY MODE – 2014 BUDGET



## Service Delivery Budget by Program

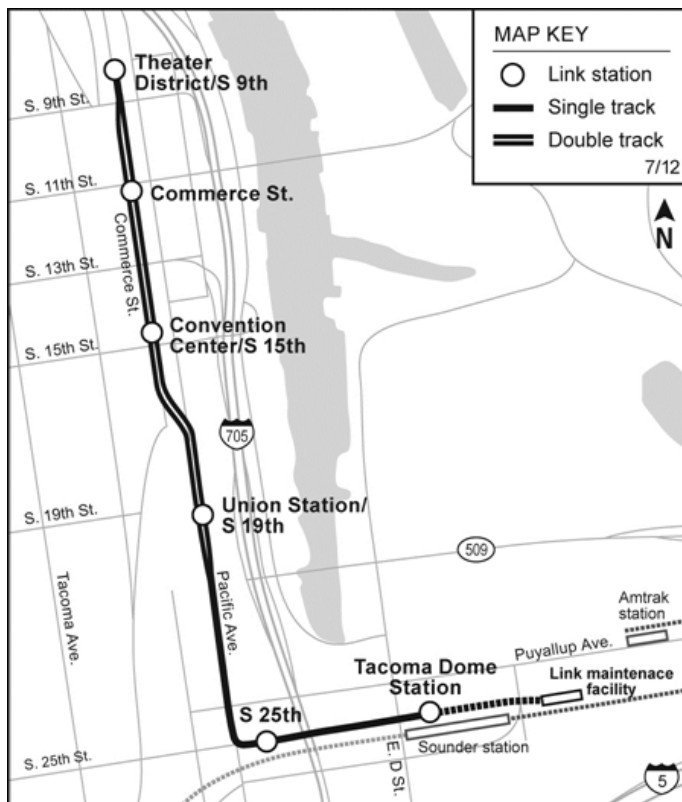
### **TACOMA LINK LIGHT RAIL**

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 reflect the history and community of Tacoma. We run two trains at peak ridership hours and one during slower times of the day. Trains run at 12-minute intervals. No service changes are being implemented in 2014. 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 celebrated its tenth anniversary in August 2013. The service, which opened on August 22, 2003, has carried more than 9.4 million riders over the years.

### TACOMA LINK LIGHT RAIL SERVICE ROUTE



## TACOMA LINK BUDGET

(in thousands)	2012 Actual	2013 Budget	2013 Forecast	2014 Budget
<b>Salaries &amp; Benefits</b>				
Salaries	1,090	1,163	986	1,141
Benefits	744	699	657	720
<b>Subtotal</b>	<b>1,834</b>	<b>1,862</b>	<b>1,643</b>	<b>1,861</b>
<b>Services</b>				
Marketing and Rider Information	30	50	17	27
Vehicle Maintenance	1	48	30	32
Facilities Maintenance	140	257	311	298
Security and Safety	436	404	417	395
Miscellaneous Services	0	22	20	20
Maintenance of Way	62	103	62	50
Signage	20	19	17	40
<b>Subtotal</b>	<b>689</b>	<b>904</b>	<b>875</b>	<b>862</b>
<b>Materials &amp; Supplies</b>	<b>254</b>	<b>227</b>	<b>231</b>	<b>216</b>
<b>Other Expenses</b>				
Utilities	55	131	109	116
Insurance	168	228	247	198
Taxes	0	1	0	0
<b>Subtotal</b>	<b>223</b>	<b>360</b>	<b>356</b>	<b>315</b>
<b>Purchased Trans Svcs</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>5</b>
<b>Miscellaneous Expenses</b>	<b>51</b>	<b>115</b>	<b>104</b>	<b>59</b>
<b>Operating Leases &amp; Rentals</b>	<b>11</b>	<b>13</b>	<b>15</b>	<b>13</b>
<b>Transfer Of Administrative Expenses</b>	<b>794</b>	<b>801</b>	<b>790</b>	<b>916</b>
<b>Mode Total</b>	<b>\$3,856</b>	<b>\$4,287</b>	<b>\$4,019</b>	<b>\$4,246</b>

## Tacoma Link Budget Analysis

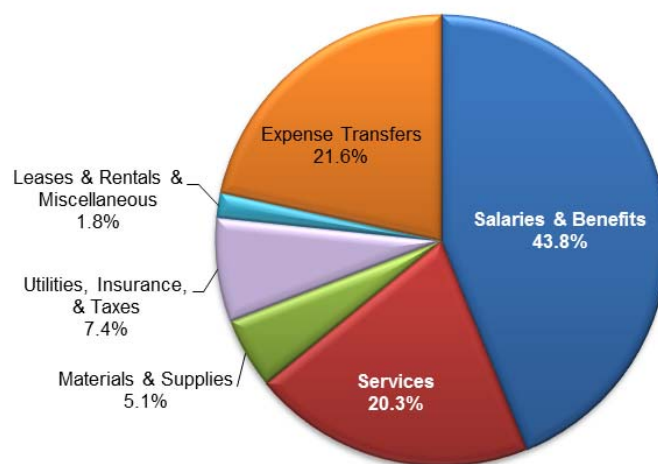
The 2014 Tacoma Link proposed budget is \$4.2 million, down from \$4.3 million in 2013, a decrease of 1.0 percent.

- Salaries and benefits are budgeted slightly less than 2013, due in part to a reduction in expected overtime.
- Services are budgeted 5.0 percent lower primarily because a large portion of work that was formerly contracted out has been brought in house. Additionally, security expenses are expected to be lower due to changes in the security services deployment plan.
- Insurance is proposed to decrease \$30 thousand or 13.0 percent. This budget reduction is the net result of lower expected claims expenses – based on several years of favorable trending and a small increase in premium costs – based on both boardings and vehicle asset values.
- Miscellaneous expenses budget is expected to be lower due to a reduction in training for maintenance staff. The initial training for certification of staff on overhead catenary and traction power maintenance was completed in 2013. The proposed 2014 budget provides for ongoing re-certification training.
- Agency Administrative expense allocations are included in the proposed budget at \$115 thousand or 14.0 percent above 2013 due to an increase in proposed agency expenses allocated to Service Delivery. The increase has three major components: growth in agency staff costs, added allocation from new cost centers not included in 2013, and changes in cost allocation drivers.



Tacoma Link Light Rail at the Convention Center

## TACOMA LINK BUDGET BY PERCENTAGE



## Tacoma Link Performance Statistics Analysis

Budget projections for 2014 show increased ridership and decreased operating costs which result in better performance for Tacoma Link than 2013 performance targets.

- No new changes to service are planned for 2014.
- More than 9,600 service hours are expected to be delivered.
- Ridership target is just over 1 million boardings or 3,517 per weekday.
- Operating costs are projected to decrease by 1.0 percent. Service will remain relatively unchanged; therefore, the cost per hour is forecast to decrease 1.0 percent. Ridership is projected to grow by 4.5 percent compared to the 2013 budget resulting in an expected reduction in cost per boarding from \$4.29 to \$4.06 or 5.2 percent in 2014.

## TACOMA LINK LIGHT RAIL PERFORMANCE STATISTICS

Performance Statistics	2012 Actual	2013 Budget	2013 Forecast	2014 Budget	2014 v 2013 Budget
<b>SUMMARY DATA</b>					
<b>Service Provided</b>					
Revenue Vehicle Hours Operated	9,822	9,617	9,822	9,617	0.0%
Revenue Vehicle Miles Operated	75,897	76,037	74,185	74,317	-2.3%
Trips Operated	48,886	47,857	49,000	48,000	0.3%
<b>Service Consumed</b>					
Total Boardings	1,024,053	1,000,000	1,000,000	1,045,000	4.5%
Average Weekly Boardings	3,476	3,271	3,483	3,517	7.5%
<b>SERVICE PERFORMANCE MEASURES</b>					
Total Boardings/Revenue Vehicle Hour	104.3	104.0	101.8	108.7	4.5%
Total Boardings/Trip	20.9	20.9	20.4	21.8	4.2%
Percentage of Scheduled Trips Operated	99.5%	98.5%	99.5%	98.5%	0.0%
On-time Performance	100.0%	98.5%	100%	98.5%	0.0%
Complaints per 100,000 Boardings	0.1	15.0	0.9	15.0	0.0%
Preventable Accidents per 100,000 Service Miles	1.3	<1.7	2.6	<1.7	0.0%
<b>FINANCIAL PERFORMANCE MEASURES</b>					
Operating costs (less depreciation)	\$3,856,024	\$4,286,836	\$4,018,697	\$4,246,022	-1.0%
Cost/Revenue Vehicle Hour	\$392.59	\$445.76	\$409.15	\$441.51	-1.0%
Cost/Revenue Vehicle Mile	\$50.81	\$56.38	\$54.17	\$57.13	1.3%
Cost/Boarding	\$3.77	\$4.29	\$4.02	\$4.06	-5.2%

## **CENTRAL LINK LIGHT RAIL**

Central Link light rail trains run between downtown Seattle and Sea-Tac Airport, serving 13 passenger stations, including the 4 stations in the Downtown Seattle Transit Tunnel. The 15.6-mile ride between Sea-Tac and downtown Seattle takes about 35 minutes. During peak hours, service runs every seven and a half minutes, with less frequent service during mid-day and before and after peak hours.

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 KCM through an inter-governmental agreement. Sound Transit has seven Operations Department FTEs and an allocation of eight IT Transit Systems staff. Central Link division staff oversee overall operations and oversight of operations and maintenance of the trains. Sound Transit is directly responsible for security, spare parts, insurance, traction power, and other utilities. IT Transit System staff provide technical support for ticket vending machines, security cameras, and other passenger related technology.

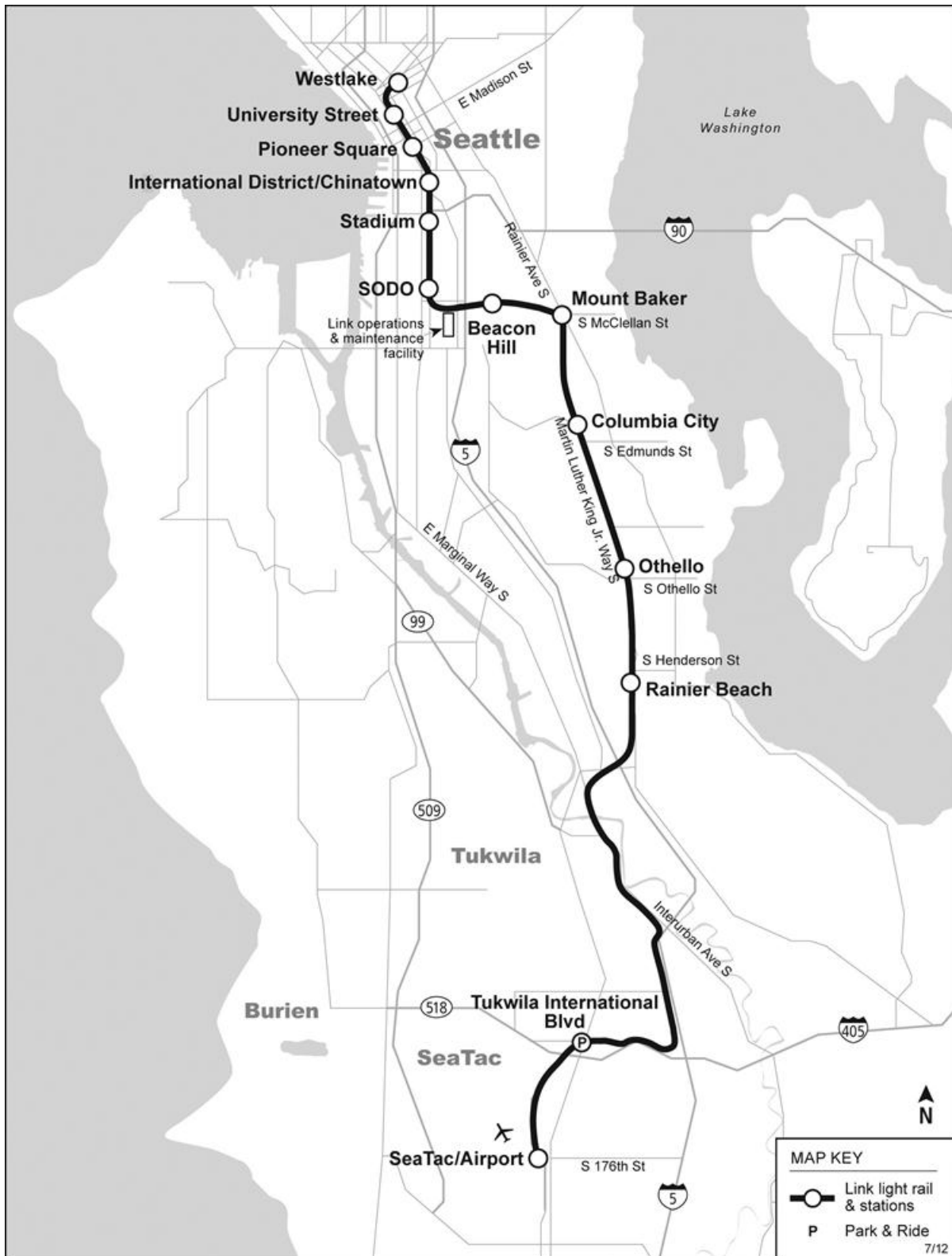
KCM employs 197 Central Link staff including control center personnel, service supervisors, maintenance-of-way personnel, maintenance technicians, facilities custodians, and 56 light rail operators. King County staff provides supervision and operations of the trains, maintenance of the vehicles, and 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  
Pioneer Square Station – Downtown Seattle Transit Tunnel

## CENTRAL LINK LIGHT RAIL SERVICE ROUTE



## CENTRAL LINK BUDGET

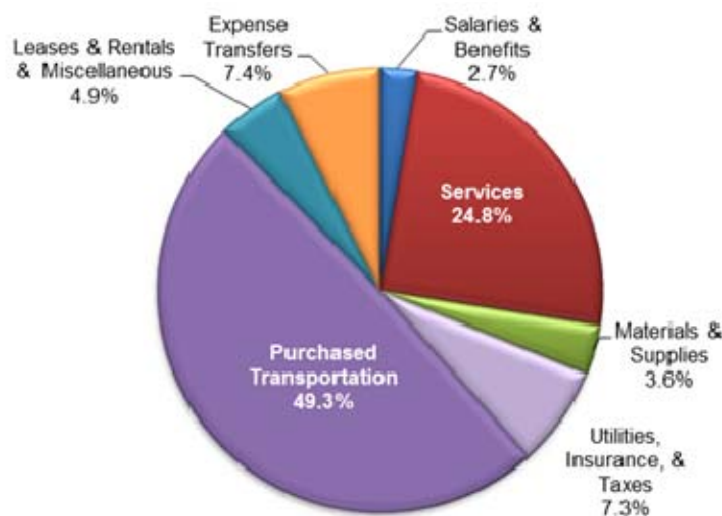
(in thousands)	2012 Actual	2013 Budget	2013 Forecast	2014 Budget
<b>Salaries &amp; Benefits</b>				
Salaries	1,007	1,100	875	1,099
Benefits	528	561	448	558
<b>Subtotal</b>	<b>1,535</b>	<b>1,661</b>	<b>1,323</b>	<b>1,657</b>
<b>Services</b>				
Marketing and Rider Information	91	176	120	125
Fare Collection	993	999	757	1,298
Facilities Maintenance	242	133	455	423
Downtown Seattle Transit Tunnel (DSTT)	3,158	4,065	3,837	3,863
Security and Safety	8,299	8,673	8,599	9,116
Miscellaneous Services	133	203	222	169
Maintenance of Way	863	0	0	0
Signage	67	45	57	51
<b>Subtotal</b>	<b>13,846</b>	<b>14,294</b>	<b>14,046</b>	<b>15,044</b>
<b>Materials &amp; Supplies</b>	<b>2,365</b>	<b>2,063</b>	<b>2,322</b>	<b>2,187</b>
<b>Other Expenses</b>				
Utilities	1,970	1,864	2,116	2,169
Insurance	1,581	1,850	1,464	1,864
Taxes	345	356	362	391
<b>Subtotal</b>	<b>3,895</b>	<b>4,070</b>	<b>3,942</b>	<b>4,425</b>
<b>Purchased Transportation Services</b>	<b>23,203</b>	<b>26,742</b>	<b>26,670</b>	<b>28,169</b>
<b>Paratransit</b>	<b>1,029</b>	<b>1,800</b>	<b>1,549</b>	<b>1,748</b>
<b>Miscellaneous Expenses</b>	<b>220</b>	<b>263</b>	<b>238</b>	<b>229</b>
<b>Operating Leases &amp; Rentals</b>	<b>2,767</b>	<b>2,972</b>	<b>2,927</b>	<b>2,771</b>
<b>Transfer Of Administrative Expenses</b>	<b>3,825</b>	<b>3,907</b>	<b>3,917</b>	<b>4,467</b>
<b>Mode Total</b>	<b>\$52,684</b>	<b>\$57,772</b>	<b>\$56,934</b>	<b>\$60,696</b>

### Central Link Budget Analysis

The budget for Central Link light rail is proposed to increase 5.0 percent to \$60.7 million from \$57.8 million.

- Fare collection expenses are proposed to increase \$152 thousand or 15.2 percent. This is due to increases in ORCA operating expenses and fare collection costs, driven by an increase in ridership and volume of transactions.
- Materials and Supplies are projected to increase by \$124 thousand or 6.0 percent primarily due to the reclassification of operators' uniform cost from Purchased Transportation Services to this category.
- Downtown Seattle Transit Tunnel (DSTT) expenses for maintenance are forecast lower by \$202 thousand or 5.0 percent to reflect lower cost trending in 2013.
- Security and Safety expense proposed budget is higher by \$443 thousand or 5.1 percent due to changes in security deployment to the modes.
- Facilities Maintenance is expected to increase \$290 thousand or 218 percent due to the addition of sensitive area maintenance contracts, which were previously budgeted in the capital project, but are now an on-going maintenance cost.
- Purchased Transportation Services are proposed to increase \$1.4 million reflecting the addition of five new King County staff and 3% cost-of-living adjustment (COLA) increases for all King County staff in 2014 that provide operations and maintenance services for Central Link light rail.
- Agency Administrative expense allocations are forecast higher by \$560 thousand or 14.3 percent in 2014 due to higher proposed agency expenses allocated to Service Delivery. The increase has three major components: growth in agency staff costs, added allocation from new cost centers not included in 2013, and changes in cost allocation drivers.

### CENTRAL LINK BUDGET BY PERCENTAGE



## Central Link Performance Statistics Analysis

Budget projections for 2014 show increased ridership and increased operating costs which result in mixed performance for Central Link.

- Train size will go back to two-car all the time, rather than the current schedule which reduces trains to one car after 7 p.m. and on weekends. Ridership is expected to increase by 500,000 or 5.4 percent over the 2013 budget. Cost per boarding forecast for 2014 is unchanged at \$6.08.
- About 141,000 revenue vehicle hours are expected to be delivered, an increase of 6.8 percent over the 2013 budget, as a result of running two-car trains
- Ridership is forecasted at 29,600 weekday boardings and 9.7 million annual boardings, a 5.4 percent increase over the 2013 budget.
- Operating costs for Central Link (exclusive of Paratransit, which is not included in Central Link performance statistics) are projected to increase by 5.3 percent.
- Cost per vehicle hour is expected to decrease by 1.4 percent, and cost per vehicle mile is projected to rise by 3.4 percent.

## CENTRAL LINK LIGHT RAIL PERFORMANCE STATISTICS

Performance Statistics	2012 Actual	2013 Budget	2013 Forecast	2014 Budget	2014 v 2013 Budget
<b>SUMMARY DATA</b>					
<b>Service Provided</b>					
Revenue Vehicle Hours Operated	136,167	132,000	140,174	141,000	6.8%
Revenue Vehicle Miles Operated	2,552,647	2,455,000	2,616,962	2,622,600	6.8%
Revenue Train Hours Operated	72,240	71,800	70,500	71,800	0.0%
Trips Operated	90,834	92,527	90,834	90,500	-2.2%
<b>Service Consumed</b>					
Total Boardings	8,699,821	9,200,000	9,200,000	9,700,000	5.4%
Average Weekday Boardings	25,990	27,900	27,900	29,600	6.1%
<b>SERVICE PERFORMANCE MEASURES</b>					
Total Boardings/Revenue Vehicle Hour	63.9	69.7	65.6	68.8	-1.3%
Total Boardings/Trip	96	99	101	107	7.8%
Percentage of Scheduled Trips Operated	97.5	98.5	99.0%	98.5%	0.0%
Headway Management	93.9%	>90%	93.0%	>90%	0.0%
Complaints per 100,000 Boardings	1.9	15	0.9	15.0	0.0%
Preventable Accidents per 100,000 Service Miles	0	<0.3	0.04	<0.3	0.0%
<b>FINANCIAL PERFORMANCE MEASURES</b>					
<b>Operating costs (less depreciation and paratransit costs)</b>	\$51,654,295	\$55,972,139	\$56,385,290	\$58,948,088	5.3%
Cost/Revenue Vehicle Hour	\$379.35	\$424.03	\$402.25	\$418.07	-1.4%
Cost/Revenue Vehicle Mile	\$20.24	\$22.80	\$21.55	\$22.48	-1.4%
Cost/Revenue Train Hour	\$715.03	\$779.56	\$799.79	\$821.00	5.3%
Cost/Boarding	\$5.94	\$6.08	\$6.13	\$6.08	-0.1%

## **SOUNDER COMMUTER RAIL**

Sounder commuter rail spans three counties, serving commuters and travelers making their way from Lakewood 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.

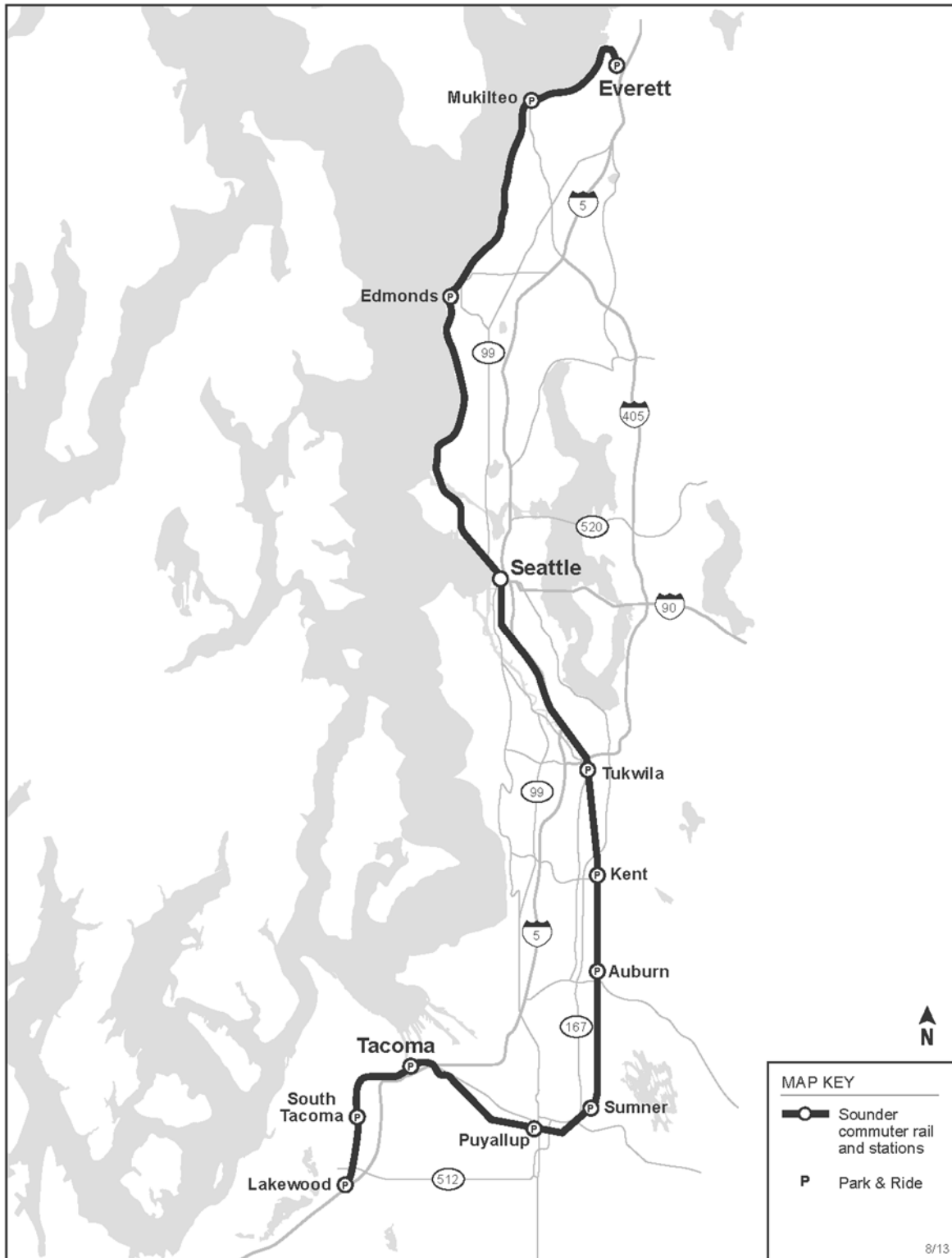
South line commuter service offers nine daily round trips between Seattle and Tacoma. During fourth quarter 2012, Sound Transit began service from Tacoma south to South Tacoma and Lakewood stations. This new segment offers five daily round trips. Beginning in fourth quarter 2013, Sound Transit will add a sixth round trip between Seattle and Lakewood, which will result in ten round trips 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 2014. 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 7 park-and-ride lots. The Sounder fleet consists of 14 locomotives, 40 coaches, and 18 cab cars that include an engineer's cab. During 2013, three additional locomotives were added into our fleet. Also during 2013, the Board approved the purchase of nine passenger cab cars to fulfill ST2 service expansion requirements. These vehicles are expected to be delivered in early 2016. 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



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**SOUNDER BUDGET**

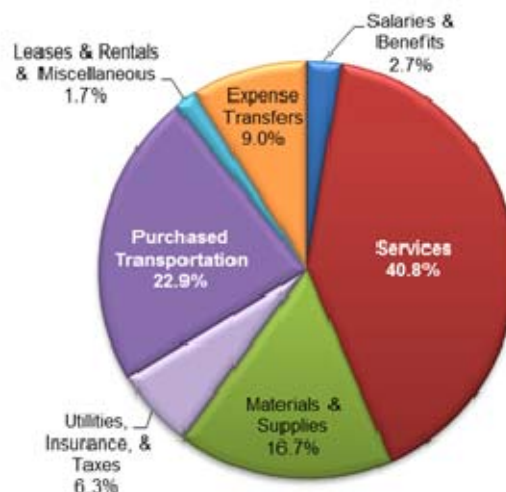
(in thousands)	<b>2012 Actual</b>	<b>2013 Budget</b>	<b>2013 Forecast</b>	<b>2014 Budget</b>
<b>Salaries &amp; Benefits</b>				
Salaries	631	680	604	732
Benefits	333	376	311	390
<b>Subtotal</b>	<b>963</b>	<b>1,056</b>	<b>915</b>	<b>1,122</b>
<b>Services</b>				
Marketing and Rider Information	119	132	110	132
Fare Collection	374	441	399	552
Vehicle Maintenance	7,728	8,939	8,940	9,794
Facilities Maintenance	904	1,099	1,180	1,072
Security and Safety	3,707	4,094	3,997	4,219
Miscellaneous Services	1	82	42	3
Maintenance of Way	624	1,085	962	1,208
Signage	79	81	51	79
<b>Subtotal</b>	<b>13,536</b>	<b>15,952</b>	<b>15,683</b>	<b>17,060</b>
<b>Materials &amp; Supplies</b>	<b>4,915</b>	<b>6,798</b>	<b>6,786</b>	<b>6,981</b>
<b>Other Expenses</b>				
Utilities	825	936	967	1,012
Insurance	689	830	904	757
Taxes	686	1,044	836	849
<b>Subtotal</b>	<b>2,200</b>	<b>2,810</b>	<b>2,707</b>	<b>2,617</b>
<b>Purchased Trans Svcs</b>	<b>7,839</b>	<b>9,509</b>	<b>9,519</b>	<b>9,575</b>
<b>Miscellaneous Expenses</b>	<b>205</b>	<b>243</b>	<b>229</b>	<b>234</b>
<b>Operating Leases &amp; Rentals</b>	<b>368</b>	<b>474</b>	<b>599</b>	<b>482</b>
<b>Transfer Of Administrative Expenses</b>	<b>3,176</b>	<b>3,309</b>	<b>3,042</b>	<b>3,773</b>
<b>Mode Total</b>	<b>\$33,203</b>	<b>\$40,152</b>	<b>\$39,480</b>	<b>\$41,844</b>

## Sounder Budget Analysis

The proposed 2014 Sounder budget is \$41.8 million, up 4.2 percent from \$40.2 million in 2013.

- Vehicle Maintenance is proposed to be higher by \$855 thousand or 9.6 percent due to increasing fleet size, age of the original fleet, and maintenance contract rates. Three new locomotives were delivered in early 2013. The budget for 2014 reflects an increase in revenue fleet size from 56 to 62, with one new locomotive and five coaches being added to the existing fleet. Sounder also has a new signaling maintenance cost sharing agreement with Amtrak for King Street Station.
- Maintenance of Way expenses are expected to increase \$123 thousand or 11.3 percent due primarily to additional costs for Tacoma Rail Trestle maintenance.
- Materials and Supplies are proposed to increase \$183 thousand or 2.7 percent primarily due to spare parts related to the contract for Maintenance of Way. Slightly higher fuel costs are forecast due to an increase in service levels, partially offset by reduction in fuel consumption through the expanded use of wayside power units.
- Purchased Transportation costs charged by BNSF to operate our Sounder service are proposed to increase \$66 thousand or 0.7 percent. This budget includes the estimated costs for the annualization of the sixth round trip between Seattle to Tacoma to Lakewood, to be added in the fourth quarter of 2013, and increases to the contract rates for 2014. These increases are largely offset by a reduction from the 2013 budget which included one-time pre-opening costs for Lakewood extension.
- Utility costs are expected to rise by nearly \$76 thousand or 8.1 percent in 2014 due to the increase in wayside power units from four to six at the Lakewood layover.
- Insurance for Sounder is forecast lower by \$73 thousand or 8.8 percent. This savings is the net result of several years of favorable claims expenses and a small increase in premium costs, which are based on both boardings and asset value of vehicles.
- Agency Administrative expense allocations are proposed to increase \$464 thousand or 14.0 percent for 2014 due to an increase in proposed agency expenses allocated to Service Delivery. The increase has three major components: growth in agency staff costs, added allocation from new cost centers not included in 2013, and changes in cost allocation drivers.

## SOUNDER COMMUTER RAIL BUDGET BY PERCENTAGE



### Sounder Performance Statistics Analysis

- In 2014 we will have ten daily round trips between Seattle and Tacoma, six of which will go to Lakewood. We expect to deliver more than 50,600 service hours.
- Ridership target is 3.0 million total boardings or 11,470 per weekday.
- Sounder cost per revenue vehicle hour is projected to decrease from \$863 in 2013 to \$826 in 2014, a decrease of 4.3 percent.
- Boardings are forecast to increase by 11.1 percent, which would yield a decrease in cost per boarding of 6.3 percent in 2014, from \$14.87 to \$13.95.
- Excluding fuel cost changes, cost per hour is forecast at \$732 or 3.8 percent lower than the 2013 budget of \$761.
- Excluding fuel cost changes, cost per boarding is projected to be \$12.36 for 2014, a decrease of 5.7 percent from 2013 cost of \$13.11.

### SOUNDER COMMUTER RAIL PERFORMANCE STATISTICS

Performance Statistics	2012 Actual	2013 Budget	2013 Forecast	2014 Budget	2014 v 2013 Budget
<b>SUMMARY DATA</b>					
<b>Service Provided</b>					
Revenue Vehicle Hours Operated	38,951	46,500	45,451	50,628	8.9%
Revenue Vehicle Miles Operated	1,507,757	1,690,776	1,593,653	1,851,276	9.5%
Trips Operated	6,542	6,910	6,768	7,340	6.2%
<b>Service Consumed</b>					
Total Boardings	2,811,891	2,700,000	3,000,000	3,000,000	11.1%
<b>Average Weekday Boardings</b>	<b>10,584</b>	<b>10,369</b>	<b>11,441</b>	<b>11,470</b>	<b>10.6%</b>
<b>SERVICE PERFORMANCE MEASURES</b>					
Total Boardings/Revenue Vehicle Hour	72	58	66	59	2.1%
Total Boardings/Trip	430	391	443	409	4.6%
Percentage of Scheduled Trips Operated	97.5%	99.5%	97.0%	99.5%	0.0%
On-time Performance	96.4%	>95%	98.0%	>95%	0.0%
Complaints per 100,000 Boardings	6.7	<15	8.0	<15	0.0%
Preventable Accidents per 1,000,000 Total Miles	0	<1	0	<1	0.0%
<b>FINANCIAL PERFORMANCE MEASURES</b>					
<b>Operating costs (less depreciation)</b>	<b>\$33,203,394</b>	<b>\$40,151,847</b>	<b>\$39,479,525</b>	<b>\$41,844,149</b>	<b>4.2%</b>
Cost/Revenue Vehicle Hour	\$852.44	\$863.48	\$868.62	\$826.50	-4.3%
Cost/Revenue Vehicle Mile	\$22.02	\$23.75	\$24.77	\$22.60	-4.8%
Cost/Boarding	\$11.81	\$14.87	\$13.16	\$13.95	-6.2%
<b>Fuel Costs</b>	<b>\$3,476,347</b>	<b>\$4,764,547</b>	<b>\$4,634,824</b>	<b>\$4,769,510</b>	<b>0.1%</b>
<b>Operating costs (less fuel and depreciation)</b>	<b>\$29,727,047</b>	<b>\$35,387,300</b>	<b>\$34,844,701</b>	<b>\$37,074,639</b>	<b>4.8%</b>
Cost/Revenue Vehicle Hour	\$763.19	\$761.02	\$766.64	\$732.30	-3.8%
Cost/Revenue Vehicle Mile	\$19.72	\$20.93	\$21.86	\$20.03	-4.3%
Cost/Boarding	\$10.57	\$13.11	\$11.61	\$12.36	-5.7%

## **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 (KCM), Pierce Transit (PT), and Community Transit (CT).

Sound Transit provides 280 buses to support ST Express service. The bus fleet is maintained by transit partners KCM (103 buses), PT (116 buses), and CT (61 buses). ST Express service is supported by 11 transit centers and 9 park-and-ride lots.

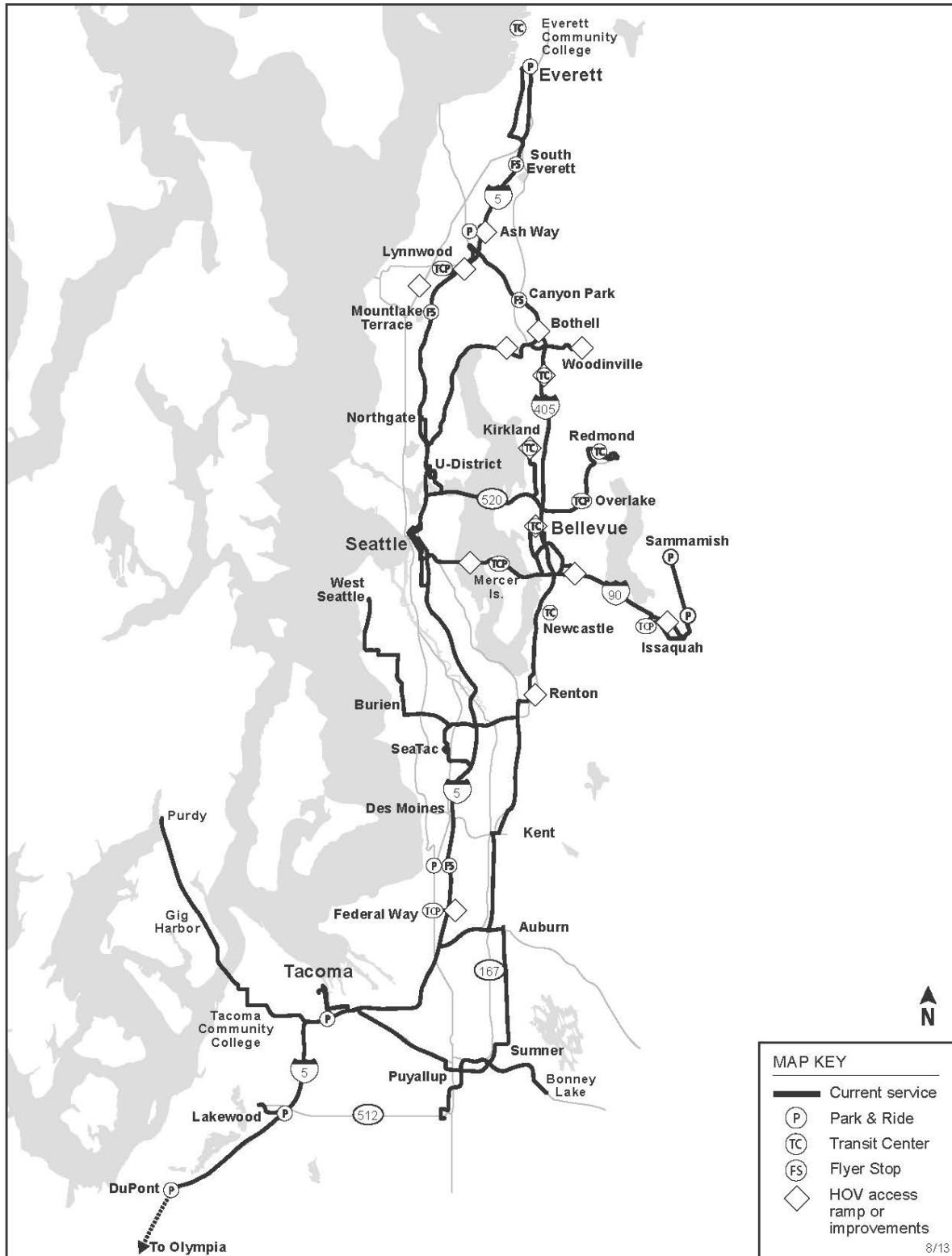
Service levels are expected to increase slightly over 2013 levels with the addition of 2,000 hours of service to address overcrowding on some routes, primarily in East King County.

A Regional Mobility Grant administered by Intercity Transit has enabled us to extend Route 592 between Olympia and Lacey. Beginning in September 2013, this additional 2,000 hours of service will provide six rush-hour trips each weekday between Seattle and Olympia.



ST Express Bus

## ST EXPRESS BUS SERVICE ROUTE



## ST EXPRESS BUDGET

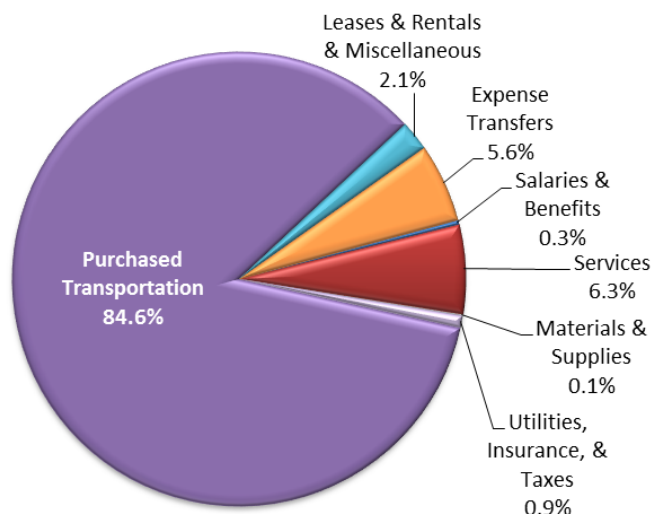
(in thousands)	2012 Actual	2013 Budget	2013 Forecast	2014 Budget
<b>Salaries &amp; Benefits</b>				
Salaries	248	249	195	256
Benefits	139	128	104	134
<b>Subtotal</b>	<b>386</b>	<b>378</b>	<b>299</b>	<b>391</b>
<b>Services</b>				
Marketing and Rider Information	177	276	562	218
Fare Collection	632	1,110	1,062	1,338
Vehicle Maintenance	0	50	0	0
Facilities Maintenance	808	1,380	1,100	1,419
Downtown Seattle Transit Tunnel (DSTT)	2,331	3,000	2,750	2,850
Security and Safety	902	1,468	1,196	1,273
Miscellaneous Services	0	7	0	0
Signage	86	76	47	97
<b>Subtotal</b>	<b>4,937</b>	<b>7,368</b>	<b>6,717</b>	<b>7,196</b>
<b>Materials &amp; Supplies</b>	<b>88</b>	<b>75</b>	<b>41</b>	<b>110</b>
<b>Other Expenses</b>				
Utilities	504	443	366	378
Insurance	46	19	5	0
Taxes	625	480	630	622
<b>Subtotal</b>	<b>1,176</b>	<b>942</b>	<b>1,001</b>	<b>999</b>
<b>Purchased Trans Svcs</b>	<b>87,153</b>	<b>92,815</b>	<b>93,071</b>	<b>96,636</b>
<b>Miscellaneous Expenses</b>	<b>173</b>	<b>170</b>	<b>164</b>	<b>292</b>
<b>Operating Leases &amp; Rentals</b>	<b>2,119</b>	<b>2,400</b>	<b>2,377</b>	<b>2,151</b>
<b>Transfer Of Administrative Expenses</b>	<b>5,455</b>	<b>5,592</b>	<b>5,592</b>	<b>6,390</b>
<b>Mode Total</b>	<b>\$101,487</b>	<b>\$109,739</b>	<b>\$109,263</b>	<b>\$114,165</b>

## ST Express Budget Analysis

ST Express's proposed 2014 budget increases to \$114.2 million, up 4.0 percent from \$109.7 million in 2013.

- Fare collection costs are expected to increase \$228.0 thousand or 20.5 percent due to increases in ORCA operating expenses and ridership.
- DSTT expenses for maintenance will decrease \$150 thousand or 5.0 percent to reflect lower cost trending in 2013.
- Safety and security costs are expected to be lower by \$195 thousand or 13.3 percent due to changes in security deployment which resulted in lower costs to ST Express.
- Materials and Supplies are forecasted to increase of \$35 thousand or 46.7 percent is primarily due the planned upgrade of 20 Community Transit buses with larger capacity bike racks.
- Purchased Transportation Services is proposed to increase by \$3.8 million or 4.1 percent. This is driven by three major components. First, partner rates have increased an average of 3.8 percent. Second, an extension of Route 592 service from DuPont to Olympia was implemented in September 2013. The cost of this service is recovered through a Regional Mobility Grant administered by Intercity Transit. The reimbursements for Sound Transit's cost are included in Miscellaneous Revenues. Third, 2,000 additional service hours are added in 2014 to address overloaded routes in the system, primarily in East King County.
- Agency Administrative expense allocations are forecast to increase by \$798 thousand or 14.3 percent in 2014. The increase has three major components: growth in agency staff costs, added allocation from new cost centers not included in 2013, and changes in cost allocation drivers.

## ST EXPRESS BUDGET BY PERCENTAGE



## ST Express Performance Statistics Analysis

- We expect 16.2 million boardings in 2014.
- Operating expenses are forecast to be 4.0 percent higher. Platform hours are planned to increase by 4,000, just 0.6 percent higher due to adding hours to extend Route 592 and supplement overloaded routes. A cost per platform hour rate of \$162.63 is expected in 2014, up 3.4 percent from 2013.
- Boardings are expected to increase by about 5.9 percent yielding a cost per boarding 1.7 percent lower than in 2013, a reduction from \$7.17 to \$7.05 per boarding.
- ST Express cost per revenue hour is projected to increase from \$194.57 in 2013 to \$201.70 in 2014, an increase of 3.7 percent.
- Excluding fuel cost changes, cost per revenue hour is forecast higher by 3.8 percent compared to 2013.
- Excluding fuel cost changes, cost per boarding is projected at \$6.28 for 2014, a decrease of 1.6 percent from the 2013 cost of \$6.39.

## ST EXPRESS BUS PERFORMANCE STATISTICS

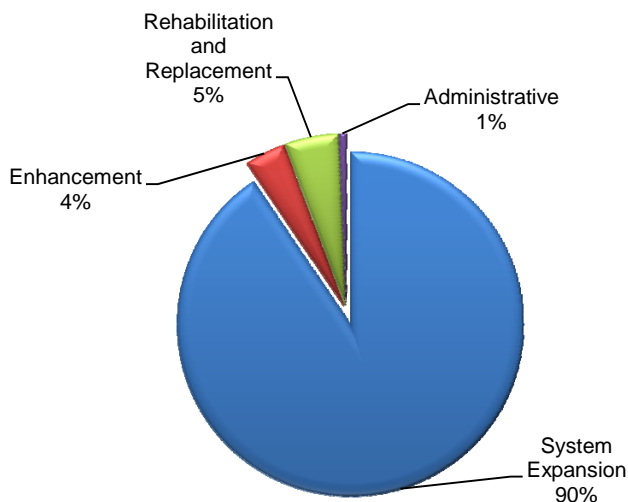
Performance Statistics	2012 Actual	2013 Budget	2013 Forecast	2014 Budget	2014 v 2013 Budget
<b>SUMMARY DATA</b>					
<b>Service Provided</b>					
Revenue Vehicle Hours Operated	549,860	564,000	548,223	566,000	0.4%
Revenue Vehicle Miles Operated	11,519,025	11,580,000	11,580,000	11,700,000	1.0%
Trips Operated	453,004	444,000	457,845	455,000	2.5%
Platform Hours	689,591	698,000	699,684	702,000	0.6%
<b>Service Consumed</b>					
Total Boardings	15,430,663	15,300,000	16,200,000	16,200,000	5.9%
Average Weekday Boardings	53,098	53,043	55,852	56,003	5.6%
<b>SERVICE PERFORMANCE MEASURES</b>					
Total Boardings/Revenue Vehicle Hour	28.1	27.1	29.6	28.6	5.5%
Total Boardings/Trip	34.1	34.5	35.4	35.6	3.3%
Percentage of Scheduled Trips Operated	99.8%	99.8%	99.9%	99.8%	0.0%
On-time Performance	88.3%	85.0%	89.8%	85.0%	0.0%
Complaints per 100,000 Boardings	15.0	15.0	13.0	15.0	0.0%
Preventable Accidents per 100,000 revenue miles	0.77	<0.80	0.62	<0.80	0.0%
<b>FINANCIAL PERFORMANCE MEASURES</b>					
<b>Operating costs (less depreciation)</b>	\$101,486,695	\$109,739,013	\$109,262,590	\$114,164,774	4.0%
Cost/Revenue Vehicle Hour	\$184.57	\$194.57	\$199.30	\$201.70	3.7%
Cost/Platform Hour	\$147.17	\$157.22	\$156.16	\$162.63	3.4%
Cost/Boarding	\$6.58	\$7.17	\$6.74	\$7.05	-1.7%
<b>Fuel Costs</b>	\$10,016,800	\$12,000,000	\$10,870,467	\$12,347,863	2.9%
<b>Operating costs (less fuel and depreciation)</b>	\$91,469,895	\$97,739,013	\$98,392,123	\$101,816,911	4.2%
Cost/Revenue Vehicle Hour	\$166.35	\$173.30	\$179.47	\$179.89	3.8%
Cost/Platform Hour	\$132.64	\$140.03	\$140.62	\$145.04	3.6%
Cost/Boarding	\$5.93	\$6.39	\$6.07	\$6.28	-1.6%

## Project Delivery

Sound Transit is developing and operating regional transit infrastructure through two major voter-approved programs: Sound Move, approved in 1996, 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 2014 is \$719.2 million. The Proposed 2014 Budget includes one year of expected project expenditures. The Proposed 2014 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.

Consistent with the adopted 2013 budget and the 2013 TIP, our presentation of projects will continue to be categorized by project type, defined below, and then by transit mode: Link, Sounder, ST Express, and Other (non-mode specific).

- **System Expansion** – Expand the regional mass transit system, includes the ST2 and Sound Move voter-approved programs.
- **Enhancement** – Enhance the public's riding experience, increase the system's functionality, or reduce operating 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)

<b>System Expansion</b>	
Link	\$571,613
Sounder	42,718
ST Express	11,901
Other	24,771
<b>System Expansion Total</b>	<b>\$651,003</b>
Enhancement	27,417
Rehabilitation and Replacement	36,146
Administrative	4,587
<b>Total</b>	<b>\$719,153</b>

### 2014 Highlights

- Advancing construction of light rail extensions north to Northgate and south to South 200<sup>th</sup>.
- 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, evaluating, and narrowing options for expanding Tacoma Link.
- Continuing funding of construction for 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 system 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.



ST Express Bus

## 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 around ten million passengers each year.

### 2014 Highlights

The proposed 2014 budget totals \$571.6 million including funding for these major Link light rail projects:

- \$146.9 million to continue construction of the extension from downtown Seattle to the University of Washington (UW).
- \$141.1 million to advance final design of a light rail extension east to Bellevue and Redmond's Overlake neighborhood and begin installation of a pedestrian bridge at Overlake Village.
- \$138.6 million to advance final design of the light rail extension north to Northgate, start tunnel boring activities, and continue work at station locations.
- \$85.5 million to extend light rail south of the Airport to Angle Lake Station at South 200<sup>th</sup> Street through a design/build contracting strategy and continue construction.
- \$31.2 million to continue project development for light rail extensions south from South 200<sup>th</sup> Street to Federal Way and north from Northgate to Lynnwood.
- \$21.8 million to continue to fund construction of a streetcar connector from Seattle's Capitol Hill to International District/Chinatown Station.
- \$3.8 million for site selection and preliminary engineering designs for the Link Light Rail operations and maintenance satellite facility.
- \$2.7 million for continued alternative analysis and community engagement with the city of Tacoma and Pierce Transit on the expansion options of Tacoma Link.

### LINK LIGHT RAIL (in thousands)

Project	Description	2014 Activities	2014 Budget
East Link Extension	Extend light rail to East King County via I-90, from downtown Seattle to downtown Bellevue, and to the Overlake Transit Center in Redmond.	<ul style="list-style-type: none"> <li>▪ Continue to progress I-90 Civil/Architectural, Bellevue-Redmond Civil/Architectural, and Systems final design.</li> <li>▪ Property acquisition.</li> <li>▪ Apply for major permits for the project.</li> <li>▪ Award of construction management contracts for pre-construction services/</li> <li>▪ Project baselining.</li> <li>▪ Procurement of the E360: SR-520 to Overlake Transit Center design-build contract.</li> </ul>	\$140,307

Project	Description	2014 Activities	2014 Budget
Federal Way Transit Extension	Plan for expansion of light rail south of S. 200th including an extension to Federal Way.	Develop the Draft Environmental Impact Statement and advance the design through conceptual engineering.	\$14,253
First Hill Streetcar	Plan, design, and construct a streetcar from Capitol Hill to the International District Station. Provide a capped contribution of \$79 million to the city of Seattle which is the lead agency for the project.	Complete construction of tracks, stations and maintenance facility; final assembly of vehicles; system testing and training; begin revenue service.	\$21,751
Link Operations and Maintenance Satellite Facility	Review and evaluate current and future light rail storage and maintenance requirements. Initiate development, design, and construction of future light rail operations and maintenance facilities to support ST2 system expansion.	Complete conceptual engineering, draft Environmental Impact Statement, and start preliminary engineering and the final Environmental Impact Statement.	\$3,767
Lynnwood Link Extension	Extend light rail over 8.5 miles north from Northgate to Lynnwood.	Preliminary engineering of the preferred alternative and development of the final Environmental Impact Study.	\$16,994
Northgate Link Extension	Extend light rail 4.3-miles from the UW Station north to Northgate.	Continue Civil and Systems Final Design. Begin construction of the Tunnels contract, and commence construction of utility relocations at Northgate, and the design-build parking garage at Northgate, including associated construction management and design support during construction. Start Roosevelt Station Finishes and University District Station Finishes. Continue real estate acquisitions and relocations.	\$138,639
Overlake Village Bridge	Pedestrian/bicycle bridge over SR 520 connecting to the Link station at the Overlake Village in Redmond. The Overlake Village Bridge is a joint project with the city of Redmond.	Complete the pre-final design phase of bridge so that it may be included in the E360 SR-520 to Overlake Transit Center design-build procurement. Negotiate a construction funding agreement with the city of Redmond.	\$782
S 200th Link Extension	Extend light rail approximately 1.6 miles south from SeaTac/Airport Station to South 200th Street.	Continue guideway construction for the S440 Guideway and Station design-build contract. Award the Parking Garage design-build contract by mid-2014 and design activities will begin and continue for the remainder of the year.	\$85,527
Tacoma Link Expansion	Conduct conceptual and preliminary engineering and environmental review to expand Tacoma Link in the selected corridor from north downtown Tacoma to the Stadium District and Hilltop.	Focus on conceptual engineering, environmental review and clearance, development of a financial plan with the partners, and application for a Small Starts grant.	\$2,726
University Link Extension	Extend light rail 3.15 miles from downtown Seattle to the University of Washington (UW).	Continue construction of contracts Capitol Hill station finishes, University of Washington station finishes, systems, and several minor contracts. Continue	\$146,866

Project	Description	2014 Activities	2014 Budget
		construction management, civil and systems design support during construction. Continue Third Party support and interfaces.	
Total System Expansion - Link			\$571,613



Central Link Light Rail  
with Reflector Art

## System Expansion – Sounder Commuter Rail

Since its debut in 2000, Sounder commuter rail service has grown to provide 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 BNSF, track and signal systems along a 75-mile corridor between Everett and Tacoma were upgraded. Sound Transit's 8.4-mile Lakewood-to-Tacoma corridor opened in October 2012.

### 2014 Highlights

The proposed 2014 budget totals \$42.7 million including funding for these major Sounder commuter rail projects:

- \$11.0 million for environmental mitigation requirements to complete the acquisition of easements from BNSF.
- \$9.2 million for the construction of Tukwila Station.
- \$8.4 million in progress payments toward the production and delivery of nine passenger cars by 2016.

- \$6.7 million for Mukilteo Station, South Platform construction.
- \$2.9 million for the completion of planning and preliminary engineering of a Sounder Yard and Shops Facility.
- \$2.5 million for the completion of preliminary engineering and right-of-way acquisition for the Tacoma Trestle Track & Signal project.
- \$1.0 million for the completion of the track and signal project from D Street to M Street in Tacoma.



Sounder Commuter Rail Lakewood Launch Celebration

#### SOUNDER COMMUTER RAIL (in thousands)

Project	Description	2014 Activities	2014 Budget
D St – M St Track & Signal	Design and construct a 1.4 mile rail extension between Tacoma Dome Station and M Street in Tacoma.	In service. Follow up and project close out.	\$1,045
Layover	Design and construct facilities for overnight train layovers at Everett Station, King Street Station, Tacoma's L Street, and Lakewood.	Administrative activities to finalize project close out.	\$100
M St-Lakewood Track & Signal	Reconstruction of approximately 7 miles of existing track between M Street in Tacoma and Lakewood.	Administrative activities to close project out.	\$106

Project	Description	2014 Activities	2014 Budget
Mukilteo Station, S Platform	Design and construction of a south boarding platform at Mukilteo Station.	NTP for construction was not issued as planned resulting in less than planned construction work being performed in 2013. In addition, right-of-way acquisition has not been completed as planned; the acquisition is expected to be completed by the end of 2013. Project schedule is adjusted moving budget from 2013 into 2014 and 2015.	\$6,724
Permitting/Env. 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.	\$113
Puyallup Station Improvements	Improve station access.	Continue preliminary engineering and environmental review.	\$189
Sounder South Expanded Service	Purchase of four easements, track and signal improvements, and environmental permitting/mitigation for four additional daily round trips between Seattle and Lakewood.	Continued work for environmental permitting and compliance for Easements 3 & 4. Perform environmental compliance during BNSF construction work on Easements 3 & 4.	\$11,008
Sounder ST2 Fleet Expansion	Expand fleet to add additional trips between Seattle and Lakewood.	Production and delivery of nine passenger cab cars. These activities are planned through 2016 budget year.	\$8,400
Sounder Yard & Shops Facility	Evaluate 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.	\$2,955
South Tacoma Station	Design and construction of a commuter rail station in South Tacoma.	Administrative activities to finalize project close out.	\$124
Sumner Station Improvements	Improve station access.	Continue preliminary engineering and environmental review.	\$189
Tacoma Trestle Track & Signal	Design and construction of additional track and new structures between Tacoma Dome Station and near M Street in Tacoma.	Complete preliminary engineering and right of way acquisition.	\$2,542
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.	Completion of construction of the Tukwila Station including associated construction management, design support, and staff costs.	\$9,222
<b>Total System Expansion - Sounder</b>			<b>\$42,718</b>

## System Expansion – ST 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. ST Express bus service began in 1999 and today carries over 15 million passengers annually on 25 routes.

Much of the ST 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.

### 2014 Highlights

The proposed 2014 budget totals \$11.9 million including funding for these major ST Express projects.

- \$6.2 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.
- \$2.2 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.
- \$1.9 million for three projects with capped contributions led by other jurisdictions.

### ST EXPRESS PROJECTS

(in thousands)

Project	Description	2014 Activities	2014 Budget
85th 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 construction.	\$780
Federal Way Transit Center	In service.	Pending litigation; trial scheduled for 2014.	\$1,355
I-90 2-Way Transit & HOV Op, Stage 3	Provide two-way transit and HOV lanes eastbound and westbound on I-90 between 80th Avenue SE, Mercer Island, and Rainier Avenue/I-5 in Seattle.	Complete final design work. Baseline the project in late 2013 or Q1 2014. Continue to coordinate the design with Washington State Department of Transportation for code compliance.	\$6,168
Kirkland Transit Center/3rd	Design and construct transit center and intersection improvements in downtown Kirkland.	Administrative activities to close project out.	\$447
Mountlake Terrace Freeway Station	Design and construct freeway transit station for improved bus service and reliability.	Administrative activities to close project out.	\$230

Project	Description	2014 Activities	2014 Budget
Rainier Avenue Arterial Improvements	Design and construction of business and transit access lanes, sidewalks, and medians on Hardie Ave. between Rainier Ave. and Sunset Blvd. in partnership with the city of Renton.	Financial contribution for on-going construction led by the city of Renton.	\$669
S. Everett Freeway Station	Design and construct freeway transit station for improved bus service and reliability.	Administrative activities to finalize project close out.	\$50
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.	\$2,056
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.	Complete design and initiation of construction of a mid-day bus storage facility.	\$121
Totem Lake Freeway Station	Design and construction of an I-405 overpass and bus boarding platforms accessible from I-405 HOV lanes.	Administrative activities to close project out.	\$25
<b>Total System Expansion - ST Express</b>			<b>\$11,901</b>



ST Express Bus  
Federal Way Transit Center

## System Expansion – Other

System Expansion – Other includes projects that encompass 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.

### 2014 Highlights

The proposed 2014 budget totals \$24.8 million including funding for these system expansion projects:

- \$8.4 million for HCT Corridor Planning Studies to identify and evaluate high-capacity transit improvement options along eight transit corridors for improvements beyond the voter approved Sound Move and ST2 programs.
- \$6.7 million for ST3 Planning for studying the future expansion of the regional transit system beyond the Sound Move and ST2 capital programs.
- \$4.2 million for research & technology projects including a regional data repository, real-time customer facing applications, and improved station signage systems.
- \$2.8 million for public art installed at stations including Capitol Hill and University of Washington.
- \$0.8 million to complete South Corridor Alternatives Planning to extend transit between Federal Way and Tacoma.

### SYSTEM EXPANSION – OTHER (in thousands)

Project	Description	2014 Activities	2014 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.	Prepare draft and final reports on analysis.	\$622
Central & East HCT Study	Identify and evaluate HCT alternatives in the following corridors: Ballard to U-District, U-District to Kirkland to Redmond, Eastside Rail Corridor, I-405 Bus Rapid Transit, Kirkland to Bellevue to Issaquah.	<ul style="list-style-type: none"> <li>▪ Evaluate alternative modes, alignments, and station locations.</li> <li>▪ Develop ridership forecasts.</li> <li>▪ Develop conceptual design and cost estimates.</li> <li>▪ Prepare summary reports.</li> </ul>	\$2,362

Project	Description	2014 Activities	2014 Budget
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.	Ongoing work on system enhancements to the current ORCA system and exploring options related to mobile ticketing, Joint parking management study with WSDOT. Research and analysis of transportation demand management strategies and use of operating, fare payment, survey, and census data to inform ridership. Analyses of fare changes, Title VI reporting and mitigation requirements.	\$636
HCT Corridor Planning Studies	ST2 included funding for identifying and evaluating HCT improvements along eight transit corridors beyond the improvements to the regional transit system identified in ST2.	Provide funding for corridor specific HCT studies if there is a change in scope or if additional requirements are identified.	\$2,590
Lynnwood To Everett HCT Study	Identify and evaluate HCT alternatives from Lynnwood to Southwest Everett Industrial Center and to Everett.	<ul style="list-style-type: none"> <li>▪ Evaluate alternative modes, alignments, and station locations.</li> <li>▪ Develop ridership forecasts.</li> <li>▪ Develop conceptual design and cost estimates.</li> <li>▪ Prepare summary reports.</li> </ul>	\$1,428
Passenger Information System	Install safety, security, and passenger communication systems in all Sounder stations.	Continue installation of new CCTV and VMS equipment at stations.	\$1,060
Research & Technology	Assess and implement technologies to improve passenger safety, security, service, and information.	Phase I includes: Regional data repository, real time, customer facing applications, and improved station signage systems. Deliver real time web and mobile for Sounder and Link passengers.	\$3,970
South Corridor Alternatives Planning	Develop and evaluate transit alternatives for the Federal Way-Tacoma corridor and for the Pierce and South King subareas.	Complete study and produce final report.	\$782
South King County HCT Study	Identify and evaluate HCT alternatives from Downtown Seattle to West Seattle to Burien, and Renton to Tukwila to SeaTac to Burien.	<ul style="list-style-type: none"> <li>▪ Evaluate alternative modes, alignments, and station locations.</li> <li>▪ Develop ridership forecasts.</li> <li>▪ Develop conceptual design and cost estimates.</li> <li>▪ Prepare summary reports.</li> </ul>	\$1,420

Project	Description	2014 Activities	2014 Budget
ST3 Planning	Provide funding for studying future expansion of the regional transit system beyond the voter approved Sound Move and ST2 capital programs.	During 2014, ST3-related work will focus on the: <ul style="list-style-type: none"> <li>▪ Development of an Updated Long-Range Regional Transit Plan</li> <li>▪ Development of planning and technical methodologies for the Long-Range Plan.</li> <li>▪ Preparation of a SEPA Environmental Impact Statement for the Long-Range Plan</li> </ul>	\$6,681
STart	Oversee the Agency's public art program. Manage temporary art installations at construction sites. Conduct maintenance, cleaning, and repair of artwork.	Complete the installation of artwork at the Tukwila and Mukilteo Sounder Stations, as well as projects associated with the Lakewood Extension improvements in Tacoma. Continue installation coordination work at the University Link Capitol Hill and UW Stadium Stations. Continue final design work at Northgate Link's U-District, Roosevelt, and Northgate Stations, and Angle Lake Station. Developing artwork designs for East Link Extension. Temporary art will help mitigate the construction impacts at the Capitol Hill Station and for the Northgate Link Extension.	\$2,775
Ticket Vending Machines	Install ticket vending machines at facilities throughout the regional transit system.	Perform systemwide TVM processor and back office upgrades and evaluate upgrade and enhancements.	\$445
<b>Total System Expansion - Other</b>			<b>\$24,771</b>

## Enhancements

Enhancement projects improve system performance or service efficiencies, or decrease operating costs once assets are in service.

### 2014 Highlights

The proposed 2014 budget totals \$27.4 million including funding for these major enhancement projects:

- \$15.0 million for positive train control – federally mandated to be operational by December 2015.
- \$4.5 million for noise abatement in Tukwila and Rainier Valley.
- \$1.7 million for TOD property due diligence assessments in the TOD property portfolio.
- \$1.3 million for the installation of Overhead Catenary System Tie Switches to allow inspections and maintenance of the system to occur while Link continues to operate.
- \$1.0 million for the upgrade of radios in Sound Transit buses operated by Pierce Transit to meet FCC compliance by 2016.
- \$0.7 million for LRV (light rail vehicle) On Board Energy Storage, a pilot project partially funded by a Transit Investment for Greenhouse Gas and Energy Reduction (TIGGER) grant.

### ENHANCEMENT PROJECTS

(in thousands)

Project	Description	2014 Activities	2014 Budget
<b>LINK LIGHT RAIL</b>			
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.	\$273
Central Link HVAC - Instrument House And UPS Room	Install air conditioning in UPS rooms and signal houses to reduce the potential impact of high temperatures on system operation components.	Design and install HVAC systems.	\$210
Central Link HVAC For Traction Power	Install HVAC systems in substations to maximize useful life of equipment.	Install HVAC systems and complete the project.	\$500
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.	Complete acquisition of materials; begin installations.	\$1,300

Project	Description	2014 Activities	2014 Budget
LRV On Board 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.	Complete equipment installation and testing scope. Close out of warranty support and completion of project.	\$675
Noise Abatement	Install rail lubricators, rail grinding, erect noise barriers, and retrofit residential properties to lessen noise near rail facilities in Tukwila and the Rainier Valley.	Continue to install residential noise insulation and monitor noise levels to ensure regulatory compliance along the Initial Segment alignment, including associated construction management, obtaining rights-of-entry, and administrative costs.	\$4,540
Non-Revenue Support Vehicles	Purchase of maintenance vehicles that support operations and maintenance.	Purchase three additional maintenance vehicles	\$664

**SOUNDER COMMUTER RAIL**

Positive Train Control	Design and installation of systemwide remote operations monitoring and control system to minimize the risk of train collisions.	Execute Construction Management/Engineering Support Services contract with LTK. In process of finalizing Positive Train Control System Design/Install contract with Wabtec Corporation.	\$14,970
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**ST EXPRESS BUS**

Pierce Transit Radio System Upgrade	Replace mobile 118 radios installed in Pierce Transit-operated buses and replace 13 mobile/portable radios.	Purchase and install radios.	\$1,000
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**OTHER**

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.	\$371
Regional Parking Pilot Project	Create more parking spaces for transit customers	Planning and implementation of a regional parking pilot to increase station access.	\$475
Security Enhancements	Upgrade existing CCTV systems at Sounder Stations.	Finish work related to security integration system.	\$318

Project	Description	2014 Activities	2014 Budget
Transit Oriented Development Planning	Identify and shape TOD and joint development opportunities on Sound Transit owned property located close to transit stations.	External and internal TOD project support will occur at Sound Move station areas, transit centers, and park and ride lots to assess and fund transit-oriented development, joint development, and public/private or public/public partnerships.	\$444
Transit Oriented Development Property Disposition	Prepare TOD-relevant property for sale through due diligence, evaluating potential opportunities, and creating partnerships.	Due diligence assessments for TOD, joint development, and public/private or public/public partnerships will occur for properties in the TOD Portfolio as identified in the TOD Strategic Plan.	\$1,677
<b>Total Enhancement Projects</b>			<b>\$27,417</b>

## Rehabilitation & Replacement

Rehabilitation & Replacement projects extend the life of existing assets and replace existing assets or major components of assets at the end of their useful life.

### 2014 Highlights

The proposed 2014 budget totals \$36.1 million including funding for these rehabilitation & replacement projects:

- \$28.1 million to replace 52 ST Express buses.
- \$5.3 million to execute planned Sounder Vehicle Overhaul Program for 2014.

### REHABILITATION & REPLACEMENT PROJECTS

(in thousands)

Project	Description	2014 Activities	2014 Budget
<b>LINK LIGHT RAIL</b>			
Beacon Avenue Paving	Improve roadway on Beacon Avenue, including full-depth replacement of pavement, drainage improvements, reconstruction of portions of sidewalks, sidewalk widening, addition of raised roadway median, and increased crosswalk widths.	Complete roadway improvements on Beacon Avenue including associated construction management, design support and staff costs.	\$858
Central Link Control Center Phone Network	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.	\$190
Link Station Paver Replacement	Replace tactile pavers at the Link SODO Station boarding platform that have not performed in accordance with design requirements.	Potential punch list work and completion of project.	\$75
<b>SOUNDER COMMUTER RAIL</b>			
Sounder Vehicle Overhaul Program	Overhaul of locomotives, engines, train cars, and replacement of passenger door motors.	Engineering review, final design, and material acquisition.	\$5,297
Station Midlife Refurbishment Program	Fund maintenance projects at stations that have been in service for more than ten years.	Continue to complete maintenance at Auburn, Kent, and King Street Stations, and South Hill P&R.	\$505

Project	Description	2014 Activities	2014 Budget
<b>ST EXPRESS BUS</b>			
Federal Way Transit Center Post Tension Cable Repair	Remediate post tension cables that reinforce the structural slab at the Federal Way Transit Center parking garage. Remove failed grout pockets and replace the grease-filled caps.	Complete the remediation of the post tension cables.	\$475
ST Express Fleet Replacement	More than 160 buses will be replaced over the period through 2018	Purchase and replace 52 buses according to the bus replacement plan.	\$28,090
<b>OTHER</b>			
Small Projects Program	Repair or replacement of in-service assets when the total cost is less than \$200,000.	Several projects are currently in working progress: <ul style="list-style-type: none"> <li>▪ Central Link OMF Entrance Gate Improvements.</li> <li>▪ Canopy/Safety Cable Upgrades.</li> <li>▪ Generator on Trailer for Sumner and Auburn.</li> <li>▪ HVAC for Communications Room at Beacon Hill Station.</li> <li>▪ Wireless Microphone System for Sounder stations.</li> </ul>	\$656
<b>Total Rehabilitation &amp; Replacement Projects</b>			<b>\$36,146</b>

## 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.

### 2014 Highlights

The proposed 2014 budget totals \$4.6 million including funding for these administrative projects:

- \$3.2 million for major IT projects include an enterprise asset management system and investing in sustaining infrastructure.
- \$0.8 million to purchase 3 new and replace 20 non-revenue fleet vehicles and improvements for administrative facilities.

### ADMINISTRATIVE PROJECTS

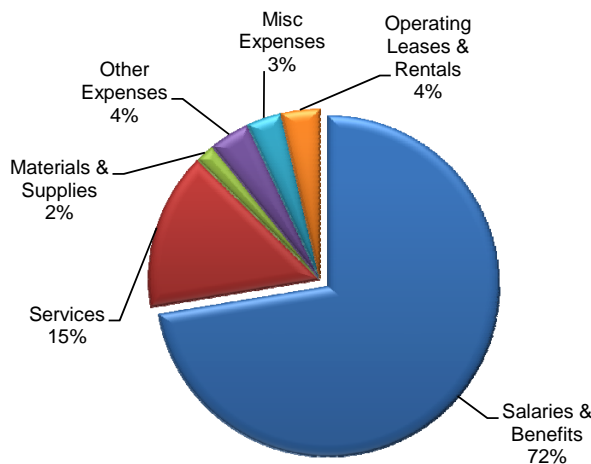
(in thousands)

Project	Description	2014 Activities	2014 Budget
Administrative Capital	Purchase of equipment or other assets to support administrative activities.	Purchase 3 new and replace 20 non-revenue fleet vehicles, purchase a color plotter for use in the Communication and External Affairs Department; design office/cubicle build-out for additional agency staff and co-located consultants anticipated in 2014.	\$824
Environmental Mitigation, Monitoring & Maintenance	Post-construction environmental mitigation monitoring which includes, but is not limited to, critical areas, groundwater, and air quality. Monitoring duration depends upon the permit conditions and lasts up to ten years.	Monitor activities performed in the following locations: <ul style="list-style-type: none"> <li>▪ LINK: Tukwila</li> <li>▪ SOUNDER: Deer Creek, McKinley Park</li> <li>▪ ST EXPRESS: Ash Way, Mercer Island, Issaquah, S. Everett.</li> </ul>	\$303
Information Technology Program	Invest in new IT hardware and software to improve productivity and ensure system integrity.	Continue to design and implement Enterprise Asset Management System. Invest in sustaining infrastructure and other Technology Governance Team (TGT) approved projects.	\$3,160
Surplus Property Disposition	Prepare agency-owned surplus property for sale over the next four years. These properties are not considered to have transit oriented development potential due to the size or location.	Prepare surplus non-Transit Oriented Development real property for disposal that is no longer needed for a transit purpose.	\$300
<b>Total Administrative - Other</b>			<b>\$4,587</b>

## Agency Administration

Agency Administration includes department budgets and debt service. Sound Transit's proposed 2014 departmental budget is \$101.2 million including all employee-related costs plus costs managed on behalf of the agency. Debt service costs are \$105.0 million.

### DEPARTMENT BUDGETS SUMMARY



### DEPARTMENT BUDGETS (in thousands)

Salaries & Benefits	\$73,240
Services	15,165
Materials & Supplies	1,868
Other Expenses	3,879
Miscellaneous Expenses	3,339
Operating Leases & Rentals	3,676
<b>Total</b>	<b>\$101,167</b>

### 2014 Highlights

#### Department Budgets

- Salaries & Benefits are 72 percent of the 2014 department budget of \$101.2 million.
- Department budgets are forecast to increase \$9.2 million or 10.0 percent over the 2013 budget with salaries and benefits accounting for nearly 80 percent of this increase.
- Funding for 43 new positions will increase Sound Transit staffing by 6.7 percent to 681 full-time equivalents (FTEs).
- Design and construction in the north and south corridors continues in 2014 along with final design for expansion in the east.
- Planning for the next transit expansion program, Sound Transit 3 (ST3) continues in 2014.
- Pre-launch activities increase in anticipation of new light rail services planned for 2016 from downtown Seattle to University of Washington and SeaTac/Airport Station to South 200<sup>th</sup> Street.

#### Debt Service

- Debt Service budget of \$105.0 million includes \$33.5 million for principal repayment, \$67.3 million for capitalized interest and \$4.1 million for interest expense.

## DEPARTMENT BUDGET SUMMARY

(in thousands)	2012 Actual	2013 Budget	2013 Forecast	2014 Budget
<b>Salaries &amp; Benefits</b>				
Salaries	38,199	42,776	39,337	47,919
Benefits	20,758	23,133	21,247	25,321
<b>Subtotal</b>	<b>58,956</b>	<b>65,909</b>	<b>60,584</b>	<b>73,240</b>
<b>Services</b>				
Temporary Services	388	372	482	324
Consultant/Management	2,675	3,518	3,350	3,612
Interlocal Agreements	2,549	2,816	2,777	2,950
Accounting/Auditing	594	830	830	848
Legal	354	399	365	559
Advertising/Marketing	1,184	1,722	1,493	1,600
Security Services	104	199	152	146
Software/Hardware Maintenance	1,405	2,116	2,037	2,467
Maintenance	409	1,228	800	1,279
Other Services	564	1,076	1,003	1,380
<b>Subtotal</b>	<b>10,226</b>	<b>14,275</b>	<b>13,289</b>	<b>15,165</b>
<b>Materials &amp; Supplies</b>				
Office Supplies	282	336	328	335
Small Equipment/Furniture	804	777	793	985
Other Materials/Supplies	482	497	500	548
<b>Subtotal</b>	<b>1,569</b>	<b>1,610</b>	<b>1,621</b>	<b>1,868</b>
<b>Other Expenses</b>				
Utilities	589	785	785	868
Insurance	2,290	2,578	2,577	2,914
Taxes	5	4	87	97
<b>Subtotal</b>	<b>2,885</b>	<b>3,367</b>	<b>3,450</b>	<b>3,879</b>
<b>Miscellaneous</b>				
Advertising/Promotion Media	1,160	1,027	1,070	1,083
Travel/Meetings	272	520	531	624
Training	258	303	308	482
Dues/Memberships	262	394	335	360
Books/Subscriptions	127	104	109	115
Contingency	0	350	350	350
Other Misc. Expense	186	238	316	326
<b>Subtotal</b>	<b>2,265</b>	<b>2,935</b>	<b>3,020</b>	<b>3,339</b>
<b>Leases and Rentals</b>				
Vehicles/Parking	297	300	288	297
Administrative Facilities	3,022	3,213	3,016	3,137
Furniture/Equipment	108	281	116	152
Meeting Space	52	92	91	91
<b>Subtotal</b>	<b>3,479</b>	<b>3,885</b>	<b>3,511</b>	<b>3,676</b>
<b>Department Budgets Summary Total</b>	<b>\$79,379</b>	<b>\$91,982</b>	<b>\$85,474</b>	<b>\$101,167</b>

## DEPARTMENT BUDGET SUMMARY OF CHANGES

(in thousands)	2013 Budget	2014 Budget	\$ Change	% Change
<b>Salaries &amp; Benefits</b>				
Salaries	42,776	47,919	5,143	12.0
Benefits	23,133	25,321	2,188	9.5
<b>Subtotal</b>	<b>65,909</b>	<b>73,240</b>	<b>7,331</b>	<b>11.1</b>
<b>Services</b>				
Temporary Services	372	324	(48)	(12.8)
Consultant/Management	3,518	3,612	94	2.7
Interlocal Agreements	2,816	2,950	134	4.8
Accounting/Auditing	830	848	18	2.2
Legal	399	559	160	40.1
Advertising/Marketing	1,722	1,600	(122)	(7.1)
Security Services	199	146	(53)	(26.6)
Software/Hardware Maintenance	2,116	2,467	351	16.6
Maintenance	1,228	1,279	50	4.1
Other Services	1,076	1,380	304	28.2
<b>Subtotal</b>	<b>14,275</b>	<b>15,165</b>	<b>890</b>	<b>6.2</b>
<b>Materials &amp; Supplies</b>				
Office Supplies	336	335	(1)	(0.3)
Small Equipment/Furniture	777	985	208	26.8
Other Materials/Supplies	497	548	50	10.1
<b>Subtotal</b>	<b>1,610</b>	<b>1,868</b>	<b>258</b>	<b>16.0</b>
<b>Other Expenses</b>				
Utilities	785	868	83	10.6
Insurance	2,578	2,914	336	13.1
Taxes	4	97	93	2,279.7
<b>Subtotal</b>	<b>3,367</b>	<b>3,879</b>	<b>512</b>	<b>15.2</b>
<b>Miscellaneous</b>				
Advertising/Promotion Media	1,027	1,083	56	5.5
Travel/Meetings	520	624	104	20.0
Training	303	482	179	59.1
Dues/Memberships	394	360	(34)	(8.6)
Books/Subscriptions	104	115	12	11.3
Contingency	350	350	0	0.0
Other Misc. Expense	238	326	87	36.7
<b>Subtotal</b>	<b>2,935</b>	<b>3,339</b>	<b>404</b>	<b>13.8</b>
<b>Leases and Rentals</b>				
Vehicles/Parking	300	297	(3)	(1.1)
Administrative Facilities	3,213	3,137	(76)	(2.4)
Furniture/Equipment	281	152	(129)	(46.0)
Meeting Space	92	91	(1)	(0.7)
<b>Subtotal</b>	<b>3,885</b>	<b>3,676</b>	<b>(209)</b>	<b>(5.4)</b>
<b>Department Budgets Summary Total</b>	<b>\$91,982</b>	<b>\$101,167</b>	<b>\$9,185</b>	<b>10.0%</b>

## 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	2013 Budget	2014 Budget	\$ Change	% Change
Communications & External Affairs	5,437	5,954	518	9.5
Design, Engineering & Construction Mgmt	30,099	33,383	3,283	10.9
Executive	14,094	15,795	1,702	12.1
Finance & Information Technology	24,637	26,872	2,236	9.1
Legal	2,735	3,009	275	10.1
Operations	8,671	9,324	652	7.5
Planning, Environment & Project Dev	6,309	6,829	520	8.2
<b>Total Department Budgets</b>	<b>\$91,982</b>	<b>\$101,167</b>	<b>\$9,185</b>	<b>10.0%</b>

### CHANGES TO DEPARTMENT BUDGETS BY EXPENSE CATEGORY

(in thousands)

Category	2013 Budget	2014 Budget	\$ Change	% Change
Salaries & Benefits	65,909	73,240	7,331	11.1
Services	14,275	15,165	890	6.2
Materials & Supplies	1,610	1,868	258	16.0
Other Expenses	3,367	3,879	512	15.2
Miscellaneous Expenses	2,935	3,339	404	13.8
Operating Leases & Rentals	3,885	3,676	(209)	(5.4)
<b>Total Category Budgets</b>	<b>\$91,982</b>	<b>\$101,167</b>	<b>\$9,185</b>	<b>10.0%</b>

## 2014 Department Budgets Compared to 2013 Department Budgets

In 2014 our department budgets are proposed to increase by \$9.2 million or 10.0 percent. Below is a review of significant changes between the adopted 2013 and the proposed 2014 budgets.

Wages and job opportunities are increasing as the economy recovers, particularly for engineering and technology professionals in the Seattle area. The current job market is driving salaries for these professionals higher.

- Salaries and benefits are proposed to increase \$7.3 million or 11.1 percent, which includes a 2.9 percent increase in current salaries.
  - \$3.6 million for 43 new positions budgeted for 2014.
  - \$1.6 million for the additional costs of 40.5 positions added in 2013 that have a proposed budget to cover a full year. Ten of these positions were added to work on high-capacity transit (HCT) planning studies and update Sound Transit's long-range plan.
  - \$2.1 million for positions added in 2012 and earlier, a 3.4 percent increase.

- The proposed 43 new positions are based on the needs of our intense capital program. As projects advance additional professionals are needed to oversee projects and provide support in areas such as procurement, information technology, and human resources. Twenty-eight positions will directly support capital projects and the ST3 planning effort. And, eight of these are term-limited with end dates in 2016 and 2017.
  - Fifteen full-time equivalents in engineering, construction management, and project support functions will be assigned to work on our North Link and East Link extensions.
  - Ten positions are needed to support a variety of ST Express and Sounder projects, Link projects such as South Link Extension and Tacoma Link Expansion, and Research & Technology.
  - Three positions will join ten added in 2013 to work on ST3 corridor studies and the long range plan.
  - Two new positions in the Operations Department will provide design review – a critical function to ensure construction of facilities that are cost effective to maintain.
  - Two rail activation positions will be added early in 2014 to prepare for the launch of two new light rail services in 2016 – University Link and South Link Extensions.
  - Three Procurement and Contracts positions for 2014 to support more extensive business analysis as well as staff to execute a growing number of equipment, supplies, software, and professional services contracts.
  - Three Human Resources staff are forecast to support an increasing workload related to data tracking and analysis to provide employment market information and improve reporting capabilities.
  - One coordinator position to support an increase in Sound Transit's role in the regional ORCA program (funded regionally).
  - One position in Operations dedicated to management of the non-revenue fleet is required to ensure efficient use of this agency resource.
  - One Deputy Director is requested for Real Property due to the substantial increase in property transactions that will be required to support the agency's system expansion programs.
  - One additional systems administrator is requested to support new systems managed by the IT division, currently managed by a temporary staff.
  - One marketing project assistant in Communications and External Affairs is needed to handle the increasing demand for social media and other workload growth.
- Medical Insurance premiums are budgeted 7 percent higher for 2014. The agency held medical insurance costs flat for the 2013 budget by switching to a high deductible plan. A Health Reimbursement Plan was funded by Sound Transit to cover all deductibles with expected spending of only 70 percent. Dental and vision insurance rates are not expected to increase substantially, if at all.

The cost of technology continues to grow with the organization driven by both the number of applications and users that the IT division supports. In addition to Sound Transit staff, the agency provides IT support to our transit partner employees and design consultants that are located at Sound Transit offices. This substantially increases the number of devices and users we support.

- Software and hardware maintenance service agreements are expected to cost \$351 thousand or 17 percent more in 2014.
- New and replacement computer hardware is expected to cost an additional \$208 thousand as equipment beyond its warranty period is replaced and additional equipment is purchased for additional Sound Transit positions and contractors.

Due to higher projected sales and use tax and motor vehicle excise tax revenues from an improving economy, collection fees paid to Department of Revenue and Department of Licensing are budgeted higher in the amount of \$134 thousand or 5 percent.

Insurance premiums are also adjusted higher by \$336 thousand or 13 percent as a result of agency growth.

Sound Transit continues to renew its commitment as a high performance organization. We are fortunate to have a well-educated and experienced workforce.

- Sound Transit University's funding for internally provided training on project management, organizational effectiveness, and leadership will increase 3 percent to \$165 thousand.
- External training and related travel is forecast at \$1.1 million for 2014, to support development of critical technical and industry skills and maintain professional certification requirements.

Department expenses for staff working on projects are transferred to project budgets. Expenses incurred to support operation of our four transit modes are transferred to service delivery budgets. The remaining or net department expenses are either transferred to construction in progress as contributions to the value of assets created or expensed as general and administrative costs for the agency. The proposed budget for 2014 shows 57 percent of the department budgets contributing to agency projects or assets, 15.4 percent supporting service delivery, with 27.6 percent accounted for as agency overhead.

## 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. Of our 43 new 2014 positions, 28 will work directly on projects and the remainder will support projects and service delivery indirectly in a variety of functions.

Changes in departmental staffing levels for 2014 are summarized below. A second table shows the number of department employees charged directly to projects and service delivery. Appendix A lists positions by department.

### AGENCY STAFFING SUMMARY

Department	2012 Staffing Plan	2013 Staffing Plan	Transfers	2014 New Positions	2014 Staffing Plan
Communications & External Affairs	36.0	31.0	-	3.0	34.0
Design, Engineering & Construction Mgmt	203.0	216.0	-	24.0	240.0
Executive	87.5	96.0	1.0	9.0	106.0
Finance & Information Technology	121.0	128.0	-	4.0	132.0
Legal	16.0	17.0	(1.0)	-	16.0
Operations	94.0	101.0	-	3.0	104.0
Planning, Environment & Project Dev	41.0	49.0	-	-	49.0
<b>Department Totals</b>	<b>598.5</b>	<b>638.0</b>	<b>-</b>	<b>43.0</b>	<b>681.0</b>

### AGENCY STAFFING SUMMARY OF DIRECT CHARGES

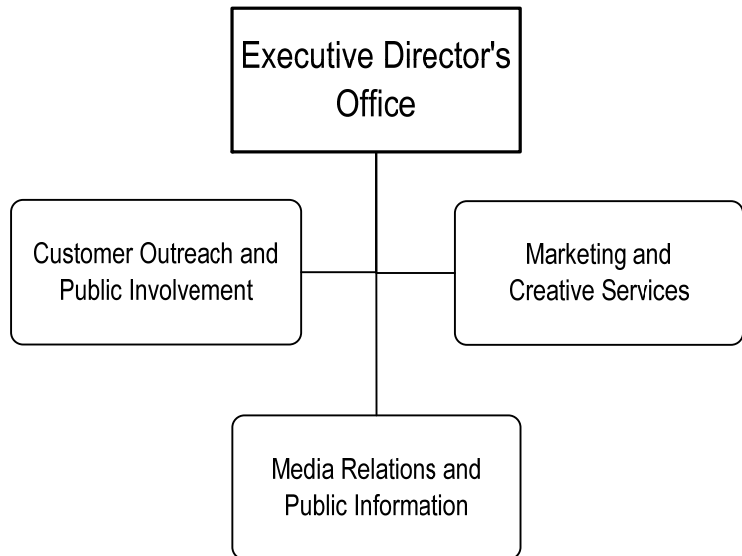
Department	ORCA Regional Reimbursed	Direct Charge to Projects	Direct Charge to Service Delivery <sup>1</sup>	Not Directly Charged	2014 Staffing Plan
Communications & External Affairs	-	3.0	-	31.0	34.0
Design, Engineering & Construction Mgmt	-	230.25	-	9.75	240.0
Executive	-	1.0	-	105.0	106.0
Finance & Information Technology	5.25	5.30	12.0	109.45	132.0
Legal	-	-	-	16.0	16.0
Operations	-	2.0	34.0	68.0	104.0
Planning, Environment & Project Dev	-	18.0	-	31.0	49.0
<b>Department Totals</b>	<b>5.25</b>	<b>259.55</b>	<b>46.0</b>	<b>370.2</b>	<b>681.00</b>

<sup>1</sup> Costs for these positions are included in the Service Delivery section but report to either Operations or Finance and Information Technology Departments. See Sound Transit Organization Chart in the Agency Overview section for further details.

## Communications and External Affairs

Communications and External Affairs (CEA) has three divisions focused on marketing and creative services, media relations and public information, and customer outreach. 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.
- 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 across the agency.
- CEA also disseminates public information through conventional and social media outlets and our website.



Tukwila Sounder Station Groundbreaking

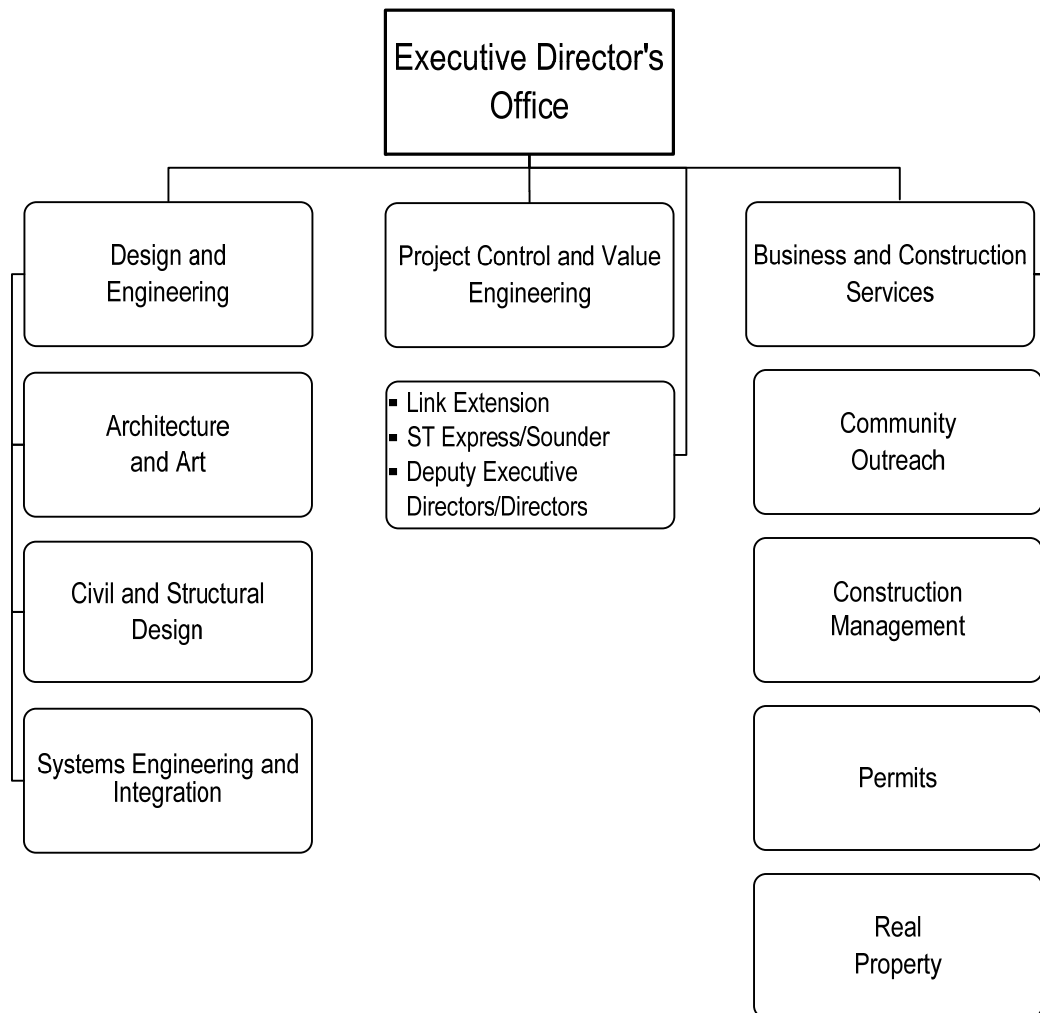
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**COMMUNICATIONS & EXTERNAL AFFAIRS**


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(in thousands)	2012 Actual	2013 Budget	2013 Forecast	2014 Budget
<b>Salaries &amp; Benefits</b>				
Salaries	1,864	1,880	1,828	2,265
Benefits	1,076	1,109	1,067	1,282
<b>Subtotal</b>	<b>2,940</b>	<b>2,989</b>	<b>2,896</b>	<b>3,547</b>
<b>Services</b>				
Temporary Services	0	1	0	1
Consultant/Management	83	116	117	106
Interlocal Agreements	198	200	200	200
Advertising/Marketing	505	651	654	623
Maintenance	3	10	8	10
Other Services	104	190	189	196
<b>Subtotal</b>	<b>893</b>	<b>1,168</b>	<b>1,167</b>	<b>1,135</b>
<b>Materials &amp; Supplies</b>				
Office Supplies	13	82	76	83
Small Equipment/Furniture	3	4	5	8
Other Materials/Supplies	5	11	10	7
<b>Subtotal</b>	<b>21</b>	<b>96</b>	<b>91</b>	<b>98</b>
<b>Other Expenses</b>				
Utilities	7	0	1	0
<b>Subtotal</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>Miscellaneous</b>				
Advertising/Promotion Media	999	872	872	897
Travel/Meetings	14	18	15	20
Training	4	14	13	19
Dues/Memberships	180	262	202	222
Books/Subscriptions	9	12	12	13
Other Misc. Expense	11	1	0	1
<b>Subtotal</b>	<b>1,217</b>	<b>1,179</b>	<b>1,114</b>	<b>1,170</b>
<b>Leases and Rentals</b>				
Furniture/Equipment	0	3	1	3
Meeting Space	0	1	1	1
<b>Subtotal</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>4</b>
<b>Department Total</b>	<b>\$5,079</b>	<b>\$5,437</b>	<b>\$5,271</b>	<b>\$5,954</b>

## 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 including:

- 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, 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 Station  
Rail Construction

## DESIGN, ENGINEERING &amp; CONSTRUCTION MANAGEMENT

(in thousands)	2012 Actual	2013 Budget	2013 Forecast	2014 Budget
<b>Salaries &amp; Benefits</b>				
Salaries	14,196	16,370	14,633	18,763
Benefits	7,648	8,756	7,926	9,779
<b>Subtotal</b>	<b>21,843</b>	<b>25,126</b>	<b>22,559</b>	<b>28,542</b>
<b>Services</b>				
Temporary Services	49	30	30	30
Consultant/Management	85	312	300	297
Advertising/Marketing	3	15	15	11
Security Services	0	40	0	0
Maintenance	18	822	375	522
Other Services	3	12	20	63
<b>Subtotal</b>	<b>157</b>	<b>1,231</b>	<b>740</b>	<b>923</b>
<b>Materials &amp; Supplies</b>				
Office Supplies	21	61	57	59
Small Equipment/Furniture	40	17	78	72
Other Materials/Supplies	8	29	25	21
<b>Subtotal</b>	<b>68</b>	<b>108</b>	<b>161</b>	<b>153</b>
<b>Other Expenses</b>				
Utilities	88	1	9	60
Taxes	0	0	77	91
<b>Subtotal</b>	<b>88</b>	<b>1</b>	<b>86</b>	<b>151</b>
<b>Miscellaneous</b>				
Advertising/Promotion Media	0	0	2	0
Travel/Meetings	57	171	165	219
Training	57	91	87	196
Dues/Memberships	21	39	35	49
Books/Subscriptions	25	21	22	25
Other Misc. Expense	21	6	6	3
<b>Subtotal</b>	<b>182</b>	<b>329</b>	<b>317</b>	<b>493</b>
<b>Leases and Rentals</b>				
Administrative Facilities	2,987	3,161	2,979	3,099
Furniture/Equipment	0	138	0	0
Meeting Space	3	6	12	21
<b>Subtotal</b>	<b>2,990</b>	<b>3,304</b>	<b>2,992</b>	<b>3,120</b>
<b>Department Total</b>	<b>\$25,329</b>	<b>\$30,099</b>	<b>\$26,854</b>	<b>\$33,383</b>

## Executive Department

This department includes the office of the Chief Executive Officer (CEO) and 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.

**Government & Community Relations** conducts outreach to local, state, and federal officials in support of Sound Transit issues and funding needs.

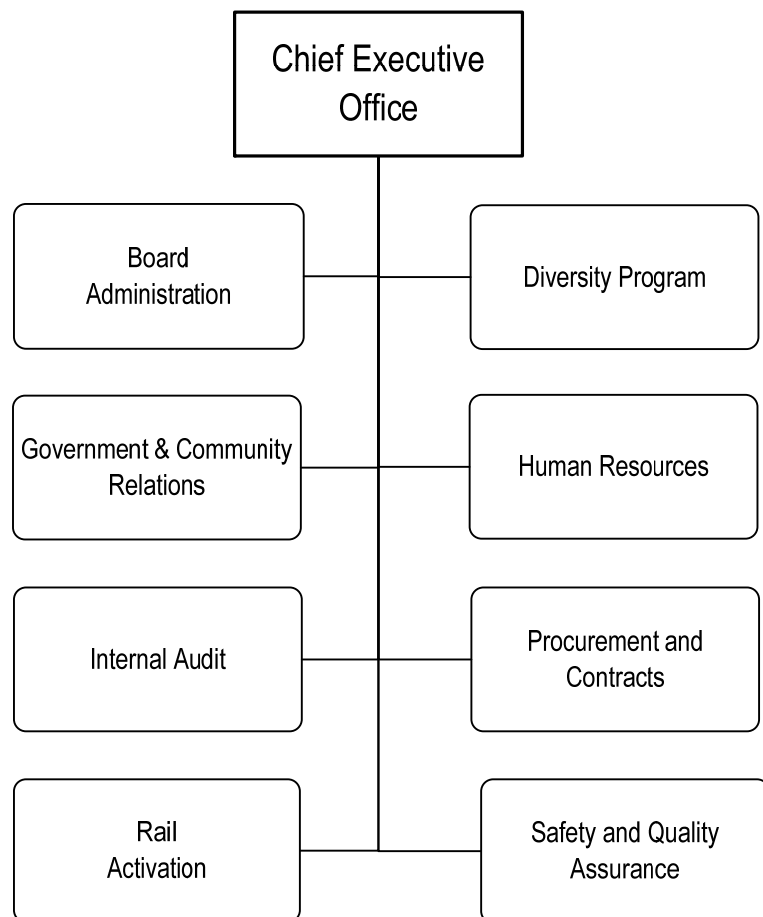
**Human Resources** provides the full range of human resource services including affirmative action/Equal Employment Opportunity reporting, recruitment, compensation, job classification, benefits administration, labor and employee relations, and employee training and development.

**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 and all goods and services.

**Rail Activation** provides important management of the required steps and process to transfer the University Link Extension and South 200th Link Extension light rail projects from the construction phase to startup testing and revenue operations.

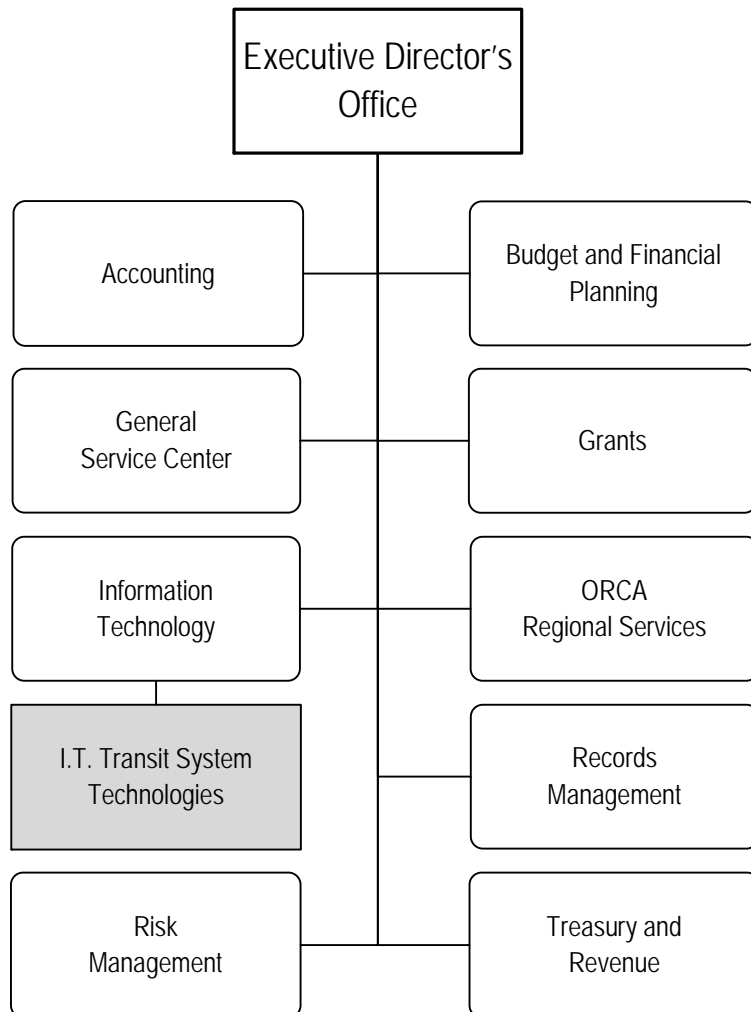
**Safety and Quality Assurance** oversees safety at construction sites and facilities through communication and training for employees and third parties; establishment, audit, and enforcement of requirements, procedures, and workplace safety rules.



## EXECUTIVE

(in thousands)	2012 Actual	2013 Budget	2013 Forecast	2014 Budget
<b>Salaries &amp; Benefits</b>				
Salaries	6,323	6,996	6,309	7,838
Benefits	3,593	3,700	3,456	4,214
<b>Subtotal</b>	<b>9,916</b>	<b>10,696</b>	<b>9,766</b>	<b>12,052</b>
<b>Services</b>				
Temporary Services	10	68	91	45
Consultant/Management	1,160	1,313	1,259	1,325
Accounting/Auditing	101	250	250	250
Advertising/Marketing	15	42	41	42
Security Services	8	0	0	0
Software/Hardware Maintenance	0	2	2	2
Maintenance	0	1	1	1
Other Services	254	620	573	858
<b>Subtotal</b>	<b>1,549</b>	<b>2,295</b>	<b>2,216</b>	<b>2,523</b>
<b>Materials &amp; Supplies</b>				
Office Supplies	27	34	31	23
Small Equipment/Furniture	85	54	55	78
Other Materials/Supplies	5	10	10	4
<b>Subtotal</b>	<b>116</b>	<b>97</b>	<b>96</b>	<b>104</b>
<b>Other Expenses</b>				
Utilities	46	0	0	0
<b>Subtotal</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Miscellaneous</b>				
Advertising/Promotion Media	159	131	174	168
Travel/Meetings	101	154	149	182
Training	67	48	46	100
Dues/Memberships	29	45	45	39
Books/Subscriptions	21	14	14	15
Contingency	0	350	350	350
Other Misc. Expense	136	183	215	200
<b>Subtotal</b>	<b>513</b>	<b>924</b>	<b>992</b>	<b>1,053</b>
<b>Leases and Rentals</b>				
Meeting Space	49	82	74	64
<b>Subtotal</b>	<b>49</b>	<b>82</b>	<b>74</b>	<b>64</b>
<b>Department Total</b>	<b>\$12,189</b>	<b>\$14,094</b>	<b>\$13,144</b>	<b>\$15,795</b>

## 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

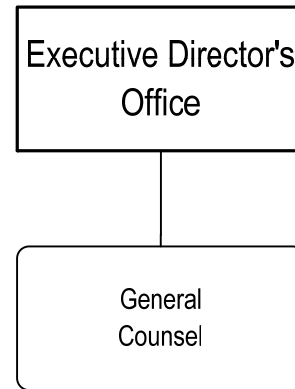
## FINANCE &amp; INFORMATION TECHNOLOGY

(in thousands)	2012 Actual	2013 Budget	2013 Forecast	2014 Budget
<b>Salaries &amp; Benefits</b>				
Salaries	7,132	8,224	7,785	8,797
Benefits	3,819	4,521	4,189	4,760
<b>Subtotal</b>	<b>10,951</b>	<b>12,745</b>	<b>11,975</b>	<b>13,557</b>
<b>Services</b>				
Temporary Services	231	148	240	218
Consultant/Management	732	1,066	1,055	1,123
Interlocal Agreements	2,351	2,616	2,579	2,750
Accounting/Auditing	493	580	580	598
Legal	0	54	0	54
Advertising/Marketing	640	842	674	818
Software/Hardware Maintenance	1,394	2,098	2,035	2,465
Maintenance	37	52	69	57
Other Services	49	71	49	169
<b>Subtotal</b>	<b>5,927</b>	<b>7,527</b>	<b>7,281</b>	<b>8,252</b>
<b>Materials &amp; Supplies</b>				
Office Supplies	209	135	141	150
Small Equipment/Furniture	576	656	655	784
Other Materials/Supplies	111	64	95	140
<b>Subtotal</b>	<b>896</b>	<b>854</b>	<b>891</b>	<b>1,074</b>
<b>Other Expenses</b>				
Utilities	196	575	566	596
Insurance	2,308	2,578	2,578	2,914
<b>Subtotal</b>	<b>2,503</b>	<b>3,153</b>	<b>3,144</b>	<b>3,510</b>
<b>Miscellaneous</b>				
Advertising/Promotion Media	1	2	0	0
Travel/Meetings	50	65	90	84
Training	69	76	93	93
Dues/Memberships	15	21	22	22
Books/Subscriptions	26	15	16	15
Other Misc. Expense	11	44	93	120
<b>Subtotal</b>	<b>172</b>	<b>222</b>	<b>314</b>	<b>333</b>
<b>Leases and Rentals</b>				
Furniture/Equipment	104	135	109	146
Meeting Space	1	1	1	1
<b>Subtotal</b>	<b>105</b>	<b>136</b>	<b>109</b>	<b>147</b>
<b>Department Total</b>	<b>\$20,554</b>	<b>\$24,637</b>	<b>\$23,714</b>	<b>\$26,872</b>

## Legal Department

Legal monitors changes in law and regulations on our behalf 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.



All litigation is handled by the department with assistance from outside counsel as necessary. Legal also responds to public disclosure requests.

**LEGAL**

(in thousands)	<b>2012 Actual</b>	<b>2013 Budget</b>	<b>2013 Forecast</b>	<b>2014 Budget</b>
<b>Salaries &amp; Benefits</b>				
Salaries	1,411	1,547	1,508	1,659
Benefits	661	780	717	776
<b>Subtotal</b>	<b>2,072</b>	<b>2,327</b>	<b>2,225</b>	<b>2,435</b>
<b>Services</b>				
Temporary Services	7	0	0	0
Consultant/Management	0	0	8	3
Legal	354	345	365	505
<b>Subtotal</b>	<b>361</b>	<b>345</b>	<b>373</b>	<b>508</b>
<b>Materials &amp; Supplies</b>				
Office Supplies	2	3	3	3
Small Equipment/Furniture	0	0	0	2
<b>Subtotal</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>5</b>
<b>Other Expenses</b>				
Utilities	6	0	0	0
<b>Subtotal</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Miscellaneous</b>				
Travel/Meetings	0	9	14	5
Training	8	11	14	10
Dues/Memberships	6	8	13	7
Books/Subscriptions	31	33	37	38
<b>Subtotal</b>	<b>46</b>	<b>60</b>	<b>77</b>	<b>61</b>
<b>Leases and Rentals</b>				
Meeting Space	0	0	0	1
<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Department Total</b>	<b>\$2,486</b>	<b>\$2,735</b>	<b>\$2,679</b>	<b>\$3,009</b>

## Operations

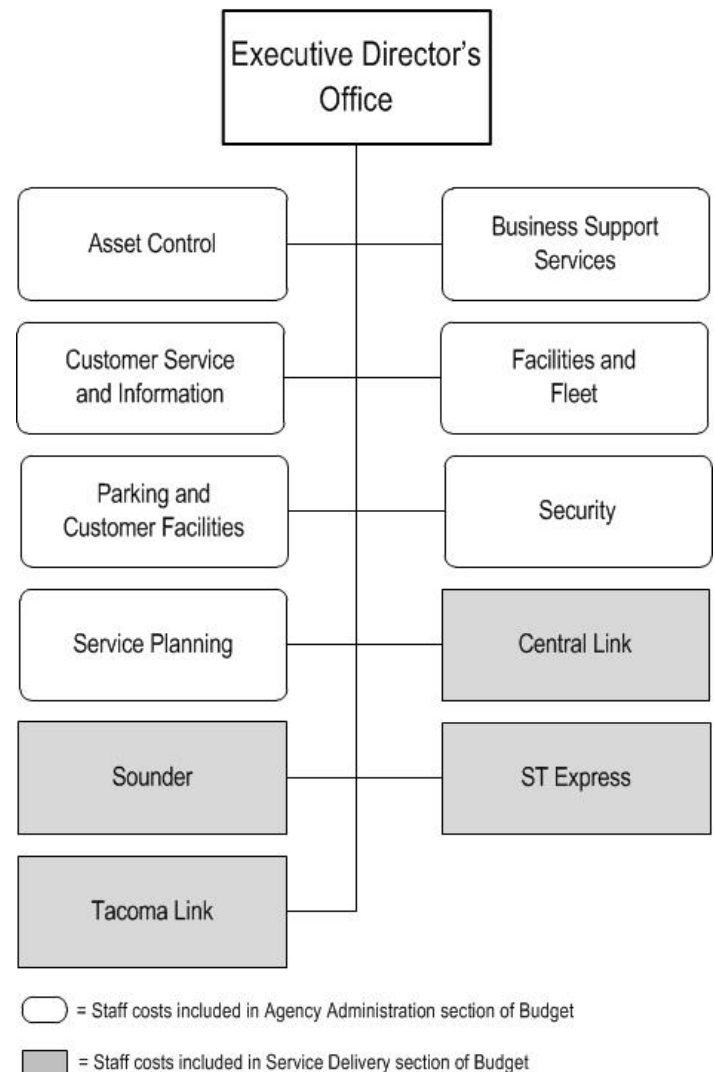
The Operations Department is responsible for:

- 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.
- Customer service, parking, and administrative facilities maintenance.
- Service planning and customer service for all modes.

Operations provides 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.

Operations' security division 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.

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



Sound Transit Vehicles

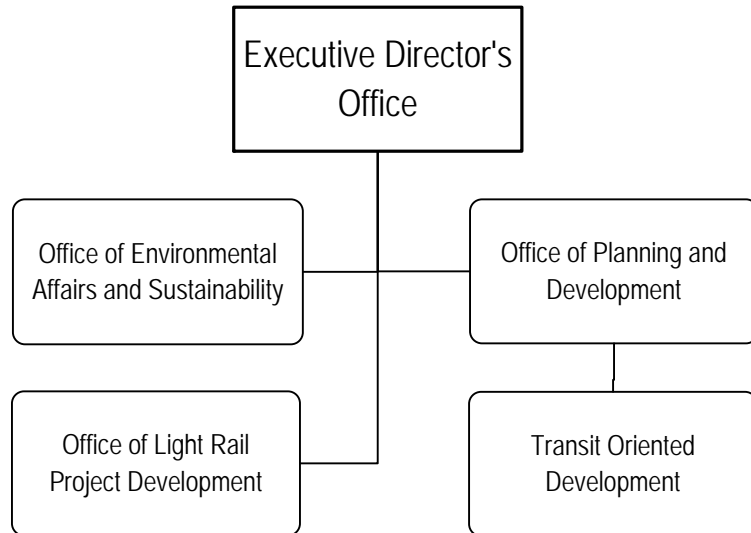
## OPERATIONS

(in thousands)	2012 Actual	2013 Budget	2013 Forecast	2014 Budget
<b>Salaries &amp; Benefits</b>				
Salaries	3,934	4,205	3,839	4,568
Benefits	2,209	2,307	2,135	2,469
<b>Subtotal</b>	<b>6,143</b>	<b>6,512</b>	<b>5,974</b>	<b>7,037</b>
<b>Services</b>				
Temporary Services	91	85	79	20
Consultant/Management	122	135	137	120
Advertising/Marketing	20	108	106	102
Security Services	96	159	152	146
Software/Hardware Maintenance	11	16	0	0
Maintenance	351	344	348	690
Other Services	154	181	170	91
<b>Subtotal</b>	<b>845</b>	<b>1,028</b>	<b>993</b>	<b>1,169</b>
<b>Materials &amp; Supplies</b>				
Office Supplies	9	17	16	13
Small Equipment/Furniture	100	41	(3)	39
Other Materials/Supplies	353	384	357	374
<b>Subtotal</b>	<b>462</b>	<b>442</b>	<b>371</b>	<b>427</b>
<b>Utilities</b>				
Utilities	236	209	209	212
Insurance	(1)	0	(1)	0
Taxes	5	4	10	5
<b>Subtotal</b>	<b>240</b>	<b>213</b>	<b>218</b>	<b>217</b>
<b>Miscellaneous</b>				
Advertising/Promotion Media	0	22	23	17
Travel/Meetings	26	47	47	60
Training	38	32	32	39
Dues/Memberships	3	9	10	9
Books/Subscriptions	9	7	6	8
Other Misc. Expense	2	1	2	1
<b>Subtotal</b>	<b>77</b>	<b>118</b>	<b>119</b>	<b>135</b>
<b>Leases and Rentals</b>				
Vehicles/Parking	287	300	288	297
Administrative Facilities	44	52	37	38
Furniture/Equipment	3	5	6	3
Meeting Space	0	2	2	2
<b>Subtotal</b>	<b>334</b>	<b>359</b>	<b>333</b>	<b>339</b>
<b>Department Total</b>	<b>\$8,102</b>	<b>\$8,671</b>	<b>\$8,008</b>	<b>\$9,324</b>

## 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, and 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.



Monitoring the vegetation along the Central Link light rail line in Tukwila

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**PLANNING, ENVIRONMENT & PROJECT DEVELOPMENT**


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(in thousands)	<b>2012 Actual</b>	<b>2013 Budget</b>	<b>2013 Forecast</b>	<b>2014 Budget</b>
<b>Salaries &amp; Benefits</b>				
Salaries	3,339	3,555	3,434	4,028
Benefits	1,752	1,960	1,756	2,042
<b>Subtotal</b>	<b>5,091</b>	<b>5,514</b>	<b>5,190</b>	<b>6,070</b>
<b>Services</b>				
Temporary Services	0	40	42	10
Consultant/Management	493	575	475	638
Advertising/Marketing	0	64	3	4
Other Services	0	3	0	3
<b>Subtotal</b>	<b>493</b>	<b>681</b>	<b>520</b>	<b>654</b>
<b>Materials &amp; Supplies</b>				
Office Supplies	2	5	4	5
Small Equipment/Furniture	1	5	3	2
Other Materials/Supplies	0	1	2	2
<b>Subtotal</b>	<b>3</b>	<b>10</b>	<b>9</b>	<b>9</b>
<b>Other Expenses</b>				
Utilities	10	0	(0)	0
<b>Subtotal</b>	<b>10</b>	<b>0</b>	<b>(0)</b>	<b>0</b>
<b>Miscellaneous</b>				
Advertising/Promotion Media	0	1	0	1
Travel/Meetings	25	55	49	54
Training	15	31	24	25
Dues/Memberships	7	11	10	11
Books/Subscriptions	6	2	3	1
Other Misc. Expense	4	3	1	1
<b>Subtotal</b>	<b>57</b>	<b>102</b>	<b>86</b>	<b>94</b>
<b>Leases and Rentals</b>				
Meeting Space	0	1	1	2
<b>Subtotal</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>
<b>Department Total</b>	<b>\$5,655</b>	<b>\$6,309</b>	<b>\$5,806</b>	<b>\$6,829</b>

## Debt Service

As of July 31, 2013, Sound Transit has \$1.45 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.

### 2014 Highlights

Debt service is budgeted at \$105.0 million including:

- \$33.5 million of principal repayment.
- \$67.3 million of capitalized interest.
- \$4.1 million of interest expense.

### 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.

### 2012 DEBT CAPACITY STATUS FOR SOUND TRANSIT (in millions)

Assessed Valuation in 2011 for collection of taxes in 2012	\$ 401,195
Maximum non-voted debt (1.5% of assessed valuation)	\$ 6,018
Less: Series 1999, 2005A, 2007A, 2009 and 2012 Bonds and other long-term debt	<u>1,467</u>
Non-voted debt capacity remaining	\$ 4,551
Maximum voted debt (5% of assessed valuation)	\$ 20,060
Less: Series 1999, 2005A, 2007A, 2009 and 2012 Bonds and other long-term debt	<u>1,467</u>
Voted debt capacity remaining	\$ 18,593

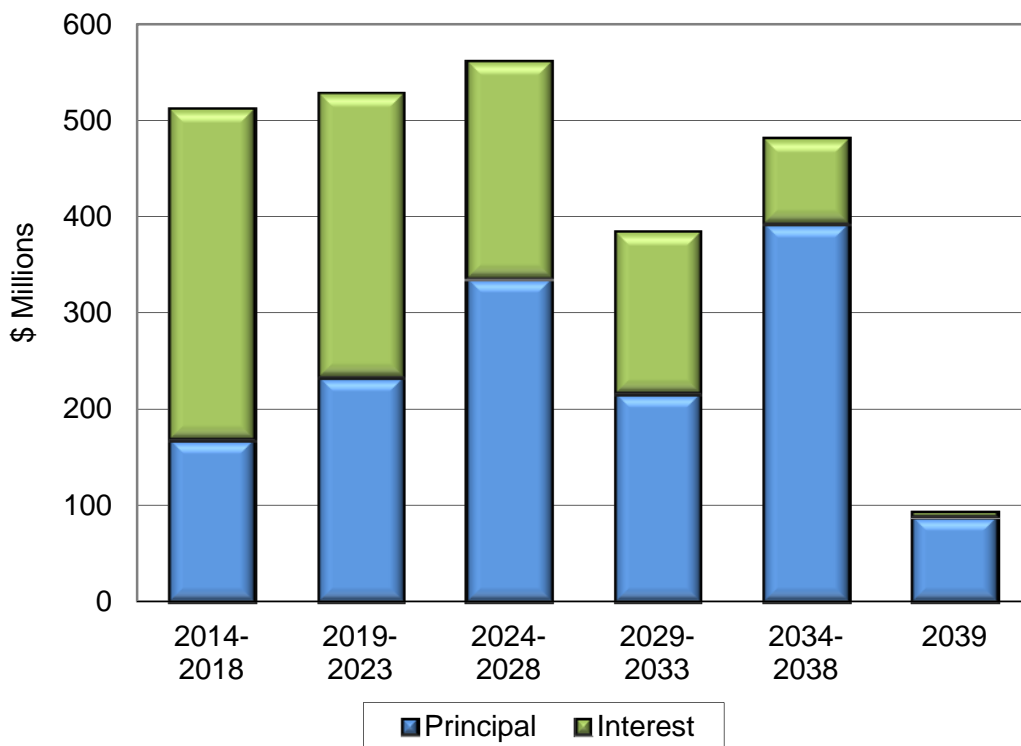
## DEBT SERVICE REQUIREMENTS BY MATURITY\*

(in thousands)

Year Ending			
December 31, 2013	Principal	Interest	Total
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	36,290	65,387	101,677
2019-2023	233,125	295,016	528,141
2024-2028	335,625	225,913	561,538
2029-2033	216,095	168,151	384,246
2034-2038	392,440	88,826	481,266
2039	88,485	4,859	93,344
<b>Total</b>	<b>\$ 1,434,205</b>	<b>\$ 1,126,259</b>	<b>\$ 2,560,464</b>

\* Debt service requirements are maintained on a cash basis but are budgeted on an accrual basis so there will be a slight budget variance. Debt service does not deduct for Build America Bond 35% subsidy on interest payments.

## DEBT SERVICE REQUIREMENTS TO MATURITY FOR LONG-TERM BONDS PAYABLE



## 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 separate authorization.

#### 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 2014 contribution is \$49.7 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 \$2.0 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 2014 the depreciation of service delivery assets is estimated at \$127.2 million and depreciation of administrative assets is estimated at \$2.2 million.

#### Donations and Other Non-Cash Expenses

In 2014 donations to other governments are estimated to be \$23.1 million as a result of capital contributions made.

#### 2014 DONATIONS

(in thousands)

Donation	Recipient	Amount
First Hill Streetcar	City of Seattle	\$ 21,751
Mountlake Terrace Freeway Station	WSDOT	230
Totem Lake Freeway Station	WSDOT	25
Kirkland Transit Center	City of Kirkland	447
Rainier Avenue Arterial Improvements	City of Renton	669
<b>Total</b>		<b>\$ 23,123</b>

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## APPENDIX A

### Staffing Plan Detail

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## Staffing Plan Detail

Department BUSINESS UNIT Position	2013 Staffing Plan	Transfers	2014 New Positions	2014 Staffing Plan
<b>Communications and External Affairs</b>				
CEA DIRECTOR'S OFFICE				
Executive Director of Communications & External Affairs	1.0	-	-	1.0
Executive Assistant	1.0	-	-	1.0
Subtotal	2.0	-	-	2.0
CUSTOMER OUTREACH/PUBLIC INVOL				
Customer Outreach Assistant	1.0	-	-	1.0
Customer Outreach Manager	1.0	-	-	1.0
Customer Outreach Specialist	1.0	-	-	1.0
Events Specialist	1.0	-	-	1.0
Events Coordinator	1.0	-	-	1.0
Subtotal	5.0	-	-	5.0
MARKETING & CREATIVE SERVICES				
Marketing Project Assistant	-	-	1.0	1.0
Communications & Marketing Supervisor	1.0	-	-	1.0
Communications Specialist	3.0	-	1.0	4.0
Creative Services Supervisor	1.0	-	-	1.0
Graphic Designer	2.0	-	1.0	3.0
Marketing Coordinator	1.0	-	-	1.0
Marketing Coordinator-Website	1.0	-	-	1.0
Marketing Specialist	1.0	-	-	1.0
Marketing/Creative Services Specialist	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
Subtotal	17.0	-	3.0	20.0
MEDIA RELATION & PUBLIC INFO				
Information Center Specialist	1.0	-	-	1.0
Media Relations/Public Information Manager	1.0	-	-	1.0
Public Information Coordinator	1.0	-	-	1.0
Public Information Officer	4.0	-	-	4.0
Subtotal	7.0	-	-	7.0
COMMUNICATIONS AND EXTERNAL AFFAIRS TOTAL	<b>31.0</b>		<b>3.0</b>	<b>34.0</b>
<b>Design, Engineering, and Construction Management</b>				
ARCHITECTURE & ART				
Public Art Project Manager	-	-	1.0	1.0
Architect	4.0	-	-	4.0
Art & Architecture Director	1.0	-	-	1.0
Collection Coordinator	1.0	-	-	1.0
Project Coordinator - DECM	1.0	-	-	1.0
Public Art Program Administrator	1.0	-	-	1.0
Public Art Program Coordinator	1.0	-	-	1.0
Senior Architect	3.0	-	-	3.0
Senior Project Coordinator - DECM	1.0	-	-	1.0
Subtotal	13.0	-	1.0	14.0

Department BUSINESS UNIT Position	2013 Staffing Plan	Transfers	2014 New Positions	2014 Staffing Plan
<b>CIVIL &amp; STRUCTURAL DESIGN</b>				
Structural/Geological Engineer	-	-	1.0	1.0
CAD Manager	1.0	-	-	1.0
Civil Engineer	7.0	-	1.0	8.0
Corridor Design Manager	2.0	-	1.0	3.0
Corridor Design Manager - North Link	1.0	-	-	1.0
Corridor Design Manager - South Link	1.0	-	-	1.0
Corridor Design Manager - East Link/I-90	1.0	-	-	1.0
Deputy Director, Civil/Structural Design	1.0	-	-	1.0
Design & Engineering Coordinator	1.0	-	-	1.0
Director Civil & Structural Design	1.0	-	-	1.0
Senior CAD Drafter	6.0	-	1.0	7.0
Senior Civil Engineer	12.0	-	-	12.0
Senior Civil Engineer Right-of-Way	-	-	1.0	1.0
Senior Rail Engineer	1.0	-	-	1.0
Senior Structural Engineer	4.0	-	-	4.0
Specification Writer	1.0	-	1.0	2.0
Structural Engineer	2.0	-	-	2.0
Structural Engineering Manager	1.0	-	-	1.0
Subtotal	43.0	-	6.0	49.0
<b>COMMUNITY OUTREACH</b>				
Business Mitigation Specialist	1.0	-	-	1.0
Community Outreach Assistant	1.0	-	-	1.0
Community Outreach Corridor Lead	1.0	-	-	1.0
Community Outreach Corridor Supervisor	3.0	-	-	3.0
Community Outreach Director	1.0	-	-	1.0
Community Outreach Specialist	9.0	-	1.0	10.0
Senior Administration Specialist	1.0	-	-	1.0
Subtotal	17.0	-	1.0	18.0
<b>CONSTRUCTION MANAGEMENT</b>				
Construction Claims Specialist	-	-	1.0	1.0
Deputy Director Construction	-	-	1.0	1.0
Construction Management Director	1.0	-	-	1.0
Construction Manager	-	-	3.0	3.0
Construction Manager - DECM	10.0	-	-	10.0
Construction Project Specialist	-	-	-	-
Deputy Construction Manager	4.0	-	-	4.0
Lead Inspector	1.0	-	-	1.0
Non-Corridor Projects Manager	1.0	-	-	1.0
Principal Construction Manager - DECM	4.0	-	-	4.0
Principal Construction Manager - Systems	1.0	-	-	1.0
Project Coordinator - DECM	1.0	-	-	1.0
Project Manager	-	-	1.0	1.0
Residential Sound Insulation Program Manager	1.0	-	-	1.0
Senior Construction Engineer	1.0	-	-	1.0
Senior Project Coordinator - DECM	1.0	-	-	1.0
Subtotal	26.0	-	6.0	32.0

Department BUSINESS UNIT Position	2013 Staffing Plan	Transfers	2014 New Positions	2014 Staffing Plan
DECM DIRECTOR'S OFFICE				
Business Efficiency & Compliance Manager	1.0	-	-	1.0
Chief of Staff	1.0	-	-	1.0
Deputy Executive Director - Business/Construction	1.0	-	-	1.0
Deputy Executive Director - Design/Engineering	1.0	-	-	1.0
Deputy Project Director - East Link	1.0	-	-	1.0
Deputy Project Director - North Link	1.0	-	-	1.0
Deputy Project Director -University Link	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	4.0	-	-	4.0
Project Director	2.0	-	-	2.0
Project Manager - DECM	6.0	-	-	6.0
Receptionist/Administrative Assistant	1.0	-	-	1.0
Senior Administrative Specialist	1.0	-	-	1.0
Senior Project Coordinator - DECM	3.0	-	-	3.0
Senior Project Manager - DECM	2.0	-	-	2.0
Senior Scheduling Engineer	-	-	1.0	1.0
Subtotal	31.0	-	1.0	32.0
PROJECT CONTROL & VALUE ENG.				
		-		
Configuration & Change Management Specialist	1.0	-	-	1.0
Configuration Coordinator	1.0	-	-	1.0
Corridor Project Control Supervisor	3.0	-	1.0	4.0
Cost Engineer	1.0	-	-	1.0
Courier	1.0	-	-	1.0
Deputy Executive Director Project Control & Value Engineering	1.0	-	-	1.0
Document Control Coordinator	5.0	-	-	5.0
Project Control Coordinator	3.0	-	-	3.0
Project Control Specialist	9.0	-	2.0	11.0
Senior Administrative Specialist	1.0	-	-	1.0
Senior Cost Engineer	2.0	-	1.0	3.0
Senior Document Control Coordinator	2.0	-	-	2.0
Senior Project Control Manager	1.0	-	-	1.0
Senior Project Control Specialist	2.0	-	-	2.0
Senior Project Risk Engineer	1.0	-	-	1.0
Senior Scheduling Engineer	3.0	-	-	3.0
Senior Systems Cost Engineer	1.0	-	-	1.0
Senior Manager, Project Control Services	-	-	-	-
Senior Project Control Manager-Conf/Doc	1.0	-	-	1.0
Senior Project Control Manager-Risk/Value Engineering	1.0	-	-	1.0
Value Engineering Manager	1.0	-	-	1.0
Subtotal	41.0	-	4.0	45.0
PROJECT SUPPORT SERVICES				
Assistant Permit Administrator	3.0	-	1.0	4.0
Permits Administrator	1.0	-	-	1.0
Project Coordinator	-	-	1.0	1.0
Subtotal	4.0	-	2.0	6.0

Department BUSINESS UNIT Position	2013 Staffing Plan	Transfers	2014 New Positions	2014 Staffing Plan
<b>REAL PROPERTY</b>				
Deputy Real Property Director	-	-	1.0	1.0
Director of Real Property	1.0	-	-	1.0
Leasing Document Coordinator	1.0	-	-	1.0
Property Coordinator	3.0	-	-	3.0
Property Management Assistant Manager	1.0	-	-	1.0
Property Management Coordinator	1.0	-	-	1.0
Property Management Manager	1.0	-	-	1.0
Property Management Specialist	1.0	-	-	1.0
Property Records Research Technician	1.0	-	-	1.0
Senior Administrative Specialist	1.0	-	-	1.0
Senior Leasing Document Coordinator	1.0	-	-	1.0
Senior Real Property Agent	4.0	-	-	4.0
<b>Subtotal</b>	<b>16.0</b>	<b>-</b>	<b>1.0</b>	<b>17.0</b>
<b>SYSTEMS ENGINEERING &amp; INTEGRATION</b>				
Civil/Systems Integration Manager	1.0	-	-	1.0
Corridor Design Manager-Systems	3.0	-	-	3.0
Electrical Engineer	1.0	-	1.0	2.0
Mechanical Engineer	2.0	-	1.0	3.0
Senior Administrative Specialist	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	9.0	-	-	9.0
Systems Engineering & Integration Director	1.0	-	-	1.0
Systems Engineer	3.0	-	-	3.0
Systems Engineering Manager	1.0	-	-	1.0
<b>Subtotal</b>	<b>25.0</b>	<b>-</b>	<b>2.0</b>	<b>27.0</b>
<b>DESIGN, ENGINEERING, AND CONSTRUCTION MANAGEMENT TOTAL</b>	<b>216.0</b>	<b>-</b>	<b>24.0</b>	<b>240.0</b>
<b>Executive</b>				
<b>BOARD ADMINISTRATION</b>				
Administrative Specialist	1.0	-	-	1.0
Board Administrator	1.0	-	-	1.0
Board Coordinator	1.0	-	-	1.0
Board Coordinator (Term-limited)	1.0	-	-	1.0
Correspondence Management Coordinator	1.0	-	-	1.0
<b>Subtotal</b>	<b>5.0</b>	<b>-</b>	<b>-</b>	<b>5.0</b>
<b>CHIEF EXECUTIVE OFFICE</b>				
Board Coordinator	1.0	-	-	1.0
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
<b>Subtotal</b>	<b>5.0</b>	<b>-</b>	<b>-</b>	<b>5.0</b>
<b>DIVERSITY PROGRAM</b>				
Compliance Field Monitor	-	1.0	-	1.0
Diversity Program Director	1.0	-	-	1.0
Diversity Program Specialist	2.0	-	-	2.0
Diversity Small Business Manager	-	-	-	-
Diversity Technical Advisor	1.0	-	-	1.0
Labor Agreement Specialist	2.0	-	-	2.0

Department BUSINESS UNIT Position	2013 Staffing Plan	Transfers	2014 New Positions	2014 Staffing Plan
Lead Diversity Program Specialist	1.0	-	-	1.0
PLA Program Manager	1.0	-	-	1.0
Senior Administrative Specialist	1.0	-	-	1.0
Subtotal	9.0	1.0	-	10.0
GOVERNMENT & COMMUNITY RELATIONS				
Government & Community Relations Officer	4.0	-	-	4.0
Government & Community Relations Director	1.0	-	-	1.0
State Relations Officer	1.0	-	-	1.0
Subtotal	6.0	-	-	6.0
HUMAN RESOURCES				
Senior HRIS & Compensation	-	-	1.0	1.0
Chief Human Resources Officer	1.0	-	-	1.0
Employee & Labor Relations Manager	1.0	-	-	1.0
HRIS & Talent SPT Specialist	-	-	-	-
HRIS Data Entry & Audit Coordinator	-	-	1.0	1.0
Human Resources Specialist	1.0	-	-	1.0
Invoice Processing Coordinator	-	-	1.0	1.0
Retirement & Benefits Analyst	1.0	-	-	1.0
Senior Employee & Relations Specialist	1.0	-	-	1.0
Senior HRIS/LMS Analyst	1.0	-	-	1.0
Senior Recruiter	2.0	-	-	2.0
Senior Trainer	1.0	-	-	1.0
Talent & Organizational Development Manager	1.0	-	-	1.0
Total Rewards Manager	1.0	-	-	1.0
Subtotal	11.0	-	3.0	14.0
INTERNAL AUDIT				
Internal Audit Director	1.0	-	-	1.0
Senior Internal Auditor	2.0	-	-	2.0
Subtotal	3.0	-	-	3.0
PROCUREMENT & CONTRACTS				
Contracts Supervisor MTS	-	-	1.0	1.0
Administrative Specialist	2.0	-	-	2.0
Assistant Buyer	1.0	-	-	1.0
Business Analyst	-	-	1.0	1.0
Contracts Manager	1.0	-	-	1.0
Contracts Specialist	-	-	-	-
Contracts Supervisor	1.0	-	-	1.0
Contracts Systems Supervisor	1.0	-	-	1.0
Design & Construction Contracts Manager	1.0	-	-	1.0
Design & Construction Contracts Supervisor	2.0	-	-	2.0
Design & Construction Contracts Specialist	4.0	-	-	4.0
Procurement & Contracts Director	1.0	-	-	1.0
Procurement & Contracts Assistant	2.0	-	-	2.0
Procurement & Contracts Coordinator	1.0	-	-	1.0
Senior Buyer/Planner	1.0	-	-	1.0
Senior Contracts Specialist	-	-	1.0	1.0
Senior Contracts Specialist	7.0	-	-	7.0
Senior Design & Construction Contracts Specialist	7.0	-	-	7.0
Subtotal	32.0	-	3.0	35.0

Department BUSINESS UNIT Position	2013 Staffing Plan	Transfers	2014 New Positions	2014 Staffing Plan
<b>QUALITY ASSURANCE</b>				
Agency QA/QC Manager	1.0	-	-	1.0
Project Administration Specialist	1.0	-	-	1.0
Quality Assurance Engineer	4.0	-	1.0	5.0
Senior Quality Assurance Assessor	1.0	-	-	1.0
Senior Quality Assurance Engineer	2.0	-	-	2.0
Subtotal	9.0	-	1.0	10.0
<b>RAIL ACTIVATION</b>				
Rail Activation Manager	-	-	1.0	1.0
Rail Activation Project Assistant	-	-	1.0	1.0
Subtotal	-	-	2.0	2.0
<b>SAFETY</b>				
Chief Safety Officer	-	-	-	-
Community Outreach Specialist	1.0	-	-	1.0
Construction Safety Manager	1.0	-	-	1.0
Construction Safety Specialist	2.0	-	-	2.0
Health & Safety Specialist	2.0	-	-	2.0
Occupation Health & Safety Manager	1.0	-	-	1.0
Project Administration Specialist	1.0	-	-	1.0
Rail Passenger Safety Manager	1.0	-	-	1.0
Senior Construction Safety Specialist	2.0	-	-	2.0
Senior Health & Safety Specialist	1.0	-	-	1.0
Senior Systems Safety & Assurance Specialist	1.0	-	-	1.0
System Safety & Assurance Specialist	1.0	-	-	1.0
Subtotal	14.0	-	-	14.0
<b>SAFETY &amp; QA DIRECTOR'S OFFICE</b>				
Director of Safety & QA	1.0	-	-	1.0
Senior Administrative Specialist	1.0	-	-	1.0
Subtotal	2.0	-	-	2.0
<b>EXECUTIVE TOTAL</b>	<b>96.0</b>	<b>1.0</b>	<b>9.0</b>	<b>106.0</b>
<b>Finance and Information Technology</b>				
<b>BUDGET &amp; FINANCIAL PLANNING</b>				
Financial Planner	-	-	1.0	1.0
Budget Manager	2.0	-	-	2.0
Business Analyst	-	-	-	-
Director of Budget and Financial Planning	1.0	-	-	1.0
Finance & Budget Coordinator	1.0	-	-	1.0
Senior Financial Budget Analyst	6.0	-	-	6.0
Senior Financial Planner	2.0	-	-	2.0
Subtotal	12.0	-	1.0	13.0
<b>CHIEF FINANCIAL OFFICER</b>				
Executive Assistant	1.0	-	-	1.0
Executive Director of Finance & Information Technology	1.0	-	-	1.0
Subtotal	2.0	-	-	2.0
<b>FINANCIAL ACCOUNTING</b>				
Accountant I	2.0	-	-	2.0
Accountant II	3.0	-	-	3.0
Accounting Manager	1.0	-	-	1.0
Accounting Supervisor	1.0	-	-	1.0
Account Payable	3.0	-	-	3.0
Account Payable Supervisor	1.0	-	-	1.0

Department BUSINESS UNIT Position	2013 Staffing Plan	Transfers	2014 New Positions	2014 Staffing Plan
Accounting Operations & Business Process Manager	1.0	-	-	1.0
Assistant Controller	1.0	-	-	1.0
Business Analyst	-	-	-	-
Controller	1.0	-	-	1.0
Management Analyst	-	-	-	-
Payroll Specialist	1.0	-	-	1.0
Payroll Supervisor	1.0	-	-	1.0
Senior Accountant	2.0	-	-	2.0
Senior Administrative Specialist	1.0	-	-	1.0
Senior Compliance Analyst	1.0	-	-	1.0
Senior Financial Analyst - CIP & Fixed Assets	1.0	-	-	1.0
Senior Financial Reporting Analyst	1.0	-	-	1.0
Subtotal	22.0	-	-	22.0
GENERAL SERVICES/WAREHOUSE				
General Services Center Assistant	1.0	-	-	1.0
General Services Center Coordinator	1.0	-	-	1.0
Subtotal	2.0	-	-	2.0
GRANTS				
Grants Administrator	1.0	-	-	1.0
Grants Manager	1.0	-	-	1.0
Grants Specialist	2.0	-	-	2.0
Subtotal	4.0	-	-	4.0
INFORMATION TECHNOLOGY				
Application Development Supervisor	1.0	-	-	1.0
Business Analyst	-	-	-	-
CIO, Deputy Executive Director	1.0	-	-	1.0
Data Architect	1.0	-	-	1.0
Database Administrator Supervisor	1.0	-	-	1.0
Database Administrator	1.0	-	-	1.0
GIS Analyst	1.0	-	-	1.0
GIS Specialist	1.0	-	-	1.0
Helpdesk Support Technician	2.0	-	-	2.0
Information Technology Systems Analyst	0.5	-	-	0.5
IT Applications Developer	-	-	-	-
IT Business Manager	1.0	-	-	1.0
IT Director of Operations	1.0	-	-	1.0
IT Manager	4.0	-	-	4.0
IT Manager - Research & Technology	-	-	-	-
IT Manager Development	-	-	-	-
IT Manager-Transit Rider Technology	1.0	-	-	1.0
IT Project Analyst	-	-	-	-
IT Project Manager	3.0	-	-	3.0
IT Project Manager, Senior	4.0	-	-	4.0
IT Purchasing Coordinator	1.0	-	-	1.0
IT R&T Program Supervisor - (Term Limited)	1.0	-	-	1.0
IT Service Desk Manager	1.0	-	-	1.0
IT Support Specialist	3.0	-	-	3.0
IT Systems Administrator	2.0	-	-	2.0
IT Systems Engineer	2.0	-	-	2.0
Network Engineer	1.0	-	-	1.0
Report Developer	1.0	-	-	1.0
Senior Client Systems Architect	1.0	-	-	1.0

Department BUSINESS UNIT Position	2013 Staffing Plan	Transfers	2014 New Positions	2014 Staffing Plan
Senior Database Administrator	2.0	-	-	2.0
Senior Enterprise Architect	1.0	-	-	1.0
Senior IT Support Specialist	2.0	-	-	2.0
Senior IT Systems Analyst	5.0	-	1.0	6.0
Senior IT Systems Engineer	1.0	-	-	1.0
Senior Network Engineer	3.0	-	-	3.0
Senior Software Engineer	1.0	-	-	1.0
Systems Administrator	-	-	1.0	1.0
Transit Systems Electrician	1.0	-	-	1.0
Transit Systems Engineer	1.0	-	-	1.0
Web Developer	1.0	-	-	1.0
Subtotal	54.5	-	2.0	56.5
ORCA REGIONAL SERVICES				
ORCA Administrative Analyst	1.0	-	-	1.0
ORCA Regional Program Administrator	1.0	-	-	1.0
Subtotal	2.0	-	-	2.0
ORCA ST REGIONAL SERVICES				
Cash Accountant	1.0	(0.3)	-	0.8
Fiscal Agent - ORCA	1.0	-	-	1.0
Information Technology Systems Analyst	0.5	-	-	0.5
ORCA Program Coordinator	1.0	-	1.0	2.0
Revenue Analysis Manager	1.0	-	-	1.0
Subtotal	4.5	(0.3)	1.0	5.3
RECORDS MANAGEMENT				
Electronic Records Analyst	1.0	-	-	1.0
Records Management Coordinator	-	-	-	-
Records Management Specialist	1.0	-	-	1.0
Records Manager	1.0	-	-	1.0
Subtotal	3.0	-	-	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
Subtotal	5.0	-	-	5.0
TREASURY & REVENUE				
Cash Accountant	1.0	0.3	-	1.3
Cash and Investment Administrator	1.0	-	-	1.0
ORCA Site Administrator	1.0	-	-	1.0
Senior Financial Analyst	1.0	-	-	1.0
Treasurer	1.0	-	-	1.0
Subtotal	5.0	0.3	-	5.3
FINANCE AND INFORMATION TECHNOLOGY TOTAL	116.0	-	4.0	120.0
Legal				
Administrative Specialist	1.0	-	-	1.0
Business Manager and 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 Project Assistant and Compliance Monitor	1.0	(1.0)	-	-
Legal Secretary	1.0	-	-	1.0

Department BUSINESS UNIT Position	2013 Staffing Plan	Transfers	2014 New Positions	2014 Staffing Plan
Paralegal	1.0	-	-	1.0
Project Administration Specialist	1.0	-	-	1.0
Senior Legal Counsel	7.0	-	-	7.0
LEGAL TOTAL	17.0	(1.0)	-	16.0
<b>Operations</b>				
ASSET PLANNING & PROGRAMMING				
Asset Control Specialist	1.0	-	-	1.0
Asset Planning & Programming Manager	1.0	-	-	1.0
Project Manager, Asset Control	1.0	-	-	1.0
Senior Document Control Coordinator	1.0	-	-	1.0
Senior MMIS Administrator	1.0	-	-	1.0
Space Planning/CADD Operator	1.0	-	-	1.0
Subtotal	6.0	-	-	6.0
BUSINESS SERVICES				
Operations Business Analyst	1.0	-	-	1.0
Operations Business Coordinator	3.0	-	-	3.0
Operations Business Manager	1.0	-	-	1.0
Senior Business Analyst	2.0	-	-	2.0
Subtotal	7.0	-	-	7.0
CUSTOMER FAC & ACCESSIBLE SERV				
Accessibility Coordinator	1.0	-	-	1.0
Customer Facilities & Accessible Services Manager	1.0	-	-	1.0
Project Manager, CFAS	1.0	-	-	1.0
Senior CFAS Coordinator	3.0	-	-	3.0
Subtotal	6.0	-	-	6.0
CUSTOMER SERVICES				
Customer Services Manager	1.0	-	-	1.0
Customer Service Representative	4.0	-	-	4.0
Customer Service Supervisor	2.0	-	-	2.0
Receptionist & Administrative Assistant	2.0	-	-	2.0
Senior Customer Service Representative	2.0	-	-	2.0
Subtotal	11.0	-	-	11.0
FACILITIES				
NRV Project Control Coordinator	-	-	1.0	1.0
Assistant Facilities Maintenance Manager	1.0	-	-	1.0
Facilities Maintenance Manager	1.0	-	-	1.0
Facilities Specialist	6.0	-	-	6.0
Project Manager	-	-	2.0	2.0
Project Manager, Facilities	4.0	-	-	4.0
Senior Facilities Coordinator	2.0	-	-	2.0
Senior Facilities Specialist	5.0	-	-	5.0
Subtotal	19.0	-	3.0	22.0
OPERATIONS DIRECTOR'S OFFICE				
Administrative Analyst	1.0	-	-	1.0
Deputy Executive Director - Transportation & Maintenance	1.0	-	-	1.0
Executive Assistant	1.0	-	-	1.0
Executive Director of Operations	1.0	-	-	1.0
Facility & Asset Control Director	1.0	-	-	1.0
Light Rail Operations Director	1.0	-	-	1.0
Operations Support Services Director	1.0	-	-	1.0
Project Administration Specialist	1.0	-	-	1.0

Department BUSINESS UNIT Position	2013 Staffing Plan	Transfers	2014 New Positions	2014 Staffing Plan
Senior Administrative Specialist	1.0	-	-	1.0
Transit Expansion Program Manager	1.0	-	-	1.0
Subtotal	10.0	-	-	10.0
SECURITY				
Chief Security Officer	1.0	-	-	1.0
CPTED & Technical Security Specialist	-	-	-	-
Operations Security Specialist	1.0	-	-	1.0
Project Administration Specialist	1.0	-	-	1.0
Security Specialist - Facilities	1.0	-	-	1.0
Subtotal	4.0	-	-	4.0
SERVICE PLANNING & DEVELOPMENT				
Assistant Service Planner	1.0	-	-	1.0
Service Planner	2.0	-	-	2.0
Service Planning Manager	1.0	-	-	1.0
Subtotal	4.0	-	-	4.0
OPERATIONS TOTAL	67.0	-	3.0	70.0
<b>Planning, Environment, and Project Development</b>				
ENVIRONMENTAL & SUSTAINABILITY				
Associate Environmental Planner	1.0	-	-	1.0
Associate Planner	2.0	-	-	2.0
Deputy Director of Environmental Affairs & Sustainability	1.0	-	-	1.0
Environmental Affairs & Sustainability Director	1.0	-	-	1.0
Environmental Compliance Manager	1.0	-	-	1.0
Environmental Planner	3.0	-	-	3.0
Senior Administrative Specialist	1.0	-	-	1.0
Senior Environmental Planner	6.0	-	-	6.0
Sustainability Manager	1.0	-	-	1.0
Subtotal	17.0	-	-	-
LIGHT RAIL PROJECT DEVELOPMENT				
Deputy Executive Director - PEPD	1.0	-	-	1.0
Deputy Project Director - PEPD	1.0	-	-	1.0
Light Rail Development Manager	2.0	-	-	2.0
Project Manager - Agreements	1.0	-	-	1.0
Project Manager - LR Segment	7.0	-	-	7.0
Senior Administrative Specialist	1.0	-	-	1.0
Transportation Planner	1.0	-	-	1.0
Subtotal	14.0	-	-	14.0
PEPD DIRECTOR'S OFFICE				
Executive Assistant	1.0	-	-	1.0
Executive Director - PEPD	1.0	-	-	1.0
Subtotal	2.0	-	-	2.0
PLANNING AND DEVELOPMENT				
Associate Planner	1.0	-	-	1.0
Business Development Coordinator	1.0	-	-	1.0
Planning & Development Director	1.0	-	-	1.0
Planning & Project Development Manager	1.0	-	-	1.0
Project Manager - Modeler	2.0	-	-	2.0
Research, Policy & Business Development Manager	1.0	-	-	1.0
Senior Policy Planner	1.0	-	-	1.0
Senior Project Manager - PEPD	1.0	-	-	1.0
Senior Transportation Planner	3.0	-	-	3.0

Department BUSINESS UNIT Position	2013 Staffing Plan	Transfers	2014 New Positions	2014 Staffing Plan
Transportation Planner	1.0	-	-	1.0
Subtotal	13.0	-	-	13.0
TRANSIT ORIENTED DEVELOPMENT				
Senior TOD Analyst	1.0	-	-	1.0
Senior TOD Specialist	1.0	-	-	1.0
TOD Manager	1.0	-	-	1.0
Subtotal	3.0	-	-	3.0
PLANNING, ENVIRONMENT, AND PROJECT DEVELOPMENT TOTAL	49.0	-	-	49.0
TOTAL AGENCY STAFFING	638.0	-	43.0	681.0

Department BUSINESS UNIT Position	2013 Staffing Plan	Transfers	2014 New Positions	2014 Staffing Plan
<b>POSITIONS DIRECT CHARGED TO SERVICE DELIVERY</b>				
<b>Finance and Information Technology</b>				
IT TRANSIT SYSTEMS				
SCADA Systems Engineer Supervisor	1.0	-	-	1.0
Senior Systems Analyst - SCADA	-	-	-	-
Senior Systems Engineer - SCADA	1.0	-	-	1.0
Systems Engineering Supervisor	1.0	-	-	1.0
Transit System Bench Technician	1.0	-	-	1.0
Transit Systems Electronic Supervisor	1.0	-	-	1.0
Transit Systems Electronic Technician	5.0	-	-	5.0
Transit Systems Engineer	2.0	-	-	2.0
Subtotal	12.0	-	-	12.0
<b>Operations</b>				
CENTRAL LINK LIGHT RAIL				
Central Link Maintenance Manager	1.0	-	-	1.0
Central Link Maintenance Supervisor	2.0	-	-	2.0
Central Link Transportation Manager	1.0	-	-	1.0
Light Rail Transportation Supervisor	2.0	-	-	2.0
Senior Administrative Specialist	1.0	-	-	1.0
Subtotal	7.0	-	-	7.0
SOUNDER				
Commuter Rail Transportation Superintendent	1.0	-	-	1.0
Commuter Rail Coordinator	1.0	-	-	1.0
Commuter Rail Mechanical Superintendent	1.0	-	-	1.0
Commuter Rail Operations Manager	1.0	-	-	1.0
Maintenance of Way Specialist	1.0	-	-	1.0
Subtotal	5.0	-	-	5.0
ST EXPRESS				
Bus Maintenance Superintendent	1.0	-	-	1.0
Bus Operations Analyst	1.0	-	-	1.0
Bus Operations Manager	1.0	-	-	1.0
Subtotal	3.0	-	-	3.0
TACOMA LIGHT RAIL				
Light Rail Vehicle Operator	7.0	-	-	7.0
Maintenance Supervisor	1.0	-	-	1.0
Operations and Maintenance Supervisor	4.0	-	-	4.0
Operations & Maintenance Technician	4.0	-	-	4.0
Project Administration Specialist	1.0	-	-	1.0
Tacoma Link Light Rail Operations Manager	1.0	-	-	1.0
Tacoma Link Light Rail Assistant Operations Manager	1.0	-	-	1.0
Subtotal	19.0	-	-	19.0
<b>TOTAL SERVICE DELIVERY STAFFING</b>	<b>46.0</b>	<b>-</b>	<b>-</b>	<b>46.0</b>

## APPENDIX B

### Budget Process

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## Budget Process

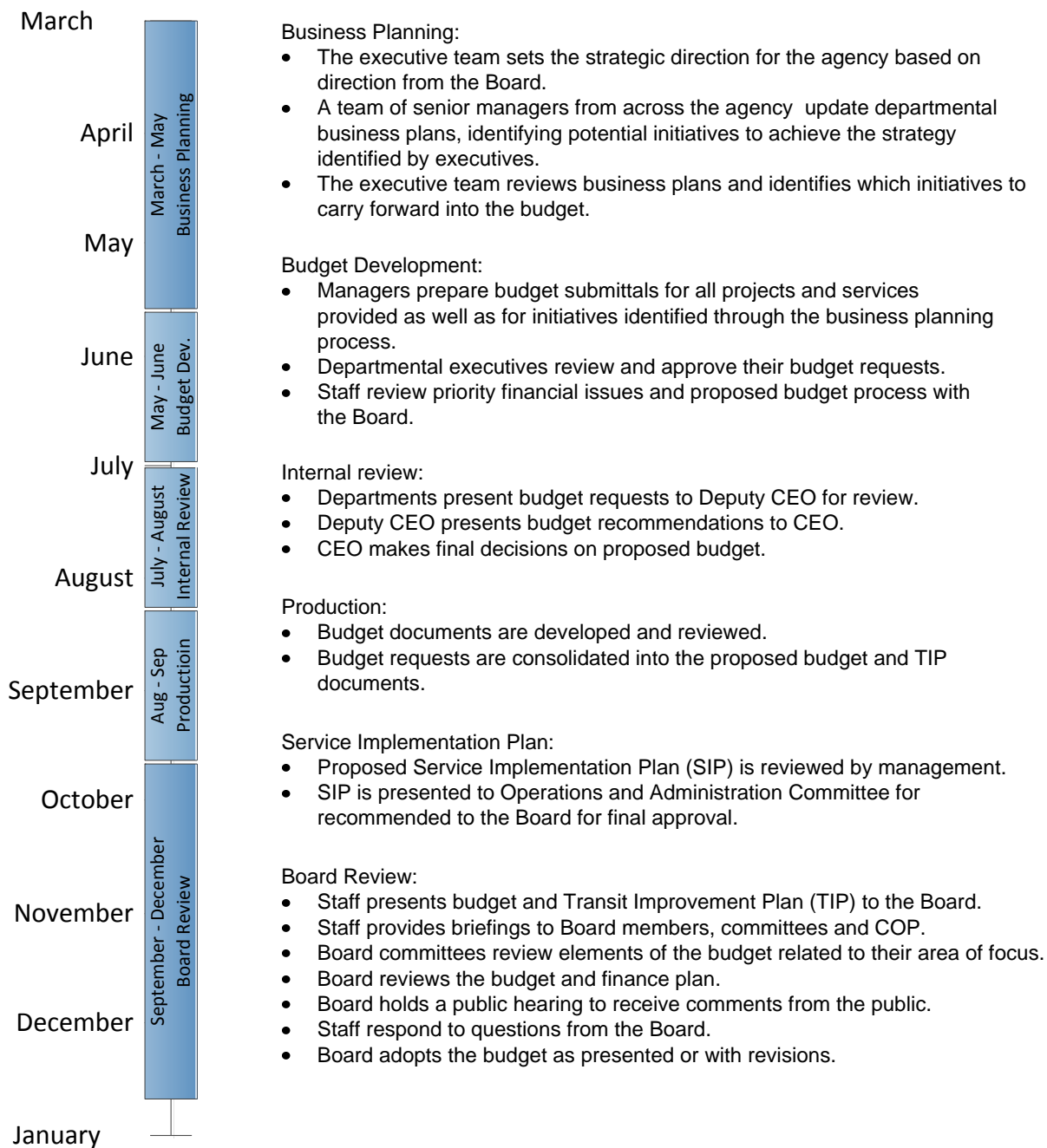
Sound Transit's budget process is structured to serve two purposes. Within the agency, the development of the budget provides a forum for joint planning of objectives and strategies, with executive and board review of programs. For the region's citizens, the budget reports on the status of projects and 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. In addition, a Service Implementation Plan is also prepared that guides the delivery of transit services and is approved by the board.

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 providing 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 2013 as well as new projects for 2014. Any additional projects will be added at the end of the year when subarea allocations are calculated.

## Revenues and Financing Sources

### Sources

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

### PASSENGER FARES

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

## Operating Uses

### LINK LIGHT RAIL SERVICES OPERATING USES

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

### SOUNDER COMMUTER RAIL SERVICES OPERATING USES

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

## ST EXPRESS BUS SERVICES OPERATING USES

Description	Driver
Bus Operations	Platform Hours
DSTT Operations	Location

## OTHER USES

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

## Capital Project Uses (Outlays)

System Expansion – Link Light Rail Projects	Driver
First Hill Link Streetcar	Location
Tacoma Link Expansion	Location
Link Operations & Maintenance Satellite Facility	ST2 Adopted Financial Plan
Northgate Link Extension	Location
Lynnwood Link Extension	ST2 Adopted Financial Plan
University Link	Location
Initial Segment	2009 Sound Move Reported Rules
Airport Link	Location
S 200 <sup>th</sup> Link Extension	Location
Federal Way Transit Extension	Location
East Link	ST2 Adopted Financial Plan Location
Overlake Village Bridge	Location

System Expansion – Sounder Commuter Rail Projects	Driver
Station Access & Demand Study	ST2 Adopted Financial Plan
Eastside Rail Partnership	Location
Sounder Yard & Shop Facility	ST2 Adopted Financial Plan
Puyallup Station Improvements	Location
Sumner Station Improvements	Location
Lakewood Station Improvements	Location
Tacoma Trestle Track & Signal	Location
Sounder Yard Expansion	ST2 Adopted Financial Plan per Sounder Yard & Shop Facility
Everett to Seattle Track & Signal	Location

<b>System Expansion – Sounder Commuter Rail Projects</b>	<b>Driver</b>
Willow Creek Environmental Mitigation	Location
Seattle to Auburn Track & Signal	Location
Auburn to Tacoma Track & Signal	Location
M St.-Lakewood Track & Signal	Location
Permitting/ Environmental Mitigation	Location
D St-M St Track & Signal	Location
Layover	Vehicle Miles
Everett Station	Location
Mukilteo Station, North Platform	Location
Mukilteo Station, South Platform	Location
Edmonds Station	Location
Tukwila Station	Location
South Tacoma Station	Location
Lakewood Station	Location
Sounder South Expanded Service	ST2 Adopted Financial Plan

<b>System Expansion – ST Express Bus Projects</b>	<b>Driver</b>
ST Express Bus Base	ST2 Adopted Financial Plan
ST Express Mid-Day Bus Storage	Service Location
Burien Transit Center Parking Expansion	Location
Ash Way Transit Access	Location
Federal Way HOV Access/S 317 <sup>th</sup>	Location
Totem Lake Freeway Station	Location
85 <sup>th</sup> Corridor, Kirkland	Location
Kirkland Transit Center/3 <sup>rd</sup>	Location
Renton HOV Access/N 8 <sup>th</sup>	Location
Rainier Avenue Arterial Improvements	Location
Strander Boulevard Extension	Location
Mountlake Terrace Freeway Station	Location
S. Everett Freeway Station/112 <sup>th</sup>	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

<b>System Expansion – ST Express Bus Projects</b>	<b>Driver</b>
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

<b>System Expansion – Other</b>	<b>Driver</b>
ST3 Planning	Financial Policies
South Corridor Alternative Planning	Location
Ballard to Downtown Seattle HCT Planning Study	Financial Policies
HCT Corridor Planning Studies	Financial Policies
Central & East HCT Study	Financial Policies
Lynnwood to Everett HCT Study	Financial Policies
South King County HCT Study	Financial Policies
Fare Integration	Financial Policies
Fare Administration	Financial Policies
Research and Technology	Financial Policies
STart	Location
Passenger Information System/CCTV	Number per Location
Ticket Vending Machines	Number per Location

<b>Enhancement Projects</b>	<b>Driver</b>
Bus Maintenance Facility	Platform Hours
Federal Way Transit Center Lighting Retrofit	Location
Auburn Garage Lighting Retrofit	Location
TOD Property Disposition	Location
TOD Planning	Location
Positive Train Control	Location
LRV On Board Energy Storage	Location
Noise Abatement	Location
Security Enhancements	Location
ST Express Mobile Communications Projects	Platform Hours
Parking Enhancements	Location
Bike Locker Program	Number per Location

<b>Enhancement Projects</b>	<b>Driver</b>
Link OMF Laydown Area Improvements	Boardings/Track Miles
Link LRV Wash Bay Doors	Boardings/Track Miles
Central Link Radio Upgrade	Boardings/Track Miles
ST Express Security Camera Retrofit	Platform Hours
HVAC for Traction Power Sub Station (TPSS)	Boardings/Track Miles
Central Link HVAC – Instrument House & UPS Room	Boardings/Track Miles
Central Link Card Readers	Boardings/Track Miles
Central Link OMF UPS Room Improvement	Boardings/Track Miles
Central Link Overhead Catenary System Tie Switch	Boardings/Track Miles
Central Link Benchtest Equipment	Track Miles/Boardings
Security Radios	Location
Non Revenue Support Vehicles	Boarding/ Track Miles
Central Link Switch Heaters	2009 Sound Move Reported Rules; Vehicle Maintenance
DSTT South Access Security	Location
Regional Parking Pilot Project	Financial Policies
Pierce Transit Radio System Upgrade	Location

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

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

## Systemwide Uses

Description	Driver
Agency Administration	Financial Policies

## Debt Service

Description	Driver
Debt Service	Financial Plan

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## APPENDIX D

### 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](http://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.

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\* 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 E

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## List of Charts, Maps, and Tables

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## APPENDIX F

### 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

**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

**COLA** – Cost-of-Living Adjustment

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

**COP** – Citizen Oversight Panel

**CPI** – Cost Performance 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 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

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**EIS** – Environmental Impact Statement

**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

**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

**GFOA** – Government Finance Officers Association

**GIS** – Geographic Information Services

**HCT** – High Capacity Transit

**HOV** – High-Occupancy Vehicle

**IT** – Information Technology

**KCM** – King County Metro

**kVA** – Kilovolt-ampere

**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

**OMSF** – Operations & Maintenance Satellite Facility

**OPS** – Operations Department

**ORCA** – One Regional Card for All

**PE** – Preliminary Engineering

**PE/ED** – Preliminary Engineering and Environmental Documentation

**PEPD** – Planning, Environment, and Project Development Department

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**PLA** – Project Labor Agreement

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

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

**REX** – Regional Express

**RFP** – Request for Proposal

**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

**TGT** – Technology Governance Team

**TIP** – Transit Improvement Plan

**TOD** – Transit Oriented Development

**TPSS** – Traction Power Sub Station

**TVM** – Ticket Vending Machine

**UPS** – Uninterrupted Power Supply

**UW** – University of Washington

**WSDOT** – Washington State Department of Transportation

**YOE** – Year of Expenditure



# Proposed 2014

## Transit Improvement Plan

To request accommodations for persons with disabilities or to receive information in alternative formats, please call 1-888-889-6368, TTY Relay 711 or e-mail [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org)

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## Agency Overview

### Our Story

The Central Puget Sound Regional Transit Authority – better known as Sound Transit – was created by the Washington State legislature in 1993. 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. We have grown from a planning agency to one that carried 28.0 million passengers in 2012 and is estimated to carry 29.5 million passengers in 2013 and 30.0 million passengers in 2014 on our trains and buses. We continue building extensions to light rail, transit centers, stations, and other transportation infrastructure.

In 1996 voters in the region approved implementation of the Sound Move plan. The plan includes a mix of transportation improvements: Sounder commuter rail, Link light rail, ST Express bus, new transit centers, park and ride lots, and high occupancy vehicle (HOV) access projects. As a result of Sound Move, 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



Tacoma Link Light Rail

service in 2009. The vast majority of Sound Move projects have been completed and closed or are pending close out. Active Sound Move projects include the University Link Extension from downtown Seattle to the University of Washington, scheduled for opening in 2016, completion of HOV lane work on I-90 to accommodate light rail across Lake Washington to Bellevue and Overlake, and Mukilteo Station South Platform.

In 2008 voters of the Central Puget Sound region approved the Sound Transit 2 (ST2) ballot measure. This new program includes the addition of 36 miles of track with 18 new stations to create a 55-mile regional light rail system. Due to the recession and resulting large reduction in tax revenues, the ST2 program was realigned to maintain affordability. Current ST2 light rail projects include extensions east to Bellevue and the Overlake area of Redmond, north to Northgate and Lynnwood, south to Kent/Des Moines in the area of Highline Community College as well as planning for future extensions south to Federal Way, and expansion of Tacoma Link. Regional express bus projects include fleet expansion, a bus base, bus storage, and parking facilities. Sounder commuter rail projects include easements for four additional round trips in the south corridor, station access improvements, permanent stations for Edmonds and Tukwila, track and signal improvements, fleet expansion, and a Sounder yard and shops facility. ST2 also provided for the addition of ST Express bus and commuter rail service.

ST2 included funding to identify and evaluate additional regional high capacity transit (HCT) alternatives – referred to as ST3. Sound Transit is initiating alternative studies in eight transportation corridors that run north to Everett, south to Tacoma, east to downtown Redmond and Issaquah, and

west to Ballard, West Seattle, and Burien. Completion of these planning efforts is scheduled for June 2014.

In association with the HCT studies, the Board has authorized an update to the Sound Transit Long Range Plan and a programmatic Environmental Impact Statement (EIS) on plan elements. December 2014 is the anticipated completion date for this effort.

## Safeguarding Tax Dollars

Sound Transit takes its stewardship responsibilities very seriously and is committed to protecting taxpayers' 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.



Sound Transit Board of Directors

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

For more information, please visit [www.soundtransit.org](http://www.soundtransit.org) then click on "About Sound Transit".

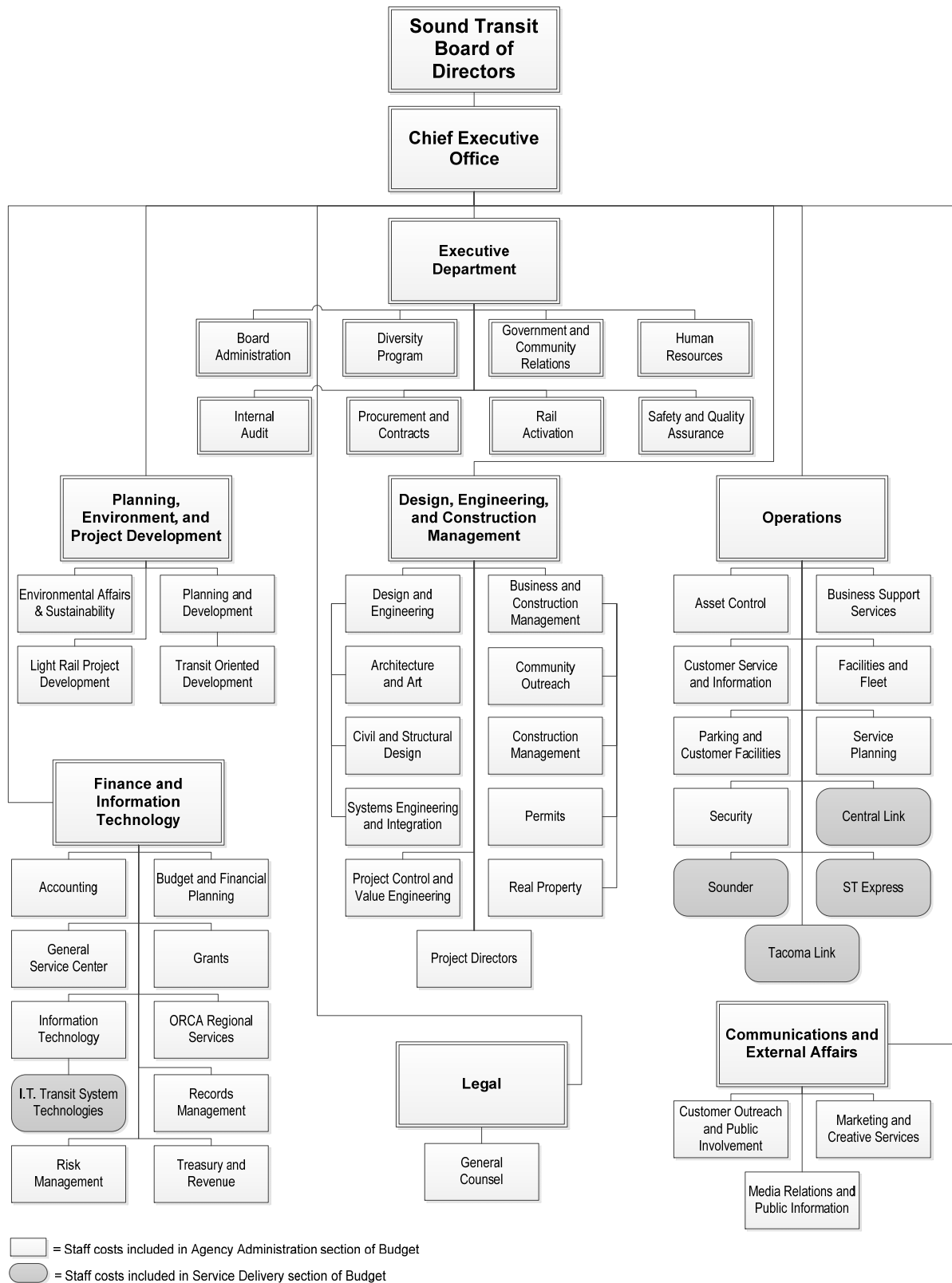
## Our People

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. (An organization chart follows the department descriptions.)

- Executive Department includes the Chief Executive Office as well as Board Administration, Diversity, Government & Community Relations, Human Resources, Internal Audit, Procurement & Contracts, Rail Activation, and Safety & Quality Assurance.
- 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 ST3 planning effort, 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, maintenance, and security for Central Link light rail, Sounder commuter rail, ST Express bus, and all Sound Transit facilities. The department also directly operates and maintains Tacoma Link light rail.
- Finance and Information Technology (FIT) is responsible for all financial activities including financial planning, budgeting, accounting, treasury, revenue collection, grants, records management, 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.
- Communications and External Affairs (CEA) focuses on marketing and creative services, media relations and public information, and customer outreach and public involvement.
- Legal provides analysis and advice on a variety of legal subjects including real estate, labor, environmental, construction, land use, permitting, litigation, contracts and interagency issues. The Legal department is actively involved in claims defense and property acquisitions including condemnations.

## SOUND TRANSIT ORGANIZATION CHART



## 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's 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 D of the proposed 2014 budget.

### Budgeting Policies

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

### Phase Gate

Phase Gate is a project management process 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 and schedule. After the first gate, a request to complete initial planning and conceptual engineering is presented to the Board for approval. When the project is ready to move forward to final design, a second request for budget is made to cover design and right-of way acquisition, if applicable. Then, once final design is underway and value engineering and constructability analysis is complete, the total project budget is presented to the Board for approval – this is referred to as the baseline budget.

### 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 plans 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 objectives and priorities each year. Departments use these to create their annual scorecard – establishing their strategies and performance measures. 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.

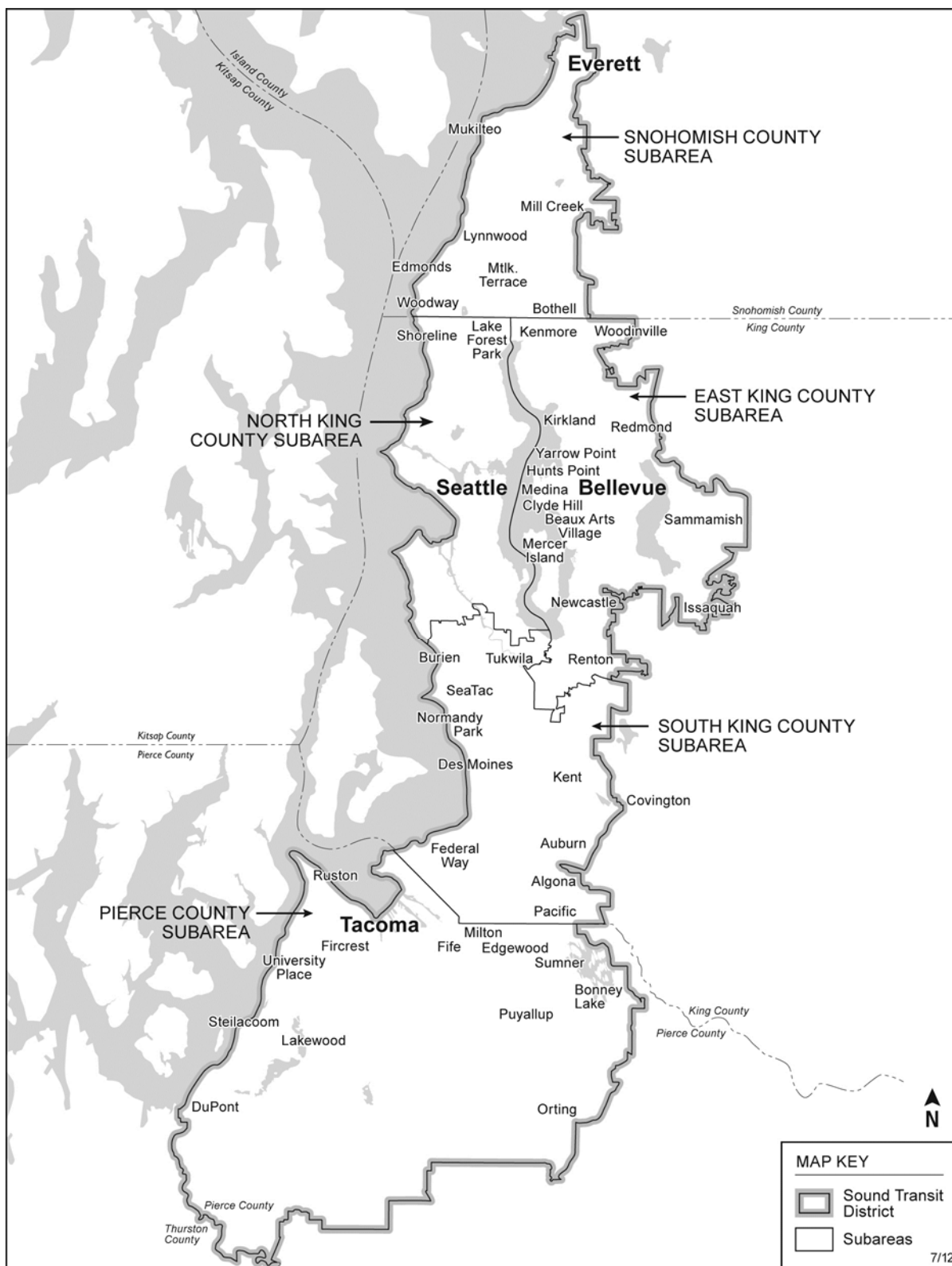
In close coordination with the agency's proposed budget and long-range financial plan, Sound Transit's service planning division prepares a Service Implementation Plan (SIP). The SIP describes service and revisions proposed for the upcoming year and cost estimates for the subsequent five year period.

Performance relative to the proposed budget is presented to the Audit and Reporting Committee and is published in the agency's Quarterly Report. Capital program performance is detailed in the Agency Progress Report. Quarterly Reports, Agency Progress Reports, Service Implementation Plan, and the agency's milestones are available at [www.soundtransit.org](http://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. More detail on subarea allocations can be found in the Appendices. To learn more about Sound Transit, our district, and how we're organized, please visit [www.soundtransit.org](http://www.soundtransit.org).

## SOUND TRANSIT DISTRICT



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## Transit Improvement Plan Overview

The Proposed 2014 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 2014. 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 2014 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). Baseline budget reflects the estimated costs for the entire project and is used to measure actual project budget performance. 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)

Program	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total TIP
Service Delivery	-	\$220,951	\$229,760	\$253,177	\$262,309	\$269,900	\$280,134	-	\$1,516,231
Project Delivery	5,282,139	719,153	745,430	497,743	631,003	419,882	335,000	651,438	9,281,789
Agency Administration	393,522	105,354	116,448	147,589	142,775	155,406	152,716	597,722	1,811,532
<b>Total</b>	<b>\$5,675,661</b>	<b>\$1,045,458</b>	<b>\$1,091,638</b>	<b>\$898,510</b>	<b>\$1,036,087</b>	<b>\$845,188</b>	<b>\$767,850</b>	<b>\$1,249,160</b>	<b>\$12,609,552</b>

## Responding to the Recession

Because of the recession which started in 2008, 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 program realignment suspended or delayed some elements of the ST2 plan, reduced administrative costs and found efficiencies in transit operational expenditures. With the 2010 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 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 2013 budget and TIP included moving ahead with the substantial majority of Sound Move and ST2 projects, adding back the initial design funding for construction of light rail from So. 200<sup>th</sup> to Kent/DesMoines Road, and completion of preliminary engineering for a potential extension to Federal Way Transition Center and accelerating the So. 200<sup>th</sup> Extension with a station at Angle Lake.

The national and regional economies continue to recover slowly. This year the agency's updated revenue forecast predicts a decline in tax revenues for the period 2009 – 2023 of \$4.6 billion (29 percent) compared to the agency's July 2008 forecast on which the ST2 plan was based. This represents a modest increase of \$112 million in tax revenues over that period from the revenues forecasted in 2012. The agency will continue to monitor costs and revenues closely 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 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. 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 2014 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, 2013 cost estimates, and 2014 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 2014 TIP, full project cost estimates are presented in constant 2013 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**

Each active project has a full page that covers scope, lifetime budget and cashflow detail, phase gate status, and schedule and budget risk information. For ST2 projects, cost estimate updates are included. The following 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.

#### *2013 TIP*

Board-authorized project budget as of the 2013 TIP.

#### *2014 TIP*

Board-authorized project budget as of the 2014 TIP.

### **ST2 Project Cost Estimate (in 2013 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.

#### *2013 Budget Schedule*

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

#### *2014 Budget Schedule*

The year anticipated for completion of the budgeted phases of the project as of the 2014 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 2014 Transit Improvement Plan (TIP) contains forecasted expenses to operate and maintain the regional transit system from 2014 – 2019. 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)

Mode	2014	2015	2016	2017	2018	2019	Total TIP
Central Link Light Rail	\$60,696	\$64,089	\$79,755	\$82,492	\$83,881	\$86,149	\$457,062
Tacoma Link Light Rail	4,246	4,738	4,854	4,982	5,046	7,933	31,798
Sounder Commuter Rail	41,844	43,368	47,502	51,559	54,024	55,364	293,661
ST Express Bus	114,165	117,565	121,066	123,276	126,949	130,689	733,710
<b>Total</b>	<b>\$220,951</b>	<b>\$229,760</b>	<b>\$253,177</b>	<b>\$262,309</b>	<b>\$269,900</b>	<b>\$280,134</b>	<b>\$1,516,231</b>

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 2014 SIP provides the service plan on which the proposed 2014 budget is based. The Operations and Administration Committee reviews and recommends the draft 2014 SIP and the Board adopts it at the same time as adopting the Proposed 2014 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](http://www.soundtransit.org).



Sounder Commuter Rail  
Kent Station

In 2014 ST Express bus will add 2,000 hours of service to address overcrowded routes in the system. In the fourth quarter of 2013, Sounder commuter rail will expand with a sixth round trip from Tacoma south to Lakewood. Additional round trips for Sounder commuter rail service will be added in 2016. There are no changes planned for Tacoma Link light rail service through 2019. However, the extension of Tacoma Link service approved by voters in ST2 is moving through the planning process. The Sound Transit Board selected the E1 corridor alternative at its May 2013 meeting, moving it into the next phase of environmental review.

Included in the ST2 program are extensions of Central Link light rail service south of the Airport to Angle Lake Station at South 200<sup>th</sup> Street 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 in the vicinity of Highline Community College, and east to Overlake.

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## Project Delivery

The Proposed 2014 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 Proposed 2014 TIP reports projects by categories which align with common industry practice and provide 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.

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 BY PROJECT TYPE (in thousands)

Project Type	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total TIP
System Expansion	\$5,137,762	\$651,003	\$676,762	\$480,289	\$625,426	\$369,308	\$329,295	\$640,426	\$8,910,272
Enhancement	46,792	27,417	41,417	7,938	299	565	725	-	125,152
Rehabilitation & Replacement	84,174	36,146	22,817	5,498	1,527	46,609	1,895	-	198,665
Administrative	13,410	4,587	4,434	4,019	3,752	3,400	3,085	11,012	47,700
<b>Total</b>	<b>\$5,282,139</b>	<b>\$719,153</b>	<b>\$745,430</b>	<b>\$497,743</b>	<b>\$631,003</b>	<b>\$419,882</b>	<b>\$335,000</b>	<b>\$651,438</b>	<b>\$9,281,789</b>

### PROJECT DELIVERY SUMMARY BY MODE (in thousands)

Mode	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total TIP
Link	\$4,242,206	\$580,898	\$581,502	\$436,703	\$613,301	\$352,842	\$323,599	\$617,269	\$7,748,319
Sounder	564,059	63,489	64,673	12,510	-	-	-	-	704,731
ST Express	407,469	41,466	69,351	27,146	1,215	46,232	1,249	0	594,128
Other	68,406	33,299	29,903	21,385	16,487	20,807	10,152	34,170	234,610
<b>Total</b>	<b>\$5,282,139</b>	<b>\$719,153</b>	<b>\$745,430</b>	<b>\$497,743</b>	<b>\$631,003</b>	<b>\$419,882</b>	<b>\$335,000</b>	<b>\$651,438</b>	<b>\$9,281,789</b>

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

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

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

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

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

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

**Cost Estimates** – Most comparable to a baseline budget, cost estimates are for completion of an entire project. Costs estimates are periodically updated as new information becomes available. Estimates are also adjusted each year for inflation 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), 2013, and 2014 are stated in constant-2013 dollars. A summary of ST2 cost estimates is provided in Appendix A.

## Summary of Changes from 2013 to 2014

The Proposed 2014 TIP contains the expenditures for active phases of capital and operating projects as authorized by the Board through the agency's Phase Gate process. The table below reconciles the changes in project lifetime budgets for each project category from 2013 to 2014.

### PROJECT DELIVERY SUMMARY OF CHANGES FROM 2013 TO 2014 (in thousands)

Project Type	2013 Lifetime Total	2013 Board Actions	2014 New Projects	Lifetime Budget Transfers	Lifetime Budget Inc/(Dec)	Transfer from Cost Estimates	2013 Closed Projects	2014 Lifetime Budget
<b>System Expansion</b>								
Link Light Rail	\$7,782,864	\$1,898	\$0	\$0	(\$6,420)	\$46,147	(\$100,816)	\$7,723,672
Sounder Commuter Rail	626,732	38,260	-	(209)	3,055	1,671	(40,815)	628,693
Regional Expres Bus	491,202	-	-	-	(3,229)	46	(98,197)	389,821
Other	202,017	-	-	(200)	5,473	-	(39,205)	168,086
<b>System Expansion Subtotal</b>	<b>\$9,102,815</b>	<b>\$40,158</b>	<b>\$0</b>	<b>(\$409)</b>	<b>(\$1,121)</b>	<b>\$47,864</b>	<b>(\$279,033)</b>	<b>\$8,910,272</b>
<b>Enhancement</b>	<b>112,655</b>	<b>14,459</b>	<b>1,275</b>	<b>200</b>	<b>(402)</b>	<b>-</b>	<b>(3,034)</b>	<b>125,152</b>
<b>Rehabilitation and Replacement</b>	<b>179,682</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>19,407</b>	<b>-</b>	<b>(424)</b>	<b>198,665</b>
<b>Administrative</b>	<b>47,491</b>	<b>-</b>	<b>-</b>	<b>209</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>47,700</b>
<b>Total</b>	<b>\$9,442,643</b>	<b>\$54,617</b>	<b>\$1,275</b>	<b>\$0</b>	<b>\$17,884</b>	<b>\$47,864</b>	<b>(\$282,491)</b>	<b>\$9,281,789</b>

**2013 Board Actions** – An action to change a project's lifetime budget taken by the Board after adoption of the 2013 TIP.

- Amendment creating a new project.
  - \$1.9 million was authorized to create the Overlake Village Bridge project in partnership with the city of Redmond to design and construct a pedestrian bridge in conjunction with the East Link Project.
  - Sounder Yard and Shops Facility project was reduced to allow for the creation and funding of the Sounder Yard Expansion project.
- Amendments changing existing capital projects.
  - Positive Train Control was increased by \$13.8 million to allow for a contract to design and construct federally mandated integrated command and control systems for monitoring and controlling train movements.
  - Tacoma Trestle Track and Signal (formerly Reservation Junction Track and Signal) was increased by \$5.0 million to allow for the purchase of right of way.
  - Security Enhancements was increased by \$630K to allow for the completion of the original scope of work.
  - ST2 Sounder Fleet Expansion was increased by \$33.2 million to allow for the purchase of an additional 9 coach/cab cars in support of increased runs scheduled for 2016.

**2014 New Projects** – Newly created project for the 2014 budget year.

- Two new projects are in the Proposed 2014 TIP.
  - Regional Parking Pilot Project is proposed to allow for the study of parking demand options and solutions.
  - Pierce Transit Radio System Upgrade is proposed to upgrade the radio systems in 118 ST buses supported by Pierce Transit in order to meet new Federal Communications Commission (FCC) regulations.

**Budget Transfers** – 2014 change in a project's lifetime budget including budget transfers between projects, and moving lifetime budget to new projects or subarea reserves.

- Regional Express East King County Program Reserve was increased by \$995K from project savings.
- Research & Technology was reduced to fund a portion of the Regional Parking Pilot Project.
- HCT Corridor Planning Studies was reduced to allow for the creation of individual corridor projects and to transfer some funding into the ST3 Planning project to support the long-range plan update.
- D St. - M St. Track and Signal was reduced to transfer funds to the Environmental Mitigation Maintenance and Monitoring Project to fund long term mitigation requirements for the project.

**Budget Increases/(Decreases)** – 2014 changes in a project's lifetime budget that resulted in an increase or a decrease as opposed to a transfer.

- Sixteen projects were reduced to recognize project savings in anticipation of closing out in 2014.

- 
- Fare Administration is increased as a result of a transfer of surplus from Fare Integration.
  - Ticket Vending Machines and Passenger information Systems/CCTV were increased as a result of a change in the scope of work to include new technologies and replacement of existing equipment.
  - ST Express Fleet Replacement is increased to recognize another year of fleet replacements consistent with the Service Implementation Plan (SIP).
  - Tacoma Dome Station is increased to recognize the cost of living increase to the project.
  - Sounder South Expanded Service – proposed budget increase is to undertake wetland mitigation requirements related to the third and fourth BNSF easements.
  - The Small Projects Program and ST Express Fleet Replacement were increased to include another year in the program consistent with the Service Implementation Plan (SIP) which is updated annually.
  - The Bike Locker Program is increased to fund the community outreach goals of the program.
  - Non-Revenue Support Vehicles is increased to recognize future replacement of maintenance vehicles.
  - Central Link HVAC for Traction Power was increased to meet the revised costs of the scope of work.

**Transfer from Cost Estimate** – Reflects an increase in lifetime budget that is within the ST2 cost estimate.

- The Link Operations and Maintenance Satellite Facility is increased to accommodate a purchase of property.
- East Link is increased to allow for pre-construction activities to include utility relocations.
- Three projects were increased to allow for the completion of right-of-way property appraisal activities.
- Tacoma Trestle Track and Signal (formerly Reservation Junction Track and Signal) is increased to allow for the completion of preliminary engineering of the project.

**Closed Projects** – Completed and closed projects excluded from the Proposed 2014 TIP.

- Nineteen projects completed Gate 8 of the Phase Gate process in June 2013 and were closed.

## 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 10.7 million expected in 2014.

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 200<sup>th</sup> 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 Proposed 2014 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.
- Funding for the city of Seattle's construction of the First Hill Streetcar connecting the Seattle's Capitol Hill, First Hill, and International District area neighborhoods.
- Review expansion options for Tacoma Link.

### BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
Airport Link	Savings	Baseline	Lifetime budget adjusted to estimated costs at project close-out. Project has recognized project savings.	(\$374)
East Link Extension	Transfer from Cost Estimate	Final Design & ROW	Increasing construction and pre-construction services including pre-construction management services, advanced utility relocation, potential demolition and remediation of early property acquisition, early mitigation activity and permitting.	\$22,800
Federal Way Transit Extension	Transfer from Cost Estimate	Preliminary Engineering	Increasing Lifetime Budget by \$200 thousand for ROW activities.	\$200
Initial Segment	Savings	Baseline	Lifetime budget adjusted to estimated costs at project close-out.	(\$6,046)

Project	Reason	Budget Type	Explanation	Change
Link Operations & Maintenance Satellite Facility	Transfer from Cost Estimate	Preliminary Engineering	Lifetime budget is being increased by \$23.1 million in ROW phase for strategic acquisition.	\$23,081
Tacoma Link Expansion	Transfer from Cost Estimate	Preliminary Engineering	Lifetime budget is being increased by \$66 thousand for ROW activities to cover ROW cost estimating and any needed title research.	\$66

## SCHEDULE CHANGES

Project	Schedule Type	Explanation	Old Date	New Date
First Hill Streetcar	Construction	Completion of this project, managed by the city of Seattle, is expected to be delayed until 2015.	2014	2015
Link Operations and Maintenance Satellite Facility	Preliminary Engineering	Schedule is affected by the strategic property acquisition in 2013.	2014	2015
Lynnwood Link Extension	EIS Completion	Coordination efforts with multiple third parties, stakeholders, and jurisdictions have adversely impacted the project schedule.	2015	2016
Tacoma Link Expansion	Preliminary Engineering	Coordination efforts with multiple third parties, stakeholders, and jurisdictions have adversely impacted the project schedule.	2014	2015

## Project Closures

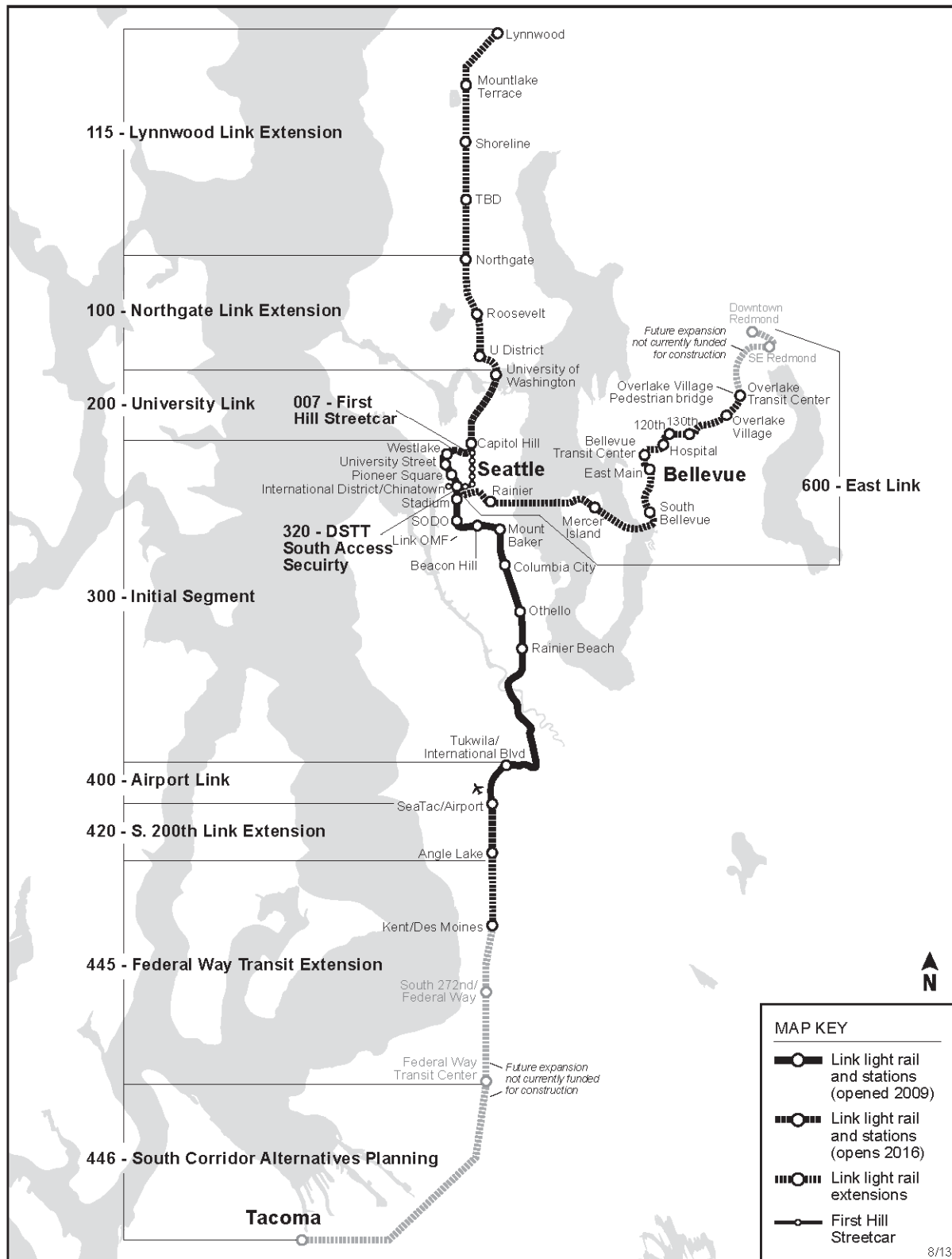
The following projects are complete and are being closed out:

- Initial Segment
- Airport Link



S. 200<sup>th</sup> Link Extension Groundbreaking Ceremony

## LIGHT RAIL CAPITAL PROJECTS



## 2014 TIP Cashflow by Budget Approval

(in thousands)

### System Expansion LINK

Project Number and Name	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
<b>Preliminary Engineering</b>									
400008 Tacoma Link Expansion	1,887	2,726	1,218	0	0	0	0	0	5,831
400009 Link Operations and Maintenance Satellite Facility	27,362	3,767	1,383	0	0	0	0	0	32,513
4X115 Lynnwood Link Extension	24,806	16,994	8,745	6,574	0	0	0	0	57,119
4X445 Federal Way Transit Extension	7,972	14,253	11,633	8,185	0	0	0	0	42,043
4X620 Overlake Village Bridge	165	782	951	0	0	0	0	0	1,898
<b>Subtotal</b>	62,192	38,523	23,930	14,758	0	0	0	0	139,403
<b>Final Design &amp; ROW</b>									
4X600 East Link Extension	186,351	140,307	129,976	89,475	82,069	52,794	57,514	41,133	779,619
<b>Subtotal</b>	186,351	140,307	129,976	89,475	82,069	52,794	57,514	41,133	779,619
<b>Baseline</b>									
400007 First Hill Streetcar	108,116	21,751	2,913	0	0	0	0	0	132,780
4X100 Northgate Link Extension	205,736	138,639	198,789	240,978	257,649	297,440	266,034	526,136	2,131,400
4X200 University Link Extension	1,182,496	146,866	127,313	70,165	226,608	2,558	0	0	1,756,007
4X300 Initial Segment	2,089,572	0	0	0	0	0	0	0	2,089,572
4X400 Airport Link	261,650	0	0	0	0	0	0	0	261,650
4X420 S 200th Link Extension	134,548	85,527	94,959	21,279	46,927	0	0	0	383,241
<b>Subtotal</b>	3,982,117	392,783	423,974	332,423	531,184	299,998	266,034	526,136	6,754,650
<b>Reserve</b>									
4X199 Northgate Link Extension Project Reserve	0	0	0	0	0	0	0	50,000	50,000
<b>Subtotal</b>	0	0	0	0	0	0	0	50,000	50,000
<b>Total</b>	\$4,230,660	\$571,613	\$577,881	\$436,656	\$613,253	\$352,793	\$323,548	\$617,269	\$7,723,672

## 2014 TIP Cashflow by Subarea (in thousands)

System Expansion  
LINK

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
1 - Snohomish	19,290	10,070	5,065	3,589	0	0	0	0	38,014
2 - North King	3,062,088	316,442	333,996	314,665	484,750	300,315	266,379	576,383	5,655,017
3 - South King	950,204	100,504	106,858	29,464	46,927	0	0	0	1,233,958
4 - East King	197,191	141,871	130,743	88,938	81,576	52,478	57,168	40,886	790,852
5 - Pierce	1,887	2,726	1,218	0	0	0	0	0	5,831
<b>Total</b>	<b>\$4,230,660</b>	<b>\$571,613</b>	<b>\$577,881</b>	<b>\$436,656</b>	<b>\$613,253</b>	<b>\$352,793</b>	<b>\$323,548</b>	<b>\$617,269</b>	<b>\$7,723,672</b>

## 2014 TIP Cashflow by Phase (in thousands)

Phase # and Description	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	308,279	38,684	44,021	40,459	47,621	18,606	13,737	57,217	568,624
20 - Prelim Engineering/Env Review	165,641	29,973	17,418	10,570	300	322	300	950	225,474
30 - Final Design+Specifications	375,011	85,776	45,480	23,173	18,719	14,898	13,721	30,751	607,529
35 - Third Party	188,585	26,243	8,252	8,270	11,846	5,995	5,035	17,497	271,723
40 - Row Acquisition+Permits	512,867	84,764	86,519	55,613	100,893	38,657	43,364	11,937	934,613
50 - Construction	2,226,092	272,800	333,245	266,488	402,564	251,165	179,840	228,888	4,161,082
55 - Construction Services	190,946	32,973	35,746	24,559	21,138	13,424	11,004	23,828	353,618
70 - Vehicles	245,513	250	410	3,460	10,171	9,725	55,331	184,487	509,348
80 - System Testing+Startup	17,726	150	6,789	4,065	0	0	1,216	11,714	41,660
90 - Contingency	0	0	0	0	0	0	0	50,000	50,000
<b>Total</b>	<b>\$4,230,660</b>	<b>\$571,613</b>	<b>\$577,881</b>	<b>\$436,656</b>	<b>\$613,253</b>	<b>\$352,793</b>	<b>\$323,548</b>	<b>\$617,269</b>	<b>\$7,723,672</b>

**400008****Tacoma Link Expansion****Managed by: PEPD**

Scope: Sound Transit, in cooperation with the City of Tacoma and Pierce Transit, is conducting conceptual and preliminary engineering and environmental review to expand Tacoma Link in the selected corridor. Federal Transit Administration guidance 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. The estimated project cost of \$150 million YOY is expected to be funded by \$50 million YOY of local Sound Transit revenues, \$50 million YOY of Small Starts funding, and \$50 million YOY of a local partnership.

Changes in lifetime budget since 2013: Project Lifetime budget is being increased by \$66 thousand for ROW activities to cover ROW cost estimating and any needed title research. Preliminary engineering is projected to be completed in the third quarter of 2015.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	2-Identify Alternatives	Initial Cost Estimate:	\$95,011
Baseline:	\$0	2013 Cost Estimate:	\$129,486
2013 TIP:	\$5,765	2014 Cost Estimate:	\$129,486
2014 TIP:	\$5,831		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Pierce	1,887	2,726	1,218	0	0	0	0	0	5,831
Total	1,887	2,726	1,218	0	0	0	0	0	5,831

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	609	435	0	0	0	0	0	0	1,044
20 - Prelim Engineering/Env Review	1,273	2,250	1,198	0	0	0	0	0	4,721
40 - Row Acquisition+Permits	5	41	20	0	0	0	0	0	66
Total	1,887	2,726	1,218	0	0	0	0	0	5,831

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

**Project Risk Assessment**

Budget and Schedule Risk: Route alternatives may exceed budget. Project requires continued coordination with community stakeholders and potential contribution from public/private partners.

**400009****Link Operations & Maintenance Satellite Facility****Managed by: PEPD**

Scope: Sound Transit is reviewing and evaluating current and future light rail storage and maintenance requirements to support the development, design, and construction of a future light rail operations and maintenance facility for ST2 system expansion.

Changes in lifetime budget since 2013: Project Lifetime budget is being increased by \$23.1 million in ROW phase for strategic acquisition.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	2-Identify Alternatives	Initial Cost Estimate:	\$281,063
Baseline:	\$0	2013 Cost Estimate:	\$236,889
2013 TIP:	\$9,432	2014 Cost Estimate:	\$236,889
2014 TIP:	\$32,513		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	5,746	791	290	0	0	0	0	0	6,828
North King	4,570	629	231	0	0	0	0	0	5,430
South King	5,254	723	266	0	0	0	0	0	6,242
East King	11,793	1,624	596	0	0	0	0	0	14,013
Total	27,362	3,767	1,383	0	0	0	0	0	32,513

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	1,362	1,166	708	0	0	0	0	0	3,237
20 - Prelim Engineering/Env Review	2,677	2,358	675	0	0	0	0	0	5,710
35 - Third Party	165	220	0	0	0	0	0	0	385
40 - Row Acquisition+Permits	23,158	23	0	0	0	0	0	0	23,181
Total	27,362	3,767	1,383	0	0	0	0	0	32,513

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

**Project Risk Assessment**

All the sites under environmental review have design challenges and third party and jurisdictional opposition, which have led to increased costs and schedule delays that risk delaying schedule for opening of the facility in 2020.

**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) was completed in summer 2013, and preliminary engineering of the preferred alternative and the final environmental impact statement are scheduled for completion in 2015.

Changes in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	2-Identify Alternatives	Initial Cost Estimate:	\$1,593,735
Baseline:	\$0	2013 Cost Estimate:	\$1,357,661
2013 TIP:	\$57,119	2014 Cost Estimate:	\$1,357,661
2014 TIP:	\$57,119		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	13,544	9,279	4,775	3,589	0	0	0	0	31,187
North King	11,262	7,715	3,970	2,984	0	0	0	0	25,932
Total	24,806	16,994	8,745	6,574	0	0	0	0	57,119

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	4,819	3,137	2,018	764	0	0	0	0	10,738
20 - Prelim Engineering/Env Review	19,412	13,294	6,191	5,437	0	0	0	0	44,334
35 - Third Party	333	351	270	43	0	0	0	0	996
40 - Row Acquisition+Permits	241	213	266	330	0	0	0	0	1,050
Total	24,806	16,994	8,745	6,574	0	0	0	0	57,119

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

**Project Risk Assessment**

Budget Risk: Exists until all Record of Decision 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 have the potential to impact the schedule for preliminary engineering.

**4X445****Federal Way Transit Extension****Managed by: PEPD**

Scope: The Federal Way Transit Extension extends 7.6 miles from S. 200th Street in the City of SeaTac to the Federal Way Transit Center. Project scope elements include Alternatives Analysis, draft and final environmental impact statements and conceptual engineering to support the environmental analysis. Design of the preferred alternative will be advanced through preliminary engineering for the 2.3 mile segment from S. 200th Street to Kent/Des Moines.

Changes in lifetime budget since 2013: Increasing Lifetime Budget by \$200 thousand for ROW activities.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	2-Identify Alternatives	Initial Cost Estimate:	\$466,347
Baseline:	\$0	2013 Cost Estimate:	\$415,483
2013 TIP:	\$41,843	2014 Cost Estimate:	\$415,483
2014 TIP:	\$42,043		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
South King	7,972	14,253	11,633	8,185	0	0	0	0	42,043
Total	7,972	14,253	11,633	8,185	0	0	0	0	42,043

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	2,253	2,179	2,137	2,816	0	0	0	0	9,385
20 - Prelim Engineering/Env Review	5,300	11,700	9,050	4,833	0	0	0	0	30,883
35 - Third Party	289	304	446	536	0	0	0	0	1,575
40 - Row Acquisition+Permits	130	70	0	0	0	0	0	0	200
Total	7,972	14,253	11,633	8,185	0	0	0	0	42,043

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	High
Budget Risk Level:	High	2013 Budget Schedule:	2016
		2014 Budget Schedule:	2016

Project Risk Assessment
Project entering environmental review. Uncertainties exist in design, environmental, third party and jurisdictional requirements that could present budget and schedule risks.

**4X620****Overlake Village Bridge****Managed by: DECM**

Scope: Design a pedestrian bridge over SR-520 at the Overlake Village Station

Changes in lifetime budget since 2013: This is a new project approved by the Board in 2013 at the same time as an agreement with the City of Redmond was approved for the design. The City is paying for the bridge with a Congestion Mitigation and Air Quality (CMAQ) grant and local matching funds.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	4-Enter Final Design	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$1,898	2014 Cost Estimate:	N/A
2014 TIP:	\$1,898		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
East King	165	782	951	0	0	0	0	0	1,898
Total	165	782	951	0	0	0	0	0	1,898

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	15	32	28	0	0	0	0	0	75
30 - Final Design+Specifications	150	750	923	0	0	0	0	0	1,823
Total	165	782	951	0	0	0	0	0	1,898

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Final Design	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	2015
		2014 Budget Schedule:	2015

**Project Risk Assessment**

Although the risk is low there is always some risk in coordinating with other jurisdictions to complete the scope of work.

**4X600****East Link Extension****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 in lifetime budget since 2013: Project Lifetime budget is increased by \$22.8 million for limited construction and pre-construction services. Work includes pre-construction management services, advanced utility relocation, potential demolition and remediation of early property acquisition, early mitigation activity and permitting.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	4-Enter Final Design		
Baseline:	\$0	Initial Cost Estimate:	\$3,124,478
2013 TIP:	\$756,819	2013 Cost Estimate:	\$2,968,882
2014 TIP:	\$779,619	2014 Cost Estimate:	\$2,968,882

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	1,118	842	780	537	492	317	345	247	4,678
East King	185,233	139,465	129,197	88,938	81,576	52,478	57,168	40,886	774,941
Total	186,351	140,307	129,976	89,475	82,069	52,794	57,514	41,133	779,619

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	21,893	10,269	11,775	13,168	8,337	15	0	0	65,459
20 - Prelim Engineering/Env Review	55,009	371	300	300	300	322	300	950	57,852
30 - Final Design+Specifications	66,332	60,650	30,702	18,350	11,315	9,200	9,200	22,465	228,214
35 - Third Party	1,929	1,337	3,225	3,950	3,900	4,600	4,650	16,296	39,887
40 - Row Acquisition+Permits	41,189	63,130	73,174	47,357	57,116	38,657	43,364	1,422	365,408
50 - Construction	0	1,700	5,800	3,200	1,100	0	0	0	11,800
55 - Construction Services	0	2,850	5,000	3,150	0	0	0	0	11,000
Total	186,351	140,307	129,976	89,475	82,069	52,794	57,514	41,133	779,619

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

**Project Risk Assessment**

The project presents technical and third party approval challenges and requires close coordination with stakeholders and other governmental jurisdictions. Timely decision making will be necessary in 2014 to maintain the schedule for project baselining and construction. Competitiveness in the construction market will influence project costs. Maintaining project affordability in the face of reduced ST2 revenues remains a challenge.

**400007****First Hill Streetcar****Managed by: PEPD**

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

Changes in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	5-Establish Baseline		
Baseline:	\$132,780	Initial Cost Estimate:	\$134,351
2013 TIP:	\$132,780	2013 Cost Estimate:	\$132,841
2014 TIP:	\$132,780	2014 Cost Estimate:	\$132,841

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	108,116	21,751	2,913	0	0	0	0	0	132,780
Total	108,116	21,751	2,913	0	0	0	0	0	132,780

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	401	554	2,913	0	0	0	0	0	3,867
35 - Third Party	107,715	21,198	0	0	0	0	0	0	128,913
Total	108,116	21,751	2,913	0	0	0	0	0	132,780

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Fixed Contribution	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	2014
		2014 Budget Schedule:	2015

**Project Risk Assessment**

The project schedule and budget risks remain low as the Agency is providing a fixed contribution based on completed progress of the project. the construction schedule of the project has changed and may affect the start of revenue service.

**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 in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	6-Proceed to Construction	Initial Cost Estimate:	\$1,643,079
Baseline:	\$2,131,400	2013 Cost Estimate:	\$1,815,319
2013 TIP:	\$2,131,400	2014 Cost Estimate:	\$1,815,319
2014 TIP:	\$2,131,400		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	205,736	138,639	198,789	240,978	257,649	297,440	266,034	526,136	2,131,400
Total	205,736	138,639	198,789	240,978	257,649	297,440	266,034	526,136	2,131,400

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	18,167	9,449	10,810	9,634	14,454	16,033	13,737	57,217	149,500
20 - Prelim Engineering/Env Review	15,077	0	0	0	0	0	0	0	15,077
30 - Final Design+Specifications	63,708	19,161	9,747	2,779	4,623	5,698	4,521	8,286	118,523
35 - Third Party	2,762	952	1,875	1,630	1,600	1,395	385	1,201	11,800
40 - Row Acquisition+Permits	70,371	20,127	13,000	7,866	5,421	0	0	10,515	127,300
50 - Construction	29,812	77,525	148,312	199,925	209,654	251,165	179,840	228,888	1,325,120
55 - Construction Services	5,839	11,175	14,645	15,685	16,450	13,424	11,004	23,828	112,050
70 - Vehicles	0	250	400	3,460	5,447	9,725	55,331	184,487	259,100
80 - System Testing+Startup	0	0	0	0	0	0	1,216	11,714	12,930
Total	205,736	138,639	198,789	240,978	257,649	297,440	266,034	526,136	2,131,400

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2013 Budget Schedule:	2021
		2014 Budget Schedule:	2021

Project Risk Assessment
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.

**4X200****University Link Extension****Managed by: DECM**

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

Changes in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	6-Proceed to Construction	Initial Cost Estimate:	N/A
Baseline:	\$1,756,007	2013 Cost Estimate:	N/A
2013 TIP:	\$1,756,007	2014 Cost Estimate:	N/A
2014 TIP:	\$1,756,007		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	1,182,496	146,866	127,313	70,165	226,608	2,558	0	0	1,756,007
Total	1,182,496	146,866	127,313	70,165	226,608	2,558	0	0	1,756,007

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	55,692	8,983	10,249	12,547	23,525	2,558	0	0	113,554
20 - Prelim Engineering/Env Review	24,261	0	0	0	0	0	0	0	24,261
30 - Final Design+Specifications	78,603	3,715	2,165	2,044	2,781	0	0	0	89,308
35 - Third Party	10,921	626	511	733	5,855	0	0	0	18,646
40 - Row Acquisition+Permits	125,592	60	60	60	26,560	0	0	0	152,332
50 - Construction	723,645	118,050	98,318	46,757	162,013	0	0	0	1,148,783
55 - Construction Services	64,421	15,282	11,000	3,960	1,151	0	0	0	95,814
70 - Vehicles	99,175	0	10	0	4,724	0	0	0	103,909
80 - System Testing+Startup	185	150	5,000	4,065	0	0	0	0	9,400
Total	1,182,496	146,866	127,313	70,165	226,608	2,558	0	0	1,756,007

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	2016
		2014 Budget Schedule:	2016

Project Risk Assessment
Budget and schedule risks significantly decreased after the completion of tunneling work in 2013. Some low-level risk associated with tighter constraints and coordination between Civil station contractors and Systems contractor.

**4X300****Initial Segment****Managed by: DECM**

Scope: The Initial Segment opened for service in July 2009. Project budget reflects the estimate to complete follow-on work in 2013 and close out the project.

Changes in lifetime budget since 2013: Project budget reduced by \$6.0 million to reflect estimated savings at close-out. The project is expected to close in 2013.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	7-Transition to Operations	Initial Cost Estimate:	N/A
Baseline:	\$2,070,000	2013 Cost Estimate:	N/A
2013 TIP:	\$2,095,618	2014 Cost Estimate:	N/A
2014 TIP:	\$2,089,572		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	1,548,791	0	0	0	0	0	0	0	1,548,791
South King	540,781	0	0	0	0	0	0	0	540,781
Total	2,089,572	0	0	0	0	0	0	0	2,089,572

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	186,000	0	0	0	0	0	0	0	186,000
20 - Prelim Engineering/Env Review	33,268	0	0	0	0	0	0	0	33,268
30 - Final Design+Specifications	144,016	0	0	0	0	0	0	0	144,016
35 - Third Party	61,101	0	0	0	0	0	0	0	61,101
40 - Row Acquisition+Permits	205,018	0	0	0	0	0	0	0	205,018
50 - Construction	1,209,186	0	0	0	0	0	0	0	1,209,186
55 - Construction Services	102,559	0	0	0	0	0	0	0	102,559
70 - Vehicles	131,799	0	0	0	0	0	0	0	131,799
80 - System Testing+Startup	16,625	0	0	0	0	0	0	0	16,625
Total	2,089,572	0	0	0	0	0	0	0	2,089,572

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	
Budget Risk Level:		2013 Budget Schedule:	2009
		2014 Budget Schedule:	2009

**Project Risk Assessment**

**4X400****Airport Link****Managed by: DECM**

Scope: Airport Link opened for service in December 2009. Project budget reflects the estimate to complete follow-on work in 2013 and close out the project.

Changes in lifetime budget since 2013: Project budget reduced by \$374K to reflect estimated savings at close-out. The project is expected to close in 2013.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	7-Transition to Operations	Initial Cost Estimate:	N/A
Baseline:	\$269,100	2013 Cost Estimate:	N/A
2013 TIP:	\$262,024	2014 Cost Estimate:	N/A
2014 TIP:	\$261,650		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
South King	261,650	0	0	0	0	0	0	0	261,650
Total	261,650	0	0	0	0	0	0	0	261,650

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	9,902	0	0	0	0	0	0	0	9,902
20 - Prelim Engineering/Env Review	3,666	0	0	0	0	0	0	0	3,666
30 - Final Design+Specifications	15,743	0	0	0	0	0	0	0	15,743
35 - Third Party	1,336	0	0	0	0	0	0	0	1,336
40 - Row Acquisition+Permits	16,509	0	0	0	0	0	0	0	16,509
50 - Construction	184,164	0	0	0	0	0	0	0	184,164
55 - Construction Services	14,874	0	0	0	0	0	0	0	14,874
70 - Vehicles	14,540	0	0	0	0	0	0	0	14,540
80 - System Testing+Startup	917	0	0	0	0	0	0	0	917
Total	261,650	0	0	0	0	0	0	0	261,650

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	
Budget Risk Level:		2013 Budget Schedule:	2009
		2014 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 guide way, and elevated station and detached park-and-ride facility at South 200th. The project is being delivered through design-build alternative contracting strategy and is expected to begin revenue service operation in 2016.

Changes in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	6-Proceed to Construction	Initial Cost Estimate:	\$384,524
Baseline:	\$383,241	2013 Cost Estimate:	\$364,816
2013 TIP:	\$383,241	2014 Cost Estimate:	\$364,816
2014 TIP:	\$383,241		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
South King	134,548	85,527	94,959	21,279	46,927	0	0	0	383,241
Total	134,548	85,527	94,959	21,279	46,927	0	0	0	383,241

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	7,166	2,481	3,382	1,530	1,305	0	0	0	15,864
20 - Prelim Engineering/Env Review	5,698	0	4	0	0	0	0	0	5,702
30 - Final Design+Specifications	6,459	1,500	1,943	0	0	0	0	0	9,902
35 - Third Party	2,035	1,255	1,925	1,379	491	0	0	0	7,085
40 - Row Acquisition+Permits	30,653	1,100	0	0	11,796	0	0	0	43,549
50 - Construction	79,284	75,525	80,816	16,606	29,797	0	0	0	282,029
55 - Construction Services	3,253	3,666	5,101	1,764	3,538	0	0	0	17,322
80 - System Testing+Startup	0	0	1,789	0	0	0	0	0	1,789
Total	134,548	85,527	94,959	21,279	46,927	0	0	0	383,241

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Medium	2013 Budget Schedule:	2016
		2014 Budget Schedule:	2016

**Project Risk Assessment**

Project being delivered through alternative design-build delivery strategy with which the Agency has limited experience present schedule and budget risks. Significant real property acquisition issues have been encountered; however, construction work has so far proceeded without delays.

**4X199****Northgate Link Extension Project Reserve****Managed by: DECM**

Scope: Project reserve 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 in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	6-Proceed to Construction	Initial Cost Estimate:	N/A
Baseline:	\$50,000	2013 Cost Estimate:	N/A
2013 TIP:	\$50,000	2014 Cost Estimate:	N/A
2014 TIP:	\$50,000		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
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	2014	2015	2016	2017	2018	2019	Future	Total
90 - Contingency	0	0	0	0	0	0	0	50,000	50,000
Total	0	0	0	0	0	0	0	50,000	50,000

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2013 Budget Schedule:	2021
		2014 Budget Schedule:	2021

**Project Risk Assessment**

Budget risk is medium to match the project risk. The use of Project Reserve funds are not expected to be required.

## 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 around 3 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 Lakewood with service at stations in Lakewood, South Tacoma, Tacoma, Puyallup, Sumner, Auburn, Kent, Tukwila, and Seattle. 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. Service to South Tacoma and Lakewood commenced in October 2012.

### TIP Highlights

The Proposed 2014 TIP includes budgets to complete major elements of the Sounder commuter rail system, including:

- Closeout four 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.
- Build Tukwila Station.
- Provide for wetland mitigation requirements for recently purchased BNSF easements.

### BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
D St- M St Track & Signal	Transfer	Baseline	\$209,000 was transferred to the Environmental Mitigation, Monitoring, and Maintenance Project to fund long-term mitigation requirements and allow for the project to close out in a timely manner.	(\$209)
Edmonds Station	Savings	Baseline	Lifetime budget is adjusted to recognize savings and estimated costs at project closeout.	(\$86)

Project	Reason	Budget Type	Explanation	Change
Lakewood Station	Savings	Baseline	Lifetime budget is adjusted to recognize savings and estimated costs at project closeout.	(\$8)
Layover	Savings	Baseline	Lifetime budget is adjusted to recognize savings and estimated costs at project closeout.	(\$3,685)
M St-Lakewood Track & Signal	Savings	Baseline	Lifetime budget is adjusted to recognize savings and estimated costs at project closeout.	(\$888)
Sounder South Expanded Service	Cost Increase	Final Design & ROW	Additional funding needed for wetland mitigation requirement.	\$8,000
Station Access & Demand Study	Savings	Preliminary Engineering	Lifetime budget is adjusted to recognize savings and estimated costs at project closeout.	(\$278)
Tacoma Trestle Track & Signal	Transfer from Cost Estimate	Preliminary Engineering	Additional budget for Preliminary Engineering phase.	\$1,671

### SCHEDULE CHANGES

Project	Schedule Type	Explanation	Old Date	New Date
D St-M St Track & Signal	Completion & Closeout	Project begins close-out activities in 2014.	2012	2014
Permitting/Environmental Mitigation	Final Completion	Final close-out activities scheduled for 2014	2015	2014
Sounder South Expanded Service	Completion	An increase in the time to review wetland mitigation strategies has extended the project schedule.	2013	2014

### Project Closures

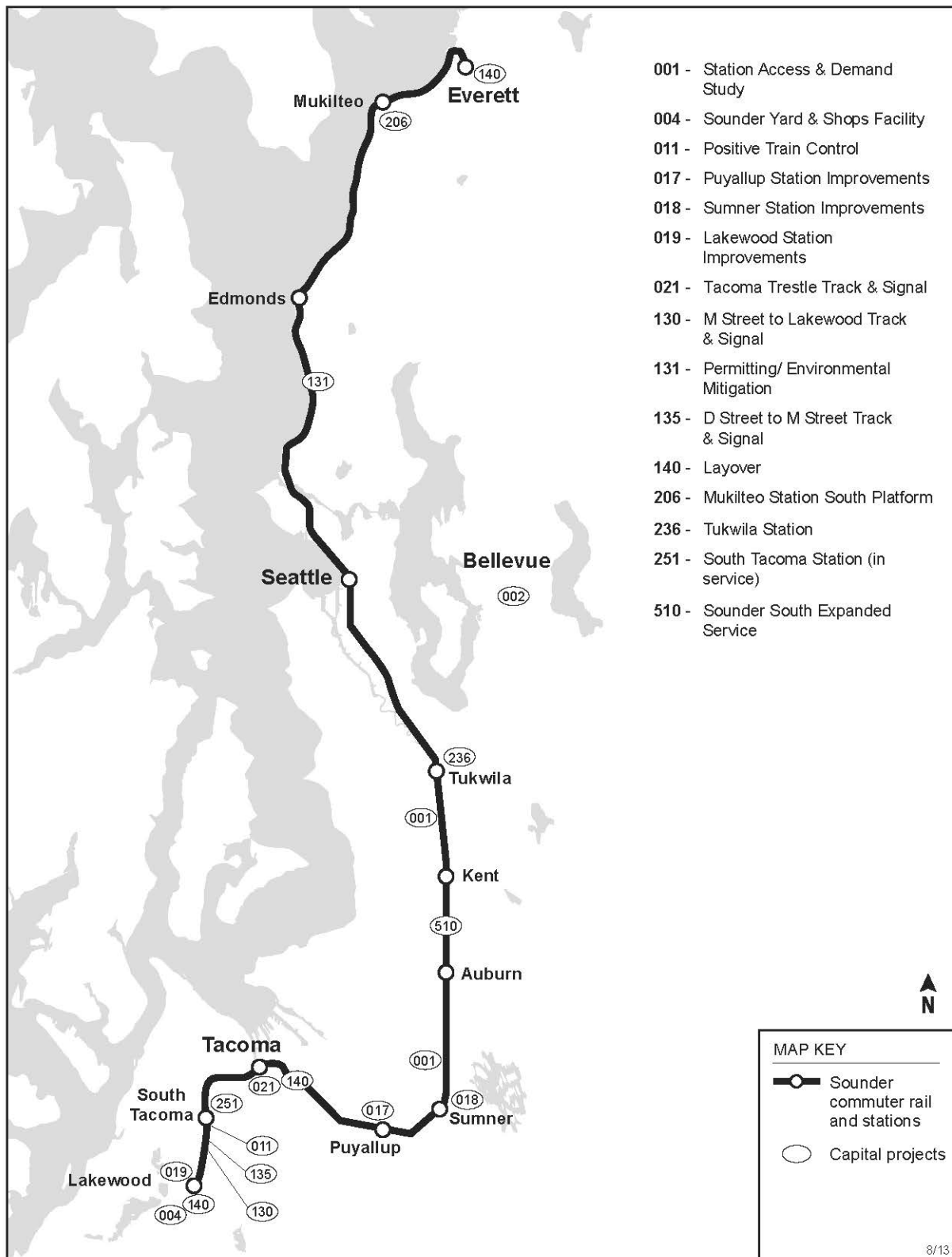
The following projects are complete and are scheduled to be closed in 2014:

- Layover
- M Street to Lakewood Track & Signal
- South Tacoma Station
- Station Access and Demand Study



Sounder Commuter Rail

## SOUNDER COMMUTER RAIL CAPITAL PROJECTS



# 2014 TIP Cashflow by Budget Approval (in thousands)

## System Expansion SOUNDER

Project Number and Name	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
<b>Preliminary Engineering</b>									
300001 Station Access & Demand Study	893	0	0	0	0	0	0	0	893
300002 Eastside Rail Partnership	1	0	0	0	0	0	0	0	1
300004 Sounder Yard & Shops Facility	3,122	2,955	0	0	0	0	0	0	6,077
300017 Puyallup Station Improvements	389	189	0	0	0	0	0	0	578
300018 Sumner Station Improvements	389	189	0	0	0	0	0	0	578
300019 Lakewood Station Improvements	230	0	925	0	0	0	0	0	1,155
300021 Tacoma Trestle Track & Signal	6,025	2,542	0	0	0	0	0	0	8,567
300026 Sounder Yard Expansion	835	0	0	0	0	0	0	0	835
<b>Subtotal</b>	<b>11,883</b>	<b>5,875</b>	<b>925</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,683</b>
<b>Final Design &amp; ROW</b>									
3X131 Permitting/Environmental Mitigation	5,144	113	1,258	0	0	0	0	0	6,516
3X510 Sounder South Expanded Service	186,739	11,008	4,222	0	0	0	0	0	201,968
<b>Subtotal</b>	<b>191,883</b>	<b>11,121</b>	<b>5,480</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208,484</b>
<b>Baseline</b>									
3X130 M St-Lakewood Track & Signal	80,547	106	0	0	0	0	0	0	80,654
3X135 D St-M St Track & Signal	152,239	1,045	7,788	0	0	0	0	0	161,072
3X140 Layover	30,161	100	0	0	0	0	0	0	30,262
3X206 Mukilteo Station, S Platform	7,718	6,724	3,870	0	0	0	0	0	18,313
3X236 Tukwila Station	26,879	9,222	9,868	0	0	0	0	0	45,969
3X251 South Tacoma Station	15,603	124	0	0	0	0	0	0	15,728
7X755 Sounder ST2 Fleet Expansion	31,849	8,400	8,751	530	0	0	0	0	49,530
<b>Subtotal</b>	<b>344,996</b>	<b>25,723</b>	<b>30,278</b>	<b>530</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>401,527</b>
<b>Total</b>	<b>\$548,762</b>	<b>\$42,718</b>	<b>\$36,683</b>	<b>\$530</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$628,693</b>

**2014 TIP Cashflow by Subarea**  
(in thousands)

System Expansion  
**SOUNDER**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
1 - Snohomish	18,677	7,298	5,129	0	0	0	0	0	31,104
3 - South King	38,847	9,260	9,868	0	0	0	0	0	57,975
4 - East King	1	0	0	0	0	0	0	0	1
5 - Pierce	491,237	26,160	21,686	530	0	0	0	0	539,613
<b>Total</b>	<b>\$548,762</b>	<b>\$42,718</b>	<b>\$36,683</b>	<b>\$530</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$628,693</b>

**2014 TIP Cashflow by Phase**  
(in thousands)

Phase # and Description	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
00 - No Phase	0	0	0	0	0	0	0	0	0
10 - Agency Administration	19,241	2,723	6,070	0	0	0	0	0	28,034
20 - Prelim Engineering/Env Review	12,587	5,481	244	0	0	0	0	0	18,312
30 - Final Design+Specifications	29,704	700	1,926	0	0	0	0	0	32,331
35 - Third Party	797	8,276	1,024	0	0	0	0	0	10,098
40 - Row Acquisition+Permits	262,851	4,275	2,464	0	0	0	0	0	269,590
50 - Construction	165,499	19,703	23,035	530	0	0	0	0	208,767
55 - Construction Services	7,226	1,560	1,819	0	0	0	0	0	10,606
70 - Vehicles	49,655	0	0	0	0	0	0	0	49,655
80 - System Testing+Startup	1,200	0	0	0	0	0	0	0	1,200
90 - Contingency	0	0	100	0	0	0	0	0	100
<b>Total</b>	<b>\$548,762</b>	<b>\$42,718</b>	<b>\$36,683</b>	<b>\$530</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$628,693</b>

**300001****Station Access & Demand Study****Managed by: PEPD**

Scope: Sound Transit is developing a comprehensive program of Sounder station access improvements that places priority on accommodating alternative station access improvements at the following Sounder commuter rail stations: Mukilteo, Kent, Auburn, Sumner, Puyallup, Tacoma Dome, South Tacoma, and Lakewood. Funding has been approved for ridership and traffic analysis 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 in lifetime budget since 2013: Project is complete and pending close out. There is \$278K in savings from the project.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	2-Identify Alternatives		
Baseline:	\$0	Initial Cost Estimate:	\$141,929
2013 TIP:	\$1,170	2013 Cost Estimate:	\$58,030
2014 TIP:	\$893	2014 Cost Estimate:	\$58,030

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	37	0	0	0	0	0	0	0	37
South King	219	0	0	0	0	0	0	0	219
Pierce	636	0	0	0	0	0	0	0	636
Total	893	0	0	0	0	0	0	0	893

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	208	0	0	0	0	0	0	0	208
20 - Prelim Engineering/Env Review	684	0	0	0	0	0	0	0	684
Total	893	0	0	0	0	0	0	0	893

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	2013
		2014 Budget Schedule:	2013

**Project Risk Assessment**

**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 in lifetime budget since 2013: None. Project is suspended.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	1-Enter Project Development	Initial Cost Estimate:	\$56,004
Baseline:	\$0	2013 Cost Estimate:	\$1
2013 TIP:	\$1	2014 Cost Estimate:	\$1
2014 TIP:	\$1		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
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	2014	2015	2016	2017	2018	2019	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	2013 Budget Schedule:	2011
		2014 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. In 2013, Lifetime Budget was reduced by \$835K to create Sounder Yard Expansion Project (Board Resolution R2013-13).

Changes in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	2-Identify Alternatives	Initial Cost Estimate:	\$159,878
Baseline:	\$0	2013 Cost Estimate:	\$159,087
2013 TIP:	\$6,077	2014 Cost Estimate:	\$158,252
2014 TIP:	\$6,077		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	468	443	0	0	0	0	0	0	912
Pierce	2,653	2,512	0	0	0	0	0	0	5,165
Total	3,122	2,955	0	0	0	0	0	0	6,077

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	327	334	0	0	0	0	0	0	661
20 - Prelim Engineering/Env Review	2,673	2,443	0	0	0	0	0	0	5,116
40 - Row Acquisition+Permits	121	179	0	0	0	0	0	0	300
Total	3,122	2,955	0	0	0	0	0	0	6,077

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	PE/ED	Schedule Risk Level:	High
Budget Risk Level:	High	2013 Budget Schedule:	2015
		2014 Budget Schedule:	2015

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

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

Scope: Results from the Sounder Station Access & Demand Study (Project 300001) will be used to identify station access improvement alternatives. 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.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	1-Enter Project Development	Initial Cost Estimate:	\$64,350
Baseline:	\$0	2013 Cost Estimate:	\$54,462
2013 TIP:	\$578	2014 Cost Estimate:	\$54,462
2014 TIP:	\$578		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Pierce	389	189	0	0	0	0	0	0	578
Total	389	189	0	0	0	0	0	0	578

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	81	43	0	0	0	0	0	0	124
20 - Prelim Engineering/Env Review	308	146	0	0	0	0	0	0	454
Total	389	189	0	0	0	0	0	0	578

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

**Project Risk Assessment**

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

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

Scope: Results from the Sounder Station Access & Demand Study (Project 300001) will be used to identify station access improvement alternatives. 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.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	1-Enter Project Development	Initial Cost Estimate:	\$45,874
Baseline:	\$0	2013 Cost Estimate:	\$38,739
2013 TIP:	\$578	2014 Cost Estimate:	\$38,739
2014 TIP:	\$578		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Pierce	389	189	0	0	0	0	0	0	578
Total	389	189	0	0	0	0	0	0	578

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	81	43	0	0	0	0	0	0	124
20 - Prelim Engineering/Env Review	308	146	0	0	0	0	0	0	454
Total	389	189	0	0	0	0	0	0	578

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

**Project Risk Assessment**

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

**300019****Lakewood Station Improvements****Managed by: PEPD**

Scope: Sound Transit is providing financial support to the city of Lakewood for the construction of a pedestrian bridge connecting the community to the northwest of Lakewood Station with the station. Additional access improvements contemplated in ST2 and reflected in the ST2 cost estimate were evaluated through the Station Access and Demand Study project and may be proposed in the future. Sound Transit's contribution for this portion of the project is capped. Remaining anticipated spending moved to 2015 pending Board's decision on how it is to be spent.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	Pending	Initial Cost Estimate:	\$42,630
Baseline:	\$0	2013 Cost Estimate:	\$36,204
2013 TIP:	\$1,155	2014 Cost Estimate:	\$36,204
2014 TIP:	\$1,155		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Pierce	230	0	925	0	0	0	0	0	1,155
Total	230	0	925	0	0	0	0	0	1,155

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	30	0	25	0	0	0	0	0	55
35 - Third Party	200	0	800	0	0	0	0	0	1,000
90 - Contingency	0	0	100	0	0	0	0	0	100
Total	230	0	925	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	2013 Budget Schedule:	2013
		2014 Budget Schedule:	2013

Project Risk Assessment

**300021****Tacoma Trestle Track & Signal****Managed by: PEPD**

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.

This project was previously named Reservation Junction Track and Signal, change was made in July 2013. Lifetime Budget was increased in 2013 by \$5,025,729 to total \$6,895,729 for Tacoma Rail acquisition (Board Resolution: R2013-07).

Changes in lifetime budget since 2013: Additional budget of \$1,671,000 was requested for Preliminary Engineering in 2014.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	1-Enter Project Development		
Baseline:	\$0	Initial Cost Estimate:	\$70,791
2013 TIP:	\$6,896	2013 Cost Estimate:	\$59,898
2014 TIP:	\$8,567	2014 Cost Estimate:	\$59,898

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Pierce	6,025	2,542	0	0	0	0	0	0	8,567
Total	6,025	2,542	0	0	0	0	0	0	8,567

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	149	204	0	0	0	0	0	0	353
20 - Prelim Engineering/Env Review	1,265	1,923	0	0	0	0	0	0	3,188
40 - Row Acquisition+Permits	4,611	415	0	0	0	0	0	0	5,026
Total	6,025	2,542	0	0	0	0	0	0	8,567

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	2013
		2014 Budget Schedule:	2013

**Project Risk Assessment**

**300026****Sounder Yard Expansion****Managed by: PEPD**

Scope: To increase track capacity at the layover facility in Lakewood to store up to seven train sets. The project will also complete drainage improvements and increase electrical power to accommodate additional wayside power and yard lighting. The increase in capacity is needed for the additional ST2 Sounder South service that begins in 2016 before the Sounder Yard & Shops Facility project is complete. This project was created in 2013 with a budget transfer of \$835 thousand from Sounder Yard & Shops Facility project.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	3-Identify Preferred Alternative	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$835	2014 Cost Estimate:	\$835
2014 TIP:	\$835		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
South King	439	0	0	0	0	0	0	0	439
Pierce	396	0	0	0	0	0	0	0	396
Total	835	0	0	0	0	0	0	0	835

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	135	0	0	0	0	0	0	0	135
20 - Prelim Engineering/Env Review	700	0	0	0	0	0	0	0	700
Total	835	0	0	0	0	0	0	0	835

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

**Project Risk Assessment**

The Sounder Yard Expansion project is anticipated to be completed by Fall of 2016. The track and ancillary civil improvements will increase track capacity to provide needed storage capacity for the additional Sounder roundtrip that ST will be operating. The project currently is in the preliminary engineering design phase and updated cost estimates will be available for ST's review later in Fall of 2013.

**3X131****Permitting/Environmental 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 in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$6,516	2013 Cost Estimate:	N/A
2013 TIP:	\$6,516	2014 Cost Estimate:	N/A
2014 TIP:	\$6,516		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	5,144	113	1,258	0	0	0	0	0	6,516
Total	5,144	113	1,258	0	0	0	0	0	6,516

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	550	13	0	0	0	0	0	0	563
20 - Prelim Engineering/Env Review	1,007	0	64	0	0	0	0	0	1,071
30 - Final Design+Specifications	236	20	163	0	0	0	0	0	419
40 - Row Acquisition+Permits	1,377	10	74	0	0	0	0	0	1,461
50 - Construction	1,974	70	957	0	0	0	0	0	3,001
Total	5,144	113	1,258	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	2013 Budget Schedule:	2013
		2014 Budget Schedule:	2014

**Project Risk Assessment**

**3X510****Sounder South Expanded Service****Managed by: DECM**

Scope: Sounder 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. The fourth easement payment will occur in 2013.

Changes in lifetime budget since 2013: Project lifetime budget is being increased by \$8M for King County permit fee in lieu of ST performing our own wetland mitigation. Project is delayed to 2014 as the wetland mitigation strategies continue to be reviewed. This resulted in a reduced level of effort in 2013.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	4-Enter Final Design	Initial Cost Estimate:	\$169,356
Baseline:	\$0	2013 Cost Estimate:	\$200,989
2013 TIP:	\$193,968	2014 Cost Estimate:	\$208,818
2014 TIP:	\$201,968		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Pierce	186,739	11,008	4,222	0	0	0	0	0	201,968
Total	186,739	11,008	4,222	0	0	0	0	0	201,968

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	974	1,000	3,676	0	0	0	0	0	5,650
20 - Prelim Engineering/Env Review	504	423	80	0	0	0	0	0	1,007
30 - Final Design+Specifications	5	300	95	0	0	0	0	0	400
35 - Third Party	0	8,005	0	0	0	0	0	0	8,005
40 - Row Acquisition+Permits	185,256	1,229	0	0	0	0	0	0	186,485
50 - Construction	0	50	371	0	0	0	0	0	421
Total	186,739	11,008	4,222	0	0	0	0	0	201,968

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Final Design	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	2013
		2014 Budget Schedule:	2014

**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.

**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 S. 66th St Bridge and installation of the Centralized Train Control system. Commuter rail service began in 2012 following the completion of the D Street to M Street Track and Signal project (Project 3x135).

Changes in lifetime budget since 2013: This project is being closed out. There is \$888K in savings from the project.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	7-Transition to Operations	Initial Cost Estimate:	N/A
Baseline:	\$78,630	2013 Cost Estimate:	N/A
2013 TIP:	\$81,542	2014 Cost Estimate:	N/A
2014 TIP:	\$80,654		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Pierce	80,547	106	0	0	0	0	0	0	80,654
Total	80,547	106	0	0	0	0	0	0	80,654

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	3,662	106	0	0	0	0	0	0	3,768
20 - Prelim Engineering/Env Review	1,496	0	0	0	0	0	0	0	1,496
30 - Final Design+Specifications	2,982	0	0	0	0	0	0	0	2,982
40 - Row Acquisition+Permits	12,815	0	0	0	0	0	0	0	12,815
50 - Construction	50,639	0	0	0	0	0	0	0	50,639
70 - Vehicles	8,953	0	0	0	0	0	0	0	8,953
Total	80,547	106	0	0	0	0	0	0	80,654

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	2010
		2014 Budget Schedule:	2010

**Project Risk Assessment**

**3X135****D St-M St Track & Signal****Managed by: DECM**

Scope: The project completed construction and began Sounder service between Lakewood and Tacoma in October 2012. Follow on work has been identified and will soon be underway. Anticipated completion no later than end 2014.

Changes in lifetime budget since 2013: Transfer Wetland monitoring budget of \$209K to project 600025 Wetland/Environmental Permitting.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	7-Transition to Operations	Initial Cost Estimate:	N/A
Baseline:	\$161,581	2013 Cost Estimate:	N/A
2013 TIP:	\$161,281	2014 Cost Estimate:	N/A
2014 TIP:	\$161,072		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Pierce	152,239	1,045	7,788	0	0	0	0	0	161,072
Total	152,239	1,045	7,788	0	0	0	0	0	161,072

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	8,538	140	931	0	0	0	0	0	9,609
20 - Prelim Engineering/Env Review	1,731	0	0	0	0	0	0	0	1,731
30 - Final Design+Specifications	17,406	60	1,145	0	0	0	0	0	18,612
35 - Third Party	597	24	224	0	0	0	0	0	846
40 - Row Acquisition+Permits	41,973	142	1,514	0	0	0	0	0	43,629
50 - Construction	66,627	669	2,978	0	0	0	0	0	70,273
55 - Construction Services	5,213	10	996	0	0	0	0	0	6,218
70 - Vehicles	8,953	0	0	0	0	0	0	0	8,953
80 - System Testing+Startup	1,200	0	0	0	0	0	0	0	1,200
Total	152,239	1,045	7,788	0	0	0	0	0	161,072

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

**Project Risk Assessment**

**3X140****Layover****Managed by: DECM**

Scope: Layover is a system wide 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 in lifetime budget since 2013: There is \$3.7M savings from the project.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	7-Transition to Operations	Initial Cost Estimate:	N/A
Baseline:	\$33,947	2013 Cost Estimate:	N/A
2013 TIP:	\$33,947	2014 Cost Estimate:	N/A
2014 TIP:	\$30,262		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	5,308	18	0	0	0	0	0	0	5,326
South King	11,311	38	0	0	0	0	0	0	11,348
Pierce	13,543	45	0	0	0	0	0	0	13,588
Total	30,161	100	0	0	0	0	0	0	30,262

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	1,079	100	0	0	0	0	0	0	1,180
20 - Prelim Engineering/Env Review	268	0	0	0	0	0	0	0	268
30 - Final Design+Specifications	1,509	0	0	0	0	0	0	0	1,509
40 - Row Acquisition+Permits	2,910	0	0	0	0	0	0	0	2,910
50 - Construction	23,952	0	0	0	0	0	0	0	23,952
55 - Construction Services	444	0	0	0	0	0	0	0	444
Total	30,161	100	0	0	0	0	0	0	30,262

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	2013
		2014 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 quarter 3 of 2013.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	6-Proceed to Construction	Initial Cost Estimate:	N/A
Baseline:	\$18,313	2013 Cost Estimate:	N/A
2013 TIP:	\$18,313	2014 Cost Estimate:	N/A
2014 TIP:	\$18,313		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	7,718	6,724	3,870	0	0	0	0	0	18,313
Total	7,718	6,724	3,870	0	0	0	0	0	18,313

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	575	333	219	0	0	0	0	0	1,128
30 - Final Design+Specifications	2,038	120	288	0	0	0	0	0	2,447
35 - Third Party	0	247	0	0	0	0	0	0	247
40 - Row Acquisition+Permits	1,023	2,240	326	0	0	0	0	0	3,588
50 - Construction	3,248	2,964	2,828	0	0	0	0	0	9,040
55 - Construction Services	834	820	209	0	0	0	0	0	1,863
Total	7,718	6,724	3,870	0	0	0	0	0	18,313

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

Project Risk Assessment
Coordination with BNSF to permit work in active Right of Way is causing some delays in allowing the contractor to begin work.

**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 in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	6-Proceed to Construction	Initial Cost Estimate:	\$39,346
Baseline:	\$45,969	2013 Cost Estimate:	\$45,162
2013 TIP:	\$45,969	2014 Cost Estimate:	\$45,162
2014 TIP:	\$45,969		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
South King	26,879	9,222	9,868	0	0	0	0	0	45,969
Total	26,879	9,222	9,868	0	0	0	0	0	45,969

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	1,147	407	1,219	0	0	0	0	0	2,773
20 - Prelim Engineering/Env Review	1,101	0	0	0	0	0	0	0	1,101
30 - Final Design+Specifications	4,290	200	234	0	0	0	0	0	4,724
40 - Row Acquisition+Permits	10,399	60	550	0	0	0	0	0	11,009
50 - Construction	9,206	7,825	7,250	0	0	0	0	0	24,281
55 - Construction Services	736	730	615	0	0	0	0	0	2,081
Total	26,879	9,222	9,868	0	0	0	0	0	45,969

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Final Design	Schedule Risk Level:	High
Budget Risk Level:	Low	2013 Budget Schedule:	2014
		2014 Budget Schedule:	2015

**Project Risk Assessment**

Delays in completing design and the procurement of the contractor used up all the available project float. Project will be re-baselined for schedule. Challenges with BNSF coordination on active tracks will be primary risk.
--

**3X251****South Tacoma Station****Managed by: DECM**

Scope: Project is in service, pending project closeout.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	7-Transition to Operations	Initial Cost Estimate:	N/A
Baseline:	\$17,115	2013 Cost Estimate:	N/A
2013 TIP:	\$15,728	2014 Cost Estimate:	N/A
2014 TIP:	\$15,728		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Pierce	15,603	124	0	0	0	0	0	0	15,728
Total	15,603	124	0	0	0	0	0	0	15,728

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	1,603	0	0	0	0	0	0	0	1,603
20 - Prelim Engineering/Env Review	542	0	0	0	0	0	0	0	542
30 - Final Design+Specifications	1,238	0	0	0	0	0	0	0	1,238
40 - Row Acquisition+Permits	2,367	0	0	0	0	0	0	0	2,367
50 - Construction	9,854	124	0	0	0	0	0	0	9,978
Total	15,603	124	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	2013 Budget Schedule:	2009
		2014 Budget Schedule:	2009

Project Risk Assessment

**7X755****Sounder ST2 Fleet Expansion****Managed by: Operations**

Scope: Fleet expansion to add trainsets to support additional trips between Seattle and Lakewood. 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 were delivered late in 2012. Nine cabs were ordered in 2013 from Bombardier and will be delivered through 2015.

In 2013, the lifetime budget for this project increased by \$33.2M to \$49.5M, and cashflow for 2013 increased by \$11M to \$15.2M to funding the purchase of nine Sounder passenger vehicles (Board Resolution: R2013-12).

Changes in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	\$35,842
Baseline:	\$0	2013 Cost Estimate:	\$29,602
2013 TIP:	\$49,530	2014 Cost Estimate:	\$45,979
2014 TIP:	\$49,530		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Pierce	31,849	8,400	8,751	530	0	0	0	0	49,530
Total	31,849	8,400	8,751	530	0	0	0	0	49,530

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	100	0	0	0	0	0	0	0	100
20 - Prelim Engineering/Env Review	0	400	100	0	0	0	0	0	500
50 - Construction	0	8,000	8,651	530	0	0	0	0	17,181
70 - Vehicles	31,749	0	0	0	0	0	0	0	31,749
Total	31,849	8,400	8,751	530	0	0	0	0	49,530

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Scoping	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2013 Budget Schedule:	2013
		2014 Budget Schedule:	2016

**Project Risk Assessment**

With such a large lead time from purchase to delivery there are risks of a time delays or unforeseen challenges.

## 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 Proposed 2014 TIP includes funds to continue infrastructure development to support ST Express bus services, which began service in 1999 and now carries around 16.2 million passengers a year.

### TIP Highlights

The Proposed 2014 TIP includes budgets for the following elements of the Regional Express program including:

- Complete the design and baseline 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.
- 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
85th Corridor, Kirkland	Savings Transfer	Baseline	Lifetime budget is adjusted to recognize savings and estimated costs at project close-out. Savings are transferred to the East King County Program Reserve.	(\$425)
Ash Way Transit Access	Savings Transfer	Baseline	Lifetime budget is adjusted to recognize savings and estimated costs at project closeout.	(\$4)
Federal Way HOV Access/S 317th	Savings	Baseline	Project closed.	(\$26)
Mountlake Terrace Freeway Station	Savings	Baseline	Lifetime budget is adjusted to recognize savings and estimated costs at project closeout.	(\$3,158)
ST Express Bus Program Reserve	Transfer	Program	Surplus funding from East King County projects is transferred into this reserve.	\$995
SR522 HOV Enhancements/Bothell	Savings Transfer	Baseline	Lifetime budget is adjusted to recognize savings and estimated costs at project closeout. Savings are transferred to East King County Program Reserve.	(\$4)

Project	Reason	Budget Type	Explanation	Change
ST Express Bus Base	Transfer from Cost Estimate	Preliminary Engineering	Higher level of effort spent than anticipated.	\$45
Strander Boulevard Extension	Savings	Baseline	Lifetime budget is adjusted to recognize savings and estimated costs at project closeout.	(\$147)
Totem Lake Freeway Station	Savings Transfer	Baseline	Lifetime budget is adjusted to recognize savings and estimated costs at project closeout. Savings are transferred to East King County Program Reserve.	(\$423)

### SCHEDULE CHANGES

Project	Schedule Type	Explanation	Old Date	New Date
I-90 2-Way Transit & HOV Operations, 3	Completion	Refinement of fire life and safety design for the project and coordination with East Link's construction schedule has resulted in a two year delay.	2014	2016

### Project Closures

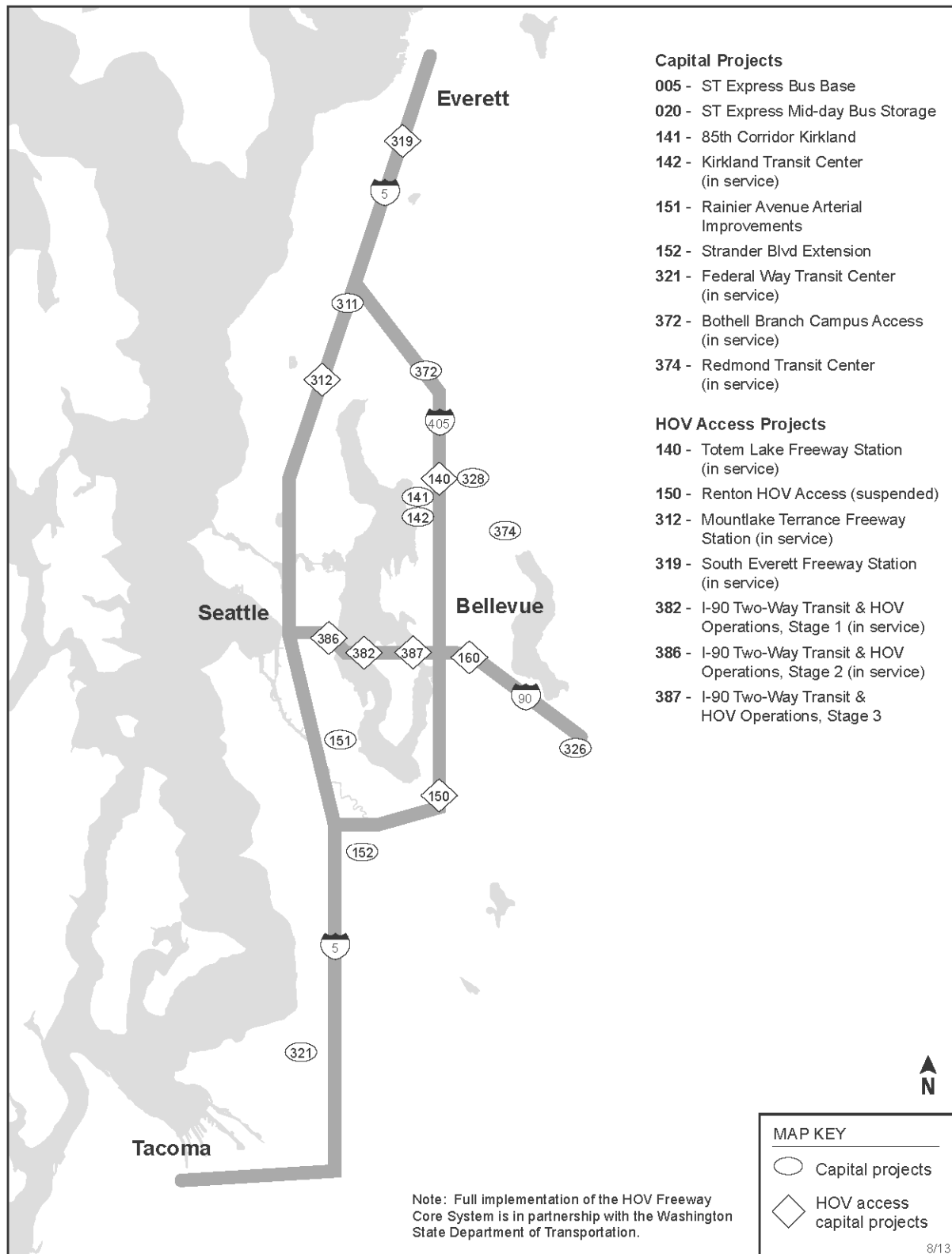
The following projects are complete and are being closed out:

- 85<sup>th</sup> Corridor, Kirkland
- I-90 2-Way Transit and HOV Operations Stages 1 & 2
- Issaquah Transit Center/SR900
- Kirkland Transit Center/3<sup>rd</sup>
- Mountlake Terrace Freeway Station
- S. Everett Freeway Station
- Strander Boulevard Extension
- Totem Lake Freeway Station
- Totem Lake Transit Center



Regional Express Bellevue HOV Ramp

## REGIONAL EXPRESS CAPITAL PROJECTS



# 2014 TIP Cashflow by Budget Approval

(in thousands)

## System Expansion

### ST EXPRESS

Project Number and Name	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
<b>Preliminary Engineering</b>									
500005 ST Express Bus Base	1,651	2,056	1,807	0	0	0	0	0	5,515
<b>Subtotal</b>	1,651	2,056	1,807	0	0	0	0	0	5,515
<b>Final Design &amp; ROW</b>									
500020 ST Express Mid-Day Bus Storage	656	121	0	0	0	0	0	0	777
5X387 I-90 2-Way Transit & HOV Operations, Stage 3	20,112	6,168	36,928	390	344	280	0	0	64,222
<b>Subtotal</b>	20,768	6,289	36,928	390	344	280	0	0	64,999
<b>Baseline</b>									
5X140 Totem Lake Freeway Station	73,113	25	0	0	0	0	0	0	73,138
5X141 85th Corridor, Kirkland	4,810	780	0	0	0	0	0	0	5,590
5X142 Kirkland Transit Center/3rd	10,512	447	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 Improvements	15,048	669	0	0	0	0	0	0	15,717
5X152 Strander Boulevard Extension	4,073	0	0	0	0	0	0	0	4,073
5X312 Mountlake Terrace Freeway Station	29,030	230	0	0	0	0	0	0	29,260
5X319 S. Everett Freeway Station	28,308	50	0	0	0	0	0	0	28,358
5X321 Federal Way Transit Center	38,100	1,355	0	0	0	0	0	0	39,455
5X326 Issaquah Transit Center/SR900	28,962	0	0	0	0	0	0	0	28,962
5X328 Totem Lake Transit Center	6,259	0	0	0	0	0	0	0	6,259
5X382 I-90 2-Way Tran & HOV Op. St 1	23,448	0	0	0	0	0	0	0	23,448
5X386 I-90 2-Way Tran & HOV Op. St 2	22,828	0	0	0	0	0	0	0	22,828
<b>Subtotal</b>	288,995	3,556	0	0	0	0	0	0	292,552
<b>Program</b>									
5X000 Regional Express Bus Program Reserve	0	0	0	26,756	0	0	0	0	26,756
<b>Subtotal</b>	0	0	0	26,756	0	0	0	0	26,756
<b>Total</b>	\$311,415	\$11,901	\$38,735	\$27,146	\$344	\$280	\$0	\$0	\$389,821

**2014 TIP Cashflow by Subarea**  
(in thousands)

System Expansion  
ST EXPRESS

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
1 - Snohomish	57,634	648	323	0	0	0	0	0	58,605
3 - South King	38,292	1,593	210	0	0	0	0	0	40,094
4 - East King	214,437	9,046	37,769	27,146	344	280	0	0	289,021
5 - Pierce	1,053	614	434	0	0	0	0	0	2,101
<b>Total</b>	<b>\$311,415</b>	<b>\$11,901</b>	<b>\$38,735</b>	<b>\$27,146</b>	<b>\$344</b>	<b>\$280</b>	<b>\$0</b>	<b>\$0</b>	<b>\$389,821</b>

**2014 TIP Cashflow by Phase**  
(in thousands)

Phase # and Description	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	20,408	1,231	640	390	344	280	0	0	23,293
20 - Prelim Engineering/Env Review	28,538	1,724	1,807	0	0	0	0	0	32,069
30 - Final Design+Specifications	42,464	5,559	0	0	0	0	0	0	48,022
35 - Third Party	0	0	0	0	0	0	0	0	0
40 - Row Acquisition+Permits	14,019	140	0	0	0	0	0	0	14,160
50 - Construction	205,985	3,148	0	0	0	0	0	0	209,133
90 - Contingency	0	100	36,288	26,756	0	0	0	0	63,144
<b>Total</b>	<b>\$311,415</b>	<b>\$11,901</b>	<b>\$38,735</b>	<b>\$27,146</b>	<b>\$344</b>	<b>\$280</b>	<b>\$0</b>	<b>\$0</b>	<b>\$389,821</b>

**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 in lifetime budget since 2013: Additional \$45K in admin phase requested due to higher level of effort spent and anticipated than originally projected.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	1-Enter Project Development		
Baseline:	\$0	Initial Cost Estimate:	\$183,985
2013 TIP:	\$5,469	2013 Cost Estimate:	\$178,015
2014 TIP:	\$5,515	2014 Cost Estimate:	\$178,015

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	296	368	323	0	0	0	0	0	987
South King	192	239	210	0	0	0	0	0	640
East King	768	956	840	0	0	0	0	0	2,564
Pierce	396	493	434	0	0	0	0	0	1,324
Total	1,651	2,056	1,807	0	0	0	0	0	5,515

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	358	207	0	0	0	0	0	0	566
20 - Prelim Engineering/Env Review	1,217	1,724	1,807	0	0	0	0	0	4,748
40 - Row Acquisition+Permits	76	125	0	0	0	0	0	0	201
Total	1,651	2,056	1,807	0	0	0	0	0	5,515

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

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

**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. Project is on target to be completed when bus storage is required in late 2014.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	4-Enter Final Design	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	\$814
2013 TIP:	\$777	2014 Cost Estimate:	\$814
2014 TIP:	\$777		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Pierce	656	121	0	0	0	0	0	0	777
Total	656	121	0	0	0	0	0	0	777

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	97	0	0	0	0	0	0	0	97
20 - Prelim Engineering/Env Review	240	0	0	0	0	0	0	0	240
30 - Final Design+Specifications	304	106	0	0	0	0	0	0	410
40 - Row Acquisition+Permits	15	15	0	0	0	0	0	0	30
Total	656	121	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	2013 Budget Schedule:	2014
		2014 Budget Schedule:	2014

**Project Risk Assessment**

**5X387****I-90 2-Way Transit & HOV Operations, Stage 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 in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	4-Enter Final Design		
Baseline:	\$0	Initial Cost Estimate:	N/A
2013 TIP:	\$64,222	2013 Cost Estimate:	N/A
2014 TIP:	\$64,222	2014 Cost Estimate:	N/A

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
East King	20,112	6,168	36,928	390	344	280	0	0	64,222
Total	20,112	6,168	36,928	390	344	280	0	0	64,222

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	1,016	715	640	390	344	280	0	0	3,385
20 - Prelim Engineering/Env Review	1,549	0	0	0	0	0	0	0	1,549
30 - Final Design+Specifications	17,547	5,453	0	0	0	0	0	0	23,000
90 - Contingency	0	0	36,288	0	0	0	0	0	36,288
Total	20,112	6,168	36,928	390	344	280	0	0	64,222

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	PE/ED	Schedule Risk Level:	High
Budget Risk Level:	High	2013 Budget Schedule:	2014
		2014 Budget Schedule:	2016

**Project Risk Assessment**

At the 60% stage plan completion, the Fire and Life Safety design is the key cost factor for I-90 Two-Way Transit and HOV Operations - Stage 3. Based upon the assessment of an Independent Expert Review Team, and concurrence from the FHWA and the Seattle and Mercer Island Fire Departments, this design is a comprehensive and thorough design. The cost estimate and schedule were also reviewed; it was determined that during this next phase of design (60% - 90%), additional emphasis must be placed to closely coordinate and align the cost estimate to the schedule. This is necessary to ensure complexities of the schedule, SCADA integration, construction staging, procurement, and traffic control are properly calculated in the estimate. Additionally, the FLS System Testing and Commissioning plan needs expansion and full incorporation into the 90% submittal.

**5X140****Totem Lake Freeway Station****Managed by: DECM**

Scope: Project is being closed out.

Changes in lifetime budget since 2013: \$423K in savings are being transferred to the East King County Program Reserve.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	7-Transition to Operations	Initial Cost Estimate:	N/A
Baseline:	\$85,875	2013 Cost Estimate:	N/A
2013 TIP:	\$73,561	2014 Cost Estimate:	N/A
2014 TIP:	\$73,138		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
East King	73,113	25	0	0	0	0	0	0	73,138
Total	73,113	25	0	0	0	0	0	0	73,138

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	4,369	15	0	0	0	0	0	0	4,384
20 - Prelim Engineering/Env Review	6,283	0	0	0	0	0	0	0	6,283
30 - Final Design+Specifications	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	56,046	10	0	0	0	0	0	0	56,056
Total	73,113	25	0	0	0	0	0	0	73,138

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	
Budget Risk Level:		2013 Budget Schedule:	2007
		2014 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 in lifetime budget since 2013: Project is closing out. \$425K in savings are transferred to the East King Country Program Reserve.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	5-Establish Baseline	Initial Cost Estimate:	N/A
Baseline:	\$6,015	2013 Cost Estimate:	N/A
2013 TIP:	\$6,015	2014 Cost Estimate:	N/A
2014 TIP:	\$5,590		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
East King	4,810	780	0	0	0	0	0	0	5,590
Total	4,810	780	0	0	0	0	0	0	5,590

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	453	8	0	0	0	0	0	0	460
20 - Prelim Engineering/Env Review	1,124	0	0	0	0	0	0	0	1,124
30 - Final Design+Specifications	554	0	0	0	0	0	0	0	554
40 - Row Acquisition+Permits	876	0	0	0	0	0	0	0	876
50 - Construction	1,802	773	0	0	0	0	0	0	2,575
Total	4,810	780	0	0	0	0	0	0	5,590

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

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	7-Transition to Operations	Initial Cost Estimate:	N/A
Baseline:	\$13,300	2013 Cost Estimate:	N/A
2013 TIP:	\$10,959	2014 Cost Estimate:	N/A
2014 TIP:	\$10,959		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
East King	10,512	447	0	0	0	0	0	0	10,959
Total	10,512	447	0	0	0	0	0	0	10,959

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	906	17	0	0	0	0	0	0	923
20 - Prelim Engineering/Env Review	1,154	0	0	0	0	0	0	0	1,154
30 - Final Design+Specifications	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	6,691	330	0	0	0	0	0	0	7,021
90 - Contingency	0	100	0	0	0	0	0	0	100
Total	10,512	447	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	2013 Budget Schedule:	2013
		2014 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 partner funding becomes available.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	None	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$4,505	2014 Cost Estimate:	N/A
2014 TIP:	\$4,505		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
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	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	1,596	0	0	0	0	0	0	0	1,596
20 - Prelim Engineering/Env Review	2,870	0	0	0	0	0	0	0	2,870
30 - Final Design+Specifications	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:	
Budget Risk Level:		2013 Budget Schedule:	
		2014 Budget Schedule:	

Project Risk Assessment

**5X151****Rainier Avenue Arterial Improvements****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 in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	5-Establish Baseline	Initial Cost Estimate:	N/A
Baseline:	\$15,675	2013 Cost Estimate:	N/A
2013 TIP:	\$15,717	2014 Cost Estimate:	N/A
2014 TIP:	\$15,717		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
East King	15,048	669	0	0	0	0	0	0	15,717
Total	15,048	669	0	0	0	0	0	0	15,717

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	630	187	0	0	0	0	0	0	817
20 - Prelim Engineering/Env Review	2,500	0	0	0	0	0	0	0	2,500
30 - Final Design+Specifications	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	7,418	482	0	0	0	0	0	0	7,900
Total	15,048	669	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	2013 Budget Schedule:	2014
		2014 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 in lifetime budget since 2013: Project closing out. There is \$147K in savings from this project.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	5-Establish Baseline		
Baseline:	\$4,208	Initial Cost Estimate:	N/A
2013 TIP:	\$4,219	2013 Cost Estimate:	N/A
2014 TIP:	\$4,073	2014 Cost Estimate:	N/A

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
East King	4,073	0	0	0	0	0	0	0	4,073
Total	4,073	0	0	0	0	0	0	0	4,073

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	73	0	0	0	0	0	0	0	73
30 - Final Design+Specifications	1,000	0	0	0	0	0	0	0	1,000
50 - Construction	3,000	0	0	0	0	0	0	0	3,000
Total	4,073	0	0	0	0	0	0	0	4,073

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

**Project Risk Assessment**

**5X312****Mountlake Terrace Freeway Station****Managed by: DECM**

Scope: This project is being closed out.

Changes in lifetime budget since 2013: There is \$3.2M in savings from the project.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	7-Transition to Operations		
Baseline:	\$40,869	Initial Cost Estimate:	N/A
2013 TIP:	\$32,417	2013 Cost Estimate:	N/A
2014 TIP:	\$29,260	2014 Cost Estimate:	N/A

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	29,030	230	0	0	0	0	0	0	29,260
Total	29,030	230	0	0	0	0	0	0	29,260

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	1,578	30	0	0	0	0	0	0	1,608
20 - Prelim Engineering/Env Review	2,402	0	0	0	0	0	0	0	2,402
30 - Final Design+Specifications	3,275	0	0	0	0	0	0	0	3,275
40 - Row Acquisition+Permits	39	0	0	0	0	0	0	0	39
50 - Construction	21,736	200	0	0	0	0	0	0	21,936
Total	29,030	230	0	0	0	0	0	0	29,260

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

Project Risk Assessment

**5X319****S. Everett Freeway Station****Managed by: DECM**

Scope: Project is closing out.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	7-Transition to Operations	Initial Cost Estimate:	N/A
Baseline:	\$31,209	2013 Cost Estimate:	N/A
2013 TIP:	\$28,358	2014 Cost Estimate:	N/A
2014 TIP:	\$28,358		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	28,308	50	0	0	0	0	0	0	28,358
Total	28,308	50	0	0	0	0	0	0	28,358

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	1,894	0	0	0	0	0	0	0	1,894
20 - Prelim Engineering/Env Review	2,863	0	0	0	0	0	0	0	2,863
30 - Final Design+Specifications	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	21,196	50	0	0	0	0	0	0	21,246
Total	28,308	50	0	0	0	0	0	0	28,358

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	
Budget Risk Level:		2013 Budget Schedule:	2008
		2014 Budget Schedule:	2008

Project Risk Assessment

**5X321****Federal Way Transit Center****Managed by: DECM**

Scope: Project is pending a litigation; trial is scheduled for Spring 2014.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	7-Transition to Operations	Initial Cost Estimate:	N/A
Baseline:	\$39,455	2013 Cost Estimate:	N/A
2013 TIP:	\$39,455	2014 Cost Estimate:	N/A
2014 TIP:	\$39,455		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
South King	38,100	1,355	0	0	0	0	0	0	39,455
Total	38,100	1,355	0	0	0	0	0	0	39,455

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	2,375	51	0	0	0	0	0	0	2,426
20 - Prelim Engineering/Env Review	1,553	0	0	0	0	0	0	0	1,553
30 - Final Design+Specifications	1,701	0	0	0	0	0	0	0	1,701
40 - Row Acquisition+Permits	6,541	0	0	0	0	0	0	0	6,541
50 - Construction	25,931	1,303	0	0	0	0	0	0	27,234
Total	38,100	1,355	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	2013 Budget Schedule:	2006
		2014 Budget Schedule:	2006

Project Risk Assessment

**5X326****Issaquah Transit Center/SR900****Managed by: DECM**

Scope: Project is in service.

Changes in lifetime since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	7-Transition to Operations	Initial Cost Estimate:	N/A
Baseline:	\$29,482	2013 Cost Estimate:	N/A
2013 TIP:	\$28,962	2014 Cost Estimate:	N/A
2014 TIP:	\$28,962		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
East King	28,962	0	0	0	0	0	0	0	28,962
Total	28,962	0	0	0	0	0	0	0	28,962

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	1,798	0	0	0	0	0	0	0	1,798
20 - Prelim Engineering/Env Review	848	0	0	0	0	0	0	0	848
30 - Final Design+Specifications	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	23,270	0	0	0	0	0	0	0	23,270
Total	28,962	0	0	0	0	0	0	0	28,962

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	
Budget Risk Level:		2013 Budget Schedule:	2008
		2014 Budget Schedule:	2008

Project Risk Assessment

**5X328****Totem Lake Transit Center****Managed by: DECM**

Scope: Project is in service; closeout pending.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	7-Transition to Operations	Initial Cost Estimate:	N/A
Baseline:	\$13,243	2013 Cost Estimate:	N/A
2013 TIP:	\$6,259	2014 Cost Estimate:	N/A
2014 TIP:	\$6,259		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
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	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	589	0	0	0	0	0	0	0	589
20 - Prelim Engineering/Env Review	495	0	0	0	0	0	0	0	495
30 - Final Design+Specifications	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:	
Budget Risk Level:		2013 Budget Schedule:	2008
		2014 Budget Schedule:	2008

**Project Risk Assessment**

**5X382****I-90 2-Way Tran & HOV Op, St 1****Managed by: DECM**

Scope: Project is being closed out.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	7-Transition to Operations	Initial Cost Estimate:	N/A
Baseline:	\$25,782	2013 Cost Estimate:	N/A
2013 TIP:	\$23,448	2014 Cost Estimate:	N/A
2014 TIP:	\$23,448		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
East King	23,448	0	0	0	0	0	0	0	23,448
Total	23,448	0	0	0	0	0	0	0	23,448

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	1,347	0	0	0	0	0	0	0	1,347
20 - Prelim Engineering/Env Review	1,592	0	0	0	0	0	0	0	1,592
30 - Final Design+Specifications	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	16,730	0	0	0	0	0	0	0	16,730
Total	23,448	0	0	0	0	0	0	0	23,448

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	
Budget Risk Level:		2013 Budget Schedule:	2008
		2014 Budget Schedule:	2008

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. Project is being closed out pending resolution to Plant Establishment billing process.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	6-Proceed to Construction	Initial Cost Estimate:	N/A
Baseline:	\$31,683	2013 Cost Estimate:	N/A
2013 TIP:	\$22,828	2014 Cost Estimate:	N/A
2014 TIP:	\$22,828		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
East King	22,828	0	0	0	0	0	0	0	22,828
Total	22,828	0	0	0	0	0	0	0	22,828

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	1,330	0	0	0	0	0	0	0	1,330
20 - Prelim Engineering/Env Review	1,847	0	0	0	0	0	0	0	1,847
30 - Final Design+Specifications	2,026	0	0	0	0	0	0	0	2,026
50 - Construction	17,625	0	0	0	0	0	0	0	17,625
Total	22,828	0	0	0	0	0	0	0	22,828

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

**Project Risk Assessment**

**5X000****Regional Express Bus Program Reserve****Managed by: DECM**

Changes in lifetime budget since 2013: \$995K in savings from other projects was transferred into this reserve.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	\$27,391
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$25,761	2014 Cost Estimate:	N/A
2014 TIP:	\$26,756		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
East King	0	0	0	26,756	0	0	0	0	26,756
Total	0	0	0	26,756	0	0	0	0	26,756

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
90 - Contingency	0	0	0	26,756	0	0	0	0	26,756
Total	0	0	0	26,756	0	0	0	0	26,756

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	
Budget Risk Level:		2013 Budget Schedule:	
		2014 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 Proposed 2014 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 different corridors to explore options to expand the regional transit system beyond the ST2 plan. These corridors studies include; Central and East HCT Study, Lynnwood to Everett Corridor Study and the South King County HCT Study, which includes Federal Way to Tacoma corridor.
- Long-Range Planning Study (part of the ST3 Planning project) in conjunction with the corridor studies will study the future expansion of the regional transit system beyond the voter approved Sound Move and ST2 programs.
- 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
Central & East HCT Study	New Project	Preliminary Engineering	This is a new project. \$4.7 million is transferred from HCT Corridor Planning Studies project.	\$4,725
Fare Administration	Transfer	Baseline	The Fare Integration project was closed and a small balance transferred to Fare Administration.	\$23
HCT Corridor Planning Studies	Transfer	Preliminary Engineering	\$9.0 million of lifetime budget will be transferred back to ST3 Planning. \$10.4 million will be transferred to three new planning study projects: Central & East HCT Study, Lynnwood to Everett HCT Study, and South King County HCT Study.	(\$19,421)
Lynnwood to Everett HCT Study	New Project	Preliminary Engineering	This is a new project. \$2.9 million is transferred from HCT Corridor Planning Studies project.	\$2,856
Passenger Information System	Cost Increase	Baseline	Upgrades and enhancement costs.	\$3,911
Research & Technology	Transfer	Baseline	\$200K is transferred to Regional Parking Pilot project in 2014.	(\$200)

Project	Reason	Budget Type	Explanation	Change
South King County HCT Study	New Project	Preliminary Engineering	This is new project. \$2.8 million is transferred from HCT Corridor Planning Studies project.	\$2,840
ST3 Planning	Transfer	Preliminary Engineering	\$9.0 million is being returned from the HCT Corridor Planning Studies.	\$9,000
Ticket Vending Machines	Cost Increase	Baseline	Major upgrades and enhancements.	\$1,540

#### SCHEDULE CHANGES

Project	Schedule Type	Explanation	Old Date	New Date
South Corridor Alternatives Planning	Preliminary Engineering	Coordination efforts with multiple third parties, stakeholders, and jurisdictions have adversely impacted the project schedule.	2013	2014

#### Project Closures

- None

## 2014 TIP Cashflow by Budget Approval

(in thousands)

### System Expansion

#### OTHER

Project Number and Name	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
<b>Preliminary Engineering</b>									
4X446 South Corridor Alternatives Planning	3,282	782	0	0	0	0	0	0	4,064
809100 ST3 Planning	875	6,681	11,377	7,989	6,139	6,139	0	0	39,200
809101 Ballard-to-Downtown Seattle HCT Planning Study	2,178	622	0	0	0	0	0	0	2,800
809102 HCT Corridor Planning Studies	426	2,590	2,764	0	0	0	0	0	5,779
809103 Central & East HCT Study	2,362	2,362	0	0	0	0	0	0	4,725
809104 Lynnwood to Everett HCT Study	1,428	1,428	0	0	0	0	0	0	2,856
809105 South King County HCT Study	1,420	1,420	0	0	0	0	0	0	2,840
<b>Subtotal</b>	<b>11,971</b>	<b>15,885</b>	<b>14,141</b>	<b>7,989</b>	<b>6,139</b>	<b>6,139</b>	<b>0</b>	<b>0</b>	<b>62,264</b>
<b>Baseline</b>									
3X212 Ticket Vending Machines	7,678	445	200	0	50	150	445	250	9,218
3X216 Passenger Information System	6,002	1,060	610	100	100	100	300	1,870	10,142
5X405 Fare Administration	734	636	573	2,355	600	5,539	498	6,677	17,611
5X410 Research & Technology	5,016	3,970	2,041	825	663	166	670	1,305	14,656
6X668 S&T	15,523	2,775	5,849	4,688	4,277	4,142	3,835	13,105	54,194
<b>Subtotal</b>	<b>34,953</b>	<b>8,886</b>	<b>9,273</b>	<b>7,968</b>	<b>5,690</b>	<b>10,097</b>	<b>5,748</b>	<b>23,207</b>	<b>105,822</b>
<b>Total</b>	<b>\$46,925</b>	<b>\$24,771</b>	<b>\$23,414</b>	<b>\$15,957</b>	<b>\$11,828</b>	<b>\$16,236</b>	<b>\$5,748</b>	<b>\$23,207</b>	<b>\$168,086</b>

**2014 TIP Cashflow by Subarea**  
(in thousands)

System Expansion  
OTHER

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
1 - Snohomish	6,046	2,045	759	483	453	462	544	1,774	12,566
2 - North King	4,814	1,831	1,369	1,097	1,001	969	897	3,067	15,044
3 - South King	8,897	2,418	1,358	915	856	867	974	3,119	19,403
4 - East King	7,714	2,323	2,386	1,908	1,742	1,690	1,573	5,341	24,677
5 - Pierce	10,226	1,656	787	385	375	404	591	1,925	16,349
6 - Systemwide	9,229	14,499	16,755	11,169	7,402	11,844	1,168	7,982	80,047
<b>Total</b>	<b>\$46,925</b>	<b>\$24,771</b>	<b>\$23,414</b>	<b>\$15,957</b>	<b>\$11,828</b>	<b>\$16,236</b>	<b>\$5,748</b>	<b>\$23,207</b>	<b>\$168,086</b>

**2014 TIP Cashflow by Phase**  
(in thousands)

Phase # and Description	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
01 - Operation+Maintenance	44	0	0	0	0	0	0	0	44
10 - Agency Administration	3,384	2,343	1,353	851	846	1,004	297	1,300	11,376
20 - Prelim Engineering/Env Review	12,025	14,894	14,262	8,109	6,254	6,203	578	2,424	64,751
26 - Research+Technology	3,845	3,714	1,678	2,602	700	5,190	700	6,205	24,635
50 - Construction	12,842	1,445	660	100	150	100	745	1,970	18,012
61 - Art	14,783	2,375	5,460	4,295	3,879	3,740	3,428	11,308	49,267
<b>Total</b>	<b>\$46,925</b>	<b>\$24,771</b>	<b>\$23,414</b>	<b>\$15,957</b>	<b>\$11,828</b>	<b>\$16,236</b>	<b>\$5,748</b>	<b>\$23,207</b>	<b>\$168,086</b>

**4X446****South Corridor Alternatives Planning****Managed by: PEPD**

Scope: The South Corridor Alternatives Planning (SCAP) project includes identification and evaluation of HCT transit alternatives for the corridor between Federal Way and Tacoma, and an examination of potential projects for the Pierce and South King subareas that may enhance transit use and operational efficiencies. SCAP is one of the HCT Corridor Planning studies that will serve as a resource for the Board and public during the update of the Long-Range Plan.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	1-Enter Project Development	Initial Cost Estimate:	\$80,645
Baseline:	\$0	2013 Cost Estimate:	\$4,019
2013 TIP:	\$4,064	2014 Cost Estimate:	\$4,019
2014 TIP:	\$4,064		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Pierce	3,282	782	0	0	0	0	0	0	4,064
Total	3,282	782	0	0	0	0	0	0	4,064

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	964	182	0	0	0	0	0	0	1,146
20 - Prelim Engineering/Env Review	2,318	600	0	0	0	0	0	0	2,918
Total	3,282	782	0	0	0	0	0	0	4,064

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

**Project Risk Assessment**

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

**809100****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. The ST2 plan and the subsequently adopted budgets included funding for studying transit expansion options in nine corridors. The transit studies have now been split into their own projects reducing the scope to long range transit planning beyond the Sound Move and ST2 Programs.

Changes in lifetime budget since 2013: \$9.0 million is being transferred from the HCT Corridor Planning Studies.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	1-Enter Project Development	Initial Cost Estimate:	\$67,204
Baseline:	\$0	2013 Cost Estimate:	\$27,954
2013 TIP:	\$30,200	2014 Cost Estimate:	\$36,762
2014 TIP:	\$39,200		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Systemwide	875	6,681	11,377	7,989	6,139	6,139	0	0	39,200
Total	875	6,681	11,377	7,989	6,139	6,139	0	0	39,200

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	120	620	565	565	565	565	0	0	3,000
20 - Prelim Engineering/Env Review	755	6,061	10,812	7,424	5,574	5,574	0	0	36,200
Total	875	6,681	11,377	7,989	6,139	6,139	0	0	39,200

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	2018
		2014 Budget Schedule:	2018

**Project Risk Assessment**

**809101****Ballard-to-Downtown Seattle HCT Planning Study****Managed 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 in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	1-Enter Project Development	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	\$2,787
2013 TIP:	\$2,800	2014 Cost Estimate:	\$2,787
2014 TIP:	\$2,800		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Systemwide	2,178	622	0	0	0	0	0	0	2,800
Total	2,178	622	0	0	0	0	0	0	2,800

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	112	53	0	0	0	0	0	0	165
20 - Prelim Engineering/Env Review	2,067	568	0	0	0	0	0	0	2,635
Total	2,178	622	0	0	0	0	0	0	2,800

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	2014
		2014 Budget Schedule:	2014

**Project Risk Assessment**

**809102****HCT Corridor Planning Studies****Managed by: PEPD**

Scope: ST2 included funding for identifying and evaluating high capacity transit improvements along transit corridors as listed below for possible improvements to the regional transit system beyond those identified in ST2. These studies have been budgeted separately under other projects. The funds in this account will be available for additional work tasks that may be requested by the Sound Transit Board of Directors during the ST3 planning process as related to the High-Capacity Transit corridor studies.

- Lynnwood – SW Everett Industrial Center
- 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

Changes in lifetime budget since 2013: \$9.0 million is being transferred from the HCT Corridor Planning Studies project towards ST3 Planning project. Create three new projects for Lynnwood to Everett, Central & East, and South King County moving \$10.4 million from HCT Corridor Planning Studies project.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	1-Enter Project Development	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	\$24,718
2013 TIP:	\$25,200	2014 Cost Estimate:	\$5,600
2014 TIP:	\$5,779		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Systemwide	426	2,590	2,764	0	0	0	0	0	5,779
Total	426	2,590	2,764	0	0	0	0	0	5,779

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	206	250	244	0	0	0	0	0	700
20 - Prelim Engineering/Env Review	220	2,340	2,520	0	0	0	0	0	5,079
Total	426	2,590	2,764	0	0	0	0	0	5,779

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

**Project Risk Assessment**

**809103****Central & East HCT Study****Managed by: PEPD**

Scope: Identify and evaluate alternative high capacity transit modes, routes and potential station areas along high capacity transit corridors.

Changes in lifetime budget since 2013: This is a new project. \$4.7 million is transferred from HCT Corridor Planning Studies project.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	1-Enter Project Development	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$0	2014 Cost Estimate:	\$4,674
2014 TIP:	\$4,725		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	1,181	1,181	0	0	0	0	0	0	2,362
East King	1,181	1,181	0	0	0	0	0	0	2,362
Total	2,362	2,362	0	0	0	0	0	0	4,725

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	358	358	0	0	0	0	0	0	715
20 - Prelim Engineering/Env Review	2,005	2,005	0	0	0	0	0	0	4,010
Total	2,362	2,362	0	0	0	0	0	0	4,725

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Initial Estimate	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	
		2014 Budget Schedule:	

**Project Risk Assessment**

**809104****Lynnwood to Everett HCT Study****Managed by: PEPD**

Scope: Identify and evaluate alternative high capacity transit modes, routes and potential station areas along high capacity transit corridors

Changes in lifetime budget since 2013: This is a new project. \$2.9 million are transferred from HCT Corridor Planning Studies project.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	1-Enter Project Development		
Baseline:	\$0	Initial Cost Estimate:	N/A
2013 TIP:	\$0	2013 Cost Estimate:	N/A
2014 TIP:	\$2,856	2014 Cost Estimate:	\$2,825

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	1,428	1,428	0	0	0	0	0	0	2,856
Total	1,428	1,428	0	0	0	0	0	0	2,856

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	215	215	0	0	0	0	0	0	429
20 - Prelim Engineering/Env Review	1,213	1,213	0	0	0	0	0	0	2,427
Total	1,428	1,428	0	0	0	0	0	0	2,856

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Initial Estimate	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	
		2014 Budget Schedule:	

**Project Risk Assessment**

**809105****South King County HCT Study****Managed by: PEPD**

Scope: Identify and evaluate alternative high capacity transit modes, routes and potential station areas along high capacity transit corridors.

Changes in lifetime budget since 2013: This is a new project. \$2.8 million is transferred from HCT Corridor Planning Studies project.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	1-Enter Project Development		
Baseline:	\$0	Initial Cost Estimate:	N/A
2013 TIP:	\$0	2013 Cost Estimate:	N/A
2014 TIP:	\$2,840	2014 Cost Estimate:	\$2,810

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
South King	1,420	1,420	0	0	0	0	0	0	2,840
Total	1,420	1,420	0	0	0	0	0	0	2,840

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	187	187	0	0	0	0	0	0	374
20 - Prelim Engineering/Env Review	1,233	1,233	0	0	0	0	0	0	2,466
Total	1,420	1,420	0	0	0	0	0	0	2,840

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Initial Estimate	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	
		2014 Budget Schedule:	

**Project Risk Assessment**

**3X212****Ticket Vending Machines****Managed by: FIT**

Scope: Ticket Vending Machines (TVMs) are used at Agency's facilities to enable the purchase of fare media by riders to access the transportation system. This project facilitates capital maintenance, support, and software and hardware upgrades and enhancements that ensure reliable and cost effective TVMs' performance.

The lifetime budget increase is requested to allocate funds to maintain TVMs already placed in service by installing system-wide upgrades and software enhancement that prolong the useful life of the TVM systems and bring machines' performance on par with new models and installations.

Changes in lifetime budget since 2013: Additional request of \$1.55M to include major upgrades and enhancements.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	None	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$7,678	2014 Cost Estimate:	N/A
2014 TIP:	\$9,218		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	1,705	99	44	0	11	33	99	56	2,046
South King	2,772	161	72	0	18	54	161	90	3,328
East King	215	12	6	0	1	4	12	7	258
Pierce	2,987	173	78	0	19	58	173	97	3,586
Total	7,678	445	200	0	50	150	445	250	9,218

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	274	60	150	0	0	150	0	150	784
20 - Prelim Engineering/Env Review	150	0	0	0	0	0	0	0	150
50 - Construction	7,254	385	50	0	50	0	445	100	8,284
Total	7,678	445	200	0	50	150	445	250	9,218

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Conceptual Engineering	Schedule Risk Level:	High
Budget Risk Level:	High	2013 Budget Schedule:	2023
		2014 Budget Schedule:	2023

**Project Risk Assessment**

The current budget is based on early planning estimates for rehabilitation and replacement costs for these assets. The costs are at high risk until more detailed assessment of the condition of the fielded assets and associated repair and replacement costs are developed

**3X216****Passenger Information System****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 onboard 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 in lifetime budget since 2013: Additional \$3.9M requested to include upgrades and enhancements.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	None	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$6,231	2014 Cost Estimate:	N/A
2014 TIP:	\$10,142		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	1,393	246	142	23	23	23	70	434	2,353
South King	1,771	313	180	30	30	30	89	552	2,992
Pierce	2,839	501	289	47	47	47	142	885	4,797
Total	6,002	1,060	610	100	100	100	300	1,870	10,142

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	210	0	0	0	0	0	0	0	210
20 - Prelim Engineering/Env Review	204	0	0	0	0	0	0	0	204
50 - Construction	5,588	1,060	610	100	100	100	300	1,870	9,728
Total	6,002	1,060	610	100	100	100	300	1,870	10,142

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2013 Budget Schedule:	2023
		2014 Budget Schedule:	2023

**Project Risk Assessment**

The current budget is based on early planning estimates for rehab and replacement costs for these assets. The costs are at risk until more detailed assessment of the condition of the fielded assets and associated repair and replacement costs are developed.

**5X405****Fare Administration****Managed by: FIT**

Scope: 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 analysis 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 in lifetime budget since 2013: Fare Integration project was closed and the balance remaining of \$22,759 was transferred to Fare Administration.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$17,589	2014 Cost Estimate:	N/A
2014 TIP:	\$17,611		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Systemwide	734	636	623	2,355	600	5,539	498	6,627	17,611
Total	734	636	623	2,355	600	5,539	498	6,627	17,611

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
20 - Prelim Engineering/Env Review	734	406	423	405	400	349	298	1,089	4,104
26 - Research+Technology	0	230	200	1,950	200	5,190	200	5,537	13,507
Total	734	636	623	2,355	600	5,539	498	6,627	17,611

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

**Project Risk Assessment**

**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 system wide 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 in lifetime budget since 2013: \$200K is transferred to Parking Pilot Project in 2014.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$14,856	2014 Cost Estimate:	N/A
2014 TIP:	\$14,656		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Systemwide	5,016	3,970	2,041	825	663	166	670	1,305	14,656
Total	5,016	3,970	2,041	825	663	166	670	1,305	14,656

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	621	315	285	173	163	166	170	710	2,602
20 - Prelim Engineering/Env Review	550	172	228	0	0	0	0	0	950
26 - Research+Technology	3,845	3,484	1,528	652	500	0	500	595	11,105
Total	5,016	3,970	2,041	825	663	166	670	1,305	14,656

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Conceptual Engineering	Schedule Risk Level:	High
Budget Risk Level:	Medium	2013 Budget Schedule:	2023
		2014 Budget Schedule:	2023

**Project Risk Assessment**

Key projects are in various stages of design and involve new technologies and software development. Extensive coordination with external agencies also increase costs and schedule risk.

**6X668****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. In 2010 Resolution 2010-22 consolidated the Sound Move and ST2 Art programs and established an Art Policy. Additionally, 10% of the total funding of the project is earmarked for the maintenance of the art collection.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$54,194	2013 Cost Estimate:	\$26,189
2013 TIP:	\$54,194	2014 Cost Estimate:	\$26,189
2014 TIP:	\$54,194		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	1,521	272	573	459	419	406	376	1,284	5,311
North King	3,632	649	1,369	1,097	1,001	969	897	3,067	12,681
South King	2,934	525	1,105	886	808	783	725	2,477	10,243
East King	6,318	1,130	2,380	1,908	1,741	1,686	1,561	5,334	22,057
Pierce	1,118	200	421	338	308	298	276	944	3,902
Total	15,523	2,775	5,849	4,688	4,277	4,142	3,835	13,105	54,194

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
01 - Operation+Maintenance	44	0	0	0	0	0	0	0	44
10 - Agency Administration	120	105	109	113	118	122	127	439	1,253
20 - Prelim Engineering/Env Review	576	296	280	280	280	280	280	1,358	3,630
61 - Art	14,783	2,375	5,460	4,295	3,879	3,740	3,428	11,308	49,267
Total	15,523	2,775	5,849	4,688	4,277	4,142	3,835	13,105	54,194

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Fixed Contribution	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	2023
		2014 Budget Schedule:	2023

**Project Risk Assessment**

## 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.

### 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.
- Upgrade radios to meet FCC compliance standards in Sound Transit buses operated by Pierce Transit.
- Evaluate and assess TOD property opportunities of Sound Transit surplus properties

### BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
<b>LINK</b>				
Central Link HVAC For Traction Power	Cost Increase	Baseline	Upgrade to the existing transformers from 25 kilovolt-ampere (kVA) to 37.5 kVA.	\$200
Central Link OMF Laydown Area Improvement	Cost Decrease	Baseline	Project is completed in 2013.	(\$24)
Central Link OMF UPS Room Improvement	Savings	Baseline	Project to close. \$106K will be recognized as savings in 2014.	(\$106)
DSTT South Access Security	Savings	Baseline	Lifetime budget is adjusted to recognize savings and estimated costs at project close-out.	(\$74)
Non-Revenue Support Vehicles	Cost Increase	Program	Additional funding for the purchase and replacement of Agency maintenance vehicles.	\$285
<b>SOUNDER</b>				
Parking Enhancements	Savings	Baseline	Project is completed with estimated project savings of \$838,624.	(\$839)
<b>REGIONAL EXPRESS</b>				
Pierce Transit Radio System Upgrade	New Project	Program	Mobile Radio Upgrades for buses operated by Pierce Transit.	\$1,000

Project	Reason	Budget Type	Explanation	Change
<b>OTHER</b>				
Bike Locker Program	Cost Increase	Baseline	Additional staff and outreach costs.	\$156
Regional Parking Pilot	New Project	Program	New project.	\$475

## SCHEDULE CHANGES

Project	Schedule Type	Explanation	Old Date	New Date
<b>LINK</b>				
Central Link Card Readers	Construction	There was a limit on resources to plan and manage the project in 2013. With resources on board, we are expecting to complete the project by 2014.	2013	2014
Central Link HVAC - Instrument House & UPS Room	Construction	There was a limit on resources to plan and manage the project in 2013. With resources on board, we are expecting to complete the project by 2014.	2013	2014
Central Link HVAC For Traction Power	Construction	There was a limit on resources to plan and manage the project in 2013. With resources on board, the project is expected to be completed in 2014.	2013	2014
LRV On Board Energy Storage	Preliminary Engineering	Post-award procurement contract schedule.	2013	2014

## Project Closures

The following projects are complete and are being closed out:

- Auburn Garage Lighting Retrofit
- Central Link Benchtest Equipment
- Central Link OMF UPS Room Improvement
- Central Link Radio Upgrade
- DSTT South Access Security
- Federal Way Transit Center Light Retrofit
- Parking Enhancements
- Security Radios
- ST Express Camera Retrofit
- ST Express Mobile Communications

# 2014 TIP Cashflow by Budget Approval (in thousands)

Enhancement

ALL MODES

Project Number and Name	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
<b>Preliminary Engineering</b>									
4X210 LRV On Board Energy Storage	868	675	100	0	0	0	0	0	1,643
5X261 Bus Maintenance Facility	7,416	0	14,617	0	0	0	0	0	22,033
700784 Regional Parking Pilot Project	0	475	0	0	0	0	0	0	475
700790 Pierce Transit Radio System Upgrade	0	1,000	0	0	0	0	0	0	1,000
<b>Subtotal</b>	<b>8,285</b>	<b>2,150</b>	<b>14,716</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,151</b>
<b>Final Design &amp; ROW</b>									
300011 Positive Train Control	8,203	14,970	22,744	7,138	0	0	0	0	53,054
<b>Subtotal</b>	<b>8,203</b>	<b>14,970</b>	<b>22,744</b>	<b>7,138</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53,054</b>
<b>Baseline</b>									
4X320 DSTT South Access Security	726	0	0	0	0	0	0	0	726
4X340 Noise Abatement	6,980	4,540	1,480	0	0	0	0	0	13,000
700772 ST Express Camera Retrofit	209	0	0	0	0	0	0	0	209
700773 Central Link HVAC for Traction Power	300	500	0	0	0	0	0	0	800
700774 Central Link HVAC - Instrument House and UPS Room	210	210	0	0	0	0	0	0	420
700775 Central Link Card Readers	100	273	0	0	0	0	0	0	373
700776 Central Link OMF UPS Room Improvement	2	0	0	0	0	0	0	0	2
700777 Central Link Overhead Catenary System Tie Switch	205	1,300	1,495	0	0	0	0	0	3,000
700778 Central Link Benchtest Equipment	700	0	0	0	0	0	0	0	700
700779 Security Radios	340	0	0	0	0	0	0	0	340
700780 Federal Way Transit Center Light Retrofit	579	0	0	0	0	0	0	0	579
700782 Auburn Garage Lighting Retrofit	220	0	0	0	0	0	0	0	220
7X743 Security Enhancements	2,099	318	0	0	0	0	0	0	2,417
7X745 ST Express Mobile Communications	10,531	0	0	0	0	0	0	0	10,531
7X746 Parking Enhancements	4,121	0	0	0	0	0	0	0	4,121
7X753 Bike Locker Program	983	371	0	0	0	0	0	0	1,355
7X763 Central Link Radio Upgrade	9	0	0	0	0	0	0	0	9
<b>Subtotal</b>	<b>28,314</b>	<b>7,512</b>	<b>2,975</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38,801</b>

## 2014 TIP Cashflow by Budget Approval

(in thousands)

Enhancement  
ALL MODES

Project Number and Name	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
<b>Program</b>									
700781 Non-revenue Support Vehicles	0	664	45	47	48	50	51	0	905
804100 Transit Oriented Development Property Disposition	795	1,677	936	753	251	515	674	0	5,601
8X100 Transit Oriented Development Planning	1,196	444	0	0	0	0	0	0	1,640
<b>Subtotal</b>	1,991	2,785	981	800	299	565	725	0	8,146
<b>Total</b>	\$46,792	\$27,417	\$41,417	\$7,938	\$299	\$565	\$725	\$0	\$125,152

**2014 TIP Cashflow by Subarea**  
(in thousands)

Enhancement  
ALL MODES

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
1 - Snohomish	3,706	1,074	3,924	507	0	0	0	0	9,211
2 - North King	12,089	8,366	3,077	784	283	548	708	0	25,854
3 - South King	7,531	3,180	3,603	330	16	17	17	0	14,693
4 - East King	8,471	6	6,928	0	0	0	0	0	15,405
5 - Pierce	14,996	14,317	23,885	6,317	0	0	0	0	59,515
6 - Systemwide	0	475	0	0	0	0	0	0	475
<b>Total</b>	<b>\$46,792</b>	<b>\$27,417</b>	<b>\$41,417</b>	<b>\$7,938</b>	<b>\$299</b>	<b>\$565</b>	<b>\$725</b>	<b>\$0</b>	<b>\$125,152</b>

**2014 TIP Cashflow by Phase**  
(in thousands)

Phase # and Description	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	2,221	1,157	1,049	222	0	0	0	0	4,648
20 - Prelim Engineering/Env Review	1,661	646	0	0	0	0	0	0	2,308
30 - Final Design+Specifications	682	167	0	24	0	0	0	0	874
35 - Third Party	4,739	1,190	1,200	548	0	0	0	0	7,677
40 - Row Acquisition+Permits	1,039	1,282	956	753	251	515	674	0	5,470
50 - Construction	28,219	19,953	36,967	6,051	0	0	0	0	91,189
55 - Construction Services	2,962	1,628	1,100	294	0	0	0	0	5,984
70 - Vehicles	5,227	1,324	145	47	48	50	51	0	6,891
90 - Contingency	41	70	0	0	0	0	0	0	111
<b>Total</b>	<b>\$46,792</b>	<b>\$27,417</b>	<b>\$41,417</b>	<b>\$7,938</b>	<b>\$299</b>	<b>\$565</b>	<b>\$725</b>	<b>\$0</b>	<b>\$125,152</b>

**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. Work is expected to complete in late 2014. Cash flow in 2015 reflects project close-out activities.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	6-Proceed to Construction	Initial Cost Estimate:	N/A
Baseline:	\$1,643	2013 Cost Estimate:	N/A
2013 TIP:	\$1,643	2014 Cost Estimate:	N/A
2014 TIP:	\$1,643		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	868	675	100	0	0	0	0	0	1,643
Total	868	675	100	0	0	0	0	0	1,643

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	45	15	0	0	0	0	0	0	60
30 - Final Design+Specifications	10	0	0	0	0	0	0	0	10
70 - Vehicles	813	660	100	0	0	0	0	0	1,573
Total	868	675	100	0	0	0	0	0	1,643

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

Project Risk Assessment
Low-level budget risk to complete work within grant funding limitations.

**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).

Sounder Transit partnered with Community Transit to expand the Kasch Park Maintenance Base. This work was completed. Work for KCM and PT bases is currently on hold and no project scope is currently in discussion.

Changes in lifetime since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	None	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$22,033	2014 Cost Estimate:	N/A
2014 TIP:	\$22,033		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	1,172	0	2,309	0	0	0	0	0	3,481
South King	823	0	1,622	0	0	0	0	0	2,446
East King	3,515	0	6,928	0	0	0	0	0	10,444
Pierce	1,906	0	3,756	0	0	0	0	0	5,662
Total	7,416	0	14,617	0	0	0	0	0	22,033

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	22	0	505	0	0	0	0	0	527
20 - Prelim Engineering/Env Review	8	0	0	0	0	0	0	0	8
40 - Row Acquisition+Permits	59	0	0	0	0	0	0	0	59
50 - Construction	7,327	0	14,112	0	0	0	0	0	21,439
Total	7,416	0	14,617	0	0	0	0	0	22,033

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2013 Budget Schedule:
	2014 Budget Schedule:

**Project Risk Assessment**

**700784****Regional Parking Pilot Project****Managed by: Operations**

Scope: This project is created to allow Sound Transit staff to conduct 2014 testing and evaluation of parking management strategies under the system implementation of customer parking permits including:

- Relocation of vanpool customer parking
- Promotion of vanshare and carpool to ST-operated parking facilities
- Implementation of real-time parking availability monitoring

Changes in lifetime budget since 2013: New Project with a lifetime budget of \$475,000.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$0	2014 Cost Estimate:	N/A
2014 TIP:	\$475		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Systemwide	0	475	0	0	0	0	0	0	475
Total	0	475	0	0	0	0	0	0	475

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
20 - Prelim Engineering/Env Review	0	202	0	0	0	0	0	0	202
50 - Construction	0	273	0	0	0	0	0	0	273
Total	0	475	0	0	0	0	0	0	475

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Initial Estimate	Schedule Risk Level:	
Budget Risk Level:		2013 Budget Schedule:	2014
		2014 Budget Schedule:	2014

**Project Risk Assessment**

**700790****Pierce Transit Radio System Upgrade****Managed by: Operations**

Scope: Replace all ST owned mobile radios currently installed in Pierce Transit-operated buses and necessary radio infrastructure components to be compliant with F.C.C. 6.25 MHZ narrow band, digital technology effective December 31, 2016. The project will cover a total of 118 radios for installation on ST Express buses, plus 13 mobile/portable radios assigned to supervisors/mechanics.

Change since 2013: This is a new project.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:			
Baseline:	\$0	Initial Cost Estimate:	N/A
2013 TIP:	\$0	2013 Cost Estimate:	N/A
2014 TIP:	\$1,000	2014 Cost Estimate:	N/A

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Pierce	0	1,000	0	0	0	0	0	0	1,000
Total	0	1,000	0	0	0	0	0	0	1,000

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
50 - Construction	0	1,000	0	0	0	0	0	0	1,000
Total	0	1,000	0	0	0	0	0	0	1,000

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	
Budget Risk Level:		2013 Budget Schedule:	
		2014 Budget Schedule:	

Project Risk Assessment	

**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.

\$13,829,279 was added to the Lifetime Budget (R2013-06) to total \$53,054,279 to allow the project's design and construction to proceed. 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 systemwide rolling stock.

Changes in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	4-Enter Final Design	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$53,054	2014 Cost Estimate:	N/A
2014 TIP:	\$53,054		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	582	1,063	1,615	507	0	0	0	0	3,767
South King	361	659	1,001	314	0	0	0	0	2,334
Pierce	7,259	13,248	20,128	6,317	0	0	0	0	46,953
Total	8,203	14,970	22,744	7,138	0	0	0	0	53,054

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	728	745	544	222	0	0	0	0	2,238
30 - Final Design+Specifications	255	0	0	24	0	0	0	0	279
35 - Third Party	3,410	1,190	1,200	548	0	0	0	0	6,348
50 - Construction	3,110	12,135	20,100	6,051	0	0	0	0	41,396
55 - Construction Services	700	900	900	294	0	0	0	0	2,794
Total	8,203	14,970	22,744	7,138	0	0	0	0	53,054

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Final Design	Schedule Risk Level:	High
Budget Risk Level:	High	2013 Budget Schedule:	2015
		2014 Budget Schedule:	2015

Project Risk Assessment
Technology implementation uncertainties and demand on a limited number of contractors to design and install PTC on active rail systems in accordance with federal mandates and schedule requirements.

**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), and has been in service since 2012. The project is expected to close out in 2013.

Changes in lifetime budget since 2013: Project budget reduced by \$74K to reflect estimated savings at close-out. The project is expected to close in 2013.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	6-Proceed to Construction	Initial Cost Estimate:	N/A
Baseline:	\$1,000	2013 Cost Estimate:	N/A
2013 TIP:	\$800	2014 Cost Estimate:	N/A
2014 TIP:	\$726		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	726	0	0	0	0	0	0	0	726
Total	726	0	0	0	0	0	0	0	726

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	164	0	0	0	0	0	0	0	164
50 - Construction	561	0	0	0	0	0	0	0	561
Total	726	0	0	0	0	0	0	0	726

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	
Budget Risk Level:		2013 Budget Schedule:	2012
		2014 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 residences impacted by noise from operations of Central Link in the Rainier Valley is included in this project.

Changes in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	6-Proceed to Construction	Initial Cost Estimate:	N/A
Baseline:	\$13,000	2013 Cost Estimate:	N/A
2013 TIP:	\$13,000	2014 Cost Estimate:	N/A
2014 TIP:	\$13,000		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	4,766	3,100	1,010	0	0	0	0	0	8,876
South King	2,214	1,440	469	0	0	0	0	0	4,124
Total	6,980	4,540	1,480	0	0	0	0	0	13,000

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	769	231	0	0	0	0	0	0	1,000
30 - Final Design+Specifications	5	55	0	0	0	0	0	0	60
40 - Row Acquisition+Permits	40	40	20	0	0	0	0	0	100
50 - Construction	3,904	3,486	1,260	0	0	0	0	0	8,650
55 - Construction Services	2,262	728	200	0	0	0	0	0	3,190
Total	6,980	4,540	1,480	0	0	0	0	0	13,000

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2013 Budget Schedule:	2014
		2014 Budget Schedule:	2014

**Project Risk Assessment**

Budget and schedule risks decreased with the completion of noise wall construction in 2013. Work in 2014 is for Residential Soundwall Improvements Program (RSIP) construction.

**700772****ST Express Camera Retrofit****Managed by: Operations**

Scope: Onboard video surveillance systems improve safety, security, and incident/accident investigations. This project is to retrofit 17 ST Express coaches with video cameras. This project is completed in 2013.

Changes since 2013 budget: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$209	2014 Cost Estimate:	N/A
2014 TIP:	\$209		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	35	0	0	0	0	0	0	0	35
South King	22	0	0	0	0	0	0	0	22
East King	97	0	0	0	0	0	0	0	97
Pierce	55	0	0	0	0	0	0	0	55
Total	209	0	0	0	0	0	0	0	209

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
50 - Construction	209	0	0	0	0	0	0	0	209
Total	209	0	0	0	0	0	0	0	209

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

**Project Risk Assessment**

**700773****Central Link HVAC for Traction Power****Managed by: DECM**

Scope: Air conditioning is required in the Traction Power Sub Station (TPSS) Buildings to protect and enhance the life of temperature sensitive electronic equipment.

Changes in lifetime budget since 2013: Additional \$200K requested to upgrade to the existing transformers from 25 kilovolt-ampere (kVA) to 37.5 kVA.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$600	2014 Cost Estimate:	N/A
2014 TIP:	\$800		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	201	335	0	0	0	0	0	0	535
South King	99	166	0	0	0	0	0	0	265
Total	300	500	0	0	0	0	0	0	800

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	40	40	0	0	0	0	0	0	80
30 - Final Design+Specifications	40	40	0	0	0	0	0	0	80
50 - Construction	200	382	0	0	0	0	0	0	582
90 - Contingency	20	38	0	0	0	0	0	0	58
Total	300	500	0	0	0	0	0	0	800

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

Project Risk Assessment

**700774****Central Link HVAC - Instrument House and UPS Room****Managed by: DECM**

Scope: Air conditioning is required in the uninterruptible power supply (UPS) rooms and signal houses to protect and enhance the life of temperature sensitive electronic equipment.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$420	2014 Cost Estimate:	N/A
2014 TIP:	\$420		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	140	140	0	0	0	0	0	0	281
South King	70	70	0	0	0	0	0	0	139
Total	210	210	0	0	0	0	0	0	420

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	28	28	0	0	0	0	0	0	56
30 - Final Design+Specifications	28	28	0	0	0	0	0	0	56
50 - Construction	140	140	0	0	0	0	0	0	280
90 - Contingency	14	14	0	0	0	0	0	0	28
Total	210	210	0	0	0	0	0	0	420

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

Project Risk Assessment

**700775****Central Link Card Readers****Managed by: DECM**

Scope: This project involves installation of card readers on all doors at Central Link Stations public areas. Card readers are required to ensure secure premises, eliminate the need to issue keys to a large number of staff and ensure consistency in key control.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$373	2014 Cost Estimate:	N/A
2014 TIP:	\$373		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	67	183	0	0	0	0	0	0	249
South King	33	90	0	0	0	0	0	0	123
Total	100	273	0	0	0	0	0	0	373

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	13	36	0	0	0	0	0	0	50
30 - Final Design+Specifications	13	36	0	0	0	0	0	0	50
50 - Construction	66	182	0	0	0	0	0	0	249
90 - Contingency	7	18	0	0	0	0	0	0	25
Total	100	273	0	0	0	0	0	0	373

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

Project Risk Assessment

**700776****Central Link OMF UPS Room Improvement****Managed by: DECM**

Scope: Initially, during the Operations & Maintenance Facility construction, it was determined that flooring in the area planned for the UPS would not adequately support the weight of the battery modules.

After further review of scope, it was decided that the project scope is no longer required and therefore the project will be closed.

Changes in lifetime budget since 2013: Project to close. \$106 thousand will be defunded in 2014.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$108	2014 Cost Estimate:	N/A
2014 TIP:	\$2		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	1	0	0	0	0	0	0	0	1
South King	1	0	0	0	0	0	0	0	1
Total	2	0	0	0	0	0	0	0	2

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	2	0	0	0	0	0	0	0	2
Total	2	0	0	0	0	0	0	0	2

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	2013
		2014 Budget Schedule:	2013

**Project Risk Assessment**

**700777****Central Link Overhead Catenary System Tie Switch****Managed by: Operations**

Scope: This project is created to install a mechanical means to electrically bridge the OCS section insulators at approximately 34 various locations throughout the Central Link Alignment.

Changes in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:			
Baseline:	\$0	Initial Cost Estimate:	N/A
2013 TIP:	\$3,000	2013 Cost Estimate:	N/A
2014 TIP:	\$3,000	2014 Cost Estimate:	N/A

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	137	870	1,000	0	0	0	0	0	2,007
South King	68	430	495	0	0	0	0	0	993
Total	205	1,300	1,495	0	0	0	0	0	3,000

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
50 - Construction	205	1,300	1,495	0	0	0	0	0	3,000
Total	205	1,300	1,495	0	0	0	0	0	3,000

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	
Budget Risk Level:		2013 Budget Schedule:	
		2014 Budget Schedule:	

**Project Risk Assessment**

**700778****Central Link Benchtest Equipment****Managed by: Operations**

Scope: Follow on equipment purchases in support of LRV maintenance originally included in the initial segment but deferred during initial construction. The purchase of the propulsion system equipment tester will be used to test circuit boards and other electrical components within the LRV propulsion systems. This equipment will provide more effective and timely diagnostics of problems within the LRV propulsion system, thereby reducing down time and service fees. This equipment has been ordered and will be delivered in Q4, 2013.

Changes in lifetime since 2013: None

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$700	2014 Cost Estimate:	N/A
2014 TIP:	\$700		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	466	0	0	0	0	0	0	0	466
South King	235	0	0	0	0	0	0	0	235
Total	700	0	0	0	0	0	0	0	700

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
50 - Construction	700	0	0	0	0	0	0	0	700
Total	700	0	0	0	0	0	0	0	700

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Final Design	Schedule Risk Level:	
Budget Risk Level:	Low	2013 Budget Schedule:	
		2014 Budget Schedule:	

**Project Risk Assessment**

**700779****Security Radios****Managed by: Operations**

Scope: This project procures radios for security and fare enforcement personnel. The 800 megahertz radio project modernizes Sound Transit's communications capabilities, by migrating to a system where Sound Transit can communicate internally and with outside agencies in the event of an emergency or disaster. Beginning with Security and Station Agents, the 800 MHz radio system is scalable to all departments and divisions within Sound Transit and is interoperable with the Central Link radio system. The project will provide Sound Transit with a response and situational awareness not achievable with the current cell phone push to talk systems. These radios will be ordered and are expected to be delivered and installed in Q3 2013.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$340	2014 Cost Estimate:	N/A
2014 TIP:	\$340		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	34	0	0	0	0	0	0	0	34
North King	136	0	0	0	0	0	0	0	136
South King	136	0	0	0	0	0	0	0	136
Pierce	34	0	0	0	0	0	0	0	34
Total	340	0	0	0	0	0	0	0	340

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	35	0	0	0	0	0	0	0	35
50 - Construction	305	0	0	0	0	0	0	0	305
Total	340	0	0	0	0	0	0	0	340

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2013 Budget Schedule:
	2014 Budget Schedule:

**Project Risk Assessment**

**700780****Federal Way Transit Center Light Retrofit****Managed by: Operations**

Scope: This project was added to the budget in 2013. Following the completion of the Kent and Auburn lighting upgrade projects, work will begin on Federal Way. The project is completed in 2013.

Changes in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:			
Baseline:	\$0	Initial Cost Estimate:	N/A
2013 TIP:	\$579	2013 Cost Estimate:	N/A
2014 TIP:	\$579	2014 Cost Estimate:	N/A

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
South King	579	0	0	0	0	0	0	0	579
Total	579	0	0	0	0	0	0	0	579

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
50 - Construction	579	0	0	0	0	0	0	0	579
Total	579	0	0	0	0	0	0	0	579

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	
Budget Risk Level:		2013 Budget Schedule:	
		2014 Budget Schedule:	

**Project Risk Assessment**

**700782****Auburn Garage Lighting Retrofit****Managed by: Operations**

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

Changes in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$220	2014 Cost Estimate:	N/A
2014 TIP:	\$220		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
South King	220	0	0	0	0	0	0	0	220
Total	220	0	0	0	0	0	0	0	220

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
50 - Construction	220	0	0	0	0	0	0	0	220
Total	220	0	0	0	0	0	0	0	220

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

**Project Risk Assessment**

**7X743****Security Enhancements****Managed by: FIT**

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 almost completed, pending final upgrades in Union Station in 2014.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$2,417	2014 Cost Estimate:	N/A
2014 TIP:	\$2,417		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	2,099	318	0	0	0	0	0	0	2,417
Total	2,099	318	0	0	0	0	0	0	2,417

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
20 - Prelim Engineering/Env Review	162	0	0	0	0	0	0	0	162
50 - Construction	1,937	318	0	0	0	0	0	0	2,255
Total	2,099	318	0	0	0	0	0	0	2,417

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2013 Budget Schedule:
	2014 Budget Schedule:

**Project Risk Assessment**

## 7X745

## ST Express Mobile Communications

## Managed by: Operations

Scope: As part of the operation of the Sound Move ST Express bus fleet, mobile communications are necessary to ensure driver and passenger safety, to enhance the customer service information, and to improve the information available to the service planning function. The existing mobile communications systems are aging and in need of upgrades. In addition, this investment allows the ST 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 in 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 2013, with final project closeout steps occurring in 2014.

Changes in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$10,531	2014 Cost Estimate:	N/A
2014 TIP:	\$10,531		

## TIP Cashflow (in thousands)

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	1,853	0	0	0	0	0	0	0	1,853
South King	1,064	0	0	0	0	0	0	0	1,064
East King	4,844	0	0	0	0	0	0	0	4,844
Pierce	2,770	0	0	0	0	0	0	0	2,770
Total	10,531	0	0	0	0	0	0	0	10,531

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
50 - Construction	6,117	0	0	0	0	0	0	0	6,117
70 - Vehicles	4,414	0	0	0	0	0	0	0	4,414
Total	10,531	0	0	0	0	0	0	0	10,531

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

Project Risk Assessment	
The project intends to complete its scope of work in 2013. there is a risk that coordination with our transit partners on this work could delay the completion of the project into 2014.	

**7X746****Parking Enhancements****Managed by: DECM**

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.

This project is being closed.

Changes since 2013 budget: Defunded \$838,624

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$4,960	2014 Cost Estimate:	N/A
2014 TIP:	\$4,121		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
South King	1,331	0	0	0	0	0	0	0	1,331
Pierce	2,790	0	0	0	0	0	0	0	2,790
Total	4,121	0	0	0	0	0	0	0	4,121

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	81	0	0	0	0	0	0	0	81
20 - Prelim Engineering/Env Review	339	0	0	0	0	0	0	0	339
30 - Final Design+Specifications	231	0	0	0	0	0	0	0	231
35 - Third Party	1,330	0	0	0	0	0	0	0	1,330
40 - Row Acquisition+Permits	139	0	0	0	0	0	0	0	139
50 - Construction	2,001	0	0	0	0	0	0	0	2,001
Total	4,121	0	0	0	0	0	0	0	4,121

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2013 Budget Schedule:
	2014 Budget Schedule:

**Project Risk Assessment**

**7X753****Bike Locker Program****Managed by: DECM**

Scope: Install new bicycle parking at various Sounder commuter rail, ST Express bus, and Link light rail stations. In addition, project funded the design and construction of a bicycle plaza adjacent to the Columbia City Link light rail station. In King County, Sound Transit will add bicycle parking spaces at six light rail and commuter rail stations (Tukwila Station, Kent Station, Auburn Station, Columbia City Station, Othello Station, and Rainier Beach Station). In Pierce County, Sound Transit will expand secured bicycle parking at Puyallup and Sumner stations. The project will also add benches, lighting, signage, and other pedestrian and bicycle amenities at the commuter rail stations.

Changes in lifetime budget since 2013: Lifetime budget increased by \$155,521 for additional staff and outreach costs.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$1,199	2014 Cost Estimate:	N/A
2014 TIP:	\$1,355		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	30	11	0	0	0	0	0	0	41
North King	485	183	0	0	0	0	0	0	668
South King	272	103	0	0	0	0	0	0	375
East King	15	6	0	0	0	0	0	0	20
Pierce	182	69	0	0	0	0	0	0	251
Total	983	371	0	0	0	0	0	0	1,355

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	228	61	0	0	0	0	0	0	289
30 - Final Design+Specifications	99	8	0	0	0	0	0	0	108
40 - Row Acquisition+Permits	20	3	0	0	0	0	0	0	23
50 - Construction	636	299	0	0	0	0	0	0	935
Total	983	371	0	0	0	0	0	0	1,355

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

**Project Risk Assessment**

**7X763****Central Link 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 is closed out.

Changes in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$9	2014 Cost Estimate:	N/A
2014 TIP:	\$9		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	6	0	0	0	0	0	0	0	6
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	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	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:		2013 Budget Schedule:	
		2014 Budget Schedule:	

**Project Risk Assessment**

**700781****Non-revenue Support Vehicles****Managed by: Operations**

Scope: This project was created in 2013 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. This equipment is expected to be delivered in 2014.

The scope of the project has been expanded in 2014 to include purchase/replace 3 maintenance vehicle.

Changes in lifetime budget since 2013: The budget is increased by \$285 thousand to include replacement of three maintenance vehicles in 2014.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$620	2014 Cost Estimate:	N/A
2014 TIP:	\$905		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	0	442	30	31	32	33	34	0	602
South King	0	222	15	16	16	17	17	0	303
Total	0	664	45	47	48	50	51	0	905

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
70 - Vehicles	0	664	45	47	48	50	51	0	905
Total	0	664	45	47	48	50	51	0	905

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

Project Risk Assessment	
This project is developing an assessment of maintenance vehicles needed in the support of the Agency mission. these vehicles are outside the role of administrative vehicles rather they are used to support the maintenance of infrastructure necessary to provide service.	

**804100****Transit Oriented Development Property Disposition****Managed by: PEPD**

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

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:			
Baseline:	\$0	Initial Cost Estimate:	N/A
2013 TIP:	\$5,601	2013 Cost Estimate:	N/A
2014 TIP:	\$5,601	2014 Cost Estimate:	N/A

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	795	1,677	936	753	251	515	674	0	5,601
Total	795	1,677	936	753	251	515	674	0	5,601

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	14	1	0	0	0	0	0	0	15
40 - Row Acquisition+Permits	781	1,239	936	753	251	515	674	0	5,149
50 - Construction	0	438	0	0	0	0	0	0	438
Total	795	1,677	936	753	251	515	674	0	5,601

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	2019
		2014 Budget Schedule:	2019

**Project Risk Assessment**

**8X100****Transit Oriented Development Planning****Managed by: PEPD**

Scope: 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 in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:			
Baseline:	\$0	Initial Cost Estimate:	N/A
2013 TIP:	\$1,640	2013 Cost Estimate:	N/A
2014 TIP:	\$1,640	2014 Cost Estimate:	N/A

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	1,196	444	0	0	0	0	0	0	1,640
Total	1,196	444	0	0	0	0	0	0	1,640

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	43	0	0	0	0	0	0	0	43
20 - Prelim Engineering/Env Review	1,153	444	0	0	0	0	0	0	1,597
Total	1,196	444	0	0	0	0	0	0	1,640

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Planning	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	2014
		2014 Budget Schedule:	2014

**Project Risk Assessment**

## 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 Proposed 2014 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 Projects Program to fund small capital projects, each with lifetime budgets under \$200,000.

### TIP Highlights

- ST Express bus replacements are anticipated in 2014, 2015, 2017, and 2018.
- Sounder Vehicle Maintenance Program is funded through 2016.

### BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
<b>REGIONAL EXPRESS</b>				
ST Express Fleet Replacement	Cost Increase	Baseline	Added one additional year to the bus replacement schedule.	\$18,696
<b>OTHER</b>				
Small Projects Program	Cost Increase	Program	To include another year into the program.	\$687
Tacoma Dome Station	Cost Increase	Baseline	Inflation	\$24

### SCHEDULE CHANGES

Project	Schedule Type	Explanation	Old Date	New Date
<b>LINK</b>				
Beacon Avenue Paving	Construction	Contract procurement delayed to negotiate betterments requested by the city of Seattle.	2013	2014
<b>SOUNDER</b>				
Station Midlife Refurbishment Program	Construction	Painting has been delayed due to an update in safety procedures. Concrete rehabilitation work has been delayed until bridge inspections are completed and the scope of work reassessed.	2014	2016
<b>REGIONAL EXPRESS</b>				
Federal Way Post Tension Cable Repair	Construction	There was a limit on resources to plan and manage the project in 2013. With resources on board, we are expecting to complete the project by 2014.	2013	2014

**Project Closures**

The following projects are complete and are being closed out:

- Link Station Paver Replacement Project
- Tacoma Link Announcement/Sign System



Sounder Auburn Station

# 2014 TIP Cashflow by Budget Approval (in thousands)

## Rehabilitation and Replacement ALL MODES

Project Number and Name	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
<b>Baseline</b>									
4X360 Beacon Avenue Paving	640	858	502	0	0	0	0	0	2,000
4X370 Link Station Paver Replacement	425	75	0	0	0	0	0	0	500
7X356 Tacoma Dome Station	0	0	414	0	0	0	0	0	414
7X701 ST Express Fleet Replacement	77,847	28,090	15,999	0	871	45,953	1,249	0	170,009
7X758 Tacoma Link Announcement/Sign System	371	0	0	0	0	0	0	0	371
7X761 Central Link Control Center Phone Network	10	190	0	0	0	0	0	0	200
7X768 Federal Way Post Tension Cable Repair	50	475	0	0	0	0	0	0	525
<b>Subtotal</b>	79,343	29,688	16,914	0	871	45,953	1,249	0	174,019
<b>Program</b>									
700770 Sounder Vehicle Overhaul Program	2,465	5,297	5,047	4,604	0	0	0	0	17,412
700771 Station Midlife Refurbishment Program	507	505	200	238	0	0	0	0	1,450
7X740 Small Projects Program	1,858	656	656	656	656	656	646	0	5,784
<b>Subtotal</b>	4,831	6,457	5,903	5,498	656	656	646	0	24,646
<b>Total</b>	\$84,174	\$36,146	\$22,817	\$5,498	\$1,527	\$46,609	\$1,895	\$0	\$198,665

## 2014 TIP Cashflow by Subarea

(in thousands)

### Rehabilitation and Replacement ALL MODES

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
1 - Snohomish	14,280	5,755	3,593	716	239	8,173	304	0	33,059
2 - North King	1,351	1,159	600	98	98	98	97	0	3,501
3 - South King	9,825	6,586	4,492	2,669	186	4,740	223	0	28,721
4 - East King	36,163	13,046	7,484	125	525	21,263	697	0	79,303
5 - Pierce	22,556	9,601	6,648	1,889	478	12,335	574	0	54,081
<b>Total</b>	<b>\$84,174</b>	<b>\$36,146</b>	<b>\$22,817</b>	<b>\$5,498</b>	<b>\$1,527</b>	<b>\$46,609</b>	<b>\$1,895</b>	<b>\$0</b>	<b>\$198,665</b>

## 2014 TIP Cashflow by Phase

(in thousands)

Phase # and Description	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	457	157	96	39	28	28	28	0	833
20 - Prelim Engineering/Env Review	492	51	36	13	13	13	13	0	630
30 - Final Design+Specifications	219	148	121	91	0	0	0	0	580
50 - Construction	4,894	2,402	1,643	793	615	615	605	0	11,566
55 - Construction Services	134	126	0	0	0	0	0	0	260
70 - Vehicles	77,978	33,262	20,921	4,502	871	45,953	1,249	0	184,736
90 - Contingency	0	0	0	60	0	0	0	0	60
<b>Total</b>	<b>\$84,174</b>	<b>\$36,146</b>	<b>\$22,817</b>	<b>\$5,498</b>	<b>\$1,527</b>	<b>\$46,609</b>	<b>\$1,895</b>	<b>\$0</b>	<b>\$198,665</b>

**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 includes full-depth replacement of pavement, drainage improvements, reconstruction of portions of sidewalks, sidewalk widening, addition of raised roadway median, and increased crosswalk widths. Work is expected to be completed in 2014. Cash flow in 2015 reflects projected surplus budget.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	6-Proceed to Construction	Initial Cost Estimate:	N/A
Baseline:	\$2,000	2013 Cost Estimate:	N/A
2013 TIP:	\$2,000	2014 Cost Estimate:	N/A
2014 TIP:	\$2,000		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	640	858	502	0	0	0	0	0	2,000
Total	640	858	502	0	0	0	0	0	2,000

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	43	50	58	0	0	0	0	0	150
30 - Final Design+Specifications	73	22	30	0	0	0	0	0	125
50 - Construction	441	660	414	0	0	0	0	0	1,515
55 - Construction Services	84	126	0	0	0	0	0	0	210
Total	640	858	502	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	2013 Budget Schedule:	2013
		2014 Budget Schedule:	2014

**Project Risk Assessment**

Potential schedule risks associated with weather conditions exist since paving work is to be done during warmer months.

**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. Work is expected to be completed in 2013. Cash flow in 2014 reflects construction unallocated contingency to fund follow-on work if required.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	6-Proceed to Construction	Initial Cost Estimate:	N/A
Baseline:	\$500	2013 Cost Estimate:	N/A
2013 TIP:	\$500	2014 Cost Estimate:	N/A
2014 TIP:	\$500		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	425	75	0	0	0	0	0	0	500
Total	425	75	0	0	0	0	0	0	500

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	75	0	0	0	0	0	0	0	75
50 - Construction	300	75	0	0	0	0	0	0	375
55 - Construction Services	50	0	0	0	0	0	0	0	50
Total	425	75	0	0	0	0	0	0	500

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Medium
Budget Risk Level:	Low	2013 Budget Schedule:	2013
		2014 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 with Pierce Transit, 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 2014. 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 in lifetime budget since 2013: Lifetime Budget Increase \$23,743 to reflect the impact of shifting the budget from 2014 to 2015.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	None	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$390	2014 Cost Estimate:	N/A
2014 TIP:	\$414		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Pierce	0	0	414	0	0	0	0	0	414
Total	0	0	414	0	0	0	0	0	414

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
50 - Construction	0	0	414	0	0	0	0	0	414
Total	0	0	414	0	0	0	0	0	414

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2013 Budget Schedule:
	2014 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 indicate that buses are 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. During the period from 2013-2019, more than 160 buses will be replaced.

Changes in lifetime since 2013: Increase \$18,695,966 to include another year based on the replacement plan.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$151,313	2014 Cost Estimate:	N/A
2014 TIP:	\$170,009		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	13,701	4,944	2,816	0	153	8,088	220	0	29,922
South King	7,863	2,837	1,616	0	88	4,641	126	0	17,171
East King	35,810	12,921	7,360	0	400	21,138	575	0	78,204
Pierce	20,474	7,388	4,208	0	229	12,086	328	0	44,712
Total	77,847	28,090	15,999	0	871	45,953	1,249	0	170,009

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
50 - Construction	6	0	0	0	0	0	0	0	6
70 - Vehicles	77,841	28,090	15,999	0	871	45,953	1,249	0	170,003
Total	77,847	28,090	15,999	0	871	45,953	1,249	0	170,009

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2013 Budget Schedule:
	2014 Budget Schedule:

**Project Risk Assessment**

**7X758****Tacoma Link Announcement/Sign System****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. ST has contracted with Woojin USA Inc. to provide a computerized system which will be delivered and installed late in 2013 or early 2014.

Changes in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$371	2014 Cost Estimate:	N/A
2014 TIP:	\$371		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Pierce	371	0	0	0	0	0	0	0	371
Total	371	0	0	0	0	0	0	0	371

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
50 - Construction	371	0	0	0	0	0	0	0	371
Total	371	0	0	0	0	0	0	0	371

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	
Budget Risk Level:		2013 Budget Schedule:	
		2014 Budget Schedule:	

**Project Risk Assessment**

**7X761****Central Link Control Center Phone Network****Managed by: Operations**

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

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$200	2014 Cost Estimate:	N/A
2014 TIP:	\$200		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	7	127	0	0	0	0	0	0	134
South King	3	63	0	0	0	0	0	0	66
Total	10	190	0	0	0	0	0	0	200

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	10	10	0	0	0	0	0	0	20
50 - Construction	0	180	0	0	0	0	0	0	180
Total	10	190	0	0	0	0	0	0	200

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2013 Budget Schedule:
	2014 Budget Schedule:

**Project Risk Assessment**

**7X768****Federal Way Post Tension Cable Repair****Managed by: DECM**

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 2014.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$525	2014 Cost Estimate:	N/A
2014 TIP:	\$525		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
South King	50	475	0	0	0	0	0	0	525
Total	50	475	0	0	0	0	0	0	525

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	50	50	0	0	0	0	0	0	100
50 - Construction	0	425	0	0	0	0	0	0	425
Total	50	475	0	0	0	0	0	0	525

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

**Project Risk Assessment**

**700770****Sounder Vehicle Overhaul Program****Managed by: Operations**

Scope: This project funds various components of overhaul projects to expand the useful life of the vehicles.

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 13 years without a major overhaul. Cost per locomotive is \$1.3M plus tax and contingency with a total of 11 locomotives. The completion of these projects will take 5 years which will allow the Sounder services to operate at current levels without service disruption. Two of these overhauls will be for a Tier 3 engine, funded from a Clean Air Agency grant.

Truck Overhauls: A 5-year project, for 58 cars with a cost of \$36K per car. Twelve cars are expected to be overhauled in 2013.

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 2013.

Change in lifetime budget since 2013: Resolution 2013-17 is scheduled to be submitted to the Board for adoption in September, 2013. The resolution requests an increase to the lifetime budget by \$5,038,000 to cover the higher costs to upgrade 9 locomotives to the Tier 0+omissions standard and 2 locomotives to the Tier 3 emissions standard. A portion of the Tier 3 upgrades is funded by the Puget Sound Clean Air Agency.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:			
Baseline:	\$0	Initial Cost Estimate:	N/A
2013 TIP:	\$17,412	2013 Cost Estimate:	N/A
2014 TIP:	\$17,412	2014 Cost Estimate:	N/A

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	338	726	691	631	0	0	0	0	2,385
South King	1,292	2,776	2,645	2,412	0	0	0	0	9,124
Pierce	836	1,796	1,711	1,561	0	0	0	0	5,903
Total	2,465	5,297	5,047	4,604	0	0	0	0	17,412

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	11	11	11	11	0	0	0	0	42
20 - Prelim Engineering/Env Review	28	23	23	0	0	0	0	0	74
30 - Final Design+Specifications	113	91	91	91	0	0	0	0	387
50 - Construction	2,231	0	0	0	0	0	0	0	2,231
70 - Vehicles	83	5,172	4,922	4,502	0	0	0	0	14,679
Total	2,465	5,297	5,047	4,604	0	0	0	0	17,412

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Final Design	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	
		2014 Budget Schedule:	

**Project Risk Assessment**

**700771****Station Midlife Refurbishment Program****Managed by: Operations**

Scope: Aging Sound Transit facilities have now been in service for more than ten years. They are now reaching their midlife maintenance stage. This is a multi location midlife program with projects as follows:

- Concrete patching; ADA hand rails; guard rails; caulking on roof; replacement of broken tile; painting of shelters; asphalt lot re-paving, re-sealing, and re-stripping at Auburn Station \$877,166, Kent Station \$191,486 Sumner Station \$258,761, and Puyallup Station \$154,430.

Others include:

- 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 guard rail, caulking and repainting.
- South Hill Park & Ride: \$178,000 for caulking/painting of shelters, railing and misc. fixtures, asphalt lot re-paving, re-sealing, and re-stripping.

Changes in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:			
Baseline:	\$0	Initial Cost Estimate:	N/A
2013 TIP:	\$1,450	2013 Cost Estimate:	N/A
2014 TIP:	\$1,450	2014 Cost Estimate:	N/A

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
South King	338	337	133	159	0	0	0	0	967
Pierce	169	168	67	79	0	0	0	0	483
Total	507	505	200	238	0	0	0	0	1,450

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	8	8	0	0	0	0	0	0	16
20 - Prelim Engineering/Env Review	10	15	0	0	0	0	0	0	25
30 - Final Design+Specifications	15	35	0	0	0	0	0	0	50
50 - Construction	474	447	200	178	0	0	0	0	1,299
90 - Contingency	0	0	0	60	0	0	0	0	60
Total	507	505	200	238	0	0	0	0	1,450

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:		Schedule Risk Level:	Medium
Budget Risk Level:	Medium	2013 Budget Schedule:	2014
		2014 Budget Schedule:	2016

**Project Risk Assessment**

Continued changes and refinement of the scope of work to the various station locations throughout the Sound Transit service area could affect both the budget and scheduled as already evidenced in the delays of some of the work anticipated earlier in the project.

**7X740****Small Projects 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 in lifetime budget since 2013: Increase \$686,922 to include budget for 2019.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$5,097	2014 Cost Estimate:	N/A
2014 TIP:	\$5,784		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	242	85	85	85	85	85	84	0	752
North King	279	98	98	98	98	98	97	0	868
South King	279	98	98	98	98	98	97	0	868
East King	353	125	125	125	125	125	123	0	1,099
Pierce	706	249	249	249	249	249	245	0	2,198
Total	1,858	656	656	656	656	656	646	0	5,784

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 - Agency Administration	261	28	28	28	28	28	28	0	430
20 - Prelim Engineering/Env Review	454	13	13	13	13	13	13	0	531
30 - Final Design+Specifications	19	0	0	0	0	0	0	0	19
50 - Construction	1,071	615	615	615	615	615	605	0	4,751
70 - Vehicles	54	0	0	0	0	0	0	0	54
Total	1,858	656	656	656	656	656	646	0	5,784

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2013 Budget Schedule:
	2014 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.
- Administrative vehicle replacement purchases.
- Continued development of the Agency information technology infrastructure in support of operational efficiencies and Agency growth.

### BUDGET CHANGES

(in thousands)

Project	Reason	Budget Type	Explanation	Change
Environmental Mitigation, Monitoring & Maintenance	Transfer	Program	\$209 thousand is being transferred from the D-M Street project to cover additional monitoring scope.	\$209



McKinley Park Restoration

**2014 TIP Cashflow by Budget Approval**  
(in thousands)

Administrative  
ALL MODES

Project Number and Name	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
<b>Program</b>									
600025 Environmental Mitigation, Monitoring & Maintenance	398	303	210	192	126	115	80	0	1,423
802000 Administrative Capital	4,174	824	845	928	1,026	885	905	3,746	13,334
803800 Information Technology Program	8,609	3,160	3,200	2,900	2,600	2,400	2,100	7,266	32,235
804500 Surplus Property Disposition	229	300	179	0	0	0	0	0	708
<b>Subtotal</b>	13,410	4,587	4,434	4,019	3,752	3,400	3,085	11,012	47,700
<b>Total</b>	\$13,410	\$4,587	\$4,434	\$4,019	\$3,752	\$3,400	\$3,085	\$11,012	\$47,700

**2014 TIP Cashflow by Subarea**  
(in thousands)

Administrative  
ALL MODES

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
1 - Snohomish	70	53	37	34	22	20	14	0	249
2 - North King	229	300	179	0	0	0	0	0	708
3 - South King	246	188	130	119	78	71	50	0	882
4 - East King	23	18	12	11	7	7	5	0	83
5 - Pierce	58	44	31	28	18	17	12	0	209
6 - Systemwide	12,784	3,984	4,045	3,828	3,626	3,285	3,005	11,012	45,569
<b>Total</b>	<b>\$13,410</b>	<b>\$4,587</b>	<b>\$4,434</b>	<b>\$4,019</b>	<b>\$3,752</b>	<b>\$3,400</b>	<b>\$3,085</b>	<b>\$11,012</b>	<b>\$47,700</b>

**2014 TIP Cashflow by Phase**  
(in thousands)

Phase # and Description	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
09 - Admin Capital	12,629	3,720	3,745	3,678	3,376	3,035	2,755	10,101	43,039
10 - Agency Administration	145	150	150	0	0	0	0	0	445
20 - Prelim Engineering/Env Review	398	358	310	292	226	215	180	445	2,423
40 - Row Acquisition+Permits	229	300	179	0	0	0	0	0	708
90 - Contingency	10	59	50	50	150	150	150	466	1,085
<b>Total</b>	<b>\$13,410</b>	<b>\$4,587</b>	<b>\$4,434</b>	<b>\$4,019</b>	<b>\$3,752</b>	<b>\$3,400</b>	<b>\$3,085</b>	<b>\$11,012</b>	<b>\$47,700</b>

**600025****Environmental Mitigation, Monitoring & Maintenance****Managed by: PEPD**

Scope: This project is for post construction monitoring of wetland areas at or adjacent to capital project construction sites. Permit obligations require wetland sites to be monitored for 5 to 10 years after the completion of construction.

Changes in lifetime budget since 2013: Add \$209 thousand transferred from the D-M Street project to cover additional monitoring scope.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	6-Proceed to Construction	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$1,214	2014 Cost Estimate:	N/A
2014 TIP:	\$1,423		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Snohomish	70	53	37	34	22	20	14	0	249
South King	246	188	130	119	78	71	50	0	882
East King	23	18	12	11	7	7	5	0	83
Pierce	58	44	31	28	18	17	12	0	209
Total	398	303	210	192	126	115	80	0	1,423

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
20 - Prelim Engineering/Env Review	398	303	210	192	126	115	80	0	1,423
Total	398	303	210	192	126	115	80	0	1,423

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Construction	Schedule Risk Level:	Low
Budget Risk Level:	Low	2013 Budget Schedule:	2019
		2014 Budget Schedule:	2019

**Project Risk Assessment**

**802000****Administrative Capital****Managed by: FIT**

This program funds capital expenditures for assets that support Agency staff through 2023. Such items include administrative facilities, non-revenue administrative fleet, office equipment, space planning and furnishings that meet the accounting threshold for recognizing a capital assets at \$5,000 per item.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$13,334	2014 Cost Estimate:	N/A
2014 TIP:	\$13,334		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Systemwide	4,174	824	845	928	1,026	885	905	3,746	13,334
Total	4,174	824	845	928	1,026	885	905	3,746	13,334

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
09 - Admin Capital	4,164	765	795	878	876	735	755	3,280	12,249
90 - Contingency	10	59	50	50	150	150	150	466	1,085
Total	4,174	824	845	928	1,026	885	905	3,746	13,334

Budget Risk Assessment	Schedule Risk Assessment
Estimate Type:	Schedule Risk Level:
Budget Risk Level:	2013 Budget Schedule:
	2014 Budget Schedule:

**Project Risk Assessment**

**803800****Information Technology Program****Managed by: FIT**

Scope: 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. Highlights of 2014 IT projects are: the Enterprise Asset Management System, Intranet Infrastructure Redesign, Safety and Quality Assurance Drug Test Management and Reporting and the implementation of a Records Management System.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOY dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$32,235	2014 Cost Estimate:	N/A
2014 TIP:	\$32,235		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Systemwide	8,609	3,160	3,200	2,900	2,600	2,400	2,100	7,266	32,235
Total	8,609	3,160	3,200	2,900	2,600	2,400	2,100	7,266	32,235

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
09 - Admin Capital	8,464	2,955	2,950	2,800	2,500	2,300	2,000	6,821	30,790
10 - Agency Administration	145	150	150	0	0	0	0	0	445
20 - Prelim Engineering/Env Review	0	55	100	100	100	100	100	445	1,000
Total	8,609	3,160	3,200	2,900	2,600	2,400	2,100	7,266	32,235

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Conceptual Engineering	Schedule Risk Level:	High
Budget Risk Level:	High	2013 Budget Schedule:	2023
		2014 Budget Schedule:	2023

**Project Risk Assessment**

Future year cost estimates are highly conceptual and constitute initial planning estimates.

**804500****Surplus Property Disposition****Managed by: DECM**

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

Changes in lifetime budget since 2013: None

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$708	2014 Cost Estimate:	N/A
2014 TIP:	\$708		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
North King	229	300	179	0	0	0	0	0	708
Total	229	300	179	0	0	0	0	0	708

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
40 - Row Acquisition+Permits	229	300	179	0	0	0	0	0	708
Total	229	300	179	0	0	0	0	0	708

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

**Project Risk Assessment**

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## Agency Administration

The 2014 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)

Program	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total TIP
Operating	\$155,440	\$53,682	\$64,632	\$67,263	\$69,630	\$72,080	\$74,676	\$289,489	\$846,892
Reserves	238,082	51,672	51,816	80,326	73,145	83,326	78,040	308,233	964,640
<b>Total</b>	<b>\$393,522</b>	<b>\$105,354</b>	<b>\$116,448</b>	<b>\$147,589</b>	<b>\$142,775</b>	<b>\$155,406</b>	<b>\$152,716</b>	<b>\$597,722</b>	<b>\$1,811,532</b>

### 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. The remaining costs are charged to the agency administration operating program. The costs for agency staff that work indirectly on capital projects is capitalized and the remainder is expensed as a general and administrative expense for the agency.

### Agency Reserves

#### *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 any unforeseen events.

#### *Capital Replacement*

The capital replacement reserve is increased over time 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.

## 2014 TIP Cashflow by Budget Approval

(in thousands)

### Agency Administration

Project Number and Name	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
<b>Operating</b>									
0X002 Agency Administration Operating	155,440	53,682	64,632	67,263	69,630	72,080	74,676	289,489	846,892
<b>Subtotal</b>	155,440	53,682	64,632	67,263	69,630	72,080	74,676	289,489	846,892
<b>Reserve</b>									
0X005 Systemwide Contingency	0	0	0	5,000	0	0	0	0	5,000
1X900 Emergency/Loss	7,928	2,000	2,000	3,000	3,000	3,000	3,000	14,000	37,928
1X901 Insurance Systemwide	0	0	0	5,625	5,625	5,625	6,425	0	23,300
8X500 Capital Replacement	230,154	49,672	49,816	66,701	64,520	74,701	68,615	294,233	898,412
<b>Subtotal</b>	238,082	51,672	51,816	80,326	73,145	83,326	78,040	308,233	964,640
<b>Total</b>	\$393,522	\$105,354	\$116,448	\$147,589	\$142,775	\$155,406	\$152,716	\$597,722	\$1,811,532

**0X002****Agency Administration 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 is for the period 2010 - 2023.

Changes in lifetime budget since 2013: None.

Board Approved Capital Budget (in thousands of YOE dollars)		ST2 Total Project Cost Estimate (in thousands of 2013 dollars)	
Phase Gate Passed:	N/A	Initial Cost Estimate:	N/A
Baseline:	\$0	2013 Cost Estimate:	N/A
2013 TIP:	\$846,892	2014 Cost Estimate:	N/A
2014 TIP:	\$846,892		

**TIP Cashflow (in thousands)**

Subarea	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
Systemwide	155,440	53,682	64,632	67,263	69,630	72,080	74,676	289,489	846,892
Total	155,440	53,682	64,632	67,263	69,630	72,080	74,676	289,489	846,892

Phase	Life to Date	2014	2015	2016	2017	2018	2019	Future	Total
10 -	155,440	53,682	64,632	67,263	69,630	72,080	74,676	289,489	846,892
Total	155,440	53,682	64,632	67,263	69,630	72,080	74,676	289,489	846,892

Budget Risk Assessment		Schedule Risk Assessment	
Estimate Type:	Conceptual Engineering	Schedule Risk Level:	
Budget Risk Level:	Low	2013 Budget Schedule:	
		2014 Budget Schedule:	

Project Risk Assessment

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## 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 2013 constant-year dollars (referred to as "2013\$") based on the agency's August 2013 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.
- 2013 cost estimates match the board-endorsed 2013 TIP.
- 2014 cost estimates include all ST2 projects currently funded in the agency's financial plan.

The changes to the cost estimates between 2013 and 2014 include:

- The Seattle to Lakewood Expanded Service increase reflects additional cost to provide wetland mitigation to recently acquired easements.
- The increase in the Sounder ST2 Fleet Expansion project reflects the purchase of nine additional coach/cab cars in support of the expansion of service to the south.
- The changes in the ST3 Planning and HCT Corridor Studies represent a shift in funds to allow for the creation of separate studies and the movement of funds to ST3 long range planning.

## ST2 COST ESTIMATES

Constant 2013 Dollars in Thousands

	2008	Inc/(Dec)	2013	Inc/(Dec)	2014
<b>Link Light Rail</b>					
East Link	\$3,124,478	(155,596)	\$2,968,882	-	\$2,968,882
Northgate Link Extension	1,643,079	172,239	1,815,319	-	1,815,319
Lynnwood Link Extension	1,593,735	(236,075)	1,357,661	-	1,357,661
First Hill Street Car	134,351	(1,509)	132,841	-	132,841
S 200th Link Extension	384,524	(19,708)	364,816	-	364,816
South Corridor HCT - S 200th to KDM Rd	466,347	(50,864)	415,483	-	415,483
South Corridor HCT - KDM Rd to S 272nd St	507,636	(507,636)	-	-	-
HCC to Tacoma Dome - P/E & ROW	40,364	(40,364)	-	-	-
Tacoma Link Expansion	95,011	34,475	129,486	-	129,486
Link Operations & Maintenance Satellite Facility	281,063	(44,174)	236,889	-	236,889
Link Fleet Expansion	567,565	(248,319)	319,245	-	319,245
<b>Total Link Light Rail</b>	<b>8,838,152</b>	<b>(1,097,530)</b>	<b>7,740,622</b>	<b>-</b>	<b>7,740,622</b>
<b>Sounder Commuter Rail</b>					
Station Access & Demand Study	141,929	(83,899)	58,030	-	58,030
Sumner Station Improvements	45,874	(7,135)	38,739	-	38,739
Puyallup Station Improvements	64,350	(9,888)	54,462	-	54,462
Lakewood Station Improvements	42,630	(6,426)	36,204	-	36,204
Sounder Yard & Shop Facility	159,878	(791)	159,087	(835)	158,252
Sounder Yard Expansion				835	835
Tukwila Station	39,346	5,816	45,162	-	45,162
Edmonds Permanent Station	25,626	(25,626)	-	-	-
Sounder South - Expanded Service	169,356	31,633	200,989	7,829	208,818
Sounder ST2 Fleet Expansion	35,842	(6,240)	29,602	16,377	45,979
Tacoma Trestle Track and Signal	70,791	(10,894)	59,898	-	59,898
Tacoma Track & Signal	29,324	(293)	29,030	-	29,030
Platform Extensions - South King/Pierce	58,982	(58,982)	-	-	-
Eastside Rail Partnership	56,004	(56,002)	1	-	1
<b>Total Sounder Commuter Rail</b>	<b>939,933</b>	<b>(228,727)</b>	<b>711,206</b>	<b>24,206</b>	<b>735,412</b>
<b>Regional Express</b>					
ST Express Bus Base	183,985	(5,970)	178,015	-	178,015
ST Express Mid-Day Bus Storage	-	814	814	-	814
ST Express Fleet Expansion	39,915	4,064	43,979	-	43,979
ST Express Capital Reserve Program	27,391	(27,391)	-	-	-
I-90 Contribution	52,783	-	52,783	-	52,783
Burien - Parking Garage/Transit Center	15,688	(407)	15,281	-	15,281
Bothell - Parking Garage/Transit Center	5,884	(5,884)	-	-	-
<b>Total Regional Express</b>	<b>325,646</b>	<b>(34,775)</b>	<b>290,872</b>	<b>-</b>	<b>290,872</b>
<b>Other</b>					
ST3 Planning	67,204	(39,250)	27,954	8,808	36,762
Ballard to Downtown Seattle HCT Planning Study	-	2,787	2,787	-	2,787
HCT Corridor Planning Studies	-	24,718	24,718	(19,118)	5,600
Central & East HCT Study	-	-	-	4,674	4,674
Lynnwood to Everett HCT Study	-	-	-	2,825	2,825
South King County HCT Study	-	-	-	2,810	2,810
South Corridor Alternatives Planning	80,645	(76,626)	4,019	-	4,019
STart Program	-	26,189	26,189	-	26,189
<b>Total Other</b>	<b>147,849</b>	<b>(62,182)</b>	<b>85,667</b>	<b>-</b>	<b>85,666</b>
<b>Total ST2 Capital Estimate</b>	<b>\$10,251,580</b>	<b>(\$1,423,214)</b>	<b>\$8,828,366</b>	<b>\$24,206</b>	<b>\$8,852,571</b>

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 2013 and 2014 include:

### **Link Light Rail**

We expect to close both the Initial Segment and the Airport Link projects in 2014. Project savings has been recognized during the life of the project when practicable and in 2014 will reduce again by \$6.0M for the Initial Segment project and by \$0.4 million for the Airport Link project.

### **Sounder Commuter Rail**

We expect to close three projects in 2014 and realize the following project savings:

- Layover – \$3.7 million
- M Street to Lakewood track and Signal – \$0.9 million
- South Tacoma Station – \$0.1 million

### **Regional Express**

We expect to close the following projects in 2014 with project savings:

- 85<sup>th</sup> Corridor, Kirkland – \$0.4 million
- Mountlake Terrace Freeway Station – \$3.2 million
- Strander Boulevard Improvements – \$0.1 million
- Totem Lake Freeway Station – \$0.4 million

## ADOPTED LIFETIME BUDGETS FOR ACTIVE SOUND MOVE PROJECTS

Year of Expenditure (YOE) Dollars (in thousands)

	2008	Inc/(Dec)	2013	Inc/(Dec)	2014
<i>Link Light Rail</i>					
University Link	\$1,614,007	\$142,000	\$1,756,007	-	\$1,756,007
Initial Segment	2,070,000	25,618	2,095,618	(6,046)	2,089,572
Airport Link	243,600	18,424	262,024	(374)	261,650
DSTT Capital Costs	24,919	(1,200)	23,719	-	23,719
Tacoma Link	80,416	(3,319)	77,097	-	77,097
<b>Total Link Light Rail</b>	<b>\$4,032,942</b>	<b>\$181,523</b>	<b>\$4,214,465</b>	<b>(\$6,420)</b>	<b>\$4,208,045</b>
<i>Sounder Commuter Rail</i>					
Willow Creek Environmental Mitigation	\$1,001	(\$167)	\$834	\$0	\$834
M Street to Lakewood Track and Signal	73,601	7,941	81,542	(888)	80,654
D Street to M Street Track and Signal	76,025	85,256	161,281	(209)	161,072
Layover	24,424	9,523	33,947	(3,685)	30,262
Mukilteo Station, South Platform	9,371	8,942	18,313	-	18,313
South Tacoma Station	16,476	(748)	15,728	-	15,728
Edmonds Station	12,929	(2,050)	10,879	(86)	10,793
Lakewood Station	32,920	(3,723)	29,197	(8)	29,189
Tukwila Station (see Notes)	-	-	-	-	-
Permitting and Mitigation	10,288	(3,772)	6,516	-	6,516
<b>Total Sounder Commuter Rail</b>	<b>\$257,035</b>	<b>\$101,202</b>	<b>\$358,237</b>	<b>(\$4,876)</b>	<b>\$353,361</b>
<i>Regional Express</i>					
Regional Express Program Reserve	\$22,620	\$3,141	\$25,761	\$995	\$26,756
I-90 2-Way Transit & HOV Op, Stage 1	25,782	(2,334)	23,448	-	23,448
I-90 2-Way Transit & HOV Op, Stage 2	19,372	3,456	22,828	-	22,828
I-90 2-Way Transit & HOV Op, Stage 3	1,722	62,500	64,222	-	64,222
Ash Way Transit Access	18,993	(359)	18,634	(4)	18,630
Federal Way Hov Access, S317th	32,618	(3,844)	28,774	-	28,774
Totem Lake Freeway Station	80,339	(6,778)	73,561	(423)	73,138
85th Corridor, Kirkland	6,015	-	6,015	(425)	5,590
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	(146)	4,073
Mountlake Terrace Freeway Station	25,545	6,872	32,417	(3,157)	29,260
S Everett Freeway Station	31,209	(2,851)	28,358	-	28,358
Federal Way Transit Center	39,455	-	39,455	-	39,455
Canyon Park Freeway Station	10,728	(967)	9,761	-	9,761
Issaquah Transit Center/SR900	29,482	(520)	28,962	-	28,962
Totem Lake Transit Center	7,743	(1,484)	6,259	-	6,259
Newcastle Transit Improvements	7,223	(3,096)	4,127	-	4,127
Mercer Island Park and Ride	16,829	(2,834)	13,995	-	13,995
SR522 HOV Enhancements/Bothell	8,601	(355)	8,246	(4)	8,242
<b>Total Regional Express</b>	<b>\$484,587</b>	<b>(\$14,364)</b>	<b>\$470,223</b>	<b>(\$3,164)</b>	<b>\$467,059</b>

---

	<b>2008</b>	<b>Inc/(Dec)</b>	<b>2013</b>	<b>Inc/(Dec)</b>	<b>2014</b>
STart Program	\$18,100	\$16,100	\$34,200	\$0	\$34,200
<b>Total Active Sound Move Projects</b>	<b>\$4,792,664</b>	<b>\$284,461</b>	<b>\$5,077,125</b>	<b>(\$14,460)</b>	<b>\$5,062,665</b>

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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.

Tukwila Station is a project recognized in ST2, but Sound Move did fund the project through Final Design.

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## 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:

### **09 – Administrative Capital**

Design, development and implementation or procurement of agency assets such as non-revenue vehicle fleet, IT systems, furniture, and equipment.

### **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.

### **26 – Research & Technology**

Implement new transit technologies focused on systemwide safety, security and communications with passengers.

### **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.

**61 – Art**

Procurement and installation of public art at stations and along guideways.

**70 – Vehicles**

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

**80 – Startup 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 providing 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 2013 as well as new projects for 2014. Any additional projects will be added at the end of the year when subarea allocations are calculated.

## Revenues and Financing Sources

### Sources

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

### PASSENGER FARES

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

## Operating Uses

### LINK LIGHT RAIL SERVICES OPERATING USES

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

### SOUNDER COMMUTER RAIL SERVICES OPERATING USES

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

## ST EXPRESS BUS SERVICES OPERATING USES

Description	Driver
Bus Operations	Platform Hours
DSTT Operations	Location

## OTHER USES

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

## Capital Project Uses (Outlays)

System Expansion – Link Light Rail Projects	Driver
First Hill Link Streetcar	Location
Tacoma Link Expansion	Location
Link Operations & Maintenance Satellite Facility	ST2 Adopted Financial Plan
Northgate Link Extension	Location
Lynnwood Link Extension	ST2 Adopted Financial Plan
University Link	Location
Initial Segment	2009 Sound Move Reported Rules
Airport Link	Location
S 200 <sup>th</sup> Link Extension	Location
Federal Way Transit Extension	Location
East Link	ST2 Adopted Financial Plan Location
Overlake Village Bridge	Location

System Expansion – Sounder Commuter Rail Projects	Driver
Station Access & Demand Study	ST2 Adopted Financial Plan
Eastside Rail Partnership	Location
Sounder Yard & Shop Facility	ST2 Adopted Financial Plan
Puyallup Station Improvements	Location
Sumner Station Improvements	Location
Lakewood Station Improvements	Location
Tacoma Trestle Track & Signal	Location
Sounder Yard Expansion	ST2 Adopted Financial Plan per Sounder Yard & Shop Facility
Everett to Seattle Track & Signal	Location

<b>System Expansion – Sounder Commuter Rail Projects</b>	<b>Driver</b>
Willow Creek Environmental Mitigation	Location
Seattle to Auburn Track & Signal	Location
Auburn to Tacoma Track & Signal	Location
M St.-Lakewood Track & Signal	Location
Permitting/ Environmental Mitigation	Location
D St-M St Track & Signal	Location
Layover	Vehicle Miles
Everett Station	Location
Mukilteo Station, North Platform	Location
Mukilteo Station, South Platform	Location
Edmonds Station	Location
Tukwila Station	Location
South Tacoma Station	Location
Lakewood Station	Location
Sounder South Expanded Service	ST2 Adopted Financial Plan

<b>System Expansion – ST Express Bus Projects</b>	<b>Driver</b>
ST Express Bus Base	ST2 Adopted Financial Plan
ST Express Mid-Day Bus Storage	Service Location
Burien Transit Center Parking Expansion	Location
Ash Way Transit Access	Location
Federal Way HOV Access/S 317 <sup>th</sup>	Location
Totem Lake Freeway Station	Location
85 <sup>th</sup> Corridor, Kirkland	Location
Kirkland Transit Center/3 <sup>rd</sup>	Location
Renton HOV Access/N 8 <sup>th</sup>	Location
Rainier Avenue Arterial Improvements	Location
Strander Boulevard Extension	Location
Mountlake Terrace Freeway Station	Location
S. Everett Freeway Station/112 <sup>th</sup>	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

<b>System Expansion – ST Express Bus Projects</b>	<b>Driver</b>
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

<b>System Expansion – Other</b>	<b>Driver</b>
ST3 Planning	Financial Policies
South Corridor Alternative Planning	Location
Ballard to Downtown Seattle HCT Planning Study	Financial Policies
HCT Corridor Planning Studies	Financial Policies
Central & East HCT Study	Financial Policies
Lynnwood to Everett HCT Study	Financial Policies
South King County HCT Study	Financial Policies
Fare Integration	Financial Policies
Fare Administration	Financial Policies
Research and Technology	Financial Policies
STart	Location
Passenger Information System/CCTV	Number per Location
Ticket Vending Machines	Number per Location

<b>Enhancement Projects</b>	<b>Driver</b>
Bus Maintenance Facility	Platform Hours
Federal Way Transit Center Lighting Retrofit	Location
Auburn Garage Lighting Retrofit	Location
TOD Property Disposition	Location
TOD Planning	Location
Positive Train Control	Location
LRV On Board Energy Storage	Location
Noise Abatement	Location
Security Enhancements	Location
ST Express Mobile Communications Projects	Platform Hours
Parking Enhancements	Location
Bike Locker Program	Number per Location

<b>Enhancement Projects</b>	<b>Driver</b>
Link OMF Laydown Area Improvements	Boardings/Track Miles
Link LRV Wash Bay Doors	Boardings/Track Miles
Central Link Radio Upgrade	Boardings/Track Miles
ST Express Security Camera Retrofit	Platform Hours
HVAC for Traction Power Sub Station (TPSS)	Boardings/Track Miles
Central Link HVAC – Instrument House & UPS Room	Boardings/Track Miles
Central Link Card Readers	Boardings/Track Miles
Central Link OMF UPS Room Improvement	Boardings/Track Miles
Central Link Overhead Catenary System Tie Switch	Boardings/Track Miles
Central Link Benchtest Equipment	Track Miles/Boardings
Security Radios	Location
Non Revenue Support Vehicles	Boarding/ Track Miles
Central Link Switch Heaters	2009 Sound Move Reported Rules; Vehicle Maintenance
DSTT South Access Security	Location
Regional Parking Pilot Project	Financial Policies
Pierce Transit Radio System Upgrade	Platform Hours

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

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

## Systemwide Uses

Description	Driver
Agency Administration	Financial Policies

## Debt Service

Description	Driver
Debt Service	Financial Plan

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## APPENDIX E

### List of Charts, Maps, and Tables

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## List of Charts, Maps, and Tables

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## APPENDIX F

### 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

**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

**COLA** – Cost-of-Living Adjustment

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

**COP** – Citizen Oversight Panel

**CPI** – Cost Performance 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 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

**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

**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

**GFOA** – Government Finance Officers Association

**GIS** – Geographic Information Services

**HCT** – High Capacity Transit

**HOV** – High-Occupancy Vehicle

**IT** – Information Technology

**KCM** – King County Metro

**kVA** – Kilovolt-ampere

**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

**OMSF** – Operations & Maintenance Satellite Facility

**OPS** – Operations Department

**ORCA** – One Regional Card for All

**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.

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

**REX** – Regional Express

**RFP** – Request for Proposal

**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

**TGT** – Technology Governance Team

**TIP** – Transit Improvement Plan

**TOD** – Transit Oriented Development

**TPSS** – Traction Power Sub Station

**TVM** – Ticket Vending Machine

**UPS** – Uninterrupted Power Supply

**UW** – University of Washington

**WSDOT** – Washington State Department of Transportation

**YOE** – Year of Expenditure

## **Attachment C – Approved Amendments**

### **Amendments approved by the Operations and Administration Committee on December 5, 2013**

#### **Medical Insurance Benefits – Anticipated Premium Reduction**

---

Total Amendment: (\$273,000)

Description: The agency departmental budget will be reduced by \$273,000 for 2014.

Justification: Since the 2014 Proposed Budget was published, the decision has been made to offer a choice of two new medical insurance plans to employees. Based on bids provided by medical insurance providers, the budget for medical insurance will decrease by about 4% from the amount included in the 2014 Proposed budget.

#### **Debt Service – TIFIA Loan Application**

---

Total Amendment: \$1,250,000

Description: Sound Transit's application for credit assistance through the Federal Government's Transportation Infrastructure Finance and Innovation Act (TIFIA) requires an application fee of \$800K and \$450K for consulting service to support application development.

Justification: Receipt of a TIFIA credit assistance will save the agency in long term interest expense over the period of the loan. This expenditure would increase the 2014 costs and are in addition to the proposed budget. These costs would be charged as systemwide costs. The additional cost can be absorbed within the existing set asides within the agency's finance plan for agency borrowing costs.

#### **Transit Operations – Revenue Increase**

---

Total Amendment: \$945,000

Description: Sound Transit's updated ridership forecast has increased revenue projections for 2014. The revised ridership totals increased fare revenue in Link Light Rail by \$171,000 and in St Express by \$774,000.

Justification: Revenue forecasts reflect the estimates of the Service Implementation Plan (SIP) which is revised annually and published after the proposed budget is presented to the Board.

#### **Transit Operations – Tacoma Link Revenue Increase**

---

Total Amendment: \$146,846

Description: Sound Transit adopted a fare structure for Tacoma Link in 2013 with implementation of the fares to occur in September 2014. The amendment reflects the anticipated fare revenue of \$146,846 for 2014.

Justification: Revenue forecasts reflect the estimates of the new fares as a result of the adopted fare structure for Tacoma Link.

## Transit Operations – Modal Budget Increase

Total Amendment: \$53,787

Description: This amendment reflects the net effect of changes to each mode's budget due to (1) a decrease in total insurance premium cost for rail modes, (2) increased Tacoma Link costs associated with fare collection scheduled to begin October 1, 2014, and (3) the revision of allocated insurance and fare collection costs as a result of these changes.

Central Link – (\$298,480) budget reduction results from revised allocation of insurance premium and fare collection costs.

ST Express – \$54,179 budget increase results from revised allocation of fare collection costs.

Sounder - \$116,628 budget increase is the net result of an increase in allocated insurance premium costs and a decrease in allocated fare collection costs.

Tacoma Link - \$181,460 budget increase is the result of an increase in allocated insurance costs and increases in costs associated with implementation of fares (fare collection, fare enforcement, security, and State excise tax).

Justification: These changes reflect new estimates of costs for the modal budgets that occurred subsequent to publication of the 2014 Proposed Budget. The changes are (1) Board approval for fare collection to begin on Tacoma Link in the 4<sup>th</sup> quarter of 2014, (2) a reduction in total rail insurance premium based on negotiated contracts for 2014, (3) new ridership estimates for ST Express, Central Link, and Tacoma Link, and (4) the reallocation of insurance and fare collection costs between the four modes based on this new information. This expenditure would increase the 2014 Budget and future costs are in addition to the proposed budget. These costs would be charged to the subareas where operations occur. The additional cost can be absorbed within the existing set asides within the agency's finance plan for operating costs.

### Amendments approved by the Capital Committee on December 12, 2013

#### 700775 Central Link Card Readers – Increased Administrative and Inspection Support

Total 2014 Annual Amendment: \$123,359

Total Lifetime Amendment: \$50,000

Description: Additional lifetime budget of \$50K is requested to cover additional administrative costs, inspection costs and provide a contingency for the project. The 2014 annual budget is updated to match the current work plan.

Justification: Card readers are installed at Link stations to provide centralized control of access to secure areas. This project reduces the key management issues typically associated with securing multiple facilities and increases the timeliness of access management.

Budget / Schedule Risk: Low/Low

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 36	\$ -	\$ 36	\$ 50	\$ -	\$ 50
Preliminary Engr / Environmental Documentation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Design	\$ 36	\$ -	\$ 36	\$ 50	\$ -	\$ 50
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ 182	\$ 66	\$ 249	\$ 249	\$ -	\$ 249
Construction Management	\$ -	\$ 50	\$ 50	\$ -	\$ 50	\$ 50
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ 18	\$ 7	\$ 25	\$ 25	\$ -	\$ 25
<b>Total</b>	<b>\$ 273</b>	<b>\$ 123</b>	<b>\$ 397</b>	<b>\$ 373</b>	<b>\$ 50</b>	<b>\$ 423</b>

### 300021 Tacoma Trestle Track and Signal – Right-of-Way Acquisition

Total 2014 Annual Amendment: \$2,932,000

Total Lifetime Amendment: \$1,687,520

Description: An increase of \$2.9 million to the 2014 annual budget and an additional lifetime budget of \$1.7 million is requested to accelerate property/ROW acquisition to meet compliance requirements of a recently awarded TIGER V Grant.

Justification: To meet and comply with grant requirements.

Budget / Schedule Risk: Low/Low

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 204	\$ 250	\$ 454	\$ 353	\$ 239	\$ 592
Preliminary Engr / Environmental Documentation	\$ 1,923	\$ 1,097	\$ 3,020	\$ 3,188	\$ 342	\$ 3,530
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ 415	\$ 1,585	\$ 2,000	\$ 5,026	\$ 1,106	\$ 6,132
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 2,542</b>	<b>\$ 2,932</b>	<b>\$ 5,474</b>	<b>\$ 8,567</b>	<b>\$ 1,688</b>	<b>\$ 10,255</b>

### 300019 Lakewood Station Improvements - Grant Match

Total 2014 Annual Amendment: \$110,000

Total Lifetime Amendment: (\$806,399)

Description: Shift of \$110K of project budget from 2015 to 2014 to provide funds for a local grant match for a grant applied for by the City of Lakewood, and administrative costs, to be used if the grant is awarded. The balance of the uncommitted lifetime budget of \$806,399 will be defunded from the project.

Justification: To provide funds for a grant match, if awarded.

Budget / Schedule Risk: Low/Low

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ 10	\$ 10	\$ 55	\$ (15)	\$ 40
Preliminary Engr / Environmental Documentation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Third Party	\$ -	\$ 100	\$ 100	\$ 1,000	\$ (692)	\$ 308
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ 100	\$ (100)	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 110</b>	<b>\$ 110</b>	<b>\$ 1,155</b>	<b>\$ (806)</b>	<b>\$ 349</b>

## TBD Signage Improvements - New Project

Total 2014 Annual Amendment: \$491,000

Total Lifetime Amendment: \$491,000

Description: Signage improvements at Airport Station (\$15K), connection between the station and airport (\$350K), and at Westlake station entrances and mezzanine (\$25K). The wayfinding portion of the amendment in the amount of \$350,000 will fund the design, fabrication, and installation of a wayfinding system within the Sea-Tac Airport parking garage. The specific design and signage system is still, to be developed. The estimated budget amount was based on the costs for comparable wayfinding systems. The budget also includes funding for administrative costs, construction management and contingency. If approved, next steps would include:

- Formalizing the partnership with the Port of Seattle to develop the wayfinding system;
- Developing concepts for wayfinding system;
- Selecting and designing the most effective wayfinding system. The design work is estimated to comprise between 20% and 30% of the total project cost, or \$70,000 - \$105,000.
- Install new wayfinding system.

Justification: Based on the results of a recently completed signage review a number of areas were identified as needing improvements in 2014. A broader plan will be developed in 2014 to address additional signage needs.

Budget / Schedule Risk: Low/Medium

Signage Improvements						
Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ -	\$ 26	\$ -	\$ -	\$ 26
Preliminary Engr / Environmental Review	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Design / Specifications	\$ -	\$ -	\$ 105	\$ -	\$ -	\$ 105
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ 285	\$ -	\$ -	\$ 285
Construction Services	\$ -	\$ -	\$ 30	\$ -	\$ -	\$ 30
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Testing and Start-up	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ 45	\$ -	\$ -	\$ 45
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 491</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 491</b>

#### 4X300 Initial Segment – Follow-On Costs

Total 2014 Annual Amendment: \$905,000

Total Lifetime Amendment: \$946,000

Description: The amendment will increase the annual 2014 budget and lifetime budget for the initial Segment by \$905,000 and reduce the project savings reported in the 2014 Proposed Budget document from \$6M to \$5.054M.

Justification: Remaining work to be completed is anticipated to cost more than anticipated when the 2014 Proposed Budget was prepared. Estimated legal costs for contract reviews/disputes and conveyance of right-of-way ownership, preparation of as-built drawings, remaining follow-on construction, and contingency.

Budget / Schedule Risk: Low/Low

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ 288	\$ 288	\$ 186,000	\$ 330	\$ 186,330
Preliminary Engr / Environmental Review	\$ -	\$ -	\$ -	\$ 33,268	\$ -	\$ 33,268
Final Design / Specifications	\$ -	\$ 32	\$ 32	\$ 144,016	\$ 45	\$ 144,061
Third Party	\$ -	\$ -	\$ -	\$ 61,101	\$ -	\$ 61,101
ROW Acquisition and Permits	\$ -	\$ -	\$ -	\$ 205,018	\$ 71	\$ 205,089
Construction	\$ -	\$ 506	\$ 506	\$ 1,209,186	\$ 405	\$ 1,209,591
Construction Services	\$ -	\$ 79	\$ 79	\$ 102,559	\$ 95	\$ 102,654
Vehicles	\$ -	\$ -	\$ -	\$ 131,799	\$ -	\$ 131,799
Testing and Start-up	\$ -	\$ -	\$ -	\$ 16,625	\$ -	\$ 16,625
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 905</b>	<b>\$ 905</b>	<b>\$ 2,089,572</b>	<b>\$ 946</b>	<b>\$ 2,090,518</b>

#### 4X600 East Link – Entrance Ramps from I-90 to Bellevue Way

Total 2014 Annual Amendment: \$7,000,000

Total Lifetime Amendment: \$14,700,000

Description: Additional 2014 annual budget of \$7 million and lifetime budget of \$14.7M is requested to fund completion of final design and construction of entrance ramps from I-90 to Bellevue Way.

Justification: Request for bids advertising will begin December 23, 2013. Construction of the I-90 to Bellevue ramp is a required mitigation of East Link. Acceleration of final design completion and construction will avoid conflicts with 2015 planned construction activities.

Budget / Schedule Risk: Low/Medium

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 10,269	\$ -	\$ 10,269	\$ 65,459	\$ 700	\$ 66,159
Preliminary Engr / Environmental Documentation	\$ 371	\$ -	\$ 371	\$ 57,852	\$ -	\$ 57,852
Final Design	\$ 60,650	\$ -	\$ 60,650	\$ 228,214	\$ 1,800	\$ 230,014
Third Party	\$ 1,337	\$ -	\$ 1,337	\$ 39,887	\$ -	\$ 39,887
Row Acquisition and Permits	\$ 63,130	\$ -	\$ 63,130	\$ 365,408	\$ -	\$ 365,408
Construction	\$ 1,700	\$ 7,000	\$ 8,700	\$ 11,800	\$ 12,200	\$ 24,000
Construction Management	\$ 2,850	\$ -	\$ 2,850	\$ 11,000	\$ -	\$ 11,000
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 140,307</b>	<b>\$ 7,000</b>	<b>\$ 147,307</b>	<b>\$ 779,619</b>	<b>\$ 14,700</b>	<b>\$ 794,319</b>

## 400009 Link Operations and Maintenance Satellite Facility – Adjustment for property acquisition

Total 2014 Annual Amendment: (\$839,756)

Total Lifetime Amendment: \$44,000

Description: : The amendment will decrease the annual 2014 budget by \$839,756 and increase the lifetime budget for the Link Operations and Maintenance Satellite Facility by \$44,000.

Justification: A cash flow adjustment is being proposed in the Preliminary Engineering Phase to account for a delay in schedule. The Lifetime budget increase \$44,000, is proposed to reconcile the proposed 2014 TIP with the 9/26/2012 Board action approving the protective acquisition of property.

Budget / Schedule Risk: Low/Low

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 1,166	\$ -	\$ 1,166	\$ 3,237	\$ -	\$ 3,237
Preliminary Engr / Environmental Documentation	\$ 2,358	\$ (840)	\$ 1,519	\$ 5,710	\$ -	\$ 5,710
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Third Party	\$ 220	\$ -	\$ 220	\$ 385	\$ -	\$ 385
Row Acquisition and Permits	\$ 23	\$ -	\$ 23	\$ 23,181	\$ 44	\$ 23,225
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 3,767</b>	<b>\$ (840)</b>	<b>\$ 2,928</b>	<b>\$ 32,513</b>	<b>\$ 44</b>	<b>\$ 32,557</b>

## 5X151 Rainier Avenue Arterial Improvements – Decrease Project

Total 2014 Annual Amendment: (\$669,000)

Total Lifetime Amendment: (\$375,025)

Description: This amendment decreases the 2014 annual budget by \$669,000 and the lifetime budget by \$375,025.

Justification: The project is in process of being closed out.

Budget / Schedule Risk: None

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 187	\$ (187)	\$ -	\$ 817	\$ (375)	\$ 442
Preliminary Engr / Environmental Documentation	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ 2,500
Final Design	\$ -	\$ -	\$ -	\$ 1,700	\$ -	\$ 1,700
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ 2,800	\$ -	\$ 2,800
Construction	\$ 482	\$ (482)	\$ -	\$ 7,900	\$ -	\$ 7,900
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 669</b>	<b>\$ (669)</b>	<b>\$ -</b>	<b>\$ 15,717</b>	<b>\$ (375)</b>	<b>\$ 15,342</b>

## 5X000 East King County Program Reserve

Total 2014 Annual Amendment: \$0

Total Lifetime Amendment: \$375,025

Description: Captures savings of \$375,025 from Rainier Avenue Improvements project to transfer to the EKC Program Reserve.

Justification: Follows practice of transferring Regional Express East King County closed project(s) savings to the Regional Express EKC Program reserve.

Budget / Schedule Risk: None

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 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			\$ -	\$ 26,756	\$ 375	\$ 27,131
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 26,756</b>	<b>\$ 375</b>	<b>\$ 27,131</b>

## #TBD Tacoma Link Fare Collection Implementation – New Project

Total 2014 Annual Amendment: \$513,833

Total Lifetime Amendment: \$513,833

Description: This amendment increases the 2014 annual budget and the lifetime budget by \$513,833.

Justification: Costs associated with Board decision to implement fare collection on Tacoma Link. Implementation of fare collection and ticket issuance for Tacoma will use eight ticket vending machines owned by ST that require upgrades, parts replacements, spare parts inventory, commission and reconfiguration (\$371,833). Additional software upgrades (\$75K) plus project contingency of (\$67K) for a total of \$513,883. Fare collection is anticipated to begin in the fourth quarter 2014.

Budget / Schedule Risk: Low/Low

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Preliminary Engr / Environmental Documentation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ 447	\$ 447	\$ -	\$ 447	\$ 447
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ 67	\$ 67	\$ -	\$ 67	\$ 67
<b>Total</b>	<b>\$ -</b>	<b>\$ 514</b>	<b>\$ 514</b>	<b>\$ -</b>	<b>\$ 514</b>	<b>\$ 514</b>

## 5X261 Bus Maintenance Facility – Community Transit Bus Base Paving

Total 2014 Amendment: \$1,272,751

Total Lifetime Amendment:\$0

Description: This amendment increases the 2014 annual budget by \$1,272,751.

Justification: Complies with cost sharing agreement. Community Transit has approach Sound Transit with a maintenance base rehabilitation project that is critical to maintaining the continuing operation of ST Express service in Snohomish County. The project would be an approximately \$2.75 million project to fund the rehabilitation of asphalt parking and circulation paving with sections of concrete and asphalt. ST would be expected to contribute approximately 47-50% of the project cost in accordance with the proportionate impact on the project area. A cost sharing agreement will be developed and brought to the Board for review in 2014. CT has programmed for this work to occur in 2014.

Budget / Schedule Risk: Low/Low

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Amendment	Revised Project Budget	2014 Proposed Project Budget	Budget Amendment	Revised Project Budget
Agency Administration	\$ -	\$ -	\$ -	\$ 527	\$ -	\$ 527
Preliminary Engr / Environmental Documentation	\$ -	\$ -	\$ -	\$ 8	\$ -	\$ 8
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW Acquisition	\$ -	\$ -	\$ -	\$ 59	\$ -	\$ 59
Construction	\$ -	\$ 1,273	\$ 1,273	\$ 21,439	\$ -	\$ 21,439
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 1,273</b>	<b>\$ 1,273</b>	<b>\$ 22,033</b>	<b>\$ -</b>	<b>\$ 22,033</b>

## 7X743 Security Enhancements – Increased Contract Costs

Total 2014 Annual Amendment: \$81,000

Total Lifetime Amendment: \$81,000

Description: This amendment increases the 2014 annual budget and the lifetime budget by \$81,000

Justification: Initiate and complete the integration project that centralizes monitoring and incident response for the Agency's two disparate CCTV systems. The integration of both systems will enable Sound Transit Security group to monitor Sounder rail platforms, assets and facilities in a centralized way. The amendment provides additional budget authority to cover the contingency and a portion of professional services to assist with the integration of the systems.

The original budget estimate was completed 3 years ago based on the consulting firm review of Agency's requirements and suitable software options at that time. The budget did not account for 15% contingency costs or consultancy services to ensure a smooth integration of the unique systems. This change provides a sufficient increase to cover current costs to procure the software solution, leverage consulting resources for professional expertise related to the integration and to provide a contingency for any unanticipated expenses associated with the completion of this project.

Budget / Schedule Risk: N/A

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Preliminary Engr / Environmental Documentation	\$ -	\$ -	\$ -	\$ 162	\$ -	\$ 162
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ 318	\$ 81	\$ 399	\$ 2,255	\$ 81	\$ 2,336
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 318</b>	<b>\$ 81</b>	<b>\$ 399</b>	<b>\$ 2,417</b>	<b>\$ 81</b>	<b>\$ 2,498</b>

# Attachment D

## Cash Flow Change Requests approved by the Capital Committee on December 12, 2013

Project: 4X400 Airport Link

\$1000s

**ACTION:** The Airport Link project 2014 Annual Budget will be amended to account for carry over costs for follow on work

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ 15	\$ 15	\$ 9,902	\$ 20	\$ 9,922
Preliminary Engr / Environmental Review	\$ -	\$ -	\$ -	\$ 3,666	\$ -	\$ 3,666
Final Design / Specifications	\$ -	\$ -	\$ -	\$ 15,743	\$ (6)	\$ 15,737
Third Party	\$ -	\$ -	\$ -	\$ 1,336	\$ -	\$ 1,336
ROW Acquisition and Permits	\$ -	\$ -	\$ -	\$ 16,509	\$ -	\$ 16,509
Construction	\$ -	\$ 129	\$ 129	\$ 184,164	\$ (66)	\$ 184,098
Construction Services	\$ -	\$ 20	\$ 20	\$ 14,874	\$ 53	\$ 14,926
Vehicles	\$ -	\$ -	\$ -	\$ 14,540	\$ -	\$ 14,540
Testing and Start-up	\$ -	\$ -	\$ -	\$ 917	\$ -	\$ 917
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 164</b>	<b>\$ 164</b>	<b>\$ 261,650</b>	<b>\$ 0</b>	<b>\$ 261,650</b>

Project: 4X420 S. 200th Link Extension

\$1000s

**Action:** The S. 200th Link Extension 2014 Annual Budget will be amended to align anticipated spending with contractors schedule.

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 2,481	\$ -	\$ 2,481	\$ 15,864	\$ -	\$ 15,864
Preliminary Engr / Environmental Review	\$ -	\$ -	\$ -	\$ 5,702	\$ -	\$ 5,702
Final Design / Specifications	\$ 1,500	\$ -	\$ 1,500	\$ 9,902	\$ -	\$ 9,902
Third Party	\$ 1,255	\$ -	\$ 1,255	\$ 7,085	\$ -	\$ 7,085
ROW Acquisition and Permits	\$ 1,100	\$ -	\$ 1,100	\$ 43,549	\$ -	\$ 43,549
Construction	\$ 75,525	\$ (6,425)	\$ 69,100	\$ 282,029	\$ -	\$ 282,029
Construction Services	\$ 3,666	\$ -	\$ 3,666	\$ 17,322	\$ -	\$ 17,322
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Testing and Start-up	\$ -	\$ -	\$ -	\$ 1,789	\$ -	\$ 1,789
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 85,527</b>	<b>\$ (6,425)</b>	<b>\$ 79,102</b>	<b>\$ 383,241</b>	<b>\$ -</b>	<b>\$ 383,241</b>

Project: 3X206 Tukwila Station

1,000s

**Action:** Cashflow closed out lower for 2013, moved out into outer years, 2014 and 2015. No change to Lifetime Budget.

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 407	\$ -	\$ 407	\$ 2,773	\$ -	\$ 2,773
Preliminary Engr / Environmental Document	\$ -	\$ -	\$ -	\$ 1,101	\$ -	\$ 1,101
Final Design	\$ 200	\$ 50	\$ 250	\$ 4,724	\$ -	\$ 4,724
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ 60	\$ -	\$ 60	\$ 11,009	\$ -	\$ 11,009
Construction	\$ 7,825	\$ 394	\$ 8,219	\$ 24,281	\$ -	\$ 24,281
Construction Management	\$ 730	\$ 100	\$ 830	\$ 2,081	\$ -	\$ 2,081
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 9,222</b>	<b>\$ 544</b>	<b>\$ 9,766</b>	<b>\$ 45,969</b>	<b>\$ -</b>	<b>\$ 45,969</b>

Action: Adjust Phase budget in 2014 versus proposed. No changes in Total Annual and Lifetime Budget.

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 106	\$ (12)	\$ 94	\$ 3,768	\$ (3)	\$ 3,765
Preliminary Engr / Environmental Document	\$ -	\$ -	\$ -	\$ 1,496	\$ -	\$ 1,496
Final Design	\$ -	\$ 3	\$ 3	\$ 2,982	\$ 3	\$ 2,985
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ 12,815	\$ -	\$ 12,815
Construction	\$ -	\$ 10	\$ 10	\$ 50,639	\$ -	\$ 50,639
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ 8,953	\$ -	\$ 8,953
<b>Total</b>	<b>\$ 106</b>	<b>\$ 0</b>	<b>\$ 106</b>	<b>\$ 80,653</b>	<b>\$ 0</b>	<b>\$ 80,654</b>

Action: Adjust Phase budget in 2014 versus proposed. No changes in Total Annual and Lifetime Budget.

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 100	\$ (30)	\$ 70	\$ 1,180	\$ (31)	\$ 1,149
Preliminary Engr / Environmental Document	\$ -	\$ -	\$ -	\$ 268	\$ -	\$ 268
Final Design	\$ -	\$ 16	\$ 16	\$ 1,509	\$ 16	\$ 1,540
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ 2,910	\$ -	\$ 2,910
Construction	\$ -	\$ -	\$ -	\$ 23,952	\$ -	\$ 23,952
Construction Management	\$ -	\$ 15	\$ 15	\$ 444	\$ 15	\$ 444
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 100</b>	<b>\$ 0</b>	<b>\$ 100</b>	<b>\$ 30,262</b>	<b>\$ (0)</b>	<b>\$ 30,262</b>

Action: Cashflow closed out higher for 2013, moved from 2014. No change to Lifetime Budget.

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 15	\$ -	\$ 15	\$ 4,384	\$ -	\$ 4,384
Preliminary Engr / Environmental Document	\$ -	\$ -	\$ -	\$ 6,283	\$ -	\$ 6,283
Final Design	\$ -	\$ -	\$ -	\$ 4,565	\$ -	\$ 4,565
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ 1,849	\$ -	\$ 1,849
Construction	\$ 10	\$ (10)	\$ -	\$ 56,056	\$ -	\$ 56,056
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 25</b>	<b>\$ (10)</b>	<b>\$ 15</b>	<b>\$ 73,138</b>	<b>\$ -</b>	<b>\$ 73,138</b>

Action: Anticipated cashflow closed out lower for 2013, moved into 2014 & onwards. Only phase changes in Lifetime Budget.

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 715	\$ -	\$ 715	\$ 3,385	\$ 282	\$ 3,667
Preliminary Engr / Environmental Document	\$ -	\$ -	\$ -	\$ 1,549	\$ -	\$ 1,549
Final Design	\$ 5,453	\$ 3,042	\$ 8,495	\$ 23,000	\$ -	\$ 23,000
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ 36,288	\$ (282)	\$ 36,006
<b>Total</b>	<b>\$ 6,168</b>	<b>\$ 3,042</b>	<b>\$ 9,210</b>	<b>\$ 64,222</b>	<b>\$ -</b>	<b>\$ 64,222</b>

## Project: 3X212 Ticket Vending Machines

1,000s

Action: Moving 100K into 2014 from outyears to meet anticipated spending. No change to Lifetime Budget

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 60	\$ -	\$ 60	\$ 784	\$ -	\$ 784
Preliminary Engr / Environmental Document	\$ -	\$ -	\$ -	\$ 150	\$ -	\$ 150
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ 385	\$ 100	\$ 485	\$ 8,284	\$ -	\$ 8,284
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 445</b>	<b>\$ 100</b>	<b>\$ 545</b>	<b>\$ 9,218</b>	<b>\$ -</b>	<b>\$ 9,218</b>

## Project: 5X410 Research &amp; Technology

1,000s

Action: Adjust Phase budget in 2014 and lifetime versus proposed. No changes in Total Annual and Lifetime Budget.

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 315	\$ 6	\$ 321	\$ 2,602	\$ (1,452)	\$ 1,150
Preliminary Engr / Environmental Document	\$ 172	\$ (6)	\$ 166	\$ 950	\$ 1,407	\$ 2,357
R&T	\$ 3,484	\$ -	\$ 3,484	\$ 11,105	\$ 45	\$ 11,150
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 3,970</b>	<b>\$ -</b>	<b>\$ 3,970</b>	<b>\$ 14,656</b>	<b>\$ 0</b>	<b>\$ 14,656</b>

## Project: 300011 Positive Train Control

1,000s

Action: Adjust Phase budget in 2014 versus proposed. No changes in Total Annual and Lifetime Budget.

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 745	\$ -	\$ 745	\$ 2,238	\$ -	\$ 2,238
Preliminary Engr / Environmental Documentation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Design	\$ -	\$ -	\$ -	\$ 279	\$ -	\$ 279
Third Party	\$ 1,190	\$ 550	\$ 1,740	\$ 6,348	\$ -	\$ 6,348
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ 12,135	\$ (850)	\$ 11,285	\$ 41,396	\$ -	\$ 41,396
Construction Management	\$ 900	\$ 300	\$ 1,200	\$ 2,794	\$ -	\$ 2,794
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 14,970</b>	<b>\$ 0</b>	<b>\$ 14,970</b>	<b>\$ 53,054</b>	<b>\$ -</b>	<b>\$ 53,054</b>

Action: Anticipated cashflow closed out lower for 2013, moved into 2014 &amp; future years.

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 40	\$ -	\$ 40	\$ 80		\$ 80
Preliminary Engr / Env Documentation						
Final Design	\$ 40	\$ -	\$ 40	\$ 80		\$ 80
Third Party	\$ -		\$ -	\$ -		\$ -
Row Acquisition and Permits						
Construction	\$ 382	\$ 100	\$ 482	\$ 582		\$ 582
Construction Management	\$ -		\$ -	\$ -		\$ -
Vehicles						
System Testing & Startup						
Contingency	\$ 38	\$ 10	\$ 48	\$ 58		\$ 58
<b>Total</b>	<b>\$ 500</b>	<b>\$ 110</b>	<b>\$ 610</b>	<b>\$ 800</b>	<b>\$ -</b>	<b>\$ 800</b>

Action: Anticipated cashflow closed out lower for 2013, moved into 2014 &amp; onwards.

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 28	\$ -	\$ 28	\$ 56		\$ 56
Preliminary Engr / Env Documentation						
Final Design	\$ 28	\$ -	\$ 28	\$ 56		\$ 56
Third Party	\$ -		\$ -	\$ -		\$ -
Row Acquisition and Permits						
Construction	\$ 140	\$ 100	\$ 240	\$ 280		\$ 280
Construction Management	\$ -		\$ -	\$ -		\$ -
Vehicles						
System Testing & Startup						
Contingency	\$ 14	\$ 10	\$ 24	\$ 28		\$ 28
<b>Total</b>	<b>\$ 210</b>	<b>\$ 110</b>	<b>\$ 320</b>	<b>\$ 420</b>	<b>\$ -</b>	<b>\$ 420</b>

Action: The Beacon Avenue Paving project 2014 Annual Budget will be amended to recognized increased spending in 2014.

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 50	\$ 15	\$ 65	\$ 150	\$ -	\$ 150
Preliminary Engr / Environmental Review						
Final Design / Specifications	\$ 22	\$ 8	\$ 30	\$ 125		\$ 125
Third Party	\$ -		\$ -	\$ -		\$ -
ROW Acquisition and Permits	\$ -		\$ -	\$ -		\$ -
Construction	\$ 660	\$ 140	\$ 800	\$ 1,515	\$ (20)	\$ 1,495
Construction Services	\$ 126	\$ 19	\$ 145	\$ 210	\$ 20	\$ 230
Vehicles	\$ -		\$ -	\$ -		\$ -
Testing and Start-up	\$ -		\$ -	\$ -		\$ -
Contingency	\$ -		\$ -	\$ -		\$ -
<b>Total</b>	<b>\$ 858</b>	<b>\$ 182</b>	<b>\$ 1,040</b>	<b>\$ 2,000</b>	<b>\$ -</b>	<b>\$ 2,000</b>

Action: This change is recognizing the project completing in 2013.

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ -	\$ -	\$ 75	\$ -	\$ 75
Preliminary Engr / Environmental Review	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Design / Specifications	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ 75	\$ (75)	\$ -	\$ 375	\$ -	\$ 375
Construction Services	\$ -	\$ -	\$ -	\$ 50	\$ -	\$ 50
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Testing and Start-up	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 75</b>	<b>\$ (75)</b>	<b>\$ -</b>	<b>\$ 500</b>	<b>\$ -</b>	<b>\$ 500</b>

Action: Increase 2014 spending to align with estimate of contractor.

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 554	\$ -	\$ 554	\$ 3,867	\$ -	\$ 3,867
Preliminary Engr / Environmental Doc	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ 21,198	\$ 3,802	\$ 25,000	\$ 128,913	\$ -	\$ 128,913
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 21,752</b>	<b>\$ 3,802</b>	<b>\$ 25,554</b>	<b>\$ 132,780</b>	<b>\$ -</b>	<b>\$ 132,780</b>

Action: Delay of grant match for in partnership with KC Metro at the Mount Baker Station bus facility.

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ -	\$ -	\$ 43	\$ -	\$ 43
Preliminary Engr / Environmental Documentation	\$ 444	\$ (344)	\$ 100	\$ 1,597	\$ -	\$ 1,597
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Third Party	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Row Acquisition and Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Testing & Startup	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 444</b>	<b>\$ (344)</b>	<b>\$ 100</b>	<b>\$ 1,640</b>	<b>\$ -</b>	<b>\$ 1,640</b>

**Project: 809103 Central & East HCT Study**

\$1,000s

**Action: Increase 2014 spending to match anticipated schedule. The majority of the work will be occurring in 2014.**

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 357	\$ 236	\$ 593	\$ 715	\$ -	\$ 715
Preliminary Engr / Environmental Documentation	\$ 2,005	\$ 1,255	\$ 3,260	\$ 4,010	\$ -	\$ 4,010
<b>Total</b>	<b>\$ 2,362</b>	<b>\$ 1,491</b>	<b>\$ 3,853</b>	<b>\$ 4,725</b>	<b>\$ -</b>	<b>\$ 4,725</b>

**Project: 809104 Lynnwood to Everett HCT Study**

\$1,000s

**Action: Increase 2014 spending to match anticipated schedule. The majority of the work will be occurring in 2014.**

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 215	\$ 92	\$ 307	\$ 429	\$ -	\$ 429
Preliminary Engr / Environmental Documentation	\$ 1,213	\$ 493	\$ 1,707	\$ 2,427	\$ -	\$ 2,427
<b>Total</b>	<b>\$ 1,428</b>	<b>\$ 585</b>	<b>\$ 2,014</b>	<b>\$ 2,856</b>	<b>\$ -</b>	<b>\$ 2,856</b>

**Project: 809105 South King County HCT Study**

\$1,000s

**Action: Increase 2014 spending to match anticipated schedule. The majority of the work will be occurring in 2014.**

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget	2014 Proposed Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 187	\$ 61	\$ 248	\$ 374	\$ -	\$ 374
Preliminary Engr / Environmental Documentation	\$ 1,233	\$ 761	\$ 1,995	\$ 2,466	\$ -	\$ 2,466
<b>Total</b>	<b>\$ 1,420</b>	<b>\$ 822</b>	<b>\$ 2,243</b>	<b>\$ 2,840</b>	<b>\$ -</b>	<b>\$ 2,840</b>

**Project 4X600 East Link Extension**

\$1000s

**Action: Increase in 2014 spending supports the integration of the Microsoft Agreement (2013 budget Amendment) into the design process.**

Phase	2014 Annual Budget			Lifetime Budget		
	Proposed 2014 Project Budget	Budget Transfer	Revised Project Budget	Proposed 2014 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 10,269	\$ 84	\$ 10,353	\$ 65,459	\$ -	\$ 65,459
Preliminary Engineering	\$ 371		\$ 371	\$ 57,852	\$ -	\$ 57,852
Final Design	\$ 60,650	\$ 912	\$ 61,562	\$ 228,214	\$ -	\$ 228,214
Right of Way	\$ 63,130		\$ 63,130	\$ 365,408	\$ -	\$ 365,408
Construction	\$ 1,700		\$ 1,700	\$ 11,800	\$ -	\$ 11,800
Construction Services	\$ 2,850		\$ 2,850	\$ 11,000	\$ -	\$ 11,000
Third Party Agreements	\$ 1,337		\$ 1,337	\$ 39,887	\$ -	\$ 39,887
Vehicles	\$ -		\$ -	\$ -	\$ -	\$ -
Contingency	\$ -		\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 140,307</b>	<b>\$ 996</b>	<b>\$ 141,303</b>	<b>\$ 779,619</b>	<b>\$ -</b>	<b>\$ 779,619</b>