Quarterly Financial Performance Report Q4 2019

Connecting Communities / Ride the Wave

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Executive Summary

2019 Q4 REVENUES & OTHER FINANCING SOURCES

(in thousands)

	YTD 2019	YTD 2019	YTD Budget	% of YTD
	Budget	Actuals	Variance	Budget
Revenues	\$2,421,983	\$2,516,455	\$94,472	103.9%

- Total revenues & other financing sources of \$2.5B are 3.9% above budget driven by higher tax revenue \$61.4M, local & state contributions \$44.6M, and investment income \$35.4M, offsetting lower than budgeted federal grants (\$43.0M) and passenger fares (\$5.5M).
- Tax revenues of \$1.9B are 3.3% or \$61.4M above budget.

2019 Q4 TRANSIT MODES BUDGETS (in thousands)

	YTD 2019	YTD 2019	YTD Budget	% of YTD
	Budget	Actuals	Variance	Budget
Transit Modes	\$354,362	\$344,522	\$9,840	97.2%

• Three of the four modes completed 2019 under budget primarily due to lower security costs, lower spending on consulting expenses driven by the light rail vehicle onboard communications integration, lower insurance costs driven by actuarial adjustments, and lower spending on purchased transportation.

2019 Q4 PROJECT BUDGETS (excludes overhead charges to projects and G&A)	
(in thousands)	

х ,	YTD 2019	YTD 2019	YTD Budget	% of YTD
,	Budget	Actuals	Variance	Budget
Project Budgets	\$2,356,343	\$1,937,281	\$419,062	82.2%

- System expansion projects completed 2019 17.8% below budget primarily due to lower than planned right-ofway (ROW) acquisitions and slower than planned construction activities. Deferred contract awards, construction challenges, engineering complexities, lower than planned preliminary engineering work, and permit delays contribute to the underspend.
- Since the adoption of the 2019 budget, the Board has approved annual budget adjustments of \$10.3M for the following:
 - \$8.3M increase for the I-405 Bus Rapid Transit project to acquire real property for the NE 44th Street Park and Ride site and funding for project development of the Brickyard in-line BRT station
 - o \$2.5M increase to establish the Pacific Ave SR7 Bus Corridor Improvements project
 - \$1.0M increase to procure a portable wheel truing machine
 - \$0.2M increase to repave Tukwila International Boulevard Station bus loop
 - \$1.7M decrease for Operations and Maintenance Facility Renovations project to align with the revised project milestones.

2019 Q4 STATEMENT OF NET POSITION (in millions)

				% Cha	nge
	Dec 31, 2019	Sept. 30, 2019	Dec 31, 2018	Dec vs. Sept.	Dec vs. Dec
Current assets, excluding restricted assets	\$1,988	\$2,013	\$2,179	(1.2%)	(8.7%)
Restricted assets	109	121	97	(10.4%)	12.0%
Capital assets	12,231	11,678	10,436	4.7%	17.2%
Other non-current assets	714	710	398	0.5%	79.4%
Total Assets	\$15,042	\$14,522	\$13,110	3.6%	14.7%
Deferred Outflows of Resources	\$33	\$31	\$34	6.1%	(1.8%)
Current liabilities, excluding interest					
payable from restricted assets	\$519	\$518	\$353	0.2%	47.2%
Interest payable from restricted assets	27	40	25	(32.2%)	8.2%
Long-term debt	2,444	2,453	2,398	(0.4%)	1.9%
Other long-term liabilties	71	72	70	(1.7%)	1.0%
Total Liabilities	\$3,061	\$3,083	\$2,846	(0.7%)	7.5%
Net Position					
Net investment in capital assets	\$9,625	\$9,086	\$7,831	5.9%	22.9%
Restricted net position	75	75	71	(0.0%)	5.4%
Unrestricted net position	2,314	2,309	2,396	0.2%	(3.4%)
Total Net Position	\$12,014	\$11,470	\$10,298	4.7%	16.7%

- Increase in capital assets of \$1.8B in 2019 as Link light rail expansion projects continue to progress and additional projects move into the construction phase.
- Additional TIFIA borrowing of \$100M in 2019 helps to reduce cash impact of increased capital spending relative to collected revenues.

Revenues & Other Financing Sources

 Tax revenues accounted for 76% of revenues & other financing sources.

 Sales taxes are the largest revenue source, comprising 56% of revenue & other financing sources.

 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 expense reimbursements for Sounder and ST Express. Year-end revenues & other financing sources of \$2.5B are 3.9% above budget. Tax revenues are \$61.4M or 3.3% above budget, with a strong regional economy driving higher sales tax and MVET revenues.

Passenger fare revenues are \$5.5M below budget driven by lower than budgeted ridership primarily for Link. Anticipated increases in ridership associated with rail only Downtown Seattle Transit Tunnel (DSTT) were much lower than projected. The ridership projection assumed that after the DSTT converted to rail only, a larger number of riders would switch from King County Metro and Sound Transit bus routes to Link. Instead, our data shows a combination of (a) bus riders continuing to use buses on surface streets, and (b) a number of former bus riders no longer using transit. ST Express ridership declines mainly on the I-90 routes. Route 550, one of our most productive routes, has experienced significant ridership declines since moving out of the DSTT.

Federal grants are \$43.0M below budget mainly due to the delay of Federal Way Link Extension (FWLE) Full Funding Grant Agreement to 2020, as well as lower than expected eligible project costs for Lynnwood Link Extension (LLE).

Local & state contributions exceeded budget by \$44.6M, mainly driven by WSDOT landbank contributions of \$33.7M for FWLE and Downtown Redmond Link Extension, as well as \$10.7M in contributions for projects which were not budgeted for, including Tacoma Link Extension, U District TOD, Pt. Defiance Bypass, and Overlake Bridge & Transit Center.

Investment income is \$35.4M above budget due to lower than budgeted capital spending resulting in additional cash to invest.

All TIFIA loan proceeds budgeted at \$100M have been received through Q4: \$25M for Northgate Link Extension, \$50M for East Link Extension, and \$25M for Operations & Maintenance Facility East.

2019 Q4 REVENUES & OTHER FINANCING SOURCES (in thousands)

	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Variance	% of YTD Budget
Retail Sales and Use Tax	\$1,366,029	\$1,415,704	\$49,675	103.6%
Motor Vehicle Excise Tax	335,353	345,757	10,404	103.1%
Rental Car Tax	3,757	3,792	35	100.9%
Property Tax	149,070	150,310	1,241	100.8%
Passenger Fare Revenue	102,564	97,101	(5,464)	94.7%
Federal Grants	318,373	275,362	(43,011)	86.5%
Local & State Contributions	920	45,489	44,569	4944.5%
Investment Income	33,683	69,132	35,449	205.2%
Miscellaneous Revenues	12,234	13,810	1,576	112.9%
Bond & TIFIA Loan Proceeds	100,000	100,000	0	100.0%
Revenues & Other Financing Sources	\$2,421,983	\$2,516,455	\$94,472	103.9%

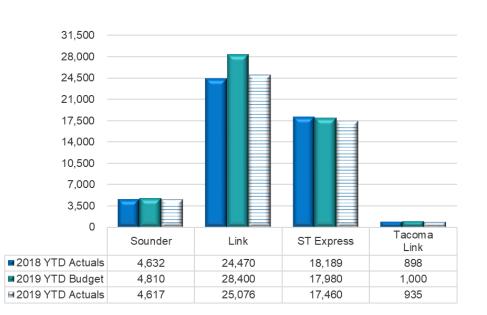
Transit Modes

• Total boardings are down (101K or 0.2%) from 2018. Ridership is under budget by 4.1M or 7.9%.

 Anticipated increases in Link ridership associated with rail only DSTT (Downtown Seattle Transit Tunnel) did not materialize. ST Express boardings decreased due to work on East Link construction, parkand-ride lot closures along the I-90 corridor, routing changes and DSTT closure to buses.



(in thousands)



2019 Q4 FARE REVENUE BY MODE (in thousands)



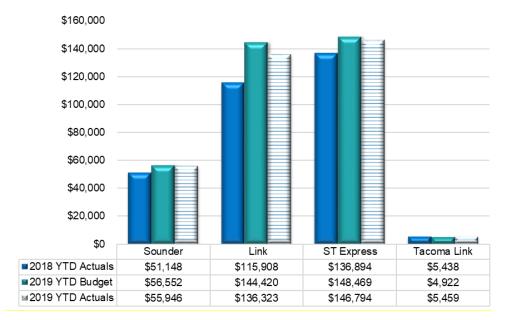
• Fares were less than budget primarily due to lower than budgeted ridership.

2019 Q4 TRANSIT MODE BUDGET PERFORMANCE (in thousands)

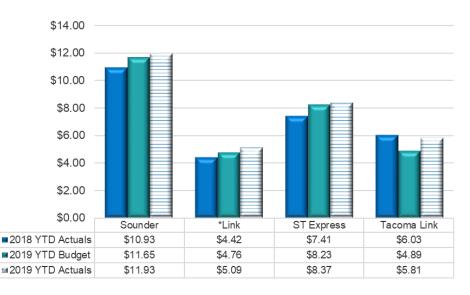
 2019 spending was under budget by \$9.8M or 3% primarily driven by lower Link security costs and consulting work on the light rail vehicle communication systems integration. In addition, lower facility maintenance work and bus overhauls for ST Express.

• 2019 spend was greater than prior year by \$35M or 10% primarily due to higher purchased transportation, additional security services and increased ST staff.

• The higher costs per boarding is driven by lower than budgeted ridership.



2019 Q4 COST PER BOARDING BY MODE (in dollars)



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

• Fare revenue below budget due to lower ridership. Other operating revenue is below budget due to the loss on the sale of affordable housing property (lot SL106).

 Services spending below budget due to lower security services, LRV onboard communication systems consulting, engineering support, and facility maintenance.

 Insurance below budget due to actuarial risk exposure adjustment and prior year damage recoveries.

• Materials and supplies over budget due to higher LRV parts purchases driven by aging LRVs.

• Fare revenue on budget due to increased Business Passport revenue. Other operating revenue over budget driven by WSDOT reimbursement for flagging services.

• Materials and supplies below budget due to lower fuel prices and lower spend on spare parts.

• Services below budget due to low spending on security services and less Amtrak signal work.

 Salaries and Benefits over budget due to lower vacancy rates than budgeted for.

2019 Q4 LINK LIGHT RAIL

(in thousands)

	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Variance	% of YTD Budget
Revenues				-
Passenger Fares	\$47,820	\$43,283	(\$4,537)	90.5%
Other Operating Revenue	1,214	(4,635)	(5,849)	-381.8%
Total	\$49,034	\$38,648	(\$10,386)	78.8%
Expenses				
Salaries and Benefits	\$5,473	\$6,419	(\$946)	117.3%
Services	45,483	38,774	6,709	85.2%
Materials and Supplies	4,563	5,726	(1,163)	125.5%
Insurance	4,295	2,698	1,597	62.8%
Purchased Transportation Svcs	50,697	50,106	592	98.8%
Miscellaneous Expenses	240	207	33	86.2%
Expense Transfers	19,252	19,081	171	99.1%
Other Expenses	5,044	4,992	53	99.0%
Total Expenses	\$135,048	\$128,002	\$7,045	94.8%
Paratransit	2,459	2,187	272	89.0%
Leases & Rentals	\$6,914	\$6,133	\$780	88.7%
Total	\$144,420	\$136,323	\$8,097	94.4%

2019 Q4 SOUNDER COMMUTER RAIL (in thousands)

	YTD 2019	YTD 2019	YTD Budget	%of YTD
	Budget	Actuals	Variance	Budget
Revenues				
Passenger Fares	\$17,342	\$17,358	\$16	100.1%
Other Operating Revenue	415	1,013	599	244.4%
Total	\$17,757	\$18,372	\$615	103.5%
Expenses				
Salaries and Benefits	\$2,308	\$2,796	(\$489)	121.2%
Services	22,989	22,260	729	96.8%
Materials and Supplies	6,331	5,041	1,291	79.6%
Insurance	2,274	2,216	58	97.5%
Purchased Transportation Svcs	13,028	13,348	(320)	102.5%
Miscellaneous Expenses	214	168	46	78.5%
Expense Transfers	6,407	6,735	(328)	105.1%
Other Expenses	2,464	2,500	(36)	101.5%
Total Expenses	\$56,016	\$55,065	\$951	98.3%
Leases & Rentals	\$536	\$881	(\$345)	164.4%
Total	\$56,552	\$55,946	\$606	98.9%

Fare revenue below budget mainly due to closures at bus stops due to construction, route changes, and DSTT closure to buses.

 Services below budget due to facility maintenance work pushed to 2020 and lower spending on security services.

Purchased transportation below budget due to lower than expected bus overhaul expenses for Pierce Transit.

 Expense transfers over budget due to prior year capital maintenance project expense adjustments.

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

 Salaries and benefits over budget due to zero staff vacancies vs. a budgeted vacancy rate of 14%.

2019 Q4 ST EXPRESS BUS	
(in thousands)	

	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Variance	% of YTD Budget
Revenues				
Passenger Fares	\$37,403	\$36,413	(\$989)	97.4%
Other Operating Revenue	1,220	1,443	222	118.2%
Total	\$38,623	\$37,856	(\$767)	98.0%
Expenses				
Salaries and Benefits	\$1,238	\$1,414	(\$176)	114.2%
Services	7,847	6,459	1,388	82.3%
Materials and Supplies	71	196	(126)	277.2%
Insurance	152	21	131	13.9%
Purchased Transportation Svcs	129,997	128,981	1,016	99.2%
Miscellaneous Expenses	145	133	12	91.5%
Expense Transfers	7,468	7,945	(477)	106.4%
Other Expenses	1,071	1,060	11	99.0%
Total Expenses	\$147,989	\$146,210	\$1,779	98.8%
Leases & Rentals	\$480	\$584	(\$105)	121.8%
Total	\$148,469	\$146,794	\$1,674	98.9%

2019 Q4 TACOMA LINK LIGHT RAIL (in thousands)

	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Variance	% of YTD Budget
Revenue				
Passenger Fares	0	0	0	0%
Other Operating Revenue	\$10	\$22	(\$2)	0.0%
Total	\$10	\$22	\$11	0.0%
Expenses				
Salaries and Benefits	\$3,087	\$3,830	(\$744)	124.1%
Services	1,179	1,034	145	87.7%
Materials and Supplies	220	246	(25)	111.5%
Insurance	181	165	16	91.1%
Purchased Transportation Svcs	5	0	5	0.0%
Miscellaneous Expenses	62	31	31	50.4%
Expense Transfers	49	28	21	56.7%
Other Expenses	108	100	8	92.4%
Total Expenses	\$4,892	\$5,435	(\$543)	111.1%
Leases & Rentals	\$30	\$24	\$6	80.2%
Total	\$4,922	\$5,459	(\$537)	110.9%

2019 Q4 PROJECT BUDGETS (excludes overhead charges to projects and G&A) (in thousands)

System expansion project budgets performed at 83.1% of annual budget.

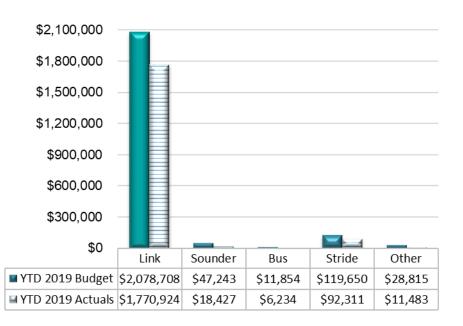
• Link system expansion project budgets performed at 85.2% of annual budget primarily due to right-of way acquisitions slower than planned, early construction activities not started, and engineering complexities that have slowed anticipated construction progress.

Stride system
 expansion project
 budgets performed at
 77.2% of annual budget
 due to lower than
 expected costs for work
 performed by WSDOT.

Other system
 expansion budgets are
 39.8% of annual budget
 as Transit Access
 program awards were
 delayed as grant
 agreements are finalized.
 ORCA Next Generation
 assumed higher
 consultant costs and the
 STart program had
 slower than planned
 contract awards.

	YTD 2019	YTD 2019	YTD Budget	% of YTD
	Budget	Actuals	Remaining	Budget
System Expansion				
Link	\$2,078,708	\$1,770,924	\$307,784	85.2%
Sounder	\$47,243	\$18,427	28,816	39.0%
Bus	\$11,854	\$6,234	5,620	52.6%
Stride	\$119,650	\$92,311	27,339	77.2%
Other	\$28,815	\$11,483	17,333	39.8%
System Expansion Total	\$2,286,270	\$1,899,380	\$386,891	83.1%
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Enhancement	\$35,219	\$17,805	\$17,414	50.6%
State of Good Repair	26,961	13,420	13,541	49.8%
Administrative	7,892	6,675	1,217	84.6%
Total	\$2,356,343	\$1,937,281	\$419,062	82.2%

2019 Q4 SYSTEM EXPANSION PROJECTS (in thousands)



SYSTEM EXPANSION PROJECTS (in thousands)

Budget Actuals LINK State Actuals 400003 FIRST HILL STREETCAR \$8 \$0 400003 LINK O&M FACILITY EAST 108,417 97,825 400003 LINK ADM FACILITY EAST 108,417 97,825 400003 LON FLEET EXPANSION 86,068 81,896 400005 TACOMA COME LINK EXTENSION 0 82 400005 TACOMA DOME LINK EXTENSION 13,200 13,075 400015 NET SEATTLE-BALLARD LINK 31,300 2,114 400115 NET SIGNET HORIZON MOW 0 82 400117 DSTT SINGLE TRACKING 2,500 3,277 4X100 NORTHGATE LINK EXTENSION 44,353 261,200 4X000 LINK EXTENSION 2,921 64111 4X400 NATORAT KETENSION 2,921 4411 4X445 FEDERAL WAY LINK EXTENSION 175,087 249,420 4X450 ASUTHINE KETENSION 175,087 54,709 500005 STEXPRESS BUS BASE \$587	YTD Budget	% of YTI
400007 - FIRST HILL STREETCAR \$8 \$0 400008 - HILLTOP TACOMA LINK EXTENSION 61,344 \$9,925 400003 - EW FLEET EXPANSION 86,068 81,896 400032 - LRV FLEET EXPANSION 86,068 81,896 400032 - EVERTT LINK EXTENSION 0 82 400053 - TACOMA DOME LINK EXTENSION 10,280 13,075 400066 - WEST SEATTLE-BALLARD LINK 31,300 29,114 400115 - NE TOTH STORLE TRACKING 2,500 3,227 400117 - DSTT SINGLE TRACKING 24,800 237,856 4X10 - NORTH GATE LINK EXTENSION 244,800 237,856 4X10 - SOUTH GATE LINK EXTENSION 241,411 44420 - \$ 200th LINK EXTENSION 221 4111 4X420 - \$ 200th LINK EXTENSION 221 4111 44440 622,892 4X600 - EAST LINK 743,944 622,892 48630 200th LINK EXTENSION 251 500005 - ST EXPRESS BUS BASE \$667 \$477 544 622 500010 - ST EXPRESS BUS BASE \$670 \$233 20 500117<-NCRT SAMMAMSH PARK & RIDE 455 204	Remaining	Budge
400009 LINK Q&M FACILITY EAST 108,417 97,825 400032 LRV FLEET EXPANSION 86,068 81,896 400032 EVERETT LINK EXTENSION 0 82 400053 TACOMA DOME LINK EXTENSION 13,280 13,075 400066 WEST SEATTLE-BALLARD LINK 31,300 29,114 400113 NORTH CORRIDOR MOW 0 84 400115 NORTH CORRIDOR MOW 0 84 400117 DSTIT SINGLE TRACKING 2,500 3,227 40000 LINK EXTENSION 244,800 237,856 4X110 NORTHGATE LINK EXTENSION 243,533 281,290 4X20 S 200th LINK EXTENSION 221 4111 4X40 FEDERAL WAY LINK EXTENSION 175,087 249,420 4X600 FAST LINK 743,944 622,892 4X830 DOWNTOWN REDMOND LINK EXT 158,410 84,873 Total \$2,078,708 \$1,770,924 450 500086 BUS ON SHOULDER PROJECT 1,187 244	\$8	0.0%
400032 - LRV FLEET EXPANSION 86,068 81,896 400052 - EVERTT LINK EXTENSION 0 82 400053 - TACOMA DOME LINK EXTENSION 13,075 438 400053 - TACOMA DOME LINK EXTENSION 13,070 82 400054 - EVERTT LINK EXTENSION 13,070 84 400113 - NORTH CORRIDOR MOW 0 84 40117 - DSTT SINGLE TRACKING 2,500 3,227 4X100 - NORTHGATE LINK EXTENSION 244,800 237,856 4X200 - UNIVERSITY LINK EXTENSION 24,821 6,080 4X200 - UNIVERSITY LINK EXTENSION 2,921 6,040 4X45 - FEDERAL WAY LINK EXTENSION 176,072 249,420 4X60 - DOWNTOWN REDMOND LINK EXT 158,410 84,873 500005 - ST EXPRESS BUS BASE \$587 \$47 500006 - BAST LINK 750 530 50011 - PACIPICA C and D 750 530	1,419	97.7%
400034 ENHANCEMENTS TO TLE 910 438 400052 EVERETT LINK EXTENSION 0 82 400053 TACOMA DOME LINK EXTENSION 13,280 13,075 400065 WEST SEATTLE-BALLARD LINK 31,300 29,114 400113 NORTH CORRIDOR MOW 0 84 400115 NEITOR CORRIDOR MOW 0 84 400115 NEITOR CORRIDOR MOW 0 84 40101-NORTH CORRIDOR MOW 244,800 237,856 4X100-NORTHGATE LINK EXTENSION 244,800 237,856 4X115 LYNNWOOD LINK EXTENSION 221 411 4X400 S200th LINK EXTENSION 221 441 4X400 S200th LINK EXTENSION 125,067 249,420 4X400 S200th SIMOULDER VETENSION 221 411 4X400 S200th LINK EXTENSION 128 49,420 50005 S1 XPRESS BUS BASE \$587 \$47 500066 BUS ON SHOULDER PROJECT 1,187 294 500111<	10,592	90.2%
400052 - EVERETT LINK EXTENSION 0 82 400053 - TACOMA DOME LINK EXTENSION 13,280 13,075 400066 - WEST SEATTLE-BALLARD LINK 31,300 29,114 400115 - NE TJOTH STREET INFILL STATION 5,905 2,437 400117 - DSTT SINGLE TRACKING 2,500 3,227 4X10 - LYNWOOD LINK EXTENSION 244,800 237,866 4X115 - LYNWOOD LINK EXTENSION 244,800 237,866 4X20 - S 200th LINK EXTENSION 2,921 6,080 4X420 - S 200th LINK EXTENSION 221 411 4X445 - FEDERAL WAY LINK EXTENSION 175,067 249,420 4X600 - EAST LINK 743,944 622,892 4203 4X600 - EAST LINK 743,944 622,892 4455 500005 - ST EXPRESS BUS BASE \$587 \$47 500005 - ST EXPRESS BUS BASE \$587 \$20 500111 - RADIRDE C and D 750 \$30	4,172	95.2%
400053 - TACOMA DOME LINK EXTENSION 13,280 13,075 400066 - WEST SEATTLE-BALLARD LINK 31,300 29,114 400113 - NORTH CORRIDOR MOW 0 84 40011 - NE 130TH STREET INFILL STATION 5,905 2,437 40011 - DSTT SINGLE TRACKING 2,500 3,227 4001 - NE 130TH STREET INFILL STATION 244,800 237,856 4X10 - NORTHGATE LINK EXTENSION 243,503 281,290 4X20 - UNIVERSTY LINK EXTENSION 2,921 6,080 4X40 - S 200th LINK EXTENSION 175,067 249,420 4X40 - SEXT LINK EXTENSION 175,067 249,420 4X60 - EAST LINK 743,944 622,892 500066 - BUS ON SHOULDER PROJECT 1,187 294 50011 - NAPIDRIDE C and D 750 530 50111 - PACIFIC AVE SR 7 BUS CORRIDOR 2,535 20 50111 - NORTH SAMAMISH PARK & RIDE 455 204 5X390	472	48.1%
400066 WEST SEATTLE-BALLARD LINK 31,300 29,114 400113 NORTH CORRIDOR MOW 0 84 400115 NE 130TH STREET INFILL STATION 5,905 2,437 400117 DSTT SINGLE TRACKING 2,500 3,227 40101 NORTHGATE LINK EXTENSION 244,800 237,856 4X100 NORTHGATE LINK EXTENSION 2,921 6,080 4X20-S S200th LINK EXTENSION 2,221 4,111 4X420-S S200th LINK EXTENSION 2,221 4,111 4X420-S S200th LINK EXTENSION 2,231 4,111 4X420-S S200th LINK EXTENSION 175,087 249,420 4X600 EAST LINK 743,944 622,892 4X630-DOWNTOWN REDMOND LINK EXT 158,410 84,873 500105 - ST EXPRESS BUS BASE \$587 \$47 500106 SUDNOER 2,535 204 50117 - NORTH SAMMANIMSH PARK & RIDE 455 204 5030021 - TACORM TRESTATION IMPROVEMENTS 5,422 2,357 3000027 - PUYALLUP STATION IMP	(82)	0%
400113 - NORTH CORRIDOR MOW 0 64 400115 - NE 130TH STREET INFILL STATION 5,905 2,437 400117 - DSTT SINGLE TRACKING 2,500 3,227 4X10 - NORTHGATE LINK EXTENSION 244,800 237,856 4X115 - LYNNWODD LINK EXTENSION 244,800 237,856 4X200 - UNVERSITY LINK EXTENSION 2,921 6,080 4X420 - S200th LINK EXTENSION 221 411 4X45 - FEDERAL WAY LINK EXTENSION 743,944 622,892 4X650 - EAST LINK 743,944 622,892 4X650 - DOWNTOWN REDMOND LINK EXT 158,410 84,873 500005 - ST EXPRESS BUS BASE \$587 \$47 500006 - SUS ON SHOULDER PROJECT 1,187 294 50111 - PACIFIC AVE SR 7 BUS CORRIDOR 2,535 20 500117 - NORTH SAMMAMISH PARK & RIDE 455 204 503007 - PUYALLUP STATION IMPROVEMENTS 9,188 2,397 300014 - SOUNDER MAINTENANCE BASE \$7,087 \$2,357 300015 - SOUNDER STATION IMPROVEMENTS 9,188 2,397 300017 - PUYALLUP STATION IMPROVEMENTS 9,188	205	98.5%
400115 - NE 130TH STREET INFILL STATION 5,905 2,437 400117 - DSTT SINGLE TRACKING 2,500 3,227 40017 - DSTT SINGLE TRACKING 2,500 3,227 40010 - NORTH GATE LINK EXTENSION 244,800 237,856 4X100 - NORTH GATE LINK EXTENSION 2,921 6,080 4X200 - 200th LINK EXTENSION 2,221 4,111 4X420 - S 200th LINK EXTENSION 2,221 4,111 4X420 - S 200th LINK EXTENSION 175,087 249,420 4X600 - EAST LINK 743,944 622,892 4X830 - DOWNTOWN REDMOND LINK EXT 158,410 84,473 Total \$2,078,708 \$1,770,924 BUS 500005 - ST EXPRESS BUS BASE \$587 \$47 500005 - ST EXPRESS BUS CORRIDOR 2,535 204 \$2837 - REXLEPO 2 WAY TRANS& HOV III 6,340 5,140 Total \$11,854 \$6,234 \$00004 - SOUNDER MAINTENANCE BASE \$7,087 \$2,357 300017 - PUYALLUP STATION IMPROVEMENTS 9,188 2,397 300021 - SOUNDER MAINTENANCE BASE \$7,087 \$2,242	2,186	93.0%
400117 - DSTT SINGLE TRACKING 2,500 3,227 4X100 - NORTHGATE LINK EXTENSION 244,800 237,856 4X115 - LYNWOOD LINK EXTENSION 244,800 237,856 4X115 - LYNWOOD LINK EXTENSION 2,921 6,080 4X420 - EDERAL WAY LINK EXTENSION 2,921 6,080 4X445 - FEDERAL WAY LINK EXTENSION 2,921 6,080 4X445 - FEDERAL WAY LINK EXTENSION 175,087 249,420 4X600 - EAST LINK KTENSION 2,21 4,11 4X45 - FEDERAL WAY LINK EXTENSION 175,087 547 500005 - ST EXPRESS BUS BASE \$587 \$47 500006 - BUS ON SHOULDER PROJECT 1,187 294 50011 - PACIFIC AVE SR 7 BUS CORRIDOR 2,535 20 50011 - PACIFIC AVE SR 7 BUS CORRIDOR 2,535 20 500117 - NORTH SAMMAINSH PARK & RIDE 455 2,44 50004 - SUNDER MAINTENANCE BASE \$7,087 \$2,357 300017 - PUYALLUP STATION IMPROVEMENTS 9,188 2,397 300021 - TACOMA TRESTATION IMPROVEMENTS 9,188 2,397 300021 - TACOMA TRESTATION MPROVEMENTS	(84)	0%
4X100 - NORTHGATE LINK EXTENSION 244,800 237,856 4X115 - LYNNWOOD LINK EXTENSION 443,593 281,290 4X200 - UNIVERSITY LINK EXTENSION 2,221 6,080 4X420 - UNIVERSITY LINK EXTENSION 2,21 4,11 4X40 - FEDERAL WAY LINK EXTENSION 175,087 249,420 4X400 - EAST LINK 743,944 622,892 4X600 - EAST LINK 743,944 622,892 800005 - ST EXPRESS BUS BASE \$587 \$47 500006 - BUS ON SHOULDER PROJECT 1,187 294 50110 - RAPIDRIDE C and D 750 530 50111 - PACIFIC AVE SR 7 BUS CORRIDOR 2,335 204 50387 - REX I-90 2 WAY TRANS& HOV III 6,340 5,140 Total \$11,854 \$6,234 300004 - SOUNDER MAINTENANCE BASE \$7,087 \$2,357 300013 - SUMNER STATION IMPROVEMENTS 9,188 2,397 300019 - LAKEWOOD STATION	3,468	41.3%
4X115 - LYNNWOOD LINK EXTENSION 443,593 281,290 4X20 - S 200h LINK EXTENSION 2,921 6,080 4X20 - S 200h LINK EXTENSION 221 411 4X445 - FEDERAL WAY LINK EXTENSION 175,087 249,420 4X630 - DOWNTOWN REDMOND LINK EXT 158,410 84,873 Total \$2,078,708 \$1,770,924 BUS 500006 - ST EXPRESS BUS BASE \$587 \$47 500006 - SUE ON SHOULDER PROJECT 1,187 294 50011 - PACIFIC AVE SR 7 BUS CORRIDOR 2,535 20 500111 - NORTH SAMMAMISH PARK & RIDE 455 204 6x387 - REX I-90 2 WAY TRANS& HOV III 6,340 5,140 501010F \$11,854 \$6,234 500007 - SUNDER \$7,087 \$2,357 300017 - DUYALLUP STATION IMPROVEMENTS 5,422 2,192 300018 - SUNNER STATION IMPROVEMENTS 5,422 2,192 300027 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300026 - SOUNDER YARD EXPANSION 100 12 300027 - PT DEFIANCE BYPASI 100 12	(727)	129.1%
4X200 - UNIVERSITY LINK EXTENSION 2,921 6,080 XX420 - S 200th LINK EXTENSION 221 411 X445 - FEDERAL WAY LINK EXTENSION 175,087 249,420 X460 - EAST LINK 743,944 622,892 X600 - EAST LINK 743,944 622,892 X600 - ST EXPRESS BUS BASE \$587 \$47 S00066 - BUS ON SHOULDER PROJECT 1,187 294 500111 - RAPIDRIDE C and D 750 530 500111 - PACIFIC AVE SR 7 BUS CORRIDOR 2,535 200 500111 - PACIFIC AVE SR 7 BUS CORRIDOR 2,535 204 50387 - REX I-90 2 WAY TRANS& HOV III 6,340 5,140 Total \$11,854 \$6,234 300004 - SOUNDER MAINTENANCE BASE \$7,087 \$2,357 300017 - PUYALLUP STATION IMPROVEMENTS 9,188 2,397 300019 - LAKEWOOD STATION IMPROVEMENTS 9,188 2,397 300027 - PT DEFIANCE BYPASS 100 12 300026 - SOUNDER YARD EXPANSION 100 33 300027 - PT DEFIANCE BYPASS 100 12 300036 - SOUNDER SOU	6,944	97.2%
4X420 - S 200th LINK EXTENSION 221 411 4X445 - FEDERAL WAY LINK EXTENSION 175,087 249,420 4X600 - EAST LINK 743,944 622,892 4X600 - EAST LINK 743,944 622,892 4X600 - EAST LINK 743,944 622,892 4X600 - EAST LINK 750 \$1,770,924 BUS SUS ON SHOULDER PROJECT 1,187 294 500100 - RAPIDRIDE C and D 750 530 500111 - PACIFIC AVE SR 7 BUS CORRIDOR 2,535 20 500111 - PACIFIC AVE SR 7 BUS CORRIDOR 2,535 204 500117 - NORTH SAMMAMISH PARK & RIDE 455 204 500006 - SOUNDER MAINTENANCE BASE \$7,087 \$2,357 300017 - PUYALLUP STATION IMPROVEMENTS 9,188 2,397 300018 - SUMMER STATION IMPROVEMENTS 5,422 2,192 300017 - DUYALLUP STATION IMPROVEMENTS 9,188 2,397 300018 - SUNDER WARD EXPANSION 100 33 300027 - DEFIANCE BYASS 100 12 300035 - KENT STATION ACCESS IMPRVMNTS 3,911 1,277	162,302 (3,159)	63.4% 208.2%
4X445 - FEDERAL WAY LINK EXTENSION 175,087 249,420 4X600 - EAST LINK 743,944 622,892 4X630 - DOWNTOWN REDMOND LINK EXT 158,410 84,873 Total \$2,078,708 \$1,770,924 BUS \$1,770,924 \$1,770,924 BUS \$1,770,924 \$1,770,924 S00006 - SUS ON SHOULDER PROJECT 1,187 294 500110 - RAPIDRIDE C and D 750 530 500111 - PACIFIC AVE ST AUS CORRIDOR 2,535 204 500117 - NORTH SAMMAMISH PARK & RIDE 455 204 5030014 - SUNDER \$11,854 \$6,234 300041 - SOUNDER \$11,854 \$6,234 300041 - SOUNDER MAINTENANCE BASE \$7,087 \$2,357 300017 - PUYALLUP STATION IMPROVEMENTS 9,188 2,397 300021 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,656 300022 - T DEFIANCE BYPASS 100 12 300026 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300027 - PT DEFIANCE BYPASS 100 12 300040 - AUBURN STATION MCCESS IMPRVMNT	(3, 159) (190)	185.9%
4X600 - EAST LINK 743,944 622,892 4X630 - DOWNTOWN REDMOND LINK EXT 158,410 84,873 Total \$2,078,708 \$1,770,924 BUS \$20005 - ST EXPRESS BUS BASE \$587 \$47 500005 - ST EXPRESS BUS BASE \$587 \$47 500010 - RAPIDRIDE C and D 750 530 500111 - PACIFIC AVE SR 7 BUS CORRIDOR 2,535 20 500117 - NORTH SAMMAMISH PARK & RIDE 4555 204 5X387 - REX 190 2 WAY TRANS& HOV III 6,340 5,140 Total \$11,854 \$6,234 SOUNDER \$118,854 \$2,357 300017 - PUYALLUP STATION IMPROVEMENTS 9,188 2,397 300018 - SUMMER STATION IMPROVEMENTS 5,422 2,192 300019 - LAKEWOOD STATION IMPROVEMENTS 0 12 300021 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300022 - SOUNDER YARD EXPANSION 100 12 300025 - SOUNDER STATION ACCESS IMPRVMNTS 3,911 1,277 300046 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513	(74,332)	142.5%
4x830 - DOWNTOWN REDMOND LINK EXT 158,410 84,873 Total \$2,078,708 \$1,770,924 BUS \$20078,708 \$1,770,924 500005 - ST EXPRESS BUS BASE \$587 \$47 500006 - BUS ON SHOULDER PROJECT 1,187 294 500110 - RAPIDRIDE C and D 750 530 500111 - PACIFIC AVE SR 7 BUS CORRIDOR 2,535 20 50111 - PACIFIC AVE SR 7 BUS CORRIDOR 2,535 204 5X387 - REX I-90 2 WAY TRANS& HOV III 6,340 5,140 5000004 - SOUNDER MAINTENANCE BASE \$7,087 \$2,237 300017 - PUYALLUP STATION IMPROVEMENTS 9,188 2,397 300018 - SUMNER STATION IMPROVEMENTS 9,188 2,397 300017 - TO DEFIANCE BYPASS 100 12 300027 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,665 300026 - SOUNDER YARD EXPANSION 100 33 300027 - TD DEFIANCE BYPASS 100 12 300056 - SUNDER SOUTH CAPACITY EXPN 2,228 1,513 300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513	121,052	83.7%
Total \$2,078,708 \$1,770,924 BUS S00005 - ST EXPRESS BUS BASE \$587 \$47 500006 - BUS ON SHOULDER PROJECT 1,187 294 500110 - RAPIDRIDE C and D 750 530 500111 - PACIFIC AVE SR 7 BUS CORRIDOR 2,535 20 500117 - NORTH SAMMAMISH PARK & RIDE 455 204 500107 - NORTH SAMMAMISH PARK & RIDE 455 204 5000007 - SUNDER MAINTENANCE BASE \$7,087 \$2,357 300004 - SOUNDER MAINTENANCE BASE \$7,087 \$2,357 300018 - LAKEWOOD STATION IMPROVEMENTS 9,188 2,397 300018 - LAKEWOOD STATION IMPROVEMENTS 5,422 2,192 300019 - LAKEWOOD STATION IMPROVEMENTS 0 6 300021 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300022 - TO DEFIANCE BYPASS 100 12 300035 - KENT STATION ACCESS IMPRVMNT 5,1417 1,238 300066 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300076 - EDMONDS & MUKILTEO STN P&A IMP 848 637 3X135 - D ST - M ST TRACK & SIGNAL 50<	73,537	53.6%
BUS \$500005 - ST EXPRESS BUS BASE \$587 \$47 500006 - SUS ON SHOULDER PROJECT 1,187 294 500110 - RAPIDRIDE C and D 750 530 500111 - PACIFIC AVE SR 7 BUS CORRIDOR 2,535 204 500117 - NORTH SAMMAMISH PARK & RIDE 455 204 503017 - NORTH SAMMAMISH PARK & RIDE 455 204 500006 - SOUNDER MAINTENANCE BASE \$7,087 \$2,357 300004 - SOUNDER STATION IMPROVEMENTS 9,188 2,397 300018 - SUMNER STATION IMPROVEMENTS 5,422 2,192 300019 - LAKEWOOD STATION IMPROVEMENTS 5,422 2,192 300019 - LAKEWOOD STATION IMPROVEMENTS 0 6 300021 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300026 - SOUNDER YARD EXPANSION 100 12 300035 - KENT STATION ACCESS IMPRVMNTS 3,911 1,277 300040 - AUBURN STATION ACCESS IMPRVMNT 5,147 1,238 300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300057 - EDMONDS & MUKILTEO STN P&A IMP 848 637 300135 - EN MST TRACK & S	\$307,784	85.2%
500086 - BUS ON SHOULDER PROJECT 1,187 294 500101 - RAPIDRIDE C and D 750 530 500111 - PACIFIC AVE SR 7 BUS CORRIDOR 2,535 20 500117 - NORTH SAMMAMISH PARK & RIDE 455 204 5X387 - REX I-90 2 WAY TRANS& HOV III 6,340 5,140 Total \$11,854 \$6,234 SOUNDER \$11854 \$2,357 300004 - SOUNDER MAINTENANCE BASE \$7,087 \$2,357 300017 - PUYALLUP STATION IMPROVEMENTS 9,188 2,397 300018 - SUMNER STATION IMPROVEMENTS 9,188 2,397 300012 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300022 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300026 - SOUNDER YARD EXPANSION 100 12 300027 - PT DEFIANCE BYPASS 100 12 300026 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300067 - EDMONDS & MUKILTEO STN P&A IMP 848 637 3135 - D ST - M ST TRACK & SIGNAL 50 8 32006 - MUKILTEO STATION-S PLATFORM 975 512	\$307,70 4	05.27
500110 - RAPIDRIDE C and D 750 530 500111 - PACIFIC AVE SR 7 BUS CORRIDOR 2,535 200 500117 - NORTH SAMMAMISH PARK & RIDE 455 204 5003017 - NORTH SAMMAMISH PARK & RIDE \$11,854 \$6,234 Fotal \$11,854 \$6,234 SOUNDER \$11,854 \$6,235 300004 - SOUNDER MAINTENANCE BASE \$7,087 \$2,357 300017 - PUYALLUP STATION IMPROVEMENTS 9,188 2,397 300018 - SUMNER STATION IMPROVEMENTS 5,422 2,192 300019 - LAKEWOOD STATION IMPROVEMENTS 0 6 300021 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300022 - SOUNDER YARD EXPANSION 100 33 300023 - KENT STATION ACCESS IMPRVMINTS 3,911 1,277 300040 - AUBURN STATION ACCESS IMPRVMINT 5,147 1,238 300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300087 - EDMONDS & MUKILTEO STN P&A IMP 848 637 3X135 - D ST - M ST TRACK & SIGNAL 50 8 3X206 - MUKILTEO STATION 1,280 1,844 <td>\$540</td> <td>8.1%</td>	\$540	8.1%
500111 - PACIFIC AVE SR 7 BUS CORRIDOR 2,535 20 500117 - NORTH SAMMAMISH PARK & RIDE 455 204 5X387 - REX I-90 2 WAY TRANS& HOV III 6,340 5,140 5X387 - REX I-90 2 WAY TRANS& HOV III 6,340 5,140 SOUNDER \$11,854 \$6,234 SOUNDER \$11,854 \$2,357 300017 - PUYALLUP STATION IMPROVEMENTS \$1,422 \$2,192 300019 - LAKEWOOD STATION IMPROVEMENTS \$0 6 300021 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300025 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300057 - EDMONDS & MUKILTEO STN P&A IMP 848 637 3X135 - DST - M ST TRACK & SIGNAL \$0 8 3X206 - MUKILEO STATION 1,280 1,484 755 - SOUNDER SOUTH EXPANDED SERVICE 2,314 <td>893</td> <td>24.7%</td>	893	24.7%
500117 - NORTH SAMMAMISH PARK & RIDE 455 204 5X387 - REX I-90 2 WAY TRANS& HOV III 6,340 5,140 Total \$11,854 \$6,234 SOUNDER \$11,854 \$6,235 300004 - SOUNDER MAINTENANCE BASE \$7,087 \$2,357 300017 - PUYALLUP STATION IMPROVEMENTS 9,188 2,397 300018 - SUMNER STATION IMPROVEMENTS 5,422 2,192 300017 - LAKEWOOD STATION IMPROVEMENTS 0 6 300021 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300027 - PT DEFIANCE BYPASS 100 12 300035 - KENT STATION ACCESS IMPRVMNTS 3,911 1,277 300040 - AUBURN STATION ACCESS IMPRVMNT 5,147 1,238 300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300057 - EMONDS & MUKILTEO STN P&A IMP 848 637 3135 D ST - M ST TRACK & SIGNAL 50 8 32026 - MUKILTEO STATION S PLATFORM 975 512 31235 - SOUNDER FLEET EXPANSION 7,513 45 50041 - SOUNDE SOUTH EXPANDED SERVICE 2,314 1,788 <td>220</td> <td>70.6%</td>	220	70.6%
5X387 - REX I-90 2 WAY TRANS& HOV III 6,340 5,140 Total \$11,854 \$6,234 SOUNDER \$11,854 \$6,234 SOUNDER \$11,854 \$6,237 300014 - SOUNDER MAINTENANCE BASE \$7,087 \$2,357 300017 - PUYALLUP STATION IMPROVEMENTS 9,188 2,397 300018 - SUMNER STATION IMPROVEMENTS 5,422 2,192 300021 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300026 - SOUNDER YARD EXPANSION 100 33 300027 - PT DEFIANCE BYPASS 100 12 300035 - KENT STATION ACCESS IMPRVMNTS 3,911 1,277 300040 - AUBURN STATION ACCESS IMPRVMNTS 3,911 1,277 300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300057 - EDMONDS & MUKILTEO STN P&A IMP 848 637 3X135 - D ST - M ST TRACK & SIGNAL 50 8 3X206 - MUKILTEO STATION'S PLATFORM 975 512 3X236 - TUKWILA STATION 1,280 1,846 3X510 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,788 2	2,515	0.8%
Total \$11,854 \$6,234 SOUNDER \$00004 - SOUNDER MAINTENANCE BASE \$7,087 \$2,357 300014 - SOUNDER MAINTENANCE BASE \$7,087 \$2,397 300017 - PUYALLUP STATION IMPROVEMENTS 9,188 2,397 300018 - SUMNER STATION IMPROVEMENTS 0 6 300021 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300022 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300025 - SOUNDER YARD EXPANSION 100 33 300027 - PT DEFIANCE BYPASS 100 12 300035 - KENT STATION ACCESS IMPRVMNTS 3,911 1,277 300040 - AUBURN STATION ACCESS IMPRVMNT 5,147 1,238 300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300067 - EDMONDS & MUKILTEO STN P&A IMP 848 637 3X135 - D ST - M ST TRACK & SIGNAL 50 8 3X206 - MUKILTEO STATION-S PLATFORM 975 512 3X236 - TUKWILA STATION 1,280 1,846 5X510 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,788 7X755 - SOUNDER FLEET EXPANSION 7,5	251	44.8%
SOUNDER SOUNDER MAINTENANCE BASE \$7,087 \$2,357 300004 - SOUNDER MAINTENANCE BASE \$7,087 \$2,357 300017 - PUYALLUP STATION IMPROVEMENTS 9,188 2,397 300018 - SUMNER STATION IMPROVEMENTS 5,422 2,192 300019 - LAKEWOOD STATION IMPROVEMENTS 0 6 300021 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300026 - SOUNDER YARD EXPANSION 100 33 300027 - PT DEFIANCE BYPASS 100 12 300035 - KENT STATION ACCESS IMPRVMNTS 3,911 1,277 300040 - AUBURN STATION ACCESS IMPRVMNTS 3,911 1,277 300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300057 - EDMONDS & MUKILTEO STN P&A IMP 848 637 3X135 - D ST - M ST TRACK & SIGNAL 50 8 3X206 - MUKILTEO STATION 1,280 1,846 3X510 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,788 7X755 - SOUNDER FLEET EXPANSION 7,513 45 500050 - I-405 BRT \$102,775 \$83,146 500051 - SR 522-NE 145th ST BRT <t< td=""><td>1,200</td><td>81.1%</td></t<>	1,200	81.1%
300004 - SOUNDER MAINTENANCE BASE \$7,087 \$2,357 300017 - PUYALLUP STATION IMPROVEMENTS 9,188 2,397 300018 - SUMNER STATION IMPROVEMENTS 5,422 2,192 300019 - LAKEWOOD STATION IMPROVEMENTS 0 6 300021 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300026 - SOUNDER YARD EXPANSION 100 33 300027 - PT DEFIANCE BYPASS 100 12 300035 - KENT STATION ACCESS IMPRVMNTS 3,911 1,277 300040 - AUBURN STATION ACCESS IMPRVMNT 5,147 1,238 300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300087 - EDMONDS & MUKILTEO STN P&A IMP 848 637 3X135 - D ST - M ST TRACK & SIGNAL 50 8 3X206 - MUKILTEO STATION-S PLATFORM 975 512 3X236 - TUKWILA STATION 1,280 1,846 3X510 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,788 7X755 - SOUNDER FLEET EXPANSION 7,513 45 500050 - I-405 BRT \$102,775 \$83,146 5000051 - SR 522-NE 145th ST BRT 16,875	\$5,620	52.6%
300017 - PUYALLUP STATION IMPROVEMENTS 9,188 2,397 300018 - SUMNER STATION IMPROVEMENTS 5,422 2,192 300019 - LAKEWOOD STATION IMPROVEMENTS 0 6 300021 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300025 - SOUNDER YARD EXPANSION 100 33 300027 - PT DEFIANCE BYPASS 100 12 300035 - KENT STATION ACCESS IMPRVMNTS 3,911 1,277 300040 - AUBURN STATION ACCESS IMPRVMNT 5,147 1,238 300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300067 - EDMONDS & MUKILTEO STN P&A IMP 848 637 3X135 - D ST - M ST TRACK & SIGNAL 50 8 3X206 - MUKILTEO STATION-S PLATFORM 975 512 3X236 - TUKWILA STATION 1,280 1,846 3X510 - SOUNDER FLEET EXPANDED SERVICE 2,314 1,788 7X755 - SOUNDER FLEET EXPANSION 7,513 45 500050 - I-405 BRT \$102,775 \$83,146 500051 - SR 522-NE 145th ST BRT 16,875 9,165 500053 - GRCA NEXT GENERATION \$3,793 1	* 4 7 00	00.00
300018 - SUMNER STATION IMPROVEMENTS 5,422 2,192 300019 - LAKEWOOD STATION IMPROVEMENTS 0 6 300021 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300025 - SOUNDER YARD EXPANSION 100 33 300027 - PT DEFIANCE BYPASS 100 12 300035 - KENT STATION ACCESS IMPRVMNTS 3,911 1,277 300040 - AUBURN STATION ACCESS IMPRVMNT 5,147 1,238 300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300067 - EDMONDS & MUKILTEO STN P&A IMP 848 637 3X135 - D ST - M ST TRACK & SIGNAL 50 8 3X206 - MUKILTEO STATION-S PLATFORM 975 512 3X236 - TUKWILA STATION 1,280 1,846 3X510 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,788 7X755 - SOUNDER FLEET EXPANSION 7,513 45 500050 - I-405 BRT \$102,775 \$83,146 500051 - SR 522-NE 145th ST BRT 16,875 9,165 500016 - FARE ADMINISTRATION \$3,793 \$1,773 \$200038 - ORCA NEXT GENERATION \$3,793 \$1,774 </td <td>\$4,730</td> <td>33.39</td>	\$4,730	33.39
300019 - LAKEWOOD STATION IMPROVEMENTS 0 6 300021 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300026 - SOUNDER YARD EXPANSION 100 33 300027 - PT DEFIANCE BYPASS 100 12 300035 - KENT STATION ACCESS IMPRVMNTS 3,911 1,277 300040 - AUBURN STATION ACCESS IMPRVMNT 5,147 1,238 300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300087 - EDMONDS & MUKILTEO STN P&A IMP 848 637 3X135 - D ST - M ST TRACK & SIGNAL 50 8 3X206 - MUKILTEO STATION-S PLATFORM 975 512 3X236 - TUKWILA STATION 1,280 1,846 3X510 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,788 7X755 - SOUNDER FLEET EXPANSION 7,513 45 500050 - I-405 BRT \$102,775 \$83,146 5000051 - SR 522-NE 145th ST BRT 16,875 9,165 5001051 - SR 522-NE 145th ST BRT 16,875 9,165 5000161 - FARE ADMINISTRATION \$5000 \$174 500038 - ORCA NEXT GENERATION \$3,793 \$1,517	6,791	26.19
300021 - TACOMA TRESTLE TRACK & SIGNAL 1,080 2,565 300026 - SOUNDER YARD EXPANSION 100 33 300027 - PT DEFIANCE BYPASS 100 12 300035 - KENT STATION ACCESS IMPRVMNTS 3,911 1,277 300040 - AUBURN STATION ACCESS IMPRVMNT 5,147 1,238 300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300087 - EDMONDS & MUKILTEO STN P&A IMP 848 637 3X135 - D ST - M ST TRACK & SIGNAL 50 8 3X206 - MUKILTEO STATION-S PLATFORM 975 512 3X236 - TUKWILA STATION 1,280 1,846 3X510 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,788 7X755 - SOUNDER FLEET EXPANSION 7,513 45 500050 - I-405 BRT \$102,775 \$83,146 500051 - SR 522-NE 145th ST BRT 16,875 9,165 5014 \$119,650 \$92,311 Other \$776 \$234 5X410 - RESEARCH & TECHNOLOGY \$1,226 \$109 300016 - FARE ADMINISTRATION \$3,793 \$1,517 500038 - ORCA NEXT GEN	3,230	40.49
300026 - SOUNDER YARD EXPANSION 100 33 300027 - PT DEFIANCE BYPASS 100 12 300035 - KENT STATION ACCESS IMPRVMNTS 3,911 1,277 300040 - AUBURN STATION ACCESS IMPRVMNT 5,147 1,238 300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300087 - EDMONDS & MUKILTEO STN P&A IMP 848 637 3X135 - D ST - M ST TRACK & SIGNAL 50 8 3X206 - MUKILTEO STATION-S PLATFORM 975 512 3X236 - TUKWILA STATION 1,280 1,846 3X510 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,788 7X755 - SOUNDER FLEET EXPANSION 7,513 45 500050 - I-405 BRT \$102,775 \$83,146 5000051 - SR 522-NE 145th ST BRT 16,875 9,165 500151 - SR 522-NE 145th ST BRT 16,875 9,165 500166 \$119,650 \$92,311 Other \$102,775 \$83,146 500052 - FARE COLLECTION \$776 \$234 5X410 - RESEARCH & TECHNOLOGY \$1,226 \$109 500016 - FARE ADMINISTRA	(6)	09
300027 - PT DEFIANCE BYPASS 100 12 300035 - KENT STATION ACCESS IMPRVMNTS 3,911 1,277 300040 - AUBURN STATION ACCESS IMPRVMNT 5,147 1,238 300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300057 - EDMONDS & MUKILTEO STN P&A IMP 848 637 3X135 - D ST - M ST TRACK & SIGNAL 50 8 3X206 - MUKILTEO STATION-S PLATFORM 975 512 3X236 - TUKWILA STATION 1,280 1,846 3X510 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,788 7X755 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,788 7X755 - SOUNDER FLEET EXPANSION 7,513 45 Stride 500050 - I-405 BRT \$102,775 \$83,146 500050 - I-405 BRT \$102,775 \$83,146 5000051 - SR 522-NE 145th ST BRT 16,875 9,165 Total \$119,650 \$92,311 Other 3212 - FARE COLLECTION \$776 \$234 5X410 - RESEARCH & TECHNOLOGY \$1,226 \$109 600016 - FARE ADMINISTRATION \$500 \$174	(1,485)	237.5%
300035 - KENT STATION ACCESS IMPRVMNTS 3,911 1,277 300040 - AUBURN STATION ACCESS IMPRVMNT 5,147 1,238 300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300057 - EDMONDS & MUKILTEO STN P&A IMP 848 637 30135 - D ST - M ST TRACK & SIGNAL 50 8 30206 - MUKILTEO STATION-S PLATFORM 975 512 30236 - TUKWILA STATION 1,280 1,846 3X510 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,788 7X755 - SOUNDER FLEET EXPANSION 7,513 45 701a \$47,243 \$18,427 Stride \$102,775 \$83,146 500050 - I-405 BRT \$102,775 \$83,146 500051 - SR 522-NE 145th ST BRT 16,875 9,165 70tal \$119,650 \$92,311 00ther \$3224 FARE COLLECTION \$776 \$234 500016 - FARE ADMINISTRATION \$500 \$1174 500038 - ORCA NEXT GENERATION \$3,793 \$1,517 500038 - ORCA NEXT GENERATION \$3,793 \$1,517 5	67	32.69
300040 - AUBURN STATION ACCESS IMPRVMNT 5,147 1,238 300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300087 - EDMONDS & MUKILTEO STN P&A IMP 848 637 3x135 - D ST - M ST TRACK & SIGNAL 50 8 3x206 - MUKILTEO STATION-S PLATFORM 975 512 3x236 - TUKWILA STATION 1,280 1,846 3x510 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,788 7X755 - SOUNDER FLEET EXPANSION 7,513 45 500050 - I-405 BRT \$102,775 \$83,146 500051 - SR 522-NE 145th ST BRT 16,875 9,165 50016 - FARE COLLECTION \$776 \$234 5X410 - RESEARCH & TECHNOLOGY \$1,226 \$109 5000038 - ORCA NEXT GENERATION \$3,793 \$1,517 5000038 - ORCA NEXT GENERATION \$3,793 \$1,517 5000038 - GRAA NEXT GENERATION \$3,793 \$1,517 5000073 - TRANSIT SYSTEM ACCESS PROGRAM \$7,000 \$983 500076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 500132 - EFFICIENCY & SUSTAINABILITY \$1,502 <t< td=""><td>88</td><td>11.59</td></t<>	88	11.59
300056 - SOUNDER SOUTH CAPACITY EXPN 2,228 1,513 300087 - EDMONDS & MUKILTEO STN P&A IMP 848 637 3X135 - D ST - M ST TRACK & SIGNAL 50 8 3X206 - MUKILTEO STATION-S PLATFORM 975 512 3X236 - TUKWILA STATION 1,280 1,846 3X510 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,788 7X755 - SOUNDER FLEET EXPANSION 7,513 45 Total \$47,243 \$18,427 Stride \$102,775 \$83,146 500050 - I-405 BRT \$102,775 \$83,146 500051 - SR 522-NE 145th ST BRT 16,875 9,165 Total \$119,650 \$92,311 Other 32212 - FARE COLLECTION \$776 \$234 5X410 - RESEARCH & TECHNOLOGY \$1,226 \$109 5000038 - ORCA NEXT GENERATION \$3,793 \$1,517 500039 - RESEARCH & BUSINESS DEV PROG \$205 \$2 5000073 - TRANSIT SYSTEM ACCESS PROGRAM \$7,000 \$983 500076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 500132 - E	2,634	32.69
300087 - EDMONDS & MUKILTEO STN P&A IMP 848 637 3X135 - D ST - M ST TRACK & SIGNAL 50 8 3X206 - MUKILTEO STATION-S PLATFORM 975 512 3X236 - TUKWILA STATION 1,280 1,846 3X510 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,788 7X755 - SOUNDER FLEET EXPANSION 7,513 45 Total \$47,243 \$18,427 Stride \$102,775 \$83,146 500050 - I-405 BRT \$102,775 \$83,146 500051 - SR 522-NE 145th ST BRT 16,875 9,165 Total \$119,650 \$92,311 Other 3X212 - FARE COLLECTION \$776 \$234 5X410 - RESEARCH & TECHNOLOGY \$1,226 \$109 500016 - FARE ADMINISTRATION \$500 \$174 500038 - ORCA NEXT GENERATION \$3,793 \$1,517 6000073 - TRANSIT SYSTEM ACCESS PROGRAM \$7,000 \$983 600076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 600132 - EFFICIENCY & SUSTAINABILITY \$1,502 \$4 600668 - STart OPERA	3,909	24.19
33135 - D ST - M ST TRACK & SIGNAL 50 8 3x206 - MUKILTEO STATION-S PLATFORM 975 512 3x236 - TUKWILA STATION 1,280 1,846 3x510 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,768 7X755 - SOUNDER FLEET EXPANSION 7,513 45 Total \$47,243 \$18,427 Stride \$102,775 \$83,146 500050 - I-405 BRT \$102,775 \$83,146 500051 - SR 522-NE 145th ST BRT 16,875 9,165 Total \$119,650 \$92,311 Other 3x212 - FARE COLLECTION \$776 \$234 5X410 - RESEARCH & TECHNOLOGY \$1,226 \$109 500038 - ORCA NEXT GENERATION \$3,793 \$1,517 600039 - RESEARCH & BUSINESS DEV PROG \$205 \$2 600073 - TRANSIT SYSTEM ACCESS PROGRAM \$7,000 \$983 600076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 600132 - EFFICIENCY & SUSTAINABILITY \$1,502 \$4 600668 - STart OPERATIONS & MAINTENANCE \$227 \$141 60x668 - STA	715	67.99
33206 - MUKILTEO STATION-S PLATFORM 975 512 33236 - TUKWILA STATION 1,280 1,846 33510 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,788 7X755 - SOUNDER FLEET EXPANSION 7,513 45 Total \$47,243 \$18,427 Stride \$102,775 \$83,146 500050 - I-405 BRT \$102,775 \$83,146 500051 - SR 522-NE 145th ST BRT 16,875 9,165 Total \$119,650 \$92,311 Other 3X212 - FARE COLLECTION \$776 \$234 5X410 - RESEARCH & TECHNOLOGY \$1,226 \$109 500038 - ORCA NEXT GENERATION \$3,793 \$1,517 500039 - RESEARCH & BUSINESS DEV PROG \$205 \$2 600073 - TRANSIT SYSTEM ACCESS PROGRAM \$7,000 \$983 600076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 500068 - STart OPERATIONS & MAINTENANCE \$227 \$141 50668 - ST ART \$3,849 \$3,874 504068 - ST ART \$3,849 \$3,874 504100 -	211	75.19
3X236 - TUKWILA STATION 1,280 1,846 3X510 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,788 7X755 - SOUNDER FLEET EXPANSION 7,513 45 Total \$47,243 \$18,427 Stride \$102,775 \$83,146 500050 - I-405 BRT \$102,775 \$83,146 500051 - SR 522-NE 145th ST BRT 16,875 9,165 Total \$119,650 \$92,311 Other \$234 \$1,226 \$109 3X212 - FARE COLLECTION \$776 \$234 5X410 - RESEARCH & TECHNOLOGY \$1,226 \$109 600016 - FARE ADMINISTRATION \$500 \$174 5000039 - RESEARCH & BUSINESS DEV PROG \$225 \$2 600073 - TRANSIT SYSTEM ACCESS PROGRAM \$7,000 \$983 600076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 600068 - STart OPERATIONS & MAINTENANCE \$227 \$141 600668 - START \$3,849 \$3,874 304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 </td <td>42</td> <td>16.89</td>	42	16.89
3X510 - SOUNDER SOUTH EXPANDED SERVICE 2,314 1,788 7X755 - SOUNDER FLEET EXPANSION 7,513 45 Total \$47,243 \$18,427 Stride \$102,775 \$83,146 500050 - I-405 BRT \$102,775 \$83,146 500051 - SR 522-NE 145th ST BRT 16,875 9,165 Total \$119,650 \$92,311 Other \$3721 - FARE COLLECTION \$776 \$234 SX410 - RESEARCH & TECHNOLOGY \$1,226 \$109 S00016 - FARE ADMINISTRATION \$500 \$174 S00038 - ORCA NEXT GENERATION \$3,793 \$1,517 S00039 - RESEARCH & BUSINESS DEV PROG \$205 \$22 S00007 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 S00132 - EFFICIENCY & SUSTAINABILITY \$1,502 \$4 S00668 -	463	52.59
7X755 - SOUNDER FLEET EXPANSION 7,513 45 Total \$47,243 \$18,427 Stride \$102,775 \$83,146 500050 - I-405 BRT \$102,775 \$83,146 500051 - SR 522-NE 145th ST BRT 16,875 9,165 Total \$119,650 \$92,311 Other \$119,650 \$92,311 SX212 - FARE COLLECTION \$776 \$234 SX410 - RESEARCH & TECHNOLOGY \$1,226 \$109 600016 - FARE ADMINISTRATION \$500 \$174 5000038 - ORCA NEXT GENERATION \$3,793 \$1,517 5000039 - RESEARCH & BUSINESS DEV PROG \$205 \$22 5000070 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 500132 - EFFICIENCY & SUSTAINABILITY \$1,502 \$4 500068 - STart OPERATIONS & MAINTENANCE \$227 \$141 \$X668 - ST ART \$3,849 \$3,874 304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 1,569	(566)	144.29
Total \$47,243 \$18,427 Stride \$102,775 \$83,146 500050 - I-405 BRT \$102,775 \$83,146 500051 - SR 522-NE 145th ST BRT 16,875 9,165 Total \$119,650 \$92,311 Other 3X212 - FARE COLLECTION \$776 \$234 SX410 - RESEARCH & TECHNOLOGY \$1,226 \$109 600016 - FARE ADMINISTRATION \$500 \$174 600038 - ORCA NEXT GENERATION \$3,793 \$1,517 600039 - RESEARCH & BUSINESS DEV PROG \$205 \$22 600073 - TRANSIT SYSTEM ACCESS PROGRAM \$7,000 \$983 600076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 600132 - EFFICIENCY & SUSTAINABILITY \$1,502 \$4 600668 - STart OPERATIONS & MAINTENANCE \$227 \$141 \$X668 - ST ART \$3,849 \$3,874 \$304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 \$304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 \$309100 - ST3 PLANNING 4,550 1,569	526	77.39
Stride \$102,775 \$83,146 500050 - I-405 BRT \$102,775 \$83,146 500051 - SR 522-NE 145th ST BRT 16,875 9,165 Total \$119,650 \$92,311 Other \$119,650 \$92,311 SX212 - FARE COLLECTION \$776 \$234 SX410 - RESEARCH & TECHNOLOGY \$1,226 \$109 500016 - FARE ADMINISTRATION \$500 \$174 500038 - ORCA NEXT GENERATION \$3,793 \$1,517 500039 - RESEARCH & BUSINESS DEV PROG \$205 \$22 5000073 - TRANSIT SYSTEM ACCESS PROGRAM \$7,000 \$983 500076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 500132 - EFFICIENCY & SUSTAINABILITY \$1,502 \$4 500668 - STart OPERATIONS & MAINTENANCE \$227 \$141 5X668 - ST ART \$3,849 \$3,874 304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 1,569	7,468 \$28,816	0.69
500051 - SR 522-NE 145th ST BRT 16,875 9,165 Total \$119,650 \$92,311 Other 3X212 - FARE COLLECTION \$776 \$234 5X410 - RESEARCH & TECHNOLOGY \$1,226 \$109 500016 - FARE ADMINISTRATION \$500 \$174 500038 - ORCA NEXT GENERATION \$3,793 \$1,517 5000039 - RESEARCH & BUSINESS DEV PROG \$205 \$2 5000073 - TRANSIT SYSTEM ACCESS PROGRAM \$7,000 \$983 500076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 500132 - EFFICIENCY & SUSTAINABILITY \$1,502 \$4 500668 - STart OPERATIONS & MAINTENANCE \$227 \$141 50668 - ST ART \$3,849 \$3,874 304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 1,569	· -,	
Total \$119,650 \$92,311 Other 3X212 - FARE COLLECTION \$776 \$234 5X410 - RESEARCH & TECHNOLOGY \$1,226 \$109 500016 - FARE ADMINISTRATION \$500 \$174 500038 - ORCA NEXT GENERATION \$3,793 \$1,517 5000073 - TRANSIT SYSTEM ACCESS PROGRAM \$7,000 \$983 500076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 500132 - EFFICIENCY & SUSTAINABILITY \$1,502 \$4 500668 - STart OPERATIONS & MAINTENANCE \$227 \$1411 50668 - ST ART \$3,849 \$3,874 304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 1,569	\$19,629	80.99
Other \$776 \$234 3X212 - FARE COLLECTION \$776 \$234 5X410 - RESEARCH & TECHNOLOGY \$1,226 \$109 500016 - FARE ADMINISTRATION \$500 \$174 5000038 - ORCA NEXT GENERATION \$3,793 \$1,517 5000073 - TRANSIT SYSTEM ACCESS PROGRAM \$7,000 \$983 500076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 5000132 - EFFICIENCY & SUSTAINABILITY \$1,502 \$4 500668 - STart OPERATIONS & MAINTENANCE \$227 \$141 5X668 - ST ART \$3,849 \$3,874 304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 1,569	7,710	<u>54.3</u> 77.2
3X212 - FARE COLLECTION \$776 \$234 5X410 - RESEARCH & TECHNOLOGY \$1,226 \$109 500016 - FARE ADMINISTRATION \$500 \$174 500038 - ORCA NEXT GENERATION \$3,793 \$1,517 5000073 - TRANSIT SYSTEM ACCESS DEV PROG \$205 \$2 5000076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 5000076 - STart OPERATIONS & MAINTENANCE \$227 \$141 500668 - STart OPERATIONS & MAINTENANCE \$3,849 \$3,874 304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 1,569	\$27,339	11.2
5X410 - RESEARCH & TECHNOLOGY \$1,226 \$109 500016 - FARE ADMINISTRATION \$500 \$174 500038 - ORCA NEXT GENERATION \$3,793 \$1,517 500039 - RESEARCH & BUSINESS DEV PROG \$205 \$2 500073 - TRANSIT SYSTEM ACCESS PROGRAM \$7,000 \$983 500076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 5000668 - STart OPERATIONS & MAINTENANCE \$227 \$141 500668 - ST ART \$3,849 \$3,874 304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 1,569	\$541	30.29
300038 - ORCA NEXT GENERATION \$3,793 \$1,517 500039 - RESEARCH & BUSINESS DEV PROG \$205 \$2 500073 - TRANSIT SYSTEM ACCESS PROGRAM \$7,000 \$983 500076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 500132 - EFFICIENCY & SUSTAINABILITY \$1,502 \$4 500668 - STart OPERATIONS & MAINTENANCE \$227 \$141 5X668 - ST ART \$3,849 \$3,874 304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 1,569	\$1,117	8.9
500039 - RESEARCH & BUSINESS DEV PROG \$205 \$2 500073 - TRANSIT SYSTEM ACCESS PROGRAM \$7,000 \$983 500076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 500132 - EFFICIENCY & SUSTAINABILITY \$1,502 \$4 500668 - STart OPERATIONS & MAINTENANCE \$227 \$141 5X668 - ST ART \$3,849 \$3,874 304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 1,569	\$326	34.89
300073 - TRANSIT SYSTEM ACCESS PROGRAM \$7,000 \$983 300076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 300132 - EFFICIENCY & SUSTAINABILITY \$1,502 \$4 300668 - STart OPERATIONS & MAINTENANCE \$227 \$141 3X668 - ST ART \$3,849 \$3,874 304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 1,569	\$2,276	40.09
300076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 300132 - EFFICIENCY & SUSTAINABILITY \$1,502 \$4 300668 - STart OPERATIONS & MAINTENANCE \$227 \$141 3X668 - ST ART \$3,849 \$3,874 304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 1,569	\$203	1.19
300076 - INNOVATION & TECHNOLOGY PROG \$2,330 \$1,773 300132 - EFFICIENCY & SUSTAINABILITY \$1,502 \$4 300668 - STart OPERATIONS & MAINTENANCE \$227 \$141 3X668 - ST ART \$3,849 \$3,874 304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 1,569	\$6,017	14.09
300132 - EFFICIENCY & SUSTAINABILITY \$1,502 \$4 500668 - STart OPERATIONS & MAINTENANCE \$227 \$141 5X668 - ST ART \$3,849 \$3,874 304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 1,569	\$557	76.19
600668 - STart OPERATIONS & MAINTENANCE \$227 \$141 5X668 - ST ART \$3,849 \$3,874 304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 1,569	\$1,498	0.39
63X668 - ST ART \$3,849 \$3,874 304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 1,569	\$86	
304100 - TOD PROPERTY DISPOSITION \$2,432 \$1,023 304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 1,569	\$86 (\$25)	61.9 100.6
304302 - TOD PLANNING PROGRAM CAPITAL \$425 \$79 309100 - ST3 PLANNING 4,550 1,569	(525) \$1,409	
309100 - ST3 PLANNING 4,550 1,569		42.19
	\$346 2 981	18.6° 34.5°
φ20,010 \$11,400	<u>2,981</u> \$17,333	<u>34.5</u> 39.8
System Expansion Total \$2,286,270 \$1,899,380	\$17,333 \$386,891	39.0° 83.1°

*Note: 804100 - TOD Property Disposition project moved from the Enhancement category into System Expansion Others in Sep 2019.

<u>Lynnwood Link Extension</u> – Project spending was at 63% of annual budget resulting in a \$162.3M underspend for the year. Lower spending due to delays in ROW acquisition and execution of major contracts. Shifts in construction schedule resulted in extended duration of design work and slower-than-planned start of design services during construction

<u>Federal Way Link Extension</u> – Project spending achieved 142% of annual budget. The design-build contractor achieved higher spending than budgeted for the year largely for earlier than expected construction mobilization. These costs were assumed in the project budget but were not anticipated as early as the contractor delivered.

<u>East Link Extension</u> – Project spending was at 84% of annual budget due to resequencing of construction work plan and slowing of ROW activities for the additional properties needed for the Bus/Rail Transit Integration at Mercer Island Station. The project remains on schedule.

Downtown Redmond Link Extension – Project spending was at 54% of annual budget. Utility relocations and ROW acquisitions were slower than planned resulting in lower annual spending to plan. No schedule delay is anticipated.

<u>REX I-90 2 Way Transit & HOV III</u> – Project spending was 81% of annual budget while the project is performing closeout activities.

<u>I-405 Bus Rapid Transit (BRT)</u> – Project spending was at 81% of annual budget mainly due to WSDOT's lowerthan-planned level of effort, less progress in acquisition than planned and lower use of on-call ROW contract.

<u>Puyallup Station Access Improvements</u> – Project spending was 26% of annual budget driven by delays in preliminary engineering and final design. The design-build contract will be executed later than planned causing a large portion of budgeted construction costs to be pushed into 2020.

<u>Kent and Auburn Station Access Improvements</u> – Project spending was 33% and 24% respectively of annual budget. Due to delays in the environmental phase of the projects, the anticipated award of the design build PM contract and the start of right-of-way activities/purchases have been delayed until 2020 Q1.

<u>ORCA Next Generation</u> – Project spending was 40% of annual budget. Contractor is behind on milestone deliverables deferring payments until 2020.

ENHANCEMENT PROJECTS (in thousands)

	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Remaining	% of YTD Budget
300011 - POSITIVE TRAIN CONTROL	\$278	\$493	(\$215)	177.4%
400044 - LINK OP SYST ENHANCEMENT UPGRD	1,385	43	1,342	3.1%
400122 - ESCALATOR MODERNIZATION PROG	4,963	1,558	3,405	31.4%
4X340 - NOISE ABATEMENT	442	314	128	71.1%
5X261 - BUS MAINTENANCE FACILITY	0	6	(6)	0%
600029 - TACOMA LINK FARE COLLECTION	0	2	(2)	0%
600080 - BIKE PARKING PROGRAM	1,400	72	1,328	5.1%
600084 - DIGITAL PASSENGER INFO SYSTEM	6,036	2,600	3,436	43.1%
600085 - SODO MLK HAZARD MITIGATION	3,030	355	2,676	11.7%
700665 - VIDEO MNGMNT SYSTEM UPGRADE	549	0	549	0.0%
700666 - LAKEWOOD MOW RENOVATION	75	0	75	0.0%
700676 - TACOMA LINK RADIO UPGRADE	739	272	467	36.8%
700684 - LRV WIRELESS COMM UPGRADE	158	117	41	74.1%
700685 - EVERETT STATION SECURITY IMPRV	289	280	9	96.8%
700686 - SECURITY RADIO SYSTEM	742	221	521	29.8%
700687 - SOC VIDEO MONITORING IMPRVMNT	234	206	28	88.1%
700688 - LED LIGHTING PROGRAM	387	0	387	0.0%
700690 - CT ONBOARD COMM UPGRADE	1,046	1,087	(41)	103.9%
700691 - OMF LCC UPGRADES	400	48	352	12.1%
700692 - OMF EXPANDED PARKING	38	469	(431)	1223.1%
700693 - OMF RENOVATIONS	2,583	1,549	1,034	60.0%
700696 - KING ST STATION PLATFORM IMPRV	0	5	(5)	0%
700697 - LRV BETWEEN CAR BARRIERS	108	13	95	12.0%
700706 - OMF ENERGY EFFICIENCY	34	39	(5)	113.9%
700713 - LRV WASH BAY MODIFICATIONS	268	(0)	268	0.0%
700723 - DT SEATTLE & REG MOBILITY IMP	5,863	5,872	(9)	100.2%
700724 - PUYALLUP STN LED LIGHTING	5	5	0	100.0%
700725 - SUMNER STN LED LIGHTING	4	4	0	100.0%
700726 - KENT STN PLATFORM LIGHTING	5	5	0	100.0%
700727 - KENT STN PARKING LOT PAVING	0	0	(0)	0%
700730 - OMF LRV LIFT	2,374	1,949	425	82.1%
700736 - UNION STN GARDEN LEVEL REMODEL	0	6	(6)	0%
700777 - C LINK OH CAT SYS TIE SWITCH	0	0	0	0%
700781 - NON-REVENUE SUPPORT VEHICLES	1,620	57	1,564	3.5%
700793 - SIGNAGE IMPROVEMENTS	162	156	5	96.8%
7X753 - BIKE LOCKER PROGRAM	0	0	(0)	0%
Enhancement Total	\$35,219	\$17,805	\$17,414	50.6%

*Note: 804100 - TOD Property Disposition project moved from the Enhancement category into System Expansion Others in Sep 2019.

Enhancement projects achieved 51% of YTD budget. Escalator Modernization, Digital Passenger Information System, SODO MLK Hazard Mitigation, and OMF Renovations are the main causes of the underspending.

<u>Escalator Modernization Program</u> – Procurement of engineering consultant took longer than anticipated, but project activities have begun. Performance for the year is 31% of annual budget.

Digital Passenger Information System – Project spending was 40% of annual budget. Extended contract negotiations delayed the notice to proceed. Many deliverables have been deferred to 2020.

STATE OF GOOD REPAIR PROJECTS (in thousands)

	YTD 2019 Budget	YTD 2019 Actuals	YTD Budget Remaining	% of YTD Budget
400046 - CONVENTION PL SYSTEM RETROFIT	\$350	\$43	\$307	12.3%
400116 - DSTT CAPITAL IMPROVEMENTS	8,500	809	7,691	9.5%
600033 - LINK CCTV SYSTEM UPGRADE	1,980	1,836	144	92.7%
700657 - WHEEL TRUING MACHINE	960	0	960	0.0%
700677 - LINK LRV OVERHAUL	2,479	2,055	424	82.9%
700682 - TACOMA LINK HVAC-BLDG UPGRADE	400	0	400	0.0%
700695 - ACCESS CONTROL CARD UPGRADE	1,370	1,211	159	88.4%
700704 - LINK RADIO UPGRADE	986	0	986	0.0%
700705 - LINK BRIDGE REPAIRS	60	0	60	0.0%
700716 - OTHELLO TPSS PARKING LOT	2	0	2	0.0%
700718 - TACOMA LINK LRV OVERHAUL	386	48	337	12.5%
700728 - LINK STATION TILE REPLACEMENT	399	32	367	8.0%
700769 - LRV OVERHAUL	1,500	0	1,500	0.0%
700770 - SOUNDER VEHICLE OVERHAUL PROG	2,570	1,651	919	64.2%
700771 - STATION MIDLIFE MAINTENANCE	1,350	1,197	153	88.7%
7X356 - TACOMA DOME STATION	0	1,698	(1,698)	0%
7X740 - SMALL WORKS PROGRAM	1,671	858	813	51.4%
870100 - IT TECH INFRASTRUCTURE	1,864	1,982	(118)	106.3%
870101 - IT TRANSIT SYSTEMS	135	0	135	0.0%
State of Good Repair Total	\$26,961	\$13,420	\$13,541	49.8%

State of Good Repair achieved 50% of YTD spending plan. DSTT capital improvements is the main driver of the underspending.

<u>DSTT Capital Improvements</u> – Construction is delayed to allow an engineering consultant to assess the condition of the tunnel and develop a scope of work necessary to bring the tunnel up to ST standards.

<u>IT Tech Infrastructure</u> – Project spending was 106% of annual budget. Procurement activities completed in December included advanced purchases planned for 2020.

<u>Tacoma Dome Station</u> – Bus midlife upgrades covered under cost sharing agreement with Pierce Transit that expired at the end of 2019. Although there was no budget specified for 2019, the project has \$3.6M of authorized project allocation, which the agency's budget policy permits the use of so long as the entire project type (in this case, State of Good Repair) is not exceeded in the budget year.

ADMINISTRATIVE PROJECTS (in thousands)

	YTD 2019	YTD 2019	YTD Budget	% of YTD
	Budget	Actuals	Remaining	Budget
600025 - ENVIRONMENTAL MITIGAT'N MONITR	125	70	55	56.2%
802000 - ADMINISTRATIVE CAPTIAL	3,104	2,545	559	82.0%
803800 - INFORMATION TECH PROGRAM	4,548	4,039	509	88.8%
804500 - SURPLUS PROPERTY DISPOSITION	115	21	94	18.6%
Administrative Total	\$7,892	\$6,675	\$1,217	84.6%

<u>Administrative Capital</u> – Project spending was 82% of annual budget. Non-revenue vehicle procurements were deferred to 2020.

Information Tech Program – Project spending was 89% of annual budget. Procurement and vendor selection for planned activities took longer than anticipated delaying some planned activities. Scan and Capture project cancelled further contributing to annual underspend. Although some activities were re-sequenced during the year it was not enough to achieve the full spending plan for the year.

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