



***Central Puget Sound  
Regional Transit Authority***

***Schedule of Sources and Uses of Funds by Subarea  
Year Ending December 31, 2018***

*This page intentionally left blank*

## TABLE OF CONTENTS

<b>Sound Transit – Service and Capital Program Overview .....</b>	<b>1</b>
<b>Subarea Equity .....</b>	<b>3</b>
<b>Sound Transit District Map .....</b>	<b>4</b>
<b>Sound Transit District Subareas .....</b>	<b>5</b>
<b>Statement of Management’s Responsibility .....</b>	<b>7</b>
<b>Report of Independent Accountants on Applying Agreed Upon Procedures.....</b>	<b>9</b>
<b>Schedule of Sources and Uses of Funds by Subarea .....</b>	<b>15</b>
<b>Notes to Schedule of Sources and Uses of Funds by Subarea .....</b>	<b>17</b>
<b>Appendix A: Financial Statement Reconciliation to Subarea Sources and Uses .....</b>	<b>21</b>
<b>Appendix B: Subarea Drivers.....</b>	<b>23</b>

*This page intentionally left blank*

## SOUND TRANSIT - SERVICE AND CAPITAL PROGRAM OVERVIEW

Sound Transit is a regional transit authority implementing and operating a high-capacity transportation system throughout parts of King, Pierce and Snohomish counties including commuter rail (Sounder), light rail (Link), a regional express bus system (ST Express) and a bus rapid transit system (Stride). Sound Transit was established by the legislature in 1993, and authorized to collect taxes to fund, build and operate a comprehensive transit system by voter approved plans in 1996 (Sound Move), 2008 (ST2) and 2016 (ST3).

Sound Move – a 10-year regional transit system plan, which authorized tax collections to fund operations and the first set of regional transit projects was completed in 2016. ST2 – a 15-year program authorizing additional tax collections to fund additional bus and commuter rail service, as well as 36 miles of new Link light rail service continues to progress. ST3 – a 25-year program authorizing additional tax collections, and a new property tax to fund 62 new miles of light rail, bus rapid transit, expanded capacity and service on Sounder south line, ST Express bus service and improved access to stations is now underway.

### Sound Transit Service Program

As of December 31, 2018, Sound Transit operates the following services:

- 82 miles of commuter rail service providing 13 round-trip trains daily between downtown Seattle and Tacoma, of which 8 trips continue to Lakewood, and 4 round-trip trains daily between Seattle and Everett serving 4.4 million annual passengers;
- 28 regional express bus routes with a fleet of 317 buses serving 18.4 million annual passengers;
- 20 miles of light rail line from University of Washington to Angle Lake serving 23 million annual passengers;
- A 1.8 mile light rail line in Tacoma serving a million annual passengers; and
- Associated stations, park-and-ride lots and transit access ramps.

# CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

---

## Sound Transit Capital Program

Sound Transit's capital program consists of new construction, capital replacement and other projects included in the voter approved plans. Significant elements of the current program, by subarea, consist of:

### *Snohomish County subarea –*

- Extension of light rail north from the Lynnwood Transit Center to downtown Everett via the Southwest Everett Industrial Center. Additional parking will be provided at Mariner and Everett stations.
- Bus Rapid Transit (BRT) service expansion on the I-405 corridor from the Lynnwood Transit Center to the Snohomish / King County line.
- New parking and access improvements at Sounder north line's Edmonds and Mukilteo stations.

### *North King County subarea –*

- Extension of light rail from Ballard to downtown Seattle and downtown Seattle to West Seattle, including service from West Seattle to the sports stadiums, SODO, Delridge, Avalon, and Alaska Junction, while the segment from Ballard will connect through International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay and Ballard. Additional infill stations will be added serving Northeast 130<sup>th</sup> Street, South Graham Street and South Boeing Access Road near I-5, with parking provided.
- BRT service expansion on SR 522 and Northeast 145<sup>th</sup> Street connecting to the 145<sup>th</sup> Street Link light railstation.

### *South King County subarea –*

- Extension of light rail from Kent / Des Moines to Federal Way Transit Center with an infill station at South Boeing Access Road. From there, light rail will continue south to connect Federal Way to the Pierce County line. Parking will be added at the South 272<sup>nd</sup>, Federal Way Transit Center, and South Federal Way stations.
- Sounder commuter rail improvement projects, including platform expansion to accommodate longer trains and carry more riders, and parking expansion at existing stations.
- BRT service expansion on I-405 / SR 518 connecting Renton to the Burien Transit Center.

### *East King County subarea –*

- Extension of light rail connecting Redmond, Bellevue, south Kirkland and Issaquah, with two stations serving Redmond, as well as a new line from south Kirkland to Issaquah serving the Richards Road area, Eastgate near Bellevue College and central Issaquah.
- BRT service expansion on I-405 / SR 522 connecting to the NE 145<sup>th</sup> Street BRT.

### *Pierce County subarea –*

- Expansion of Tacoma light rail service from Tacoma Dome to Tacoma General Hospital. Extension of light rail from Pierce County line with stations in Fife, east Tacoma and at the Tacoma Dome. This segment includes expansion of Tacoma Link to Tacoma Community College and added parking at the Fife station.
- Sounder commuter rail extension with a station at Tillicum to serve Joint Base Lewis-McChord and a second at DuPont.

## SUBAREA EQUITY

In 1992 when the state legislature created the regional transit authority for the Puget Sound area, it embedded within the enabling legislation, RCW 81.112, an equity element whereby the agency system plan presented to the voters identifies revenues anticipated by corridor and county within Sound Transit's district boundary, the phasing of construction and operation of high capacity system facilities, services and benefits in each corridor and how revenues generated within each county shall benefit the residents of that county and when such benefits will accrue.

This equity principle is further embedded within *Sound Move*, *ST2*, and *ST3* together with accountability principles as described in Appendix B of those voter approved plans. Corridors have been defined within the plans as subareas, which includes three in King County (North, East and South), Pierce County and Snohomish County. Subarea accountability principles require subarea reporting within the Financial Plan, annual forecast updates to the Financial Plan based on actual receipts and expenditures as the plan progresses and monitoring requirements. This report of the annual results by subarea, presented in the Schedule of Sources & Uses of Funds by Subarea (the Schedule) on which certain procedures are performed by independent auditors, has been prepared to satisfy those requirements.

Benefits may directly accrue within a subarea, however other subareas may benefit from projects outside their subarea. For example, the Snohomish County subarea is responsible for a portion of Sounder commuter trains and track improvements in King County because Snohomish County residents directly benefit from the north corridor service into Seattle and back.

System-wide elements that improve mobility throughout the region are funded through a percent of local tax revenues contributed by each of the five subareas and interest earnings. For example, system-wide elements include regional fare programs (the *ORCA* smart card), research and development of new transit-related technology and planning and environmental analysis for future capital programs.

Additional information on the system established to report on subarea performance is described in the *Statement of Management's Responsibility* (page 7) and Note 4 - *Summary of Significant Sources and Uses of Funds by Subarea* (page 18).

### Maintaining Subarea Equity

Sound Transit is governed by an eighteen member board, seventeen of whom are local city and county elected officials 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, one representative per 164,000. 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. Currently, there are 10 representatives from King County, 4 from Pierce County and 3 from Snohomish County.

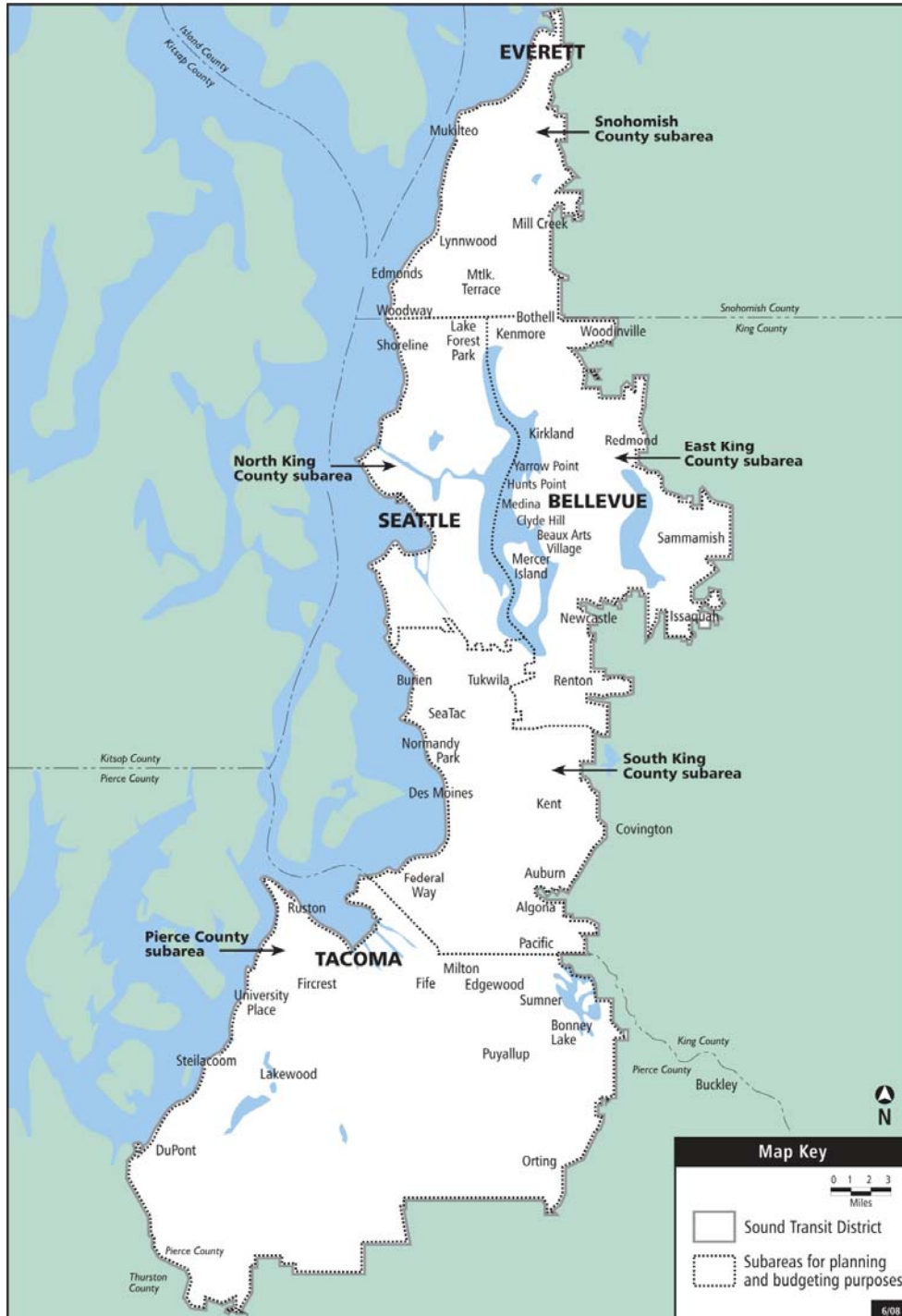
Changing the subarea equity principle would take two-thirds, or 12 votes, of the 18-member Sound Transit board. In addition, there is strong financial oversight federally and by independent auditors, as well as accountability measures over subarea, that include an independent Citizen Oversight Panel and annual completion of agreed upon procedures by an independent auditor to assist in the monitoring of subarea results.

# CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

## SOUND TRANSIT DISTRICT MAP

Sound Transit's transportation district comprises five subareas within the contiguous urbanized areas of King, Pierce and Snohomish counties (see Figure 1 below). The district is home to approximately 3.1 million people or 80.3% of the three-county population.

Figure 1: Sound Transit District and Subareas





## SOUND TRANSIT DISTRICT SUBAREAS

### **Snohomish County**

The Snohomish County subarea includes the cities of Brier, Edmonds, Everett, Lynnwood, Mill Creek, Mountlake Terrace, Mukilteo and Woodway. In 2018 the Snohomish County subarea had an estimated population of 470,400 residents, accounting for 58.4% of the Snohomish County population.

### **North King County**

The North King County subarea includes the cities of Seattle, Shoreline and Lake Forest Park. In 2018 the North King subarea had an estimated population of 800,200 residents, accounting for 36.5% of King County's population.

### **South King County**

The South King County subarea includes the cities of Algona, Auburn, Burien, Des Moines, Federal Way, Kent, Normandy Park, Pacific, SeaTac and Tukwila. In 2018 the South King subarea had an estimated population of 518,600 residents, accounting for 23.7% of King County's population.

### **East King County**

The East King County subarea includes the cities of Beaux Arts, Bellevue, Bothell, Clyde Hill, Hunts Point, Issaquah, Kenmore, Kirkland, Medina, Mercer Island, Newcastle, Redmond, Renton, Sammamish, Woodinville and Yarrow Point. In 2018 the East King subarea had an estimated population of 588,400 residents, accounting for 26.9% of King County's population.

The combined three King County subareas account for 87.1% of the total King County population.

### **Pierce County**

The Pierce County subarea includes the cities of Bonney Lake, DuPont, Edgewood, Fife, Fircrest, Lakewood, Milton, Orting, Puyallup, Ruston, Steilacoom, Sumner, Tacoma and University Place. In 2018 the Pierce County subarea had an estimated population of 728,400 residents, accounting for 83.5% of the Pierce County population.

Population Source: Washington State OFM small area estimates.  
Methodology: RTA population estimated using percentage of land area

*This page intentionally left blank*

## **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 *Sound Move, ST2 and ST3* voter approved plans. 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 long-term Financial Plan. The Schedule reports actual tax revenues received by subarea and an allocation to each subarea of other sources and uses. The results presented in the Schedule are incorporated into the Agency's Financial Plan.

Subarea reporting is presented on a cash basis using the Agency's system of financial reporting, which provides management, the Board of Directors (the Board) and the Citizen Oversight Panel, required information to monitor progress against the Agency'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 plans and direction from the 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 agreed to by the Citizens Oversight Panel and have been approved by the Finance and Audit Committee of the Board. All results are presented to the Board.

Based on the methodology developed, the use of information from the agency's financial reporting system and the results of the agreed upon procedures performed to date, management believes the Schedule is fairly presented. The Independent Accountants' Report on Applying Agreed-Upon Procedures for the current and prior year subarea allocations may be obtained upon request to the Agency.



Peter M. Rogoff  
*Chief Executive Officer*



Tracy Butler  
*Chief Financial Officer*



Laura Rupert  
*Director of Accounting*

*This page intentionally left blank*

## **Report of Independent Accountants on Applying Agreed-Upon Procedures**

Finance and Audit Committee  
Citizen Oversight Panel  
Central Puget Sound Regional Transit Authority

We have performed the procedures enumerated below, which were agreed to by the Central Puget Sound Regional Transit Authority Finance and Audit Committee (“Sound Transit”) and the Citizen Oversight Panel, on the accompanying Schedule of Sources and Uses of Funds by Subarea (the Schedule) for the year ended December 31, 2018. Management of Sound Transit is responsible for the Schedule for the year ended December 31, 2018. 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 enumerated below either for the purpose for which this report has been requested or for any other purpose.

This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to and did not conduct an examination or review, the objective of which would be the expression of an opinion or conclusion, respectively, on the Schedule for the year ended December 31, 2018. Accordingly, we do not express such an opinion or conclusion. 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 Central Puget Sound Regional Transit Authority Finance and Audit Committee and the Citizen Oversight Panel, and is not intended to be, and should not be, used by anyone other than these specified parties.

*Moss Adams LLP*

Seattle, Washington  
August 7, 2019

# **Agreed-Upon Procedures**

## **Central Puget Sound Regional Transit Authority (Sound Transit) December 31, 2018**

Any procedures noted below resulting in a single variance greater than \$100,000 or a combined variance greater than \$250,000 per subarea are included as an exception below.

### **Schedule of Sources and Uses**

1. We confirmed the 2018 information as reported in the Subarea Sources and Uses – Version Mode/Project Detail report (not attached) was derived from the underlying general ledger balances for 2018 by performing the following:
  - a. We traced and agreed the Subarea Sources and Uses – Version Mode/Project Detail report to the subarea ledger reconciliation with no exceptions noted.
  - b. We traced and agreed the subarea ledger reconciliation to the general ledger upon which the Sound Transit audited financial statements have been prepared with no exceptions noted.
2. We recalculated the mathematical accuracy of the totals and subtotals shown on the Schedule with no exceptions noted.

### **Subarea Rules**

3. We obtained the 2018 authorized and approved subarea rule list and recalculated the mathematical accuracy of changes in each rule type as compiled from supporting documentation provided by management for:
  - a. Each new rule.
  - b. Each change in existing rules.

No exceptions were noted.

4. We traced and agreed the rule detail in the E1 Allocation Module, used to allocate general ledger amounts between subareas, to the 2018 authorized and approved subarea rule list:
  - a. For all new and changed rules allocated to more than one subarea and tested in procedure 3 above.
  - b. For a haphazard sample of 25 existing rules from 2018 authorized and approved subarea rule list.

No exceptions were noted.

5. We confirmed the subarea rule drivers as presented in Appendix B by comparing it to the 2018 authorized and approved subarea rule list with no exceptions noted.

### **Subarea Rule Allocation**

6. For each new or modified rule (totaling 35 rules in 2018), we recalculated the mathematical accuracy of the allocation of each source or use balance to each subarea in accordance with the rules.
7. We selected a haphazard sample of existing rules, including location based rules, for a combined total of 60 rules for procedures 6 and 7, and verified each are recorded in the appropriate subarea.

## Sound Transit Tax Revenue

### 8. Sales tax cash revenues: We performed the following procedures:

- a. For sales tax revenue, we obtained the Tax Revenue Workbook (“Workbook”) prepared by Sound Transit personnel and haphazardly selected three months from throughout the year (March, June and November) and performed the following:
  - i. We traced and agreed the gross tax amount collected by Subarea in the Workbook to the RTA Distribution Analysis report received from the Department of Revenue with no exceptions noted.
  - ii. We re-computed the amount of miscellaneous pool revenue based upon an allocation of a pro-rata basis of taxes received by subarea with no exceptions noted.
  - 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) with no exceptions noted.
- b. For each subarea, we traced and agreed the amount of Sales Tax Revenue reported in the Schedule to the Tax Revenue Cash Basis Schedule prepared by Sound Transit Personnel with no exceptions noted.
- c. Mitigation Tax Revenue was terminated on July 1, 2017. Therefore, no such amounts were reported in the Schedule and this step was not performed.

### 9. Rental car tax cash revenues: We performed the following procedures:

- a. We haphazardly selected three months from throughout the year (March, June and November) and performed the following:
  - i. We traced and agreed the amount of rental car tax payment received as recorded in the general ledger to the King County Rental Car Analysis Report received from the Washington Department of Revenue for:
    1. Total rental car tax payment
    2. Allocation to Snohomish County
    3. Allocation to Pierce County
    4. Allocation to King CountyNo exceptions were noted.
  - ii. For the allocation of rental car tax payment received to each King County subarea:
    1. We recalculated the 2018 King County subarea rental car tax allocation percentage based on the proportion of rental car taxable revenue from the nine largest rental car tax payers in the accumulation months of July and August using the King County Rental Car Analysis Report provided by the Washington Department of Revenue with no exceptions noted.
    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 amount of rental car tax payment received from King County as reported in the RTA Rental Car Detail received from the Washington Department of Revenue with no exceptions noted.
- b. For each subarea, we traced and agreed the amount of Rental Car Tax Revenue reported in the Schedule to the Tax Revenue Cash Basis Schedule prepared by Sound Transit Personnel with no exceptions noted.

10. **Motor vehicle excise tax cash revenues:** We performed the following procedures:
- a. We haphazardly selected three months from throughout the year (March, June and November) and performed the following:
    - i. We traced and agreed the location amount reported on Department of Licensing's RTA Excise Tax Collected Report to the MVET Revenue Report with no exceptions noted.
    - ii. We recomputed the monthly subarea percentage derived from Department of Licensing's RTA Excise Tax Collected Report. We applied the subarea percentage to the Department of Revenue Treasury Remittance Advice amount and traced and agreed amounts to the MVET Revenue Report with no exceptions noted.
    - iii. For any new locations we agreed the subarea assignment to the boundary map. There were no new locations added in 2018, so we did not perform this procedure with no exceptions noted.
  - b. For each subarea, we traced and agreed the amount of motor vehicle excise tax revenue reported for the year in the Schedule to the MVET Revenue Report with no exceptions noted.

11. **Property tax cash revenues:** We performed the following procedures:
- a. We obtained the Property Tax Revenue by Subarea Report and performed the following:
    - i. We haphazardly selected 2 daily cash receipts from each month for a total of 24 receipts for King County. We traced and agreed North, East and South King County subarea amounts to the general ledger cash receipts entry and to King County's Property Tax Deposits report with no exceptions noted.
    - ii. We haphazardly selected 3 monthly (March, June and November) cash receipts for Pierce County and traced and agreed the amounts to the general ledger cash receipts entry and to Sound Transit Bank Statement – Wells Fargo with no exceptions noted.
    - iii. We haphazardly selected 3 monthly (March, June and November) cash receipts for Snohomish County and traced and agreed the amounts to the general ledger cash receipts entry and to Sound Transit Bank Statement – Wells Fargo with no exceptions noted.
    - iv. For each subarea, we traced and agreed the amount of property tax revenue reported for the year in the Schedule with no exceptions noted.

**Grant Revenues**

12. We haphazardly selected a sample of 5 individual grant draw down requests from the monthly U.S. Department of Transportation Federal Transit Administration Echo-Web Payment Reports. The five draw down requests selected related to the following projects:

<u>Grant ID Number</u>	<u>Project Description</u>
40317000	HIFG Rail Prev Maintenance
40241007	Northgate Link Extension
50417000	HIMB Bus Prev Maintenance
40133000	Tacoma Link Extension
61410001	ORCA Marketing Project



- a. We traced the draw down request amount to the Grant Outlay Detail Report to identify each capital project the draw down is associated with. No exceptions were noted.
- b. We identified each capital project associated with the draw down on the authorized and approved subarea rule list and the related subarea rule with no exceptions noted.
- 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. Tracing and agreeing the total on the Grant Outlay Detail Report to the Actual Grant Reimbursements Revenues report with no exceptions noted.
  - 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 with no exceptions noted.

### **TIFIA Loan**

13. There was only one TIFIA loan drawn down in 2018 for the Northgate Link Project. The following was performed on the loan draw down:

- a. We traced the draw down request amount to the Federal Drawdown report to identify the capital project the draw down is associated with. No exceptions were noted
- b. We identified the capital project associated with the draw down on the authorized and approved subarea rule list and the related subarea rule. No exceptions were noted.
- c. We confirmed that the TIFIA Loan draw down was recorded to the subarea in which the related capital project disbursements were recorded to in accordance with the authorized and approved subarea rules list by:
  - i. Tracing and agreeing the total on the Federal Drawdown to the FTA approval document with no exceptions noted.
  - ii. Tracing the total to the posted journal entry associated with the recognition of the TIFIA draw down in the general ledger for location based rules or by tracing to the subarea allocation detail report for non-location based rules with no exceptions noted.

### **Bond Interest**

14. For the change in basis of reporting interest on Sound Transit's outstanding bonds from accrual to cash basis within the Schedule we verified the interest reported in the Schedule by:

- a. Obtaining bond interest payment schedules prepared by Sound Transit Personnel for each bond series outstanding during the year and performing the following:
  - i. We traced the payments to the general ledger distribution entry with no exceptions noted.
  - ii. We traced and agreed the bond interest payment schedule gross amount to the amount reported on the Statement of Cash Flows with no exceptions noted.
  - iii. We traced and agreed the interest paid to the interest expense reported in the Schedule with no exceptions noted.

## **Bond Proceeds**

15. There were no new bonds issued in 2018. As such, this procedure was not performed.

## **Net Position**

16. We performed the following procedures to the Opening and Closing Net Position balances as reported in the Schedule:

- a. We traced the 2017 Closing Net Position to the 2018 Opening Net Position, noting an adjustment of \$7,928,000 was made to correct the 2018 opening net position balance to reflect the 2013 emergency loss reserve contribution that was not included in the closing net position balance as of December 31, 2017.
- b. We recalculated the Closing Net Position by subarea and verified the amount is the Opening Net Position plus or minus the Excess Sources / (Uses) with no exceptions noted.
- c. We traced and agreed the 2018 Closing Net Position by subarea to the financial plan general fund balance by subarea with no exceptions noted.

## **Prior Year Adjustments**

17. There was one rule change made in 2018 to the Light Rail Vehicle Fleet Expansion Project. For this rule change, we verified the amount of the adjustment by tracing and agreeing the new rule to the 2018 approved Subarea Rules list. We also obtained the amount allocated in the prior year, and recalculated and confirmed to source documentation the prior year amount allocated using the new rule and computed the difference, noting no exceptions. We traced that amount to the subarea ledger journal entry post report noting no exceptions.

## **2018 Reserve Contributions**

18. **Operating and maintenance reserve contribution:** We recalculated the contribution to the reserve and verified the amount has been recorded in the appropriate amount and that the funds segregated within the general ledger are equal to two months of operating and maintenance expenses. We traced and agreed the change in the reserve recorded in the general ledger to the change in the reserve recorded in the Schedule. No exceptions were noted as a result of these procedures.

19. **Capital reserve contribution:** We verified that a minimum balance of \$300 million was maintained in the capital replacement reserve in accordance with Resolution No. R2015-32, and traced and agreed the amount to the invested funds restricted within the general ledger. We traced and agreed the change in the reserve recorded in the general ledger, including investment income earned, to the change in the reserve recorded in the Schedule. No exceptions were noted as a result of these procedures.

# CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

## Schedule of Sources and Uses of Funds by Subarea For the year ending December 31, 2018 (in thousands)

	Snohomish	North King	South King	East King	Pierce	System-wide	Total
<b>Sources</b>							
Tax revenues	\$ 215,582	\$ 553,452	\$ 247,213	\$ 474,146	\$ 315,950	\$ -	\$ 1,806,343
Grant revenue	48,244	73,034	13,842	14,742	24,098	579	174,539
Fares and other operating revenues	8,537	36,862	18,696	22,465	16,776	2,107	105,443
Interest earnings	-	-	-	-	-	37,501	37,501
Unallocated bond proceeds / draws (note 6)	-	-	-	111,336	-	-	111,336
TIFIA loan proceeds	-	56,606	-	-	-	-	56,606
<b>Total Sources</b>	<b>272,363</b>	<b>719,954</b>	<b>279,751</b>	<b>622,689</b>	<b>356,824</b>	<b>40,187</b>	<b>2,291,768</b>
<b>Uses</b>							
<b>Capital</b>							
System expansion	74,738	396,706	56,914	731,779	49,087	(6,968)	1,302,256
Enhancement	314	4,982	911	357	2,878	955	10,397
State of good repair	1,103	1,879	1,470	2,859	2,192	-	9,503
Administrative	-	5	4	2	-	7,043	7,054
<b>Total Capital</b>	<b>76,155</b>	<b>403,572</b>	<b>59,299</b>	<b>734,997</b>	<b>54,157</b>	<b>1,030</b>	<b>1,329,210</b>
<b>Operating and Maintenance</b>							
Link light rail	-	84,081	32,861	-	5,459	-	122,401
Souder commuter rail	6,239	-	24,620	-	20,906	-	51,765
ST Express bus	21,330	-	13,415	65,223	36,096	-	136,064
System-wide activities	-	-	-	-	-	28,508	28,508
<b>Total Operating and Maintenance</b>	<b>27,569</b>	<b>84,081</b>	<b>70,896</b>	<b>65,223</b>	<b>62,461</b>	<b>28,508</b>	<b>338,738</b>
<b>Debt Service and Changes in Reserve</b>							
Debt service payments (note 5)	13,468	51,985	21,952	28,147	19,124	-	134,676
Unallocated bond proceeds / draws (note 6)	-	-	-	-	-	111,336	111,336
Capital reserve contribution	956	750	822	1,284	1,667	78	5,557
Emergency loss reserve contribution	-	-	-	-	-	5,953	5,953
Operating and maintenance reserve contribution	883	2,687	2,271	2,082	1,993	-	9,916
<b>Total Changes in Debt Service and Reserve</b>	<b>15,307</b>	<b>55,422</b>	<b>25,045</b>	<b>31,513</b>	<b>22,784</b>	<b>117,367</b>	<b>267,438</b>
<b>System-wide Cost Allocation</b>	<b>(551)</b>	<b>(1,413)</b>	<b>(632)</b>	<b>(1,214)</b>	<b>(808)</b>	<b>4,618</b>	<b>-</b>
<b>Total Uses</b>	<b>118,480</b>	<b>541,662</b>	<b>154,608</b>	<b>830,519</b>	<b>138,594</b>	<b>151,523</b>	<b>1,935,386</b>
<b>Excess Sources / (Uses)</b>	<b>153,883</b>	<b>178,292</b>	<b>125,143</b>	<b>(207,830)</b>	<b>218,230</b>	<b>(111,336)</b>	<b>356,382</b>
<b>Opening Net Position (note 8)</b>	<b>316,636</b>	<b>(2,426)</b>	<b>61,016</b>	<b>207,830</b>	<b>366,220</b>	<b>281,767</b>	<b>1,231,043</b>
<b>Closing Net Position</b>	<b>\$ 470,519</b>	<b>\$ 175,866</b>	<b>\$ 186,159</b>	<b>\$ -</b>	<b>\$ 584,450</b>	<b>\$ 170,431</b>	<b>\$ 1,587,425</b>

Unaudited – see Independent Accountants’ Report on Applying Agreed-Upon Procedures. See accompanying notes to the Schedule.

*This page intentionally left blank*

# **CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY**

---

## **NOTES TO SCHEDULE OF SOURCES AND USES OF FUNDS BY SUBAREA For the Year Ending December 31, 2018**

### **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), light rail (Link) and regional express bus system (ST Express).

**Reporting Entity** – Sound Transit is a special purpose government supported primarily through sales and use, motor vehicle excise, property and rental car taxes assessed in Sound Transit’s operating jurisdiction (the District). In addition, Sound Transit receives capital and operating 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 *Sound Move*, *ST2*, and *ST3* voter approved plans. The Schedule of Sources and Uses of Funds by Subarea (the Schedule) is prepared from this system 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. See Appendix A for a reconciliation of the changes from the financial statements to the modified cash basis used in the Schedule.

### **NOTE 3: SUBAREA DRIVERS AND RULES**

For purposes of subarea reporting, 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 reflect the Agency’s assumptions regarding multiple subarea and project benefit, expressed as percentages, except proceeds from debt issuance which are allocated based on actual dollars as determined in the Financial Plan. 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 For the Year Ending December 31, 2018

### NOTE 4: SUMMARY OF SIGNIFICANT SOURCES AND USES OF FUNDS

**Tax revenues:** Sound Transit is primarily funded by four types of taxes. These taxes are levied within the district at the following voter approved rates:

---

<b>Tax</b>	<b>Rate</b>
Sales and Use	1.4%
Motor Vehicle Excise	1.1%
Property	\$0.23 per \$1,000 of assessed value
Rental Car	0.8%

---

**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.

**Bond proceeds:** Sound Transit issues debt from time to time as authorized and necessary to implement its program. Under state law, issuance of bonds payable from any type of taxes is subject to statutory debt limitations. Sound Transit is currently authorized to incur debt in an amount equal to 1.5% of the value of taxable property within the service area, without securing voter approval for bonds. With the approval of 60% of the region's voters, Sound Transit may incur aggregate indebtedness of up to 5.0% of the value of taxable property within the service area.

**Other:** Other non-operating sources includes proceeds from sales of retired vehicles and surplus land, net of selling expenses.

**TIFIA Loans:** TIFIA (Transportation Infrastructure Finance and Innovation Act), is a federal government sponsored loan between Sound Transit and the United States Department of Transportation, in conjunction with the Federal Highway Administrator. The 2018 drawdown was used specifically for the Northgate Link Extension (Project 4X100) which is all North King County subarea.

**Total sources:** Total sources is the sum of tax revenues, grants, bonds, fares, other operating revenues, interest earnings, bond proceeds, TIFIA Loans and other sources.

**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.

# CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

## NOTES TO SCHEDULE OF SOURCES AND USES OF FUNDS BY SUBAREA For the Year Ending December 31, 2018

**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.

**Debt service payments:** Debt service payments include all amounts associated with the payment of interest and principal on outstanding bonds and loans

**Unallocated bond proceeds:** Bond proceeds are allocated to subareas based on subarea borrowing needs. Should bond proceeds on issuance exceed subarea borrowing needs in that year, the excess amount is set aside in unallocated bond proceeds in System-wide to be allocated in future years based on subarea borrowing needs.

**Capital reserve contribution:** Sound Transit is required to maintain a minimum balance of \$300 million in 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:** Sound Transit's financial policies require the Agency to maintain an operating expense reserve in the amount of two months average monthly expenditures for the last annual period.

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

### NOTE 5: DEBT SERVICE PAYMENTS

Debt service payments include all amounts associated with the payment of interest and principal on outstanding bonds and loans. The following table summarizes the components included as debt service in the Schedule:

---

<b>Schedule of Debt Service Payments (in thousands)</b>	
Interest expense	\$ 105,753
Build America Bond rebate	(6,637)
Principal payments	35,560
<b>Total Debt Service Payments</b>	<b>\$ 134,676</b>

---

# CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

## NOTES TO SCHEDULE OF SOURCES AND USES OF FUNDS BY SUBAREA For the Year Ending December 31, 2018

### NOTE 6: LONG TERM DEBT – UNALLOCATED BOND PROCEEDS

There were no additional bonds issued in 2018. \$111.3 million of previously unallocated bond proceeds were utilized by the East King County subarea in 2018.

The following table summarizes the components included as unallocated bond proceeds in the Schedule and related activity during the year:

<b>Schedule of Unallocated Bond Proceeds (in thousands)</b>	
2017 Unallocated Proceeds Ending Balance	\$ 281,767
2018 Excess Sources / (Uses)	(111,336)
<b>Remaining Unallocated Proceeds</b>	<b>\$ 170,431</b>

### NOTE 7: CHANGE IN PRIOR PERIOD CAPITAL SYSTEM EXPANSION

The Light Rail Vehicle Fleet Expansion project costs were inadvertently reported in 2017 as ST3 Expansion project costs and allocated to System-wide. The project rule, and corresponding allocation for 2017, has been updated from 100% System-wide to 11.5% Snohomish County, 30.3% North King County, 13.1% South King County and 45.1% East King County. This adjustment is reflected in 2018 and presented in the Schedule as shown below:

<b>Schedule of prior period adjustment: Capital System Expansion</b>							
<b>For the year ending December 31, 2018</b>							
(in thousands)	Snohomish	North King	South King	East King	Pierce	System-wide	Total
Capital System Expansion	1,396	3,678	1,590	5,475	-	(12,139)	-

### NOTE 8: OPENING NET POSITION RECONCILIATION

The 2013 emergency loss reserve contribution was not recorded in the Financial Plan, and consequently was not included in the Closing Net Position in the Schedule for the year ending December 31, 2017. An adjustment was made in the 2018 Financial Plan to record the contribution. The 2018 Opening Net Position has been adjusted to agree with the Financial Plan as follows:

<b>Opening Net Position Reconciliation</b>							
<b>For the year ending December 31, 2018</b>							
(in thousands)	Snohomish	North King	South King	East King	Pierce	System-wide	Total
<b>2018 Opening Net Position</b>	\$ 317,579	\$ -	\$ 62,102	\$ 209,915	\$ 367,608	\$ 281,767	\$ 1,238,971
Emergency Loss Reserve Contribution	943	2,426	1,086	2,085	1,388	-	7,928
<b>Adjusted 2018 Opening Net Position</b>	<b>\$ 316,636</b>	<b>\$ (2,426)</b>	<b>\$ 61,016</b>	<b>\$ 207,830</b>	<b>\$ 366,220</b>	<b>\$ 281,767</b>	<b>\$ 1,231,043</b>



# CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

---

## APPENDIX A

### Financial Statement Reconciliation to Schedule of Sources & Uses of Funds by Subarea For the Year Ending December 31, 2018

---

(in thousands)

---

<b>Change in Net Position per Statement of Revenue, Expenses and Changes in Net Position</b>	<b>\$ 1,684,430</b>
<b>Adjustments related to Statement of Net Position</b>	
Additions to capital assets	(1,329,210)
Reclass operations and maintenance expenses to construction in progress	5,325
Capitalized interest	(98,356)
Proceeds from sales of assets	2,457
Contribution to emergency loss reserve	(5,953)
Contribution to capital reserve	(5,557)
Contribution to operations and maintenance reserve	(9,916)
Principal repayment of outstanding bonds	(35,560)
TIFIA loan proceeds	56,606
	<b>(1,420,164)</b>
<b>Adjustments related to difference in reporting basis</b>	
Interest expense	(19,881)
Tax revenues	1,014
	<b>(18,867)</b>
<b>Adjustments related to non cash items</b>	
Depreciation and amortization	167,055
Discontinued projects	14
Bond premium amortization, net	(8,410)
Change in fair market value of investments	(300)
Expense and landbank transfers from construction in progress	(70,980)
Capital contributions to other governments	19,483
Project costs recoveries from construction in progress	4,121
	<b>110,983</b>
<b>Excess Sources/(Uses)</b>	<b>\$ 356,382</b>

---

*This page intentionally left blank*

# CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

## APPENDIX B: SUBAREA DRIVERS

### SOURCES

Description	Driver
Bond Proceeds	Financial Plan*
Capital Grants	Project Rules or Board Designation
Interest Earnings	Financial Plan
Motor Vehicle Excise Tax	Location Code
Operating Grants	Modal Operating Use Drivers
Other Revenue	Location / Modal Operating Use Drivers (see Operating Uses section below)
Regional Mobility Grant for Routes 522 and 577	Boardings for Routes 522 and 577
Rental Car Tax	County Level
Sales & Use Tax	Department of Revenue Location Code
Property Tax	Location

\*Applicable to bond issued after 2016

### Passenger Fares

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

### OPERATING AND MAINTENANCE USES

#### Sounder Commuter Rail Operating and Maintenance Uses

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

#### ST Express Bus Services 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 Operations	Boardings / Track Miles
Tacoma Link 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 or Project rule
Pre-project cost expensed	Project Rule

### CAPITAL USES

System Expansion – Sounder Commuter Rail Projects	Driver
Auburn Station Improvements	Location
D Street-M Street Track & Signal	Location
Eastside Rail Partnership	Location
Edmonds Station	Location
Kent Station Improvements	Location
Lakewood Station	Location
Lakewood Station Improvement	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 Improvement	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 Appendix A
Sounder Maintenance Base	ST2 Financial Plan
Sounder Yard Expansion	Track Miles
South Sounder Capital Improvements	Station Count, Track Miles
North Sounder Parking & Access Improvements	Location
South Tacoma Station	Location
Sumner Station Improvement	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*

<b>System Expansion – ST Express Bus Projects</b>	<b>Driver</b>
85 <sup>th</sup> Corridor, Kirkland	Location
Ash Way Transit Access/164th SW	Location
Bus on Shoulder	ST3 Appendix A, Location
Bothell Transit Related Improvements	Location
Burien Transit Center Parking Expansion	Location
Canyon Park Freeway Station/I-405	Location
Federal Way HOV Access/S. 317 <sup>th</sup>	Location
Federal Way Transit Center/S. 317th	Location
I-405 Bus Rapid Transit	Service Miles
I-90 Two-Way Transit & HOV Opr, stage 1	Location
I-90 Two-Way Transit & HOV Opr, stage 2	Location
I-90 Two-Way Transit & HOV Opr, stage 3	Location
Issaquah Transit Center/SR-900	Location
Kirkland Transit Center/3 <sup>rd</sup>	Location
Mercer Island P&R/ N Mercer Way	Location
Mountlake Terrace Freeway Station/236 <sup>th</sup> SW	Location
Newcastle Transit Improvements	Location
North Sammamish Park & Ride	Location
Rainier Avenue Arterial Improvements	Location
Rapid Ride C & D Improvements	Location
Renton HOV Access/N 8 <sup>th</sup>	Location
S. Everett Freeway Station/112 <sup>th</sup>	Location
SR 522 Bus Rapid Transit	Service Miles
SR 522 HOV Enhancements/Bothell	Location
ST Express Bus Base	ST2 Financial Plan
ST Express Fleet Expansion	Service Hours
ST Express Fleet Expansion ST2	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

# CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

## APPENDIX B: Subarea Drivers, *continued*

<b>System Expansion – Link Light Rail Projects</b>	<b>Driver</b>
130th Infill Station	Location
Airport Link - 154th St - 176th St.	Location
Downtown Redmond Link Extension	Location
Downtown Tunnel	ST3 Appendix A
East Link Extension	ST2 Financial Plan
Enhancement to Tacoma Link Extension	Location
Federal Way Extension - S. 200th to Federal Way TC	Location
Federal Way to Tacoma Dome Link Extension	Track Miles
First Hill Streetcar	Location
Initial Segment	2009 Sound Move Reported Rules
Light Rail Vehicle Fleet Expansion	Fleet Requirements
Link O&M Facility East	ST2 Financial Plan
Lynnwood Link Extension - Northgate-Lynnwood	ST2 Financial Plan
Northgate Link Extension - UW-Northgate	Location
South Link - Airport to S. 200th	Location
Station Access & Demand Study	ST2 Financial Plan
Tacoma Link Expansion	Location
University Link - Pine St. Sub Tunnel - UW Station	Location
West Seattle to Ballard Link Extension	ST3 Appendix A, Track Miles

<b>System Expansion – Other</b>	<b>Driver</b>
E-Citations Fare Enforcement – Light Rail	Boardings / Track Miles
E-Citations Fare Enforcement – Sounder	Vehicle Miles
Fare / System Integration	Financial Policies
Fare Administration	Financial Policies
Innovation & Technology Program	ST3 Financial Plan
ORCA Next Generation	Financial Policies
Passenger Information System / CCTV	Location
Research & Business Development Program	Financial Policies
Research & Technology	Financial Policies
South Corridor Alternatives Planning	Location
STart Program	Location
Ticket Vending Machines - Sounder TVM	Location
Ticket Vending Machines Full System	Location
Ticket Vending Machines-Address Verification Upgrade	Location
TOD Planning Program	ST3 Financial Plan
Transit System Access Program	ST3 Financial Plan

# CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

## APPENDIX B: Subarea Drivers, *continued*

Enhancement Projects	Driver
Access Control Guard Upgrade	Financial Policies
Auburn Garage Lighting Retrofit	Location
Bike Locker Program	Location
Bike Parking Program	Location
Bus Maintenance Facility	Platform Hours
Central Link Benchtest Equipment	Boardings / Track Miles
Central Link Card Readers	Boardings / Track Miles
Central Link HVAC for Traction Power Substation (TPSS)	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	Track Miles
Central Link Switch Heaters	2009 Sound Move Reported Rules; Vehicle Maintenance
DSTT Mitigation	Location
DSTT South Access Security	Location
Federal Way Transit Center Lighting Retrofit	Location
Kent Station Parking Lot Paving	Location
Kent Station Platform Lighting	Location
King Street Station Platform Improvement	Track Miles
Link LRV On Board Energy Storage	Location
Link LRV Wash Bay Doors	Boardings / Track Miles
Link OMF Laydown Area Improvements	Boardings / Track Miles
Link Ops System Enhancement/Upgrade	Track Miles
Link Remote Switch Heaters	2009 Sound Move Reported Rules; Vehicle Maintenance
Locomotive Inboard Cameras	Vehicle Miles
LRV Between Car Barriers	Locations
Network Phones at Link Control Center	Boardings / Track Miles
Noise Abatement	Location
Non-Revenue Support Vehicles	Track Miles
OMF Enhancements	Track Miles
OMF Light Rail Vehicle Wash Heater System	Boardings / Track Miles
OMF Light Rail Vehicle Lift	LRV Fleet
Opensidewalks Data Development	Financial Policies
Parking Enhancements	Location
Passanger Information Management System	Financial Policies
Positive Train Control	Location / Track Miles
PT 2-Way Radio System Upgrade	Location
Puyallup Station LED Lighting	Location
Radio Upgrade	Boardings / Track Miles
REX Bellevue TC Security System	Location
Regional Parking Pilot Project	Financial Policies
SCR Customer Emergency Units	Location
Security Enhancements	Location

# CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

## APPENDIX B: Subarea Drivers, *continued*

<b>Enhancement Projects, continued</b>	<b>Driver</b>
Security Radios	Securitas Service
Security Radio System	Financial Policies
SOC Video Monitoring Improvement	Financial Policies
Signage Improvement	Location
SODO/MLK Hazard Mitigation	Location
Sounder CCTV	Location
ST Express Mobile Communications	Platform Hours
ST Express Security Camera Retrofit	Platform Hours
Sumner Station LED Lighting	Location
Tacoma Link Fare Collection	Location
Tacoma Link Radio Upgrade	Location
TOD Ashway Capital	Location
TOD Property Disposition	Location
TOD Woodinville	Location
Union Station Garden Level Remodel	Location

<b>Rehabilitation &amp; Replacement Projects</b>	<b>Driver</b>
Access Control Card Upgrade	Location
Automatic Passenger Counter Upgrade - Sounder and Tacoma Link	Vehicle Miles
Beacon Ave. Paving	Location
Central Link Control Center Phone Network	Boarding / Track Miles
Convention Place System Retrofit	Location
Federal Way Post Tension Cable Repair	Location
Link CCTV System Upgrade	Boardings / Track Miles
IT Infrastructure	Financial Policies
IT LRD SCADA Lab	Adtl New Link Track
IT LRT Emcomm Upgrade (SCADA)	Boarding / Track Miles
IT Transit Systems	Financial Policies
Link Bridge Repairs	Track Miles
Link LRV Overhaul	Boarding / Track Miles
Link Station Paver Replacement	Location
LRV Overhaul	Boarding / Track Miles
Small Works Program	Location
Small Works Program - Airport Generator Tap	Location
Small Works Program – Airport Station Traffic Gates	Location
Small Works Program - Mt Baker Generator Tap	Location
Small Works - BTC Gutter Modification	Location
Small Works - Capitol Hill Bollards	Location
Small Works Program – DSTT/Surface Street Signal Improvements	Location



# CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

## APPENDIX B: Subarea Drivers, *continued*

<b>Rehabilitation &amp; Replacement Projects, continued</b>	<b>Driver</b>
Small Works Program - E-3 Bike Path Lighting	Location
Small Works Program – Eastgate HOV Bus Shelters	Location
Small Works Program – Federal Way TC Ped Path Lighting	Location
Small Works Program – Issaquah LED Upgrade	Location
Small Works Program – Mercer Island LED Upgrade	Location
Small Works Program – OMF Boiler	Boardings / Track Miles
Small Works Program – OMF TrackM7 Door Guard	Boardings / Track Miles
Small Works Program – OMF Electric Vehicle Chargers	Boardings / Track Miles
Small Works Program – OMF LRV Wash Drainage	Boardings / Track Miles
Small Works Program – OMF Macton Lift System	Boardings / Track Miles
Small Works Program – OMF Pit Fall Restraint	Boardings / Track Miles
Small Works Program – OMF Plumbed Eyewashes	Track Miles
Small Works Program – OMF S. Trailer Tenant	Boardings / Track Miles
Small Works Program – OMF SCADA & Signals Lab	Boardings / Track Miles
Small Works Program – OMF Wash Bay Heating	Boardings / Track Miles
Small Works Program – Othello TPSS Parking Lot	Location
Small Works Program - Safety Fence	Location
Small Works Program – Seatac Airport Station Leak Repairs	Location
Small Works Program – Seatac Airport Station Sub-Metering	Location
Small Works Program – Single Procurement	Location
Small Works Program – South Tacoma Station LED Lighting	Location
Small Works Program – ST Express Security Cameras	Platform Hours
Small Works Program - TIBS Generator Tap	Location
Small Works Program - Tacoma Trestle Track Replacement	Location
Small Works Program – Tukwila Escalator	Location
Small Works Program – Weller St Bridge Fall PR	Track Miles
Souder Passenger Announcement Upgrades in Stations	Location
Souder Vehicle Overhaul Program	Vehicle Miles
ST Express Fleet Replacement	Platform Hours
Station Midlife Maintenance	Location
Tacoma Link Auxiliary Power Supply Replacement	Location
Tacoma Link Light Rail Vehicle Overhaul	Location
Tacoma Link LRV Communications Upgrade	Location
Trans Services Tacoma Dome Station	Location

<b>Administrative Projects</b>	<b>Driver</b>
Administrative Capital	Financial Policies
Environmental Monitoring / Mitigation	Modal Operating Expense Rules
Information Technology Program	Financial Policies
Service Integration & Forecasting	Financial Policies
ST3 Planning	ST3 Appendix A
Surplus Property Disposition	Location

# CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

---

## APPENDIX B: Subarea Drivers, *continued*

### DEBT SERVICE USE

<b>Description</b>	<b>Driver</b>
Debt Service	Financial Plan

### RESERVE CONTRIBUTIONS / DRAWS

<b>Description</b>	<b>Driver</b>
Amtrak Reserve	Financial Plan
Bond Reserve	Related Debt
Capital Replacement	Financial Plan
Emergency Loss	Financial Plan
Operation & Maintenance Reserve	Financial Plan
System Wide	Tax Revenue