

Quarterly Financial Performance Report

Q1 2019

Connecting Communities / Ride the Wave



T (206) 398-5000
TTY Relay 711

401 S Jackson Street
Seattle, WA 98104

soundtransit.org
main@soundtransit.org

Contents

- Executive Summary** 3
- Revenues & Other Financing Sources** 5
- Transit Modes** 6
 - Link Light Rail* 8
 - Souder Commuter Rail* 8
 - ST Express Bus* 9
 - Tacoma Link Light Rail* 9
- Projects** 10
 - System Expansion* 10
 - Enhancement* 13
 - State of Good Repair* 14
 - Administrative*..... 15

Executive Summary

2019 Q1 REVENUES & OTHER FINANCING SOURCES

(in thousands)

	Annual 2019 Budget	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Variance	% of YTD Budget
Revenues	\$2,421,983	\$506,842	\$496,744	\$10,097	98.0%

- Q1 revenues of \$496.7M are 2.0 percent below budget driven by a delayed federal grant drawdown of \$19.5M for Lynnwood Link, and a lower than budgeted drawdown for Tacoma Link of \$8.1M.
- Q1 tax revenues of \$429.3M are 0.6% above budget.

2019 Q1 TRANSIT MODES BUDGETS

(in thousands)

	Annual 2019 Budget	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Variance	% of YTD Budget
Transit Modes	\$354,362	\$88,637	\$81,518	\$7,119	92.0%

- Three of the four modes finished under budget through Q1 2019. Underspend driven by Link light rail primarily due to less than planned security costs as well as a rail grinding project that has been delayed until later this year.

2019 Q1 PROJECT BUDGETS (excludes overhead charges to projects and G&A)

(in thousands)

	Annual 2019 Budget	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Variance	% of YTD Budget
Project Budgets	\$2,353,326	\$410,722	\$308,452	\$102,270	75.1%

- System expansion projects completed Q1 2019 25% below plan primarily due to lower than planned right-of-way acquisitions and February's bad weather impact on Link projects. Deferred contract awards, lower than planned preliminary engineering work, permit delays, and deferred milestone payments also contribute to the underspend.
- Since the adoption of the 2019 budget, the 2019 budget has increased by \$7.3M due to increasing the I-405 Bus Rapid Transit project by \$7.3M to acquire real property for the NE 44th Street Park and Ride site.

2019 Q1 STATEMENT OF NET POSITION

(in millions)

	Mar. 31, 2019	Dec. 31, 2018	Mar. 31, 2018	% Change	
				Mar. vs. Dec.	Mar. vs. Mar.
Current assets, excluding restricted assets	\$2,201	\$2,179	\$1,817	1.0%	21.1%
Restricted assets	113	97	193	16.0%	(41.5%)
Capital assets	10,714	10,436	9,422	2.7%	13.7%
Other non-current assets	501	398	393	25.9%	27.4%
Total Assets	\$13,529	\$13,110	\$11,825	3.2%	14.4%
Deferred Outflows of Resources	\$33	\$34	\$36	(2.5%)	(9.5%)
Current liabilities, excluding interest payable from restricted assets	\$454	\$353	\$401	28.8%	13.3%
Interest payable from restricted assets	39	25	37	55.5%	4.4%
Long-term debt	2,359	2,398	2,414	(1.6%)	(2.3%)
Other long-term liabilities	71	70	69	0.7%	2.0%
Total Liabilities	\$2,923	\$2,846	\$2,921	2.7%	0.1%
Net Position					
Net investment in capital assets	\$8,167	\$7,831	\$7,018	4.3%	16.4%
Restricted net position	73	71	69	2.0%	5.9%
Unrestricted net position	2,399	2,396	1,853	0.1%	29.5%
Total Net Position	\$10,639	\$10,298	\$8,940	3.3%	19.0%

- Increase in capital assets as significant expansion projects, primarily related to Link light rail, continue to progress.

Revenues & Other Financing Sources

- Tax revenues formed 86% of total Q1 revenues.
- Sales taxes are the largest revenue source, comprising 63% of total Q1 revenues.
- Passenger fare revenue includes fare revenue for Link, Sounder, and ST Express.
- Miscellaneous revenues include advertising revenues, rental income from ST properties, reimbursements for ORCA regional program billing, and operating & maintenance expenses for Sounder and ST Express.

Q1 revenues of \$496.7M are \$10.1M or 2.0% below budget, driven by a delayed federal grant drawdown of \$19.5M for Lynnwood Link, and a lower than budgeted drawdown for Tacoma Link of \$8.1M.

Tax revenues are \$2.6M or 0.6% above budget, with higher sales taxes offsetting lower than budgeted motor vehicle excise tax. Passenger fare revenues are \$994K or \$4.1% below budget driven by lower than budgeted ridership across the modes.

Local & state contributions exceeded budget by \$4.6M driven by contributions from the City of Tacoma for Tacoma Link Extension and University of Washington for U District TOD, which were not budgeted for. Investment income is \$10.2M above budget driven by a higher rate of return on cash/investment holdings as well as higher cash balances.

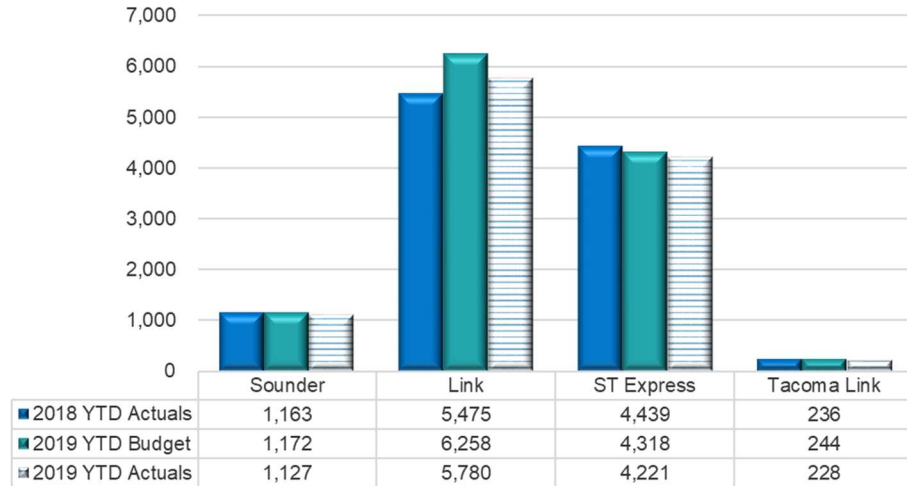
2019 Q1 REVENUES & OTHER FINANCING SOURCES (in thousands)

	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Variance	% of YTD Budget
Retail Sales and Use Tax	\$308,586	\$312,924	\$4,338	101.4%
Motor Vehicle Excise Tax	80,216	78,462	(1,755)	97.8%
Rental Car Tax	659	656	(2)	99.7%
Property Tax	37,267	37,267	0	100.0%
Passenger Fare Revenue	24,016	23,022	(994)	95.9%
Federal Grants	45,654	19,220	(26,434)	42.1%
Local & State Contributions	0	4,622	4,622	0.0%
Investment Income	8,421	18,594	10,173	220.8%
Miscellaneous Revenues	2,022	1,976	(46)	97.7%
Bond & TIFIA Loan Proceeds	0	0	0	NA
Revenues & Other Financing Sources	\$506,842	\$496,744	(\$10,097)	98.0%

Transit Modes

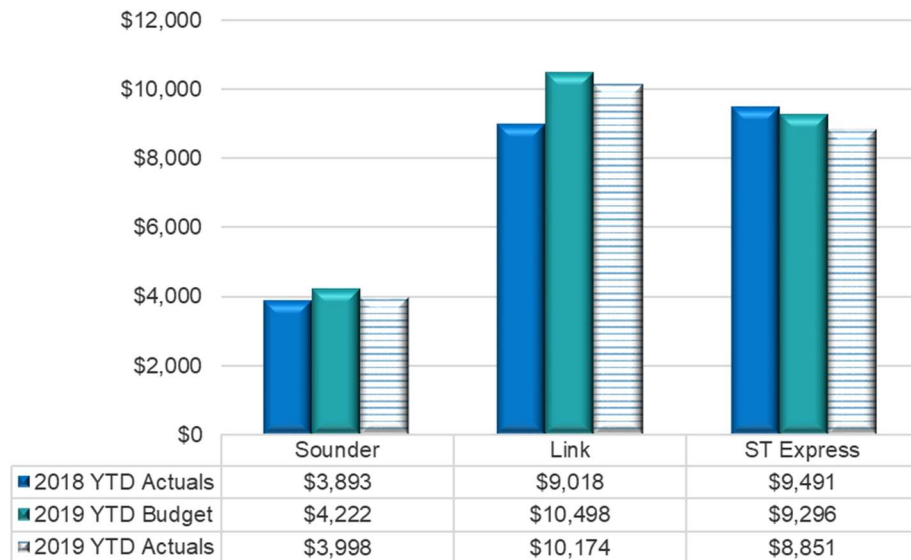
2019 Q1 BOARDINGS
(in thousands)

- Total boardings are up by 72K or 1% from 2018. Ridership is under budget by 617K or 5%, mainly due to inclement weather in Q1.
- ST Express boardings have decreased due to closure of the Rainier Freeway Station in September 2018 due to East Link construction.



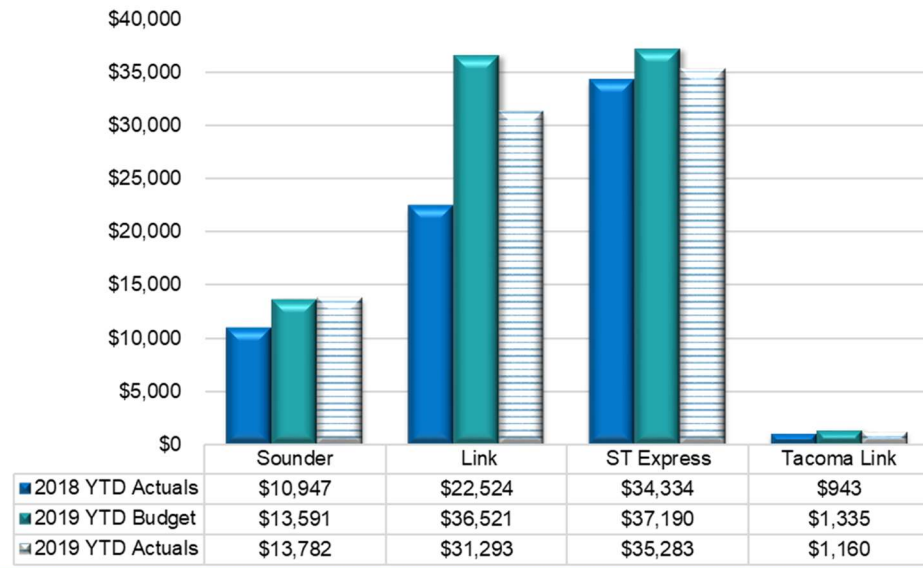
2019 Q1 FARE REVENUE BY MODE
(in thousands)

- Fares are less than budget primarily due to lower than budgeted ridership.



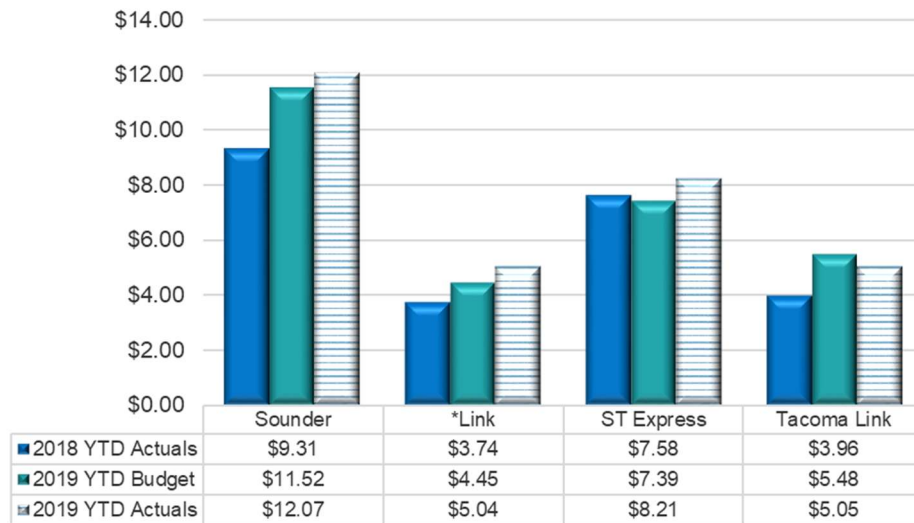
2019 Q1 TRANSIT MODE BUDGET PERFORMANCE
(in thousands)

- Three of four modes were under budget through Q1.
- Link underspending mainly due to lower security costs and rail grinding delayed to later in the year.
- ST Express underspending due to favorable purchase transportation rates through Q1.



2019 Q1 COST PER BOARDING BY MODE

- The higher cost per boarding reflects lower than budgeted ridership.



All cost per boarding exclude Leases & Rental expenses.
*Link cost per boarding excludes paratransit expenses.

2019 Q1 Link Light Rail

(in thousands)

- Fare revenue below budget due to lower ridership.

- Services below budget driven by low spending in security services and a delay in the rail grinding activity.

- Materials below budget due to lower LRV spare parts consumption.

- Expense Transfers under budget due to lower agency overhead driven by high vacancies.

	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Variance	% of YTD Budget
Revenues				
Passenger Fares	\$10,498	\$10,174	(\$324)	96.9%
Other Operating Revenue	300	354	54	118.0%
Total	\$10,797	\$10,528	(\$270)	97.5%
Expenses				
Salaries and Benefits	\$1,158	\$1,158	\$0	100.0%
Services	11,842	8,104	3,738	68.4%
Materials and Supplies	1,161	356	806	30.6%
Insurance	1,079	534	545	49.5%
Purchased Transportation Svcs	12,742	14,263	(1,521)	111.9%
Miscellaneous Expenses	29	6	23	20.4%
Expense Transfers	4,813	3,522	1,291	73.2%
Other Expenses	1,498	1,211	287	80.8%
Total Expenses	\$34,323	\$29,154	\$5,169	84.9%
Paratransit	547	617	(70)	112.8%
Leases & Rentals	\$1,651	\$1,523	\$128	92.2%
Total	\$36,521	\$31,293	\$5,228	85.7%

2019 Q1 Sounder

(in thousands)

- Expenses above budget mainly due to Amtrak maintenance costs running higher than budgeted.

- Expense Transfers under budget due to lower agency overhead driven by high vacancies.

	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Variance	% of YTD Budget
Revenues				
Passenger Fares	\$4,222	\$3,998	(\$224)	94.7%
Other Operating Revenue	113	176	63	155.4%
Total	\$4,335	\$4,173	(\$162)	96.3%
Expenses				
Salaries and Benefits	\$490	\$606	(\$116)	123.6%
Services	5,349	5,784	2,181	108.1%
Materials and Supplies	1,571	1,555	16	99.0%
Insurance	569	571	(1)	100.2%
Purchased Transportation Svcs	3,257	3,255	3	99.9%
Miscellaneous Expenses	21	11	10	53.5%
Expense Transfers	1,602	1,336	266	83.4%
Other Expenses	597	481	117	80.5%
Total Expenses	\$13,457	\$13,598	(\$141)	101.0%
Leases & Rentals	\$134	\$185	(\$51)	137.8%
Total	\$13,591	\$13,782	(\$191)	101.4%

- Fare revenue below budget mainly due to snow days in early 2019.

- Lease over budget due to the timing of DSTT lease payments. Will perform to budget by year-end.

- Purchased Transportation below budget primarily due to lower than budgeted partner rates.

- Expense Transfers under budget due to lower agency overhead driven by high vacancies.

2019 Q1 ST Express Bus

(in thousands)

	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Variance	% of YTD Budget
Revenues				
Passenger Fares	\$9,296	\$8,851	(\$446)	95.2%
Other Operating Revenue	301	267	(34)	88.8%
Total	\$9,597	\$9,118	(\$479)	95.0%
Expenses				
Salaries and Benefits	\$265	\$310	(\$45)	117.1%
Services	1,774	1,665	108	93.9%
Materials and Supplies	13	16	(3)	122.5%
Insurance	38	39	(1)	102.0%
Purchased Transportation Svcs	32,820	30,924	1,897	94.2%
Miscellaneous Expenses	6	2	3	43.5%
Expense Transfers	1,867	1,456	411	78.0%
Other Expenses	287	248	40	86.2%
Total Expenses	\$37,070	\$34,660	\$2,410	93.5%
Leases & Rentals	\$120	\$623	(\$503)	519.6%
Total	\$37,190	\$35,283	\$1,907	94.9%

2019 Q1 Tacoma Link Light Rail

(in thousands)

- No passenger revenue for Tacoma Link as it is a fare free service.

- Services below budget driven by low spending in security services and LRV maintenance.

- Expense Transfers under budget due to lower agency overhead driven by high vacancies.

	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Variance	% of YTD Budget
Revenue				
Passenger Fares	0	0	0	0%
Other Operating Revenue	\$3	\$4	(\$2)	0.0%
Total	\$3	\$4	\$1	0.0%
Expenses				
Salaries and Benefits	\$654	\$643	\$10	98.5%
Services	292	200	93	68.2%
Materials and Supplies	55	49	6	88.7%
Insurance	46	46	(0)	100.1%
Purchased Transportation Svcs	1	0	1	0.0%
Miscellaneous Expenses	14	5	8	39.6%
Expense Transfers	239	189	50	79.1%
Other Expenses	27	22	5	81.2%
Total Expenses	\$1,328	\$1,154	\$174	86.9%
Leases & Rentals	\$7	\$6	\$2	76.4%
Total	\$1,335	\$1,160	\$175	86.9%

Projects

- System expansion projects are 97% of the total budget in the capital program for 2019. Link expansion projects are 89% of the total budget in the capital program for 2019.

- Link projects are under budget primarily due to right of way acquisitions slower than planned and poor weather effecting project activities.

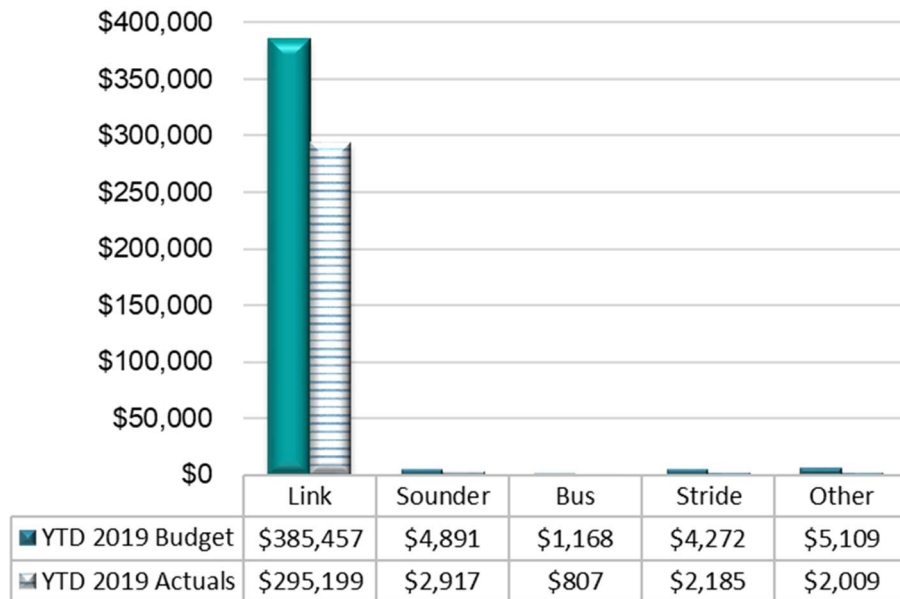
- Stride under budget also due to the delayed award of preliminary engineering contracts for the Bus Rapid Transit projects.

- Other budgets under-performing as ORCA Ng assumed a hardware purchase now deferred to Q4.

2019 Q1 PROJECT BUDGETS (excludes overhead charges to projects and G&A)
(in thousands)

	2019 Budget	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Remaining	% of YTD Budget
System Expansion					
Link	\$2,078,708	\$385,457	\$295,199	\$90,258	76.6%
Sounder	47,243	\$4,891	\$2,917	1,974	59.6%
Bus	9,319	\$1,168	\$807	361	69.1%
Stride	118,650	\$4,272	\$2,185	2,087	51.1%
Other	26,383	\$5,109	\$2,009	3,101	39.3%
System Expansion Total	\$2,280,303	\$400,897	\$303,116	\$97,781	75.6%
Enhancement	\$39,360	\$4,961	\$3,572	\$1,389	72.0%
State of Good Repair	25,771	3,666	803	2,864	21.9%
Administrative	7,892	1,197	961	236	80.3%
Total	\$2,353,326	\$410,722	\$308,452	\$102,270	75.1%

2019 Q1 SYSTEM EXPANSION
(in thousands)



System Expansion Projects (in thousands)

	2019 Budget	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Remaining	% of YTD Budget
LINK					
400007 - FIRST HILL STREETCAR	\$8	\$3	\$0	\$3	3.4%
400008 - HILLTOP TACOMA LINK EXTENSION	61,344	17,369	11,774	5,595	67.8%
400009 - LINK O&M FACILITY EAST	108,417	20,363	20,384	(21)	100.1%
400032 - LRV FLEET EXPANSION	86,068	9,825	1,575	8,251	16.0%
400034 - ENHANCEMENTS TO TLE	910	339	27	312	8.0%
400053 - TACOMA DOME LINK EXTENSION	13,280	2,589	2,117	472	81.8%
400066 - WEST SEATTLE-BALLARD LINK	31,300	6,429	4,910	1,519	76.4%
400115 - NE 130TH STREET INFILL STATION	5,905	610	185	425	30.3%
400117 - DSTT SINGLE TRACKING	2,500	0	0	0	0%
4X100 - NORTHGATE LINK EXTENSION	244,800	67,625	60,534	7,091	89.5%
4X115 - LYNNWOOD LINK EXTENSION	443,593	65,643	39,713	25,930	60.5%
4X200 - UNIVERSITY LINK EXTENSION	2,921	730	1,341	(611)	183.6%
4X420 - S 200th LINK EXTENSION	221	82	115	(33)	140.6%
4X445 - FEDERAL WAY LINK EXTENSION	175,087	11,747	13,344	(1,597)	113.6%
4X600 - EAST LINK	743,944	175,149	135,769	39,381	77.5%
4X630 - DOWNTOWN REDMOND LINK EXT	158,410	6,955	3,411	3,544	49.0%
Total	\$2,078,708	\$385,457	\$295,199	\$90,258	76.6%
BUS					
500005 - ST EXPRESS BUS BASE	\$587	\$51	\$9	\$41	18.6%
500030 - BOTHELL TRANSIT-RELATE IMPRVT	0	0	0	0	0%
500086 - BUS ON SHOULDER PROJECT	1,187	29	58	(29)	198.9%
500110 - RAPIDRIDE C and D	750	162	122	40	75.5%
500117 - NORTH SAMMAMISH PARK & RIDE	455	64	26	38	41.1%
5X387 - REX I-90 2 WAY TRANS& HOV III	6,340	862	591	272	68.5%
Total	\$9,319	\$1,168	\$807	\$361	69.1%
SOUNDER					
300004 - SOUNDER MAINTENANCE BASE	\$7,087	\$338	\$281	\$57	83.2%
300017 - PUYALLUP STATION IMPROVEMENTS	9,188	1,388	502	886	36.2%
300018 - SUMNER STATION IMPROVEMENTS	5,422	201	299	(98)	148.8%
300021 - TACOMA TRESTLE TRACK & SIGNAL	1,080	528	490	38	92.8%
300026 - SOUNDER YARD EXPANSION	100	30	5	25	16.4%
300027 - PT DEFIANCE BYPASS	100	10	1	9	5.5%
300035 - KENT STATION ACCESS IMPRVMNTS	3,911	808	354	454	43.8%
300040 - AUBURN STATION ACCESS IMPRVMNT	5,147	804	341	463	42.5%
300056 - SOUNDER SOUTH CAPACITY EXPN	2,228	545	443	103	81.2%
300087 - EDMONDS & MUKILTEO STN P&A IMP	848	121	131	(10)	108.0%
3X135 - D ST - M ST TRACK & SIGNAL	50	5	0	5	7.2%
3X206 - MUKILTEO STATION-S PLATFORM	975	21	34	(13)	162.3%
3X236 - TUKWILA STATION	1,280	3	10	(6)	281.2%
3X510 - SOUNDER SOUTH EXPANDED SERVICE	2,314	88	15	74	16.9%
7X755 - SOUNDER FLEET EXPANSION	7,513	0	11	(11)	0%
Total	\$47,243	\$4,891	\$2,917	\$1,974	59.6%
Stride					
500050 - I-405 BRT	\$101,775	3,256	1,545	1,711	47.4%
500051 - SR 522-NE 145th ST BRT	16,875	1,016	640	376	63.0%
Total	\$118,650	\$4,272	\$2,185	\$2,087	51.1%
Other					
3X212 - FARE COLLECTION	\$776	\$21	\$31	(\$9)	144.5%
5X410 - RESEARCH & TECHNOLOGY	\$1,226	\$160	(\$38)	\$198	-23.7%
600016 - FARE ADMINISTRATION	\$500	\$125	\$107	\$18	85.3%
600038 - ORCA NEXT GENERATION	\$3,793	\$1,879	\$271	\$1,608	14.4%
600039 - RESEARCH & BUSINESS DEV PROG	\$205	\$15	\$0	\$15	2.2%
600073 - TRANSIT SYSTEM ACCESS PROGRAM	\$7,000	\$500	\$421	\$79	84.1%
600076 - INNOVATION & TECHNOLOGY PROG	\$2,330	\$716	\$419	\$297	58.5%
600668 - STart OPERATIONS & MAINTENANCE	\$227	\$25	\$25	\$1	97.6%
601000 - EFFICIENCY & SUSTAINABILITY	\$1,502	\$0	\$0	(\$0)	0%
6X668 - ST ART	\$3,849	\$424	\$711	(\$287)	167.8%
804300 - TOD PLANNING PROGRAM	\$425	\$106	\$24	\$83	22.2%
809100 - ST3 PLANNING	4,550	1,138	39	1,099	3.4%
Total	\$26,383	\$5,109	\$2,009	\$3,101	39.3%
System Expansion Total	\$2,280,303	\$400,897	\$303,116	\$97,781	75.6%

Northgate Link Extension – Project spending was at 90% of the 2019 budget. Third party actuals are low due to the City being months behind on billing. Also the groundwater discharge costs has been much lower than anticipated.

Lynnwood Link Extension – Project spending was at 61% of the 2019 budget due to slower than anticipated ROW acquisition activities. However, critical properties have been obtained to maintain construction schedule.

Federal Way Link Extension – Project spending was 114% of the 2019 YTD Mar budget. Largely due to right of way acquisitions materializing from work done in 2018.

Hilltop Tacoma Link Extension – Project spending was 68% of the 2019 YTD budget. Underspend largely due to delay of procurement activities against plan and receipt of LRV cost offset payment from the City of Portland for non-recurring engineering costs. Expect to see corresponding vehicle costs by middle of year.

East Link Extension – Project spending was at 78% of the 2019 budget. Construction activity slowed down due to weather, but no delay to the construction schedule expected as incidental weather was factored into the 2019 plan.

Downtown Redmond Link Extension – Project spending was at 49% of the 2019 budget. ROW acquisitions occurring slower than planned, yet it is not on critical path as property is not needed until 2020.

REX I-90 2 Way Transit & HOV III – Project spending was 69% of plan because predicting a cash flow of resolved claims is difficult. WSDOT is leading the effort to negotiate the resolution of claims for indirect costs between WSDOT and their contractors.

I-405 Bus Rapid Transit (BRT) – Project spending was at 47% of the 2019 budget mainly due to the lower-than-anticipated staff level of effort.

SR 522 BRT – Project spending was at 63% of the 2019 budget as the conceptual engineering of alternative analysis were deferred until May

Puyallup Station Access Improvements – Project spending was 36% of the 2019 YTD Mar budget. Anticipated relocation costs for Eagles property still under negotiation presenting a timing delay to spending plan. Completion anticipated by Q2.

Kent and Auburn Station Access Improvements – Project spending was 44% and 42% respectively of the 2019 YTD Mar budget. Underspending due to delays in completion of environmental documentation, choosing a project delivery method, and discussions with the individual cities and King County Metro on designs taking longer than planned. Addition to scope and change orders have also delayed work from being completed.

ORCA Next Generation – Project costs achieved 14% of plan in 2019. Planned hardware procurement now deferred until Q4.

NE 130th Street Infill Station – Project spending was at 30% of the 2019 budget. Project is not ramping up as originally anticipated and the staff costs were planned aggressively.

Enhancement Projects (in thousands)

	2019 Budget	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Remaining	% of YTD Budget
300011 - POSITIVE TRAIN CONTROL	\$278	\$66	\$71	(\$5)	107.8%
400044 - LINK OP SYST ENHANCEMENT UPGRD	1,385	0	10	(10)	0%
400122 - ESCALATOR MODERNIZATION PROG	4,963	507	557	(50)	109.9%
4X340 - NOISE ABATEMENT	442	69	4	65	5.8%
600080 - BIKE PARKING PROGRAM	1,400	0	0	0	0%
600084 - DIGITAL PASSENGER INFO SYSTEM	6,036	459	104	355	22.6%
600085 - SODO MLK HAZARD MITIGATION	3,030	127	9	118	6.9%
700665 - VIDEO MNGMNT SYSTEM UPGRADE	549	20	0	20	0.0%
700666 - LAKEWOOD MOW RENOVATION	75	0	0	0	0%
700676 - TACOMA LINK RADIO UPGRADE	739	2	5	(3)	216.7%
700684 - LRV WIRELESS COMM UPGRADE	158	158	158	0	100.0%
700685 - EVERETT STATION SECURITY IMPRV	289	0	0	0	0%
700686 - SECURITY RADIO SYSTEM	742	6	0	6	0.0%
700687 - SOC VIDEO MONITORING IMPRVMNT	234	206	185	21	89.9%
700688 - LED LIGHTING PROGRAM	387	0	0	0	0%
700690 - CT ONBOARD COMM UPGRADE	1,046	697	623	74	89.3%
700691 - OMF LCC UPGRADES	400	5	10	(6)	222.2%
700692 - OMF EXPANDED PARKING	38	5	3	2	57.9%
700693 - OMF RENOVATIONS	4,291	66	74	(8)	112.2%
700696 - KING ST STATION PLATFORM IMPRV	0	0	1	(1)	0%
700697 - LRV BETWEEN CAR BARRIERS	108	5	0	5	0.5%
700706 - OMF ENERGY EFFICIENCY	34	34	0	34	0.0%
700713 - LRV WASH BAY MODIFICATIONS	268	25	8	17	32.3%
700723 - DT SEATTLE & REG MOBILITY IMP	5,863	1,673	1,377	296	82.3%
700724 - PUYALLUP STN LED LIGHTING	5	5	0	5	0.0%
700725 - SUMNER STN LED LIGHTING	4	4	0	4	0.0%
700726 - KENT STN PLATFORM LIGHTING	5	5	0	5	0.0%
700727 - KENT STN PARKING LOT PAVING	0	0	0	0	0%
700730 - OMF LRV LIFT	2,374	200	186	13	93.3%
700736 - UNION STN GARDEN LEVEL REMODEL	0	0	6	(6)	0%
700781 - NON-REVENUE SUPPORT VEHICLES	1,620	0	(34)	34	0%
700793 - SIGNAGE IMPROVEMENTS	162	8	3	4	46.6%
804100 - TOD PROPERTY DISPOSITION	2,432	608	211	397	34.7%
Enhancement Total	\$39,360	\$4,961	\$3,572	\$1,389	72.0%

Overall, Enhancement projects achieved 72% of YTD spending plan. The PIMS and TOD projects are behind budget schedule and are expected to underspend for the year.

Downtown Seattle and Regional Mobility Improvements – Engineering, design, and cost estimate activities will begin in Q2, pending concurrence on project scope by the DSTT steering committee.

Digital Passenger Information System – Contractor operating on a limited notice to proceed as final contract elements are negotiated.

State of Good Repair (in thousands)

	2019 Budget	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Remaining	% of YTD Budget
400046 - CONVENTION PL SYSTEM RETROFIT	\$350	\$45	\$14	\$31	31.6%
400116 - DSTT CAPITAL IMPROVEMENTS	8,500	850	6	844	0.7%
600033 - LINK CCTV SYSTEM UPGRADE	1,980	450	86	364	19.1%
700677 - LINK LRV OVERHAUL	2,479	559	460	99	82.4%
700682 - TACOMA LINK HVAC-BLDG UPGRADE	400	0	0	0	0%
700695 - ACCESS CONTROL CARD UPGRADE	1,370	570	(4)	574	-0.6%
700704 - LINK RADIO UPGRADE	986	0	0	0	0%
700705 - LINK BRIDGE REPAIRS	60	0	0	0	0%
700716 - OTHELLO TPSS PARKING LOT	2	2	0	2	0.0%
700718 - TACOMA LINK LRV OVERHAUL	386	96	0	96	0.0%
700728 - LINK STN BRAIDED TILE RPLCMNT	399	0	0	(0)	0%
700769 - LRV OVERHAUL	1,500	0	0	(0)	0%
700770 - SOUNDER VEHICLE OVERHAUL PROG	2,570	365	81	283	22.3%
700771 - STATION MIDLIFE MAINTENANCE	1,120	93	36	57	38.4%
7X740 - SMALL WORKS PROGRAM	1,671	482	76	406	15.8%
870100 - IT TECH INFRASTRUCTURE	1,864	121	46	75	38.3%
870101 - IT TRANSIT SYSTEMS	135	34	0	34	0.0%
State of Good Repair Total	\$25,771	\$3,666	\$803	\$2,864	21.9%

Overall, State of Good Repair achieved 22% of year-to-date spending plan. 5 of 17 projects are budgeted to begin project spend later in 2019. Delivery of first overhauled Tacoma Link LRV delayed to April 2019, causing underspend in Q1.

DSTT Capital Improvement – Engineering, design, and cost estimate activates will begin in Q2, pending concurrence on project scope by the DSTT steering committee.

Link CCTV System Upgrade – There has been a delay in hardware delivery, now scheduled for second quarter.

Access Control Card Upgrade– There has been a delay in hardware delivery, now scheduled for second quarter.

Sounder Vehicle Overhaul – Engine overhead project is behind schedule. 8% of the head end power overhaul project has been completed to date.

Station Midlife Maintenance – There has been a delay in the award of the construction contract to rebuild the Tukwila bus loop. Anticipated project to be complete in Q3.

Administrative Projects (in thousands)

	2019 Budget	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Remaining	% of YTD Budget
600025 - ENVIRONMENTAL MITIGAT'N MONITR	125	65	0	65	0.0%
600121 - AMBASSADOR PROGRAM	0	0	1	(1)	0%
802000 - ADMINISTRATIVE CAPTIAL	3,104	103	512	(409)	495.0%
803800 - INFORMATION TECH PROGRAM	4,548	1,029	442	587	43.0%
804500 - SURPLUS PROPERTY DISPOSITION	115	0	6	(6)	0%
Administrative Total	\$7,892	\$1,197	\$961	\$236	80.3%

Administrative Capital – Many deliverables have commenced in advance of schedule creating a year to date over-spend but the forecast anticipates the annual spend to be within plan.

Information Tech Program – The project has focused its resources on completing 2018 tasks in 2019 and have underspent in Q1. The spending forecast anticipates spending closer to plan by year end.

Contact Information

Sound Transit
401 S Jackson Street
Seattle, WA 98104
Tel (206) 398-5000
TTY Relay 711
soundtransit.org

