



CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Schedule of Sources and Uses of Funds by Subarea

Year Ending December 31, 2014

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CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

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CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY


STATEMENT OF MANAGEMENT'S RESPONSIBILITY

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

This system is integrated into the Agency's system of internal control over financial reporting, ensuring the integrity of the information reported and provides management, the Board of Directors (the Board) and the Citizen Oversight Panel required information to monitor progress against Sound Transit's subarea commitments to its voters. The integrity and objectivity of information prepared herein, including the establishment of equity rules consistent with the voter approved plan and direction from its Board, are the responsibility of management.

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

Based on the methodology developed, the incorporation into the Agency's financial reporting system and the results of the agreed-upon procedures performed to date, management believes the Schedule of Sources and Uses of Funds by Subarea is fairly presented. The auditor's agreed-upon procedure report on current and prior year subarea allocations may be obtained upon request to the Agency.



Michael Harbour
Acting Chief Executive Officer



Brian McCartan
Chief Financial Officer



Kelly A. Priestley
Controller

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Independent Accountants' Report on Applying Agreed-Upon Procedures

Audit and Reporting Committee
Central Puget Sound Regional Transit Authority:

We have performed the procedures enumerated below, which were agreed to by the Audit and Reporting Committee, the Citizens Oversight Panel, and management of Central Puget Sound Regional Transit Authority (Sound Transit), solely to assist the Audit and Reporting Committee of the Sound Transit Board in evaluating the accompanying Schedule of Sources and Uses of Funds by Subarea (the Schedule) (prepared in accordance with the criteria specified therein) for the year ended December 31, 2014. Sound Transit's management is responsible for the Schedule. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or for any other purpose.

For purposes of this report, we have applied a materiality threshold that was set at \$100,000 for a single variance and \$250,000 for a combined variance for each report line item. The procedures that we performed on the accompanying schedule and our findings are as follows:

Schedule of Sources and Uses

1. We verified the 2014 information as reported in the Subarea Sources and Uses – Version Mode/Project Detail report was derived from the underlying general ledger balances for 2014 by performing the following:
 - a. We agreed the Subarea Sources and Uses – Version Mode/Project Detail report to the subarea ledger reconciliation, without exception.
 - b. We agreed the subarea ledger reconciliation to the general ledger upon which the Sound Transit audited financial statements have been prepared, without exception.
2. We verified the mathematical accuracy of the totals and subtotals shown on the Schedule, without exception.

Subarea Rules

3. We obtained the 2014 authorized and approved subarea rule list and verified the mathematical accuracy of changes in each rule type as compiled from supporting documentation provided by management for:
 - a. Each new rule, without exception.
 - b. Each change in existing rules, without exception.



4. We agreed the rule detail in the E1 Allocation Module to the 2014 authorized and approved subarea rule list:
 - a. For all new and changed rules tested in procedure 3 above, without exception.
 - b. For a sample of 25 existing rules, without exception.
5. We verified the subarea rule drivers as presented in Appendix B by comparing it to the 2014 authorized and approved subarea rule list, without exception.

Subarea Rule Allocation

6. With the exception of location based rules, we selected one of each unique rule type used to allocate balances between subareas. For each item selected, we verified the mathematical accuracy of the allocation of each source or use balance to each subarea in accordance with the rules, without exception.
7. For location based rules, we selected 10 unique use rules based on geographic location of project, facility or designation from voter approved plan, and verified it was recorded in the appropriate subarea, without exception.

Sound Transit Tax Revenue

8. **Sales tax cash revenues:** On a test basis we verified taxes received have been correctly recorded to the subarea ledger without exception unless noted otherwise as follows:
 - a. For sales tax revenue, we selected three months from throughout the year:
 - i. We agreed the gross tax amount collected by Subarea in the workbook to the RTA Distribution Analysis report received from the Department of Revenue;
 - ii. We re-computed that miscellaneous pool revenue has been allocated on a pro-rata basis of taxes received by subarea;
 - iii. We re-computed the gross amount by subarea reported within the workbook (gross taxes from step (i) above plus the allocated share of miscellaneous pool revenue from step (ii) above).
 - b. For each subarea we agreed the amount of Sales Tax Revenue reported in the Schedule of Sources and Uses by Subarea to the Tax Revenue Cash Basis Schedule prepared by Sound Transit Personnel.
 - c. For quarterly sales tax mitigation payments, we selected one quarter from the year:
 - i. We agreed the total amount of mitigation payment received to the Summary of Mitigation Payments report received from the Department of Revenue.
 - ii. We recalculated the amount allocated by the subarea allocation percentage for that quarter.
 - iii. We verified the subarea allocation percentage has been calculated correctly based on the prorata share of locations within Sound Transit's district receiving mitigation payments and that King County unincorporated mitigation payments have been allocated between East King County and South King County in accordance with the tax distribution methodology as documented within the Subarea Allocation of Tax Revenue Rule.
 - d. For each subarea we agreed the amount of Mitigation Tax Revenue reported in the Schedule of Sources and Uses by Subarea to the Tax Revenue Cash Basis Schedule prepared by Sound Transit Personnel.



9. **Rental car tax cash revenues:** On a test basis we verified taxes received have been correctly recorded to the subarea ledger as follows:
 - a. We selected three months from throughout the year:
 - i. We agreed the amount of rental car tax payment received to the Rental Car Tax Detail Payor file received from the Department of Revenue without exception for:
 1. Total rental car tax payment;
 2. Snohomish County
 3. Pierce County
 4. King County
 - ii. For the allocation of rental car tax payment received to each King County subarea:
 1. We verified the 2014 King County subarea rental car tax allocation percentage has been calculated correctly based on the proportion of sales tax received from the six largest rental car tax payors in the accumulation months of July and August using the Six Largest Rental Car Tax Payor Reports provided by the Department of Revenue, without exception.
 2. We recalculated the amount of rental car tax payment allocated to each King County subarea using the rule computed in step 9.a.ii.1 multiplied by the annual amount of rental car tax payments received from King County as reported in the Rental Car Tax Detail Payor file received from the Department of Revenue, without exception.
 - b. For each subarea we agreed the amount of Rental Car Tax Revenue reported in the Schedule of Sources and Uses by Subarea to the Tax Revenue Cash Basis Schedule prepared by Sound Transit Personnel, without exception.
10. **Motor vehicle excise tax cash revenues:** On a test basis we verified taxes received have been correctly recorded to the subarea ledger as follows:
 - a. We selected three months from throughout the year:
 - i. We agreed the amounts of the motor vehicle excise tax revenue to schedules prepared by Sound Transit personnel, without exception.
 - ii. We agreed total cash revenue on the supporting Sound Transit schedules to the Washington State Department of Licensing (DOL) excise tax collection report, without exception.
 - iii. We verified that the revenues were properly allocated to the appropriate subarea as reported by DOL, without exception.
 - b. At December 31, 2014, we requested and received a confirmation of zip code assignment by subarea from DOL.
 - c. We selected 25 zip codes from the confirmation, of which 5 selections include split zips, and performed the following procedures:
 - i. We verified each zip code was assigned to the correct geographical subarea by tracing the zip code to the zip code map maintained by Sound Transit's office of Policy and Planning, or by utilizing the Postal Service web site, without exception.
 - ii. For the 5 split zip codes, we verified the revenues were allocated in accordance with the split zip procedure, without exception.



- d. For each subarea we agreed the amount of motor vehicle excise tax revenue reported for the year in the Schedule of Sources and Uses by Subarea to the Tax Revenue Cash Basis Schedule prepared by Sound Transit personnel without exception.

Grant Revenues

11. We selected a sample of 5 individual grant draw down item requests from the monthly U.S. Department of Transportation Federal Transit Administration Echo-Web Payment Reports.
 - a. We traced the draw down request amount to the Detail Grant Outlay Report to identify each capital project the draw down is associated with, without exception.
 - b. We identified each capital project associated with the draw down on the authorized and approved subarea rule list and the related subarea rule, without exception.
 - c. We verified the grant draw down was recorded to the subarea(s) in which the related capital project disbursements were recorded to in accordance with the authorized and approved subarea rules list by:
 - i. Agreeing the total on the Detail Grant Outlay Report to the Actual Grant Reimbursements Revenues report, without exception.
 - ii. Tracing the total to the posted journal entry associated with the recognition of the grant draw down in the general ledger for location based rules or by tracing to the subarea allocation detail report for non-location based rules, without exception.

Bond Interest

12. For the change in basis of reporting interest on Sound Transit's outstanding bonds from accrual to cash basis within the Schedule of Sources and Use of Funds by Subarea we verified the interest reported in the Schedule by:
 - a. Obtaining bond amortization schedules for each bond series outstanding during the year, without exception.
 - b. Recalculating the interest paid, without exception.
 - c. Agreeing the interest paid as calculated in step 12.b to the interest expense reported in the Schedule of Sources and Use of Funds by Subarea, without exception.

Prior Year Adjustments

13. There were no changes or corrections in rules or methodology for recording amounts by subarea impacting prior years. As such, this procedure is not applicable for 2014.

2014 Reserve Contributions

14. Operating and maintenance reserve contribution: We recalculated the contribution to the reserve and verified the amount has been recorded and the funds segregated within the general ledger are equal to two months of operating and maintenance expenses, without material exception. Also, we verified the actual contribution was made to the reserve for the appropriate amount, without exception. We agreed the change in the reserve per the general ledger to the change in the reserve per the Schedule of Sources and Uses of Funds by Subarea, without exception.
15. Capital reserve contribution: We verified that at a minimum, the amount approved in the annual budget had been recorded and the invested funds restricted within the general ledger, without exception. We



agreed the change in the reserve per the general ledger, including investment income earned, to the change in the reserve in the Schedule of Sources and Uses of Funds by Subarea, without exception.

Finance Plan

16. There were no corrections from the 2013 Sources and Uses Report that needed to be entered in the 2014 finance plan. As such, this procedure is not applicable for 2014.

We were not engaged to, and did not, conduct an examination, the objective of which would be the expression of an opinion on the accompanying schedules. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the Audit and Reporting Committee, the Citizens Oversight Panel, and management of Sound Transit, and is not intended to be and should not be used by anyone other than these specified parties.

KPMG LLP

July 6, 2015

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CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Schedule of Sources and Uses of Funds by Subarea

For the year ending December 31, 2014

<i>(in thousands)</i>	Snohomish	North King	South King	East King	Pierce	System-wide	Total
Sources							
Tax revenues	\$ 86,202	\$ 212,798	\$ 108,686	\$ 176,045	\$ 125,075	\$ -	\$ 708,806
Grant revenue	6,295	102,496	25,021	33,639	27,623	455	195,529
Fares and other operating revenues	7,350	12,252	12,217	20,095	11,852	1,034	64,800
Interest earnings	-	-	-	-	-	4,361	4,361
Surplus property proceeds	-	1,891	-	-	-	41	1,932
Total Sources	\$ 99,847	\$ 329,437	\$ 145,924	\$ 229,779	\$ 164,550	\$ 5,891	\$ 975,428
Uses							
Capital							
System expansion	\$ 16,768	\$ 437,180	\$ 91,310	\$ 116,616	\$ 24,874	\$ 1,285	\$ 688,033
Enhancement	1,607	2,879	1,912	1,268	15,339	-	23,005
Rehabilitation and replacement	4,320	1,486	4,887	9,849	7,242	-	27,784
Administrative	-	40	-	-	-	2,425	2,465
Total Capital	22,695	441,585	98,109	127,733	47,455	3,710	741,287
Operating and Maintenance							
ST Express bus	18,777	-	10,609	49,675	29,068	-	108,129
Link light rail	-	37,808	18,706	-	3,951	-	60,465
Souder commuter rail	6,613	-	17,789	-	14,497	-	38,899
System-wide activities	2	51	45	39	37	37,039	37,213
Total Operating and Maintenance	25,392	37,859	47,149	49,714	47,553	37,039	244,706
Debt Service and Changes in Reserve							
Debt service payments	10,089	50,149	27,696	-	10,979	-	98,913
Capital reserve contribution	8,891	8,713	12,328	12,566	12,803	3,971	59,272
Emergency loss reserve contribution	-	-	-	-	-	8	8
Operating and maintenance reserve contribution	(480)	(1,073)	(961)	(1,199)	(951)	-	(4,664)
Increase/(decrease) in general reserve	33,260	(207,796)	(38,397)	40,965	46,711	(38,837)	(164,094)
Total Changes in Debt Service and Reserve	51,760	(150,007)	666	52,332	69,542	(34,858)	(10,565)
Total Uses	\$ 99,847	\$ 329,437	\$ 145,924	\$ 229,779	\$ 164,550	\$ 5,891	\$ 975,428

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CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

NOTES TO SCHEDULE OF SOURCES AND USES OF FUNDS BY SUBAREA For the Year Ending December 31, 2014

NOTE 1: ORGANIZATION AND REPORTING ENTITY

As provided under the Revised Code of Washington (RCW) Chapter 81.112 applicable to a regional transit authority, the Central Puget Sound Regional Transit Authority, a public corporation acting under the service name of Sound Transit, was established in 1993. Sound Transit was formed to implement a high-capacity transportation system throughout parts of King, Pierce, and Snohomish counties in the State of Washington through the design, construction, and implementation of a commuter rail (Sounder), regional express bus system (ST Express), and light rail (Link).

Reporting Entity: Sound Transit is a special purpose government supported primarily through Sales and Use tax, Motor Vehicle Excise tax and Rental Car Sales tax in Sound Transit's operating jurisdiction. In addition, Sound Transit receives capital funding from federal, state and local agencies.

Sound Transit is governed by an eighteen-member Board, seventeen of whom are appointed by the respective member county executives and confirmed by the council of each member county. Membership is based on the population from the portion of each county that lies within Sound Transit's service area. Representation on the Board includes an elected official representing the largest city in each county and ensures proportional representation from other cities and from unincorporated areas of each county. The final board position is held by the Secretary of Transportation, Washington State Department of Transportation.

NOTE 2: SUBAREA REPORTING BASIS

Sound Transit has implemented an accounting and reporting system consistent with the financial policies approved in the *ST2* voter approved program that allows for the annual reporting of subarea revenues and expenditures, from which the Schedule of Sources and Uses of Funds by Subarea (Schedule) is prepared. The Schedule is prepared on a modified cash basis and does not incorporate non-cash items such as gain on sale of fixed assets and depreciation and amortization expense. Adjustments are made within the subarea ledger for differences in reporting basis between generally accepted accounting principles and the modified cash basis. See Appendix A for the financial statement reconciliation to subarea sources and uses.

NOTE 3: SUBAREA DRIVERS AND RULES

Sources and uses directly associated with a particular location are directly credited or charged to the corresponding subarea. Sources and uses benefiting more than one subarea are classified according to pre-established drivers and allocation rules that are expressed as percentages that reflect the Agency's assumptions regarding multiple subarea and project benefit. See Appendix B for the drivers that are used to allocate sources and uses to subareas.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Schedule of Sources and uses of Funds by Subarea, continued

NOTE 4: SUMMARY OF SIGNIFICANT SOURCES AND USES OF FUNDS

Tax revenues: Sound Transit is funded primarily by three types of taxes. The tax types and rates are listed below.

Tax	Rate
Sales and Use	0.9%
Motor Vehicle Excise	0.3%
Rental Car Sales	0.8%

Taxes are used to implement the system and to provide funding for future operations and maintenance, capital replacement, and debt service.

Grant revenue: Sound Transit is the recipient of multiple competitively awarded grants from federal agencies. The primary source of federal grants is the Federal Transit Authority, including New Starts program full funding grant agreements (FFGA) and formula funds. State and local sources are generated through direct grants to Sound Transit and through agreements with other jurisdictions for funding various capital projects in their areas.

Fares and other operating revenues: Sound Transit collects fares for its services, with the exception of Tacoma Link. Transit riders pay distance based fares that vary by mode. The agency also collects other miscellaneous revenues such as advertising and rental income.

Interest earnings: Interest earnings are generated from cash and investments that are invested in accordance with Sound Transit's asset and liability management policy.

Surplus property proceeds: Surplus property proceeds consist of proceeds related to the sale of surplus land properties acquired during construction that are no longer needed upon completion of construction, net of selling expenses.

Total sources: Total sources is the sum of tax revenues, grants, bonds, fares, other operating revenues and interest earnings.

Capital: Sound Transit incurs capital costs to build the voter approved regional transit system. These costs include the administration expenditures, design and engineering, right of way, vehicle, systems and construction costs for system expansion, enhancement, rehabilitation and replacement, and administrative capital projects.

Operating and maintenance: Operating and maintenance costs consist of expenditures related to providing service, maintaining revenue vehicles and operating and maintaining transit facilities within Sound Transit's transportation district. System-wide activities consists of costs incurred to support fare administration programs, general and administrative and other expenses essential for the planning and maintenance of a regional transit system.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Schedule of Sources and uses of Funds by Subarea, continued

Debt service payments: All amounts associated with the payment of interest and principal on outstanding bonds.

Capital reserve contribution: Annually, an amount is contributed to an internally restricted cash and investment fund to provide for future capital replacement.

Emergency loss reserve contribution: Annually, an amount is contributed to an internally restricted cash fund to cover retention, deductible or excess loss due to uninsured loss or portion of loss.

Operating and maintenance reserve contribution: Two months of operations and maintenance expenses are required to be maintained in the reserve.

Increase (Decrease) in general reserve: The general reserve consists of the excess of sources and uses of funds revenue after making required debt service and other reserve contributions. Each subarea contributes to the general reserve in years they have a surplus and draws from the reserve in years where they have a deficit. The general reserve consists of all cash and investments that are not included in the reserves described above.

Total uses: Total uses is the sum of expenses and outlays related to capital programs, operations and maintenance, reserves, debt service and changes in general reserves.

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CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

APPENDIX A

Financial Statement Reconciliation to Subarea Sources and Uses

For the Period Ended December 31, 2014

(in thousands)

Change in Net Position per Statement of Revenue, Expenses and Changes in Net Position	
	\$ 617,609
Sources and uses related to statement of net position items	
Additions to capital assets	(806,265)
Land sale proceeds and Revenue Vehicles	1,933
Contribution to capital reserve	(59,272)
Contribution to emergency loss	(8)
Reduction in operations and maintenance reserve	4,664
Principal repayment of outstanding bonds	(33,545)
	(892,493)
Difference in reporting basis	
Tax revenues	(8,342)
Interest expense	(498)
	(8,840)
Add (deduct) non cash items included in above	
Depreciation and amortization	100,803
Bond premium amortization, net	(3,787)
Change in fair market value of investments	(7,009)
Change in construction claim provision	(350)
Change in insurance claim provision	222
Expense transfers from construction in progress	1,901
Capital contributions to other governments	27,852
Gain on disposal of assets	(2)
	119,630
Net change in general reserve per Schedule of Sources and Uses	\$ (164,094)

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CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

APPENDIX B: *Subarea Drivers*

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

Passenger Fares

Description	Driver
Central Link Light Rail Fares	Station Boardings
Souder Commuter Rail Fares	Cash Equivalent Full Fare Value
ST Express Bus Fares	Route Boardings / Platform Hours

OPERATING AND MAINTENANCE USES

Souder Commuter Rail Operating and Maintenance Uses

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

ST Express Bus Operating and Maintenance Uses

Description	Driver
Bus Operations	Platform Hours
DSTT Operations	DSTT Platform Hours

Link Light Rail Operating and Maintenance Uses

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

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

APPENDIX B: Subarea Drivers, continued

Other Uses

Description	Driver
Agency Administration	Financial Policies
Art Maintenance	Location
All Other Expenses	Location or Board Designation

CAPITAL USES

System Expansion – Sounder Commuter Rail Projects	Driver
D St.-M St. Track & Signal	Location
Eastside Rail Partnership	Location
Edmonds Station	Location
Lakewood Station	Location
Lakewood Station Improvements	Location
Layover	Vehicle Miles
M St.-Lakewood Track & Signal	Location
Mukilteo Station, South Platform	Location
Permitting/Environmental Mitigation	Location
Pt. Defiance Bypass	Location
Puyallup Station Improvements	Location
Sounder Fleet Program	2009 Sound Move Reported Rules
Sounder Program Reserve	Location
Sounder South Expanded Service	ST2 Financial Plan
Sounder ST2 Fleet Expansion	ST2 Financial Plan
Sounder Yard & Shop Facility	ST2 Financial Plan
Sounder Yard Expansion	Track Miles
South Tacoma Station	Location
Station Access & Demand Study	ST2 Financial Plan
Sumner Station Improvements	Location
Tacoma Trestle Track & Signal	Location
Tukwila Station	Location
Willow Creek Environmental Mitigation	Location

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

APPENDIX B: Subarea Drivers, continued

System Expansion – ST Express Bus Projects	Driver
85 th Corridor, Kirkland	Location
Ash Way Transit Access	Location
Burien Transit Center Parking Expansion	Location
Canyon Park Freeway Station/I-405	Location
Federal Way HOV Access / S 317 th	Location
Federal Way Transit Center/S. 317th	Location
I-90 Two-Way Transit & HOV Operations, stage 1	Location
I-90 Two-Way Transit & HOV Operations, stage 2	Location
I-90 Two-Way Transit & HOV Operations, stage 3	Location
Issaquah Transit Center / SR-900	Location
Kirkland Transit Center / 3 rd	Location
Mercer Island P&R	Location
Mountlake Terrace Freeway Station/236 th SW	Location
Newcastle Transit Improvements	Location
Rainier Avenue Arterial Improvements	Location
Renton HOV Access / N 8 th	Location
S. Everett Freeway Station/112th	Location
SR 522 HOV Enhancements / Bothell	Location
ST Express Bus Base	ST2 Financial Plan
ST Express Fleet Expansion	ST2 Financial Plan
ST Express Midday Bus Storage	Financial Policies
Strander Boulevard Extension	Location
Totem Lake Freeway Station/NE 128th	Location
Totem Lake Transit Center/Evergreen Med Ctr	Location

System Expansion – Link Light Rail Projects	Driver
Airport Link.	Location
East Link Extension	ST2 Financial Plan
First Hill Link Streetcar	Location
Initial Segment	2009 Sound Move Reported Rules
Link Operations & Maintenance Satellite Facility	ST2 Financial Plan
North Corridor Transit Project	ST2 Financial Plan
North Link – UW - Northgate	Location
Overlake Village Bridge	Location
S. 200 th Link Extension	Location
South Corridor HCT	Location

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

APPENDIX B: Subarea Drivers, continued

System Expansion – Link Light Rail Projects, continued	Driver
Tacoma Link Expansion	Location
University Link Extension	Location

System Expansion – Other	Driver
Fare System Integration	Financial Policies
Passenger Information System / CCTV	Location
Research & Technology	Financial Policies
South Corridor Alternatives Planning	Location
<i>STart</i>	Location
Ticket Vending Machines	Location
Ticket Vending Machines – Address Verification Upgrade	Location

Enhancement Projects	Driver
Auburn Garage Lighting Retrofit	Location
Bike Locker Program	Location
Bus Maintenance Facility	Platform Hours
Central Link Benchtest Equipment	Boardings / Track Miles
Central Link Card Readers	Boardings / Track Miles
Central Link HVAC-Instrument House & UPS Room	Boardings / Track Miles
Central Link OMF UPS Room Improvement	Boardings / Track Miles
Central Link Overhead Catenary System Tie Switch	Boardings / Track Miles
Central Link Switch Heaters	2009 Sound Move Reported Rules; Vehicle Maintenance
DSTT South Access Security	Location
Eastgate Freeway Station Bus Shelter	Location
Federal Way Transit Center Lighting Retrofit	Location
HVAC for Traction Power Substation (TPSS)	Boardings / Track Miles
Link LRV Wash Bay Doors	Boardings / Track Miles
Link OMF Laydown Area Improvements	Boardings / Track Miles
LRV On Board Energy Storage	Location
Network Phones at Link Control Center	Boardings / Track Miles
Noise Abatement	Location
Enhancement Projects, continued	Driver

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

APPENDIX B: Subarea Drivers, continued

Parking Enhancements	Location
Positive Train Control	Location / Track Miles
PT 2-Way Radio System Upgrade	Location
Radio Upgrade	Boardings/Track Miles
Security Enhancements	Location
Security Radios	Securitas Service
Signage Improvement	Location
Sounder CCTV	Location
ST Express Mobile Communications	Platform Hours
ST Express Security Camera Retrofit	Platform Hours
Tacoma Link Fare Collection	Location
TOD Ashway Capital	Location
TOD Woodinville	Location
TOD Property Disposition	Location

Rehabilitation & Replacement Projects	Driver
Beacon Avenue Paving	Location
Central Link Control Center Phone Network	Boardings / Track Miles
E-3 Busway Bike Path Lighting	Location
Federal Way Post Tension Cable Repair	Location
LRV Overhaul	Boarding/Track Miles
Link Station Paver Replacement	Location
Small Works Program	Location
Small Works Program – Federal Way TC Ped Path Lighting	Location
Small Works Program – OMF Boiler	Track Miles/Boarding
Small Works Program – OMF Macton Lift System	Track Miles/Boarding
Small Works Program – OMF Pit Fall Restraint	Track Miles/Boarding
Small Works Program – OMF S. Trailer Tenant	Track Miles/Boarding
Small Works Program – OMF Washing Bay Heating	Track Miles/Boarding
Small Works Program – Single Procurement	Location
Small Works Program – Tukwila Escalator	Location
Rehabilitation & Replacement Projects, continued	Driver
Sounder Vehicle Maintenance Program	Vehicle Miles

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

APPENDIX B: Subarea Drivers, continued

ST Express Fleet Replacement	Platform Hours
ST Express Security Cameras	Platform Hours
Station Midlife Refurbishment Program	Location
Tacoma Link Auxiliary Power Supply Replacement	Location
Tacoma Link LRV Communications Upgrade	Location

Administrative Projects	Driver
Administrative Capital	Financial Policies
Environmental Monitoring / Mitigation	Modal Operating Expense Rules
Information Technology Program	Financial Policies
Service Integration & Forecasting	Financial Policies
Surplus Property Disposition	Location

DEBT SERVICE USES

Description	Driver
Bond Refunding	Financial Plan
Debt Service	Financial Plan

RESERVE CONTRIBUTIONS / DRAWS

Description	Driver
Amtrak Reserve	Financial Plan
Bond Reserve	Financial Plan
Capital Replacement	Financial Plan
Emergency Loss	Financial Plan
Operations and Maintenance	Financial Plan