

# Quarterly Financial Performance Report

**Q1 2021**

PRELIMINARY UNAUDITED RESULTS

Connecting Communities / Ride the Wave



---

T (206) 398-5000  
TTY Relay 711711

401 S Jackson Street  
Seattle, WA 98104

[soundtransit.org](http://soundtransit.org)  
[main@soundtransit.org](mailto: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

---

## 2021 Q1 REVENUES & OTHER FINANCING SOURCES (in thousands)

	<b>Annual 2021 Budget</b>	<b>YTD 2021 Budget</b>	<b>YTD 2021 Actuals</b>	<b>YTD Budget Variance</b>	<b>% of YTD Budget</b>
<b>Revenues</b>	\$2,952,976	\$434,075	\$476,064	\$41,989	109.7%

Revenues & other financing sources of \$476.1M were 9.7% above budget mainly driven by higher tax revenues (\$37.8M) and federal grants (\$14.3M), partially offset by investment income (-\$6.4M).

## 2021 Q1 TRANSIT MODES BUDGETS (in thousands)

	<b>Annual 2021 Budget</b>	<b>YTD 2021 Budget</b>	<b>YTD 2021 Actuals</b>	<b>YTD Budget Variance</b>	<b>% of YTD Budget</b>
<b>Transit Modes</b>	\$380,818	\$94,956	\$80,817	\$14,139	85.1%

All modes performed under budget primarily driven by Link, largely due to timing of expenses and administrative reclassification of costs to be made in Q2.

## 2021 Q1 PROJECT BUDGETS (excludes overhead charges to projects and G&A) (in thousands)

	<b>Annual 2021 Budget</b>	<b>YTD 2021 Budget</b>	<b>YTD 2021 Actuals</b>	<b>YTD Budget Variance</b>	<b>% of YTD Budget</b>
<b>Project Budgets</b>	\$2,316,438	\$478,415	\$374,892	\$103,522	78.4%

System expansion projects completed the quarter 21.6% below the 2021 year-to-date budget primarily due to slower than planned construction activities on Federal Way, East Link Extensions and the Light Rail Vehicle Fleet Expansion project.

2021 Q1 STATEMENT OF NET POSITION  
(in millions)

	Mar 31, 2021	Dec 31, 2020	Mar 31, 2020	% Change	
				Mar vs. Dec	Mar vs. Mar
Current assets, excluding restricted assets	\$1,747	\$1,777	\$1,928	(1.7%)	(9.4%)
Restricted assets	128	111	126	15.4%	1.8%
Capital assets	14,323	14,144	12,699	1.3%	12.8%
Other non-current assets	1,031	859	729	20.0%	41.4%
<b>Total Assets</b>	<b>\$17,229</b>	<b>\$16,891</b>	<b>\$15,482</b>	<b>2.0%</b>	<b>11.3%</b>
<b>Deferred Outflows of Resources</b>	<b>\$29</b>	<b>\$30</b>	<b>\$32</b>	<b>(2.6%)</b>	<b>(10.4%)</b>
Current liabilities, excluding interest payable from restricted assets	\$498	\$440	\$595	13.3%	(16.2%)
Interest payable from restricted assets	45	30	42	50.9%	8.0%
Long-term debt	2,333	2,378	2,401	(1.9%)	(2.9%)
Other long-term liabilities	188	189	71	(0.9%)	164.9%
<b>Total Liabilities</b>	<b>\$3,064</b>	<b>\$3,037</b>	<b>\$3,109</b>	<b>0.9%</b>	<b>(1.4%)</b>
<b>Deferred Inflows of Resources</b>	<b>\$18</b>	<b>\$18</b>	<b>\$-</b>	<b>(0.3%)</b>	<b>N/A</b>
<b>Net Position</b>					
Net investment in capital assets	\$11,705	\$11,611	\$10,134	0.8%	15.5%
Restricted net position	79	78	77	0.7%	2.8%
Unrestricted net position	2,390	2,175	2,194	9.9%	8.9%
<b>Total Net Position</b>	<b>\$14,174</b>	<b>\$13,864</b>	<b>\$12,405</b>	<b>2.2%</b>	<b>14.3%</b>

- The 2021 Q1 increase in Total Assets is primarily the result of \$179M increase in Capital assets, as spending continues to increase with various extension projects moving forward with construction, and an increase in Other non-current assets, primarily the result of \$178M related to airspace leases being recorded under the new lease accounting standard.
- In 2021 Q1, \$43M of debt was reclassified from Long-term debt to Current liabilities. Additionally, Current liabilities were impacted by a \$7M increase in accounts payable for invoices waiting to be paid, as well as another \$7M increase in accrued liabilities.

# Revenues & Other Financing Sources

- Tax revenues accounted for 94% of revenues & other financing sources.

- Sales taxes are the largest revenue source, comprising 67% of revenues & 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.

Revenues & other financing sources of \$476.1M were 9.7% above budget mainly driven by higher tax revenues, which were \$37.8M or 9.2% above budget. Strong sales tax growth of \$29.0M or 10.0% reflects the influence of government stimulus and lifting of restrictions related to the COVID-19 pandemic.

Federal grants were \$14.3M or 147.5% above budget mainly due to higher than expected grant drawdowns for Federal Way Link Extension of \$1.2M, Lynnwood Link Extension of \$10.9M, and Tacoma Link Extension of \$1.7M.

Investment income was \$6.4M or 143.0% below budget mainly due to Fair Market Value mark to market adjustments which are not budgeted for.

Additionally, local government contributions were \$3.6M or 103.7% below budget mainly due to the reclassification of 2020 contribution from Seattle Public Utility from other financing sources to the Federal Way Link Extension Midway Landfill project.

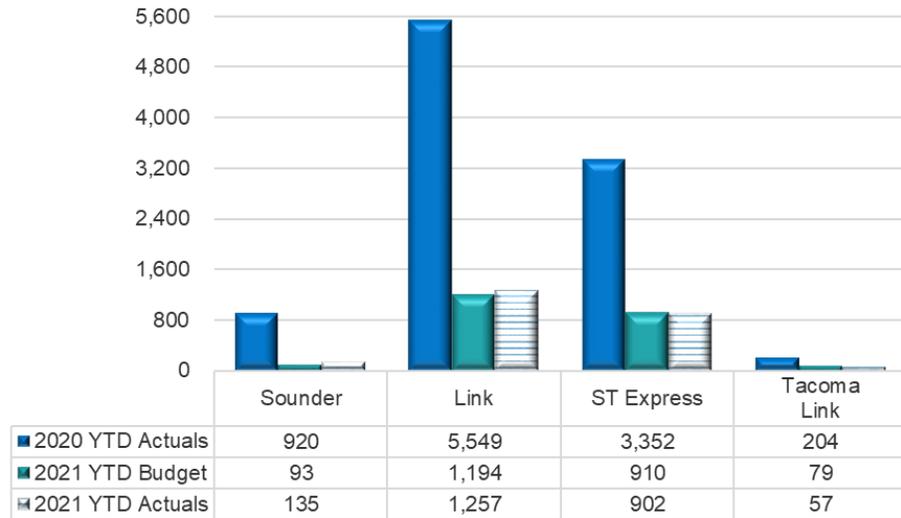
## 2021 Q1 REVENUES & OTHER FINANCING SOURCES (in thousands)

	YTD 2021 Budget	YTD 2021 Actuals	YTD Budget Variance	% of YTD Budget
Retail Sales and Use Tax	\$290,960	\$319,969	\$29,009	110.0%
Motor Vehicle Excise Tax	79,600	88,315	8,715	110.9%
Rental Car Tax	279	404	125	144.7%
Property Tax	39,318	39,318	0	100.0%
Passenger Fare Revenue	4,210	4,171	(39)	99.1%
Federal Grants	9,723	24,068	14,345	247.5%
Local & State Contributions	3,439	(127)	(3,566)	-3.7%
Investment Income	4,441	(1,909)	(6,350)	-43.0%
Miscellaneous Revenues	2,105	1,856	(249)	88.2%
Bond & TIFIA Loan Proceeds	0	0	0	NA
<b>Revenues &amp; Other Financing Sources</b>	<b>\$434,075</b>	<b>\$476,064</b>	<b>\$41,989</b>	<b>109.7%</b>

# Transit Modes

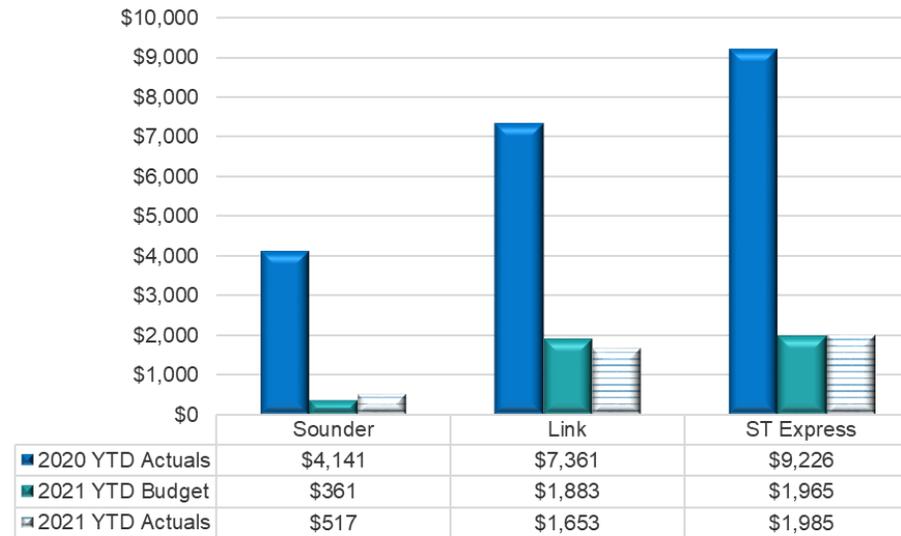
- 2021 year-to-date actuals lower for all modes compared to prior year due to COVID-19 restrictions since March 2020.

2021 Q1 BOARDINGS (excludes Paratransit)  
(in thousands)



- 2021 year-to-date actuals lower for all modes compared to prior year, in line with lower boardings driven by COVID-19 restrictions since March 2020.

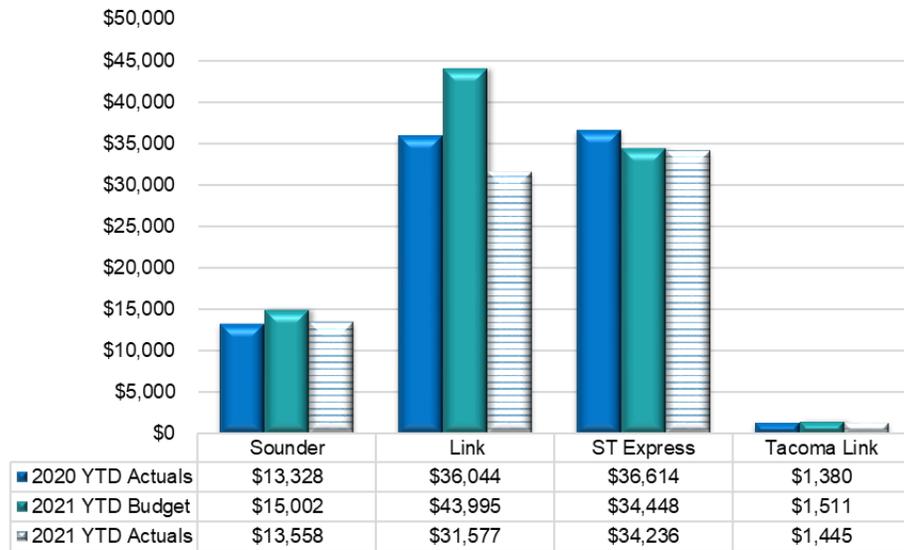
2021 Q1 FARE REVENUE BY MODE  
(in thousands)



\* Excludes Park & Ride parking revenue

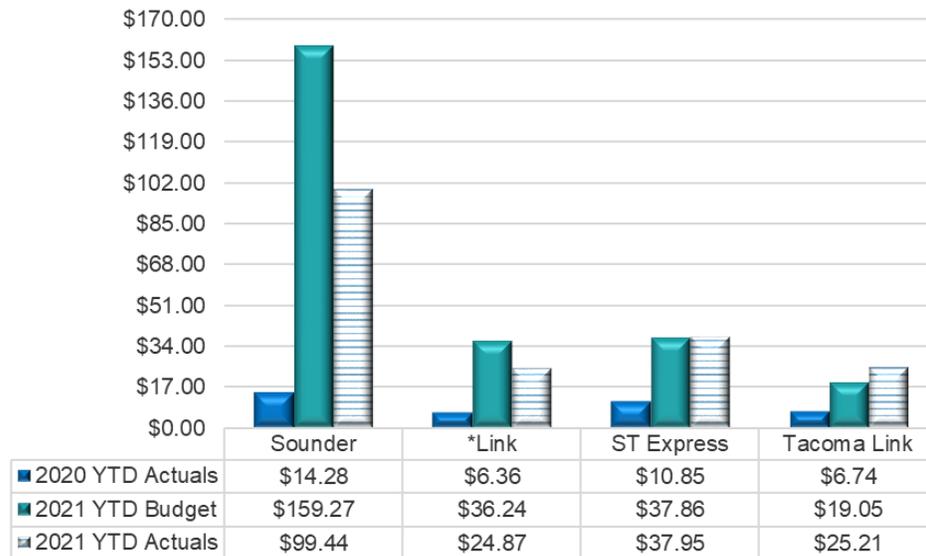
- 2021 spend was under budget by \$14.1M or 14.9% primarily driven by Link, largely due to timing of expenses and administrative reclassification of costs to be made in Q2.
- 2021 spend was lower than prior year by \$6.5M or 7.5% primarily driven by reduced service levels and timing of expenses in 2021.

2021 Q1 TRANSIT MODE BUDGET PERFORMANCE  
(in thousands)



- All modes' cost per boarding is higher than Q1 2020 stemming from reduced service levels (COVID-19 restrictions started in late March 2020).

2021 Q1 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 driven by lower ridership. Also, fare enforcement suspended since March 2020.

- Expense transfers below budget primarily due to timing of agency overhead, operations supporting divisions and maintenance project costs.

- Services below budget primarily due to prior year security (KCSO) credit received earlier than planned. Additionally timing of facility work, consulting and fare vending/ORCA spend.

- Purchased transportation below budget due to administrative correction to be made in Q2.

- Insurance premiums for heavy rail higher than budgeted.

- Expense transfers below budget primarily due to timing of agency overhead, operations supporting divisions and maintenance project costs.

- Materials and supplies below budget driven by lower spare parts usage than planned.

2021 Q1 LINK LIGHT RAIL  
(in thousands)

	YTD 2021 Budget	YTD 2021 Actuals	YTD Budget Variance	% of YTD Budget
<b>Revenues</b>				
Passenger Fares	\$1,883	\$1,653	(\$229)	87.8%
Other Operating Revenue	149	488	340	328.3%
<b>Total</b>	<b>\$2,032</b>	<b>\$2,142</b>	<b>\$110</b>	<b>105.4%</b>
<b>Expenses</b>				
Salaries and Benefits	\$2,212	\$1,944	\$268	87.9%
Services	12,853	9,537	3,315	74.2%
Materials and Supplies	1,419	1,376	43	97.0%
Insurance	2,321	1,501	820	64.7%
Purchased Transportation Svcs	13,000	10,588	2,412	81.4%
Miscellaneous Expenses	103	43	59	42.4%
Expense Transfers	10,088	5,352	4,736	53.1%
Other Expenses	1,270	910	360	71.7%
<b>Total Expenses</b>	<b>\$43,266</b>	<b>\$31,252</b>	<b>\$12,014</b>	<b>72.2%</b>
Paratransit	\$695	\$299	\$396	43.0%
Leases & Rentals	33	26	7	77.7%
<b>Total</b>	<b>\$43,995</b>	<b>\$31,577</b>	<b>\$12,418</b>	<b>71.8%</b>

2021 Q1 SOUNDER COMMUTER RAIL  
(in thousands)

	YTD 2021 Budget	YTD 2021 Actuals	YTD Budget Variance	% of YTD Budget
<b>Revenues</b>				
Passenger Fares	\$361	\$517	\$155	143.0%
Other Operating Revenue	43	195	151	449.5%
<b>Total</b>	<b>\$405</b>	<b>\$711</b>	<b>\$307</b>	<b>175.8%</b>
<b>Expenses</b>				
Salaries and Benefits	\$745	\$704	\$41	94.4%
Services	6,146	5,536	611	90.1%
Materials and Supplies	1,255	628	628	50.0%
Insurance	1,218	2,063	(844)	169.3%
Purchased Transportation Svcs	2,881	2,548	333	88.4%
Miscellaneous Expenses	36	15	21	41.6%
Expense Transfers	1,902	1,513	389	79.6%
Other Expenses	628	435	193	69.3%
<b>Total Expenses</b>	<b>\$14,812</b>	<b>\$13,441</b>	<b>\$1,371</b>	<b>90.7%</b>
Leases & Rentals	\$190	\$117	\$73	61.8%
<b>Total</b>	<b>\$15,002</b>	<b>\$13,558</b>	<b>\$1,444</b>	<b>90.4%</b>

2021 Q1 ST EXPRESS BUS  
(in thousands)

- Purchased transportation over budget due to timing of bus retrofitting services.

- Expense transfers below budget primarily due to timing of agency overhead and operations supporting division costs.

	YTD 2021 Budget	YTD 2021 Actuals	YTD Budget Variance	% of YTD Budget
<b>Revenues</b>				
Passenger Fares	\$1,965	\$1,985	\$19	101.0%
Other Operating Revenue	154	53	(102)	34.1%
<b>Total</b>	<b>\$2,120</b>	<b>\$2,037</b>	<b>(\$82)</b>	<b>96.1%</b>
<b>Expenses</b>				
Salaries and Benefits	\$490	\$453	\$38	92.3%
Services	1,675	1,412	262	84.3%
Materials and Supplies	29	12	17	42.6%
Insurance	54	20	34	37.4%
Purchased Transportation Svcs	30,227	30,877	(649)	102.1%
Miscellaneous Expenses	60	26	34	43.9%
Expense Transfers	1,714	1,300	414	75.8%
Other Expenses	199	133	66	66.7%
<b>Total Expenses</b>	<b>\$34,448</b>	<b>\$34,233</b>	<b>\$215</b>	<b>99.4%</b>
Leases & Rentals	\$0	\$3	(\$2)	2618.1%
<b>Total</b>	<b>\$34,448</b>	<b>\$34,236</b>	<b>\$213</b>	<b>99.4%</b>

2021 Q1 TACOMA LINK LIGHT RAIL  
(in thousands)

- No passenger revenue for Tacoma Link as it is a fare free service. Revenue collection will start in 2022 with the opening of the Hilltop Extension.

- Lower salaries driven by higher vacancy rates than planned.

	YTD 2021 Budget	YTD 2021 Actuals	YTD Budget Variance	% of YTD Budget
<b>Revenue</b>				
Passenger Fares	0	0	0	0%
Other Operating Revenue	\$2	\$0	(\$2)	18.5%
<b>Total</b>	<b>\$2</b>	<b>\$0</b>	<b>(\$2)</b>	<b>18.9%</b>
<b>Expenses</b>				
Salaries and Benefits	\$945	\$856	\$89	90.6%
Services	291	417	(127)	143.7%
Materials and Supplies	122	54	68	44.5%
Insurance	57	39	18	68.5%
Purchased Transportation Svcs	1	0	1	0.0%
Miscellaneous Expenses	23	28	(5)	123.8%
Expense Transfers	37	10	27	27.8%
Other Expenses	30	34	(5)	115.6%
<b>Total Expenses</b>	<b>\$1,505</b>	<b>\$1,439</b>	<b>\$66</b>	<b>95.6%</b>
Leases & Rentals	\$6	\$6	(\$0)	101.8%
<b>Total</b>	<b>\$1,511</b>	<b>\$1,445</b>	<b>\$66</b>	<b>95.7%</b>

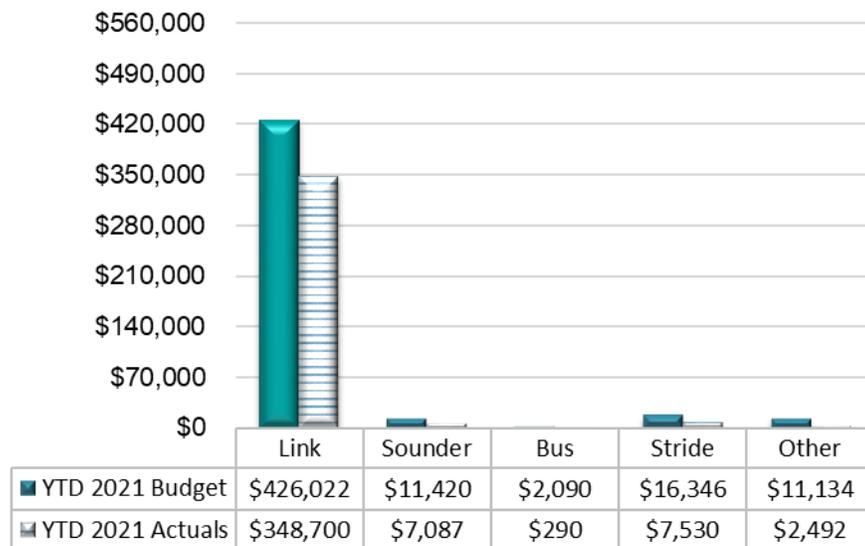
# Projects

## 2021 Q1 PROJECT BUDGETS (excludes overhead charges to projects and G&A) (in thousands)

- Project budgets performed at 78.4% of the YTD 2021 budget.
- Link system expansion projects performed at 81.9% of the YTD 2021 budget primarily due to Federal Way Link, East Link, and LRV Fleet Expansion project.
- Stride system expansion projects performed at 46.1% of the YTD 2021 budget primarily due to slower than planned right-of-way acquisitions and delays in schedule pending realignment decisions.
- Other system expansion projects are at 22.4% of the YTD 2021 budget mainly due to ORCA Next Generation equipment delivery delay.

	2021 Budget	YTD 2021 Budget	YTD 2021 Actuals	YTD Budget Remaining	% of YTD Budget
<b>System Expansion</b>					
Link	\$1,944,188	\$426,022	\$348,700	\$77,322	81.9%
Sounder	87,232	\$11,420	\$7,087	4,332	62.1%
Bus	15,280	\$2,090	\$290	1,800	13.9%
Stride	141,704	\$16,346	\$7,530	8,815	46.1%
Other	47,149	\$11,134	\$2,492	8,641	22.4%
<b>System Expansion Total</b>	<b>\$2,235,554</b>	<b>\$467,011</b>	<b>\$366,100</b>	<b>\$100,911</b>	<b>78.4%</b>
Enhancement	\$34,035	\$4,255	\$2,627	\$1,628	61.7%
State of Good Repair	36,476	5,416	4,484	932	82.8%
Administrative	10,373	1,732	1,681	51	97.1%
<b>Total</b>	<b>\$2,316,438</b>	<b>\$478,415</b>	<b>\$374,892</b>	<b>\$103,522</b>	<b>78.4%</b>

## 2021 Q1 SYSTEM EXPANSION PROJECTS (in thousands)



SYSTEM EXPANSION PROJECTS (in thousands)

	2021 Budget	YTD 2021 Budget	YTD 2021 Actuals	YTD Budget Remaining	% of YTD Budget
<b>LINK</b>					
400008 - HILLTOP TACOMA LINK EXTENSION	\$62,648	\$13,369	\$10,616	\$2,753	79.4%
400009 - LINK O&M FACILITY EAST	7,592	4,482	3,547	935	79.1%
400032 - LRV FLEET EXPANSION	172,165	41,716	26,398	15,318	63.3%
400052 - EVERETT LINK EXTENSION	15,437	2,179	1,893	286	86.9%
400053 - TACOMA DOME LINK EXTENSION	18,952	4,044	2,980	1,064	73.7%
400066 - WEST SEATTLE-BALLARD LINK	24,947	8,546	5,855	2,691	68.5%
400113 - NORTH CORRIDOR MOW	22,366	33	19	14	57.3%
400115 - NE 130TH STREET INFILL STATION	10,405	2,871	3,488	(617)	121.5%
4X100 - NORTHGATE LINK EXTENSION	53,024	22,358	18,717	3,641	83.7%
4X115 - LYNNWOOD LINK EXTENSION	593,150	122,902	115,360	7,541	93.9%
4X200 - UNIVERSITY LINK EXTENSION	0	0	78	(78)	0%
4X420 - S 200th LINK EXTENSION	22	5	0	5	9.0%
4X445 - FEDERAL WAY LINK EXTENSION	428,800	95,547	61,931	33,616	64.8%
4X600 - EAST LINK	254,845	73,688	63,961	9,727	86.8%
4X630 - DOWNTOWN REDMOND LINK EXT	279,836	34,282	33,856	426	98.8%
Total	\$1,944,188	\$426,022	\$348,700	\$77,322	81.9%
<b>BUS</b>					
500005 - ST EXPRESS BUS BASE	\$50	\$6	\$1	\$5	14.9%
500086 - BUS ON SHOULDER PROJECT	25	11	14	(3)	123.2%
500110 - RAPIDRIDE C and D	4,025	22	4	18	17.0%
500111 - PACIFIC AVE SR 7 BUS CORRIDOR	10,050	2,015	0	2,015	0.0%
500117 - NORTH SAMMAMISH PARK & RIDE	50	13	0	12	0.9%
5X387 - REXI-90 2 WAY TRANS& HOV III	1,080	24	271	(248)	1142.6%
Total	\$15,280	\$2,090	\$290	\$1,800	13.9%
<b>SOUNDER</b>					
300004 - SOUNDER MAINTENANCE BASE	\$1,308	\$126	\$43	\$82	34.4%
300017 - PUYALLUP STATION IMPROVEMENTS	37,790	7,102	5,512	1,590	77.6%
300018 - SUMNER STATION IMPROVEMENTS	3,386	283	81	202	28.5%
300019 - LAKEWOOD STATION IMPROVEMENTS	1,173	250	145	105	58.1%
300021 - TACOMA TRESTLE TRACK & SIGNAL	50	15	28	(13)	185.9%
300026 - SOUNDER YARD EXPANSION	10	3	4	(0)	112.8%
300035 - KENT STATION ACCESS IMPRVMENTS	8,495	1,546	692	854	44.8%
300040 - AUBURN STATION ACCESS IMPRVMENT	3,292	348	98	250	28.2%
300056 - SOUNDER SOUTH CAPACITY EXPN	10,007	1,099	233	866	21.2%
300057 - SOUTH TACOMA ACCESS IMPROV	1,173	250	161	88	64.6%
300087 - EDMONDS & MUKILTEO STN P&A IMP	2,071	15	5	10	31.4%
3X135 - D ST - M ST TRACK & SIGNAL	5	2	0	1	19.7%
3X206 - MUKILTEO STATION-S PLATFORM	165	38	23	15	61.6%
3X236 - TUKWILA STATION	0	0	1	(1)	0%
3X510 - SOUNDER SOUTH EXPANDED SERVICE	36	9	7	2	73.7%
7X755 - SOUNDER FLEET EXPANSION	18,271	336	54	282	16.0%
Total	\$87,232	\$11,420	\$7,087	\$4,332	62.1%
<b>Stride</b>					
500050 - I-405 BRT	\$59,069	\$3,898	\$3,172	\$726	81.4%
500051 - SR 522-NE 145th ST BRT	75,410	7,399	4,120	3,279	55.7%
500070 - BRT MAINTENANCE BASE	7,226	5,048	238	4,810	4.7%
Total	\$141,704	\$16,346	\$7,530	\$8,815	46.1%
<b>Other</b>					
5X410 - RESEARCH & TECHNOLOGY	\$795	\$165	\$306	(\$141)	185.2%
600016 - FARE ADMINISTRATION	1,514	1,053	0	1,052	0.0%
600038 - ORCA NEXT GENERATION	18,304	4,576	293	4,283	6.4%
600039 - RESEARCH & BUSINESS DEV PROG	546	137	4	132	3.0%
600073 - TRANSIT SYSTEM ACCESS PROGRAM	10,498	1,114	311	803	27.9%
600076 - INNOVATION & TECHNOLOGY PROG	4,798	1,200	78	1,122	6.5%
600132 - EFFICIENCY & SUSTAINABILITY	1,270	53	0	52	0.9%
600143 - ENVIRONMENTAL REMEDIATION	500	91	201	(111)	221.6%
600668 - STart OPERATIONS & MAINTENANCE	416	102	29	73	28.5%
6X668 - ST ART	3,427	1,062	400	662	37.6%
804100 - TOD PROPERTY DISPOSITION	1,923	636	183	452	28.9%
804302 - TOD PLANNING PROGRAM CAPITAL	585	240	91	149	37.7%
809100 - ST3 PLANNING	2,573	707	595	111	84.2%
Total	\$47,149	\$11,134	\$2,492	\$8,641	22.4%
<b>System Expansion Total</b>	<b>\$2,235,554</b>	<b>\$467,011</b>	<b>\$366,100</b>	<b>\$100,911</b>	<b>78.4%</b>

**Federal Way Link Extension** – Project spending was at 64.8% of or \$33.6M lower than YTD Mar budget. Utility relocations remain a challenge in construction; the work will ramp up towards the end of this year as the project team is performing its due diligence to remove utility conflicts from design build work. Underspending in right-of-way is due to pending decisions on a few new acquisitions and relocations related to transit center and other parcels.

**LRV Fleet Expansion** – Project spending was at 63.3% of or \$15.3M lower than the YTD Mar budget primarily due to vehicles supply interruptions and delays related to COVID-19.

**East Link Extension** – Project spending was at 86.8% of or \$9.7M lower than the YTD Mar budget. Construction is progressing slower than planned partly due to delays associated with contractor performance.

**Lynnwood Link Extension** – Project spending was at 93.9% of or \$7.5M lower than the YTD Mar budget mainly driven by lower construction expenditures than anticipated. Project is progressing on schedule for 2021.

**Pacific Ave SR 7 Bus Corridor** – Project spending was at 0% of or \$2M lower than the YTD Mar budget mainly driven by capped capital contribution to Pierce Transit which has been impacted by slower than planned FTA environmental review schedules.

**Puyallup Station Access Improvements** – Project spending was at 77.6% of or \$1.6M lower than the YTD Mar budget due to a delay in execution of the development agreement with the local jurisdiction to allow commencement of construction activities.

**Kent and Auburn Station Access Improvements** – Kent and Auburn Station Access Improvements Projects are at 44.8% and 28.2% respectively of or \$854K or \$250K lower than the YTD Mar budget. The project is on hold until further guidance from the Board on realignment decision.

**Souder South Capacity Expansion** – Project spending was at 21.2% of or \$866K lower than the YTD Mar budget. The project is on hold until further guidance from the Board on realignment decisions.

**SR-522 / NE 145<sup>th</sup> St. BRT** – Project spending was at 55.7% of or \$3.3M lower than the YTD Mar budget. Staff and consultant costs are lower than planned with overall delays in schedule pending realignment decisions.

**BRT Maintenance Base** – Project spending was at 4.7% of or \$4.8M lower than the YTD Mar budget driven mainly by right-of-way due to pending decisions on acquisition of parcels.

**ORCA Next Generation** – Project spending was at 6.4% of or \$4.3M lower than the YTD Mar budget primarily due to vendor delays in equipment delivery.

**Innovation & Technology Program** – Project spending was at 6.5% of or \$1.1M lower than the YTD Mar budget due to slower than planned implementation of the fare ambassador pilot program.

**Fare Administration** – Project spending was at 0% of or \$1.1M lower than the YTD Mar budget driven by fare program activities with King County Metro. Activities have been deferred due to COVID-19 impact on ridership.

**Northgate Link Extension** – Project spending was at 83.7% of or \$3.6M lower than the YTD Mar budget due to slower startup procurement of tools and non-revenue vehicles, lower staff expenditures as major construction winds down, and lower total premium cost by Owner Controlled Insurance Program (OCIP) than planned.

ENHANCEMENT PROJECTS

(in thousands)

	2021 Budget	YTD 2021 Budget	YTD 2021 Actuals	YTD Budget Remaining	% of YTD Budget
300011 - POSITIVE TRAIN CONTROL	\$50	\$30	\$13	\$17	44.0%
300038 - SOUNDER AT GRADE	460	46	0	46	0.0%
400033 - LINK AT GRADE	484	72	0	72	0.0%
400122 - ESCALATOR MODERNIZATION PROG	220	171	64	107	37.4%
4X340 - NOISE ABATEMENT	800	202	208	(6)	103.2%
5X261 - BUS MAINTENANCE FACILITY	3,874	0	0	0	0%
600029 - TACOMA LINK FARE COLLECTION	60	5	28	(23)	550.1%
600080 - BIKE PARKING PROGRAM	1,450	277	247	30	89.1%
600084 - DIGITAL PASSENGER INFO SYSTEM	9,051	384	743	(359)	193.4%
600085 - SODO MLK HAZARD MITIGATION	444	0	18	(18)	0%
600133 - PARKING MANAGEMENT PROGRAM	1,165	50	23	27	45.8%
600145 - DESIGN CRITERIA MANUAL UPDATE	16	1	17	(16)	1686.5%
600146 - DESIGN& ENGINEERING STNDS UPDA	1,600	160	25	135	15.9%
700646 - OMF ELECTRICAL CAPACITY	604	57	4	53	6.7%
700647 - HVAC CORRECTIONS	360	138	8	130	5.6%
700651 - SEATAC AIRPORT WRONG DOOR	645	8	8	(0)	102.4%
700654 - SEATAC AIRPORT SECOND ELEVATOR	507	97	10	88	10.0%
700665 - VIDEO MNGMNT SYSTEM UPGRADE	13	0	0	0	0%
700676 - TACOMA LINK RADIO UPGRADE	17	4	0	4	0.0%
700686 - SECURITY RADIO SYSTEM	688	26	14	12	54.8%
700688 - LED LIGHTING PROGRAM	970	119	4	116	3.2%
700690 - CT ONBOARD COMM UPGRADE	350	0	0	0	0%
700691 - OMF LCC UPGRADES	227	225	42	183	18.7%
700692 - OMF EXPANDED PARKING	5	5	4	1	76.3%
700693 - OMF RENOVATIONS	1,077	904	574	330	63.5%
700710 - LOCOMOTIVE INBOARD CAMERAS	225	0	0	0	0%
700713 - LRV WASH BAY MODIFICATIONS	163	163	92	72	56.1%
700723 - DT SEATTLE & REG MOBILITY IMP	470	30	18	12	58.8%
700730 - OMF LRV LIFT	380	380	237	143	62.3%
700781 - NON-REVENUE SUPPORT VEHICLES	200	0	26	(26)	0%
700793 - SIGNAGE IMPROVEMENTS	522	3	10	(6)	287.0%
700811 - LINK OMF GENERATOR	215	0	0	0	0%
700812 - LINK OMF PIT FALL PROTECTION	535	30	1	29	3.2%
700817 - OMF SHOP CRANE MODIFICATION	523	0	0	0	0%
700818 - OMF SECURITY ENHANCEMENT	496	185	1	184	0.6%
700820 - CAPITOL HILL FALL PROTECT	406	82	0	82	0.1%
800111 - FARE PAID ZONE	1,380	354	190	164	53.7%
800112 - LINK LINE RENAMING	584	46	0	46	0.6%
864169 - STATION CODES	2,800	0	0	(0)	0%
<b>Enhancement Total</b>	<b>\$34,035</b>	<b>\$4,255</b>	<b>\$2,627</b>	<b>\$1,628</b>	<b>61.7%</b>

**Digital Passenger Information System** – Project spending was at 193.4% of or \$359K higher than the YTD Mar budget primarily due to 2020 planned activities performed in 2021.

**OMF Renovations** – Project spending was at 63.5% of or \$330K lower than the YTD Mar budget. The project is mostly complete and costs have been lower than planned.

STATE OF GOOD REPAIR PROJECTS  
(in thousands)

	2021 Budget	YTD 2021 Budget	YTD 2021 Actuals	YTD Budget Remaining	% of YTD Budget
3X212 - FARE COLLECTION	\$100	\$25	(\$38)	\$63	-152.9%
400046 - CONVENTION PL SYSTEM RETROFIT	667	333	1,048	(715)	314.3%
400116 - DSTT CAPITAL IMPROVEMENTS	10,343	2,031	1,468	563	72.3%
600033 - LINK CCTV SYSTEM UPGRADE	0	0	31	(31)	0%
700645 - ISSAQUAH LAKEWOOD CCTV UPGRADE	10	0	1	(1)	0%
700652 - OT VIRTUAL SYS HARDWARE UPGRD	108	9	0	9	0.0%
700655 - KINKISHARYO LRV SYSTS UPGRADE	4	1	0	1	0.0%
700657 - WHEEL TRUING MACHINE	2,501	0	0	0	0%
700663 - OMF PLUMBED EYEWASHES	98	11	0	11	0.0%
700677 - LINK LRV OVERHAUL	2,280	570	540	30	94.8%
700695 - ACCESS CONTROL CARD UPGRADE	0	0	(3)	3	0%
700704 - LINK RADIO UPGRADE	1,513	15	15	(0)	100.1%
700705 - LINK BRIDGE REPAIRS	230	0	0	0	0%
700718 - TACOMA LINK LRV OVERHAUL	200	50	45	5	89.1%
700728 - LINK STATION TILE REPLACEMENT	700	10	12	(2)	117.4%
700741 - PUGET SOUND EMER RADIO NWRK	324	10	17	(7)	168.4%
700751 - LINK STN CTR OCS WIRE DESIGN	173	15	0	15	0.0%
700752 - KENT-AUBURN BRIDGE STAIR REPLM	290	12	0	12	0.0%
700770 - SOUNDER VEHICLE OVERHAUL PROG	2,810	275	436	(161)	158.5%
700771 - STATION MIDLIFE MAINTENANCE	737	232	8	224	3.3%
700810 - LINK OMF VEHICLE GATE REPLACE	154	17	0	17	0.0%
700813 - OPS WAREHSE IMPROV-LYNNWOOD	35	0	0	0	0%
700814 - CLINK SIGNAL HSE COM UPGRADE	200	0	0	0	0%
700815 - UPGRADE CCTV GENTEC SW	380	0	0	0	0%
700816 - LINK FIREWORKS UPGRADE	261	3	0	3	0.0%
700819 - LINK TPSS UPGRADES	675	0	0	0	0%
700825 - VERTICAL CONVEYANCE PROGRAM	3,672	738	395	344	53.5%
7X356 - TACOMA DOME STATION	286	0	0	0	0%
7X740 - SMALL WORKS PROGRAM	784	195	10	185	5.2%
802001 - REPLACEMENT LINK SPEC VEHIC	600	0	0	0	0%
805009 - ENGINEERING SERVICES PROGRAM	1,197	299	310	(11)	103.7%
870100 - IT TECH INFRASTRUCTURE	4,733	524	191	333	36.5%
870115 - HUB INTRANET REPLACE	410	41	0	41	0.0%
<b>State of Good Repair Total</b>	<b>\$36,476</b>	<b>\$5,416</b>	<b>\$4,484</b>	<b>\$932</b>	<b>82.8%</b>

**Convention Place System Retrofit** – Project spending was at 314.3% of or \$715K higher than the YTD Mar budget due to 2020 activities recognized in 2021.

**DSTT Capital Improvements** – Project spending was at 72.3% of or \$563K lower than the YTD Mar budget, mainly due to delay in execution of few task orders. Also, northbound rail replacement design costs have been lower than planned.

**Sounder Vehicle Overhaul Program** – Project spending was at 158.5% or \$161K higher than the YTD Mar budget due to earlier than planned battery delivery that was budgeted in Q2.

**Vertical Conveyance Program** – Project spending was at 53.5% of or \$344K lower than the YTD Mar budget primarily due to lack of vendor resources. The project started the year with two repair crews and has since increased to four to close gap to attain 2021 goals.

ADMINISTRATIVE PROJECTS (excludes overhead charges to projects and G&A)  
(in thousands)

	2021 Budget	YTD 2021 Budget	YTD 2021 Actuals	YTD Budget Remaining	% of YTD Budget
600025 - ENVIRONMENTAL MITIGATN MONITR	\$130	\$32	\$7	\$25	21.2%
700767 - ADMINISTRATIVE POOL VEHICLES	415	208	70	137	33.8%
700824 - ADMIN FACILITIES	2,551	9	4	4	52.6%
802000 - ADMINISTRATIVE CAPTIAL	323	28	26	2	93.1%
802003 - REPLACEMENT ADMIN POOL VEHIC	65	32	2	31	5.8%
803800 - INFORMATION TECH PROGRAM	6,651	1,424	1,474	(51)	103.6%
864140 - ADMIN SERVICES	239	0	98	(98)	0%
<b>Administrative Total</b>	<b>\$10,373</b>	<b>\$1,732</b>	<b>\$1,681</b>	<b>\$51</b>	<b>97.1%</b>

**Administrative Pool Vehicles** – Project spending was at 33.8% of the YTD budget with underspending of \$137K primarily due to timing of vehicle purchases.

## Contact Information

### Sound Transit

401 S Jackson Street  
Seattle, WA 98104

Tel (206) 398-5000

TTY Relay 711711

[soundtransit.org](http://soundtransit.org)[soundtransit.org](http://soundtransit.org)

