



Central Puget Sound Regional Transit Authority

***Summary of Sources and Uses of Funds by
Subarea for the 15-Year Period January 1, 2009
through December 31, 2023***

***Updated for Actual Results through
December 31, 2015***

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SOUND TRANSIT AND ITS SERVICE AND CAPITAL PROGRAMS

The Central Puget Sound Regional Transit Authority, a public corporation acting under the service name of Sound Transit, is a regional transit authority implementing and providing a high-capacity transportation system throughout parts of King, Pierce and Snohomish counties through commuter rail (Sounder), a regional express bus system (ST Express) and light rail (Link). Established by the legislature in 1993, in 1996 voters approved the initial phase of its System Plan, *Sound Move* – a 10-year regional transit system plan, which authorized the first set of regional transit projects. The final elements of *Sound Move* will be completed with the opening of University Link and South 200th Extension.

In 2008, the region's voters approved a second phase of the System Plan, *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. *ST2* is scheduled for completion in 2023.

Sound Transit is currently planning for a third phase of the regional high-capacity transit system, *ST3* which voters will consider November 2016. Sources and Uses related to the *ST3* plan are not included within this report, except for planning dollars approved within *ST2*.

Sound Transit Service Program

Currently Sound Transit operates the following services:

- 82 miles of commuter rail service providing 10 round-trip trains daily between downtown Seattle and Lakewood and 4 round-trip trains daily between Seattle and Everett serving 3.8 million annual passengers; 26 regional express bus routes with a fleet of 286 buses serving 18.3 million annual passengers;
- 26 regional express bus routes with a fleet of 286 buses serving 18.3 million annual passengers;
- 15 miles of Link light rail line from downtown Seattle to SeaTac Airport serving 11.5 million annual passengers;
- A 1.8 mile light rail line in Tacoma serving approximately 1 million annual passengers; and
- Associated stations, park-and-ride lots and transit access ramps.

Service and Capital Program overview, continued

Sound Transit Capital Program

Sound Transit's capital plan consists of new construction, capital replacement and other new projects included in the voter approved system plan scheduled for completion by 2023.

Significant elements of the current plan consist of:

- The purchase of four additional round-trip easements and improvements to existing stations to accommodate longer trains, track and structure upgrades from Tacoma Dome to Reservation Junction, and construction of a commuter rail operations and maintenance facility.
- Expansion and service enhancements for regional express bus by 10% to 30% in key corridors, joint construction of high-occupancy vehicle (HOV) lanes with the Washington State Department of Transportation (WSDOT), and construction of a bus maintenance facility.
- Construction of an additional 34.0 miles of link light rail to extend north from the University of Washington through Northgate to Lynnwood, east from Seattle to Bellevue and Redmond, and south from SeaTac to north Federal Way.
- Expansion of Tacoma light rail service from Tacoma Dome to Tacoma General Hospital.

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* and *ST2*, 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. 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, together with the annual results by subarea, on which certain procedures are performed by independent auditors, has been prepared in satisfaction of 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 section titled *Statement of Management's Responsibility* (page 7) and Note 2 to the *Summary of Sources and Uses of Funds by Subarea* (page 11).

Maintaining Subarea Equity

To ensure decisions are made that maximize the benefits of each subarea, the Sound Transit Board is comprised of local city and county elected officials per 145,000 residents. Currently, there are 10 representatives from King County, 4 from Pierce County and 3 from Snohomish County. One board position is held by the Secretary of Transportation, Washington State Department of Transportation.

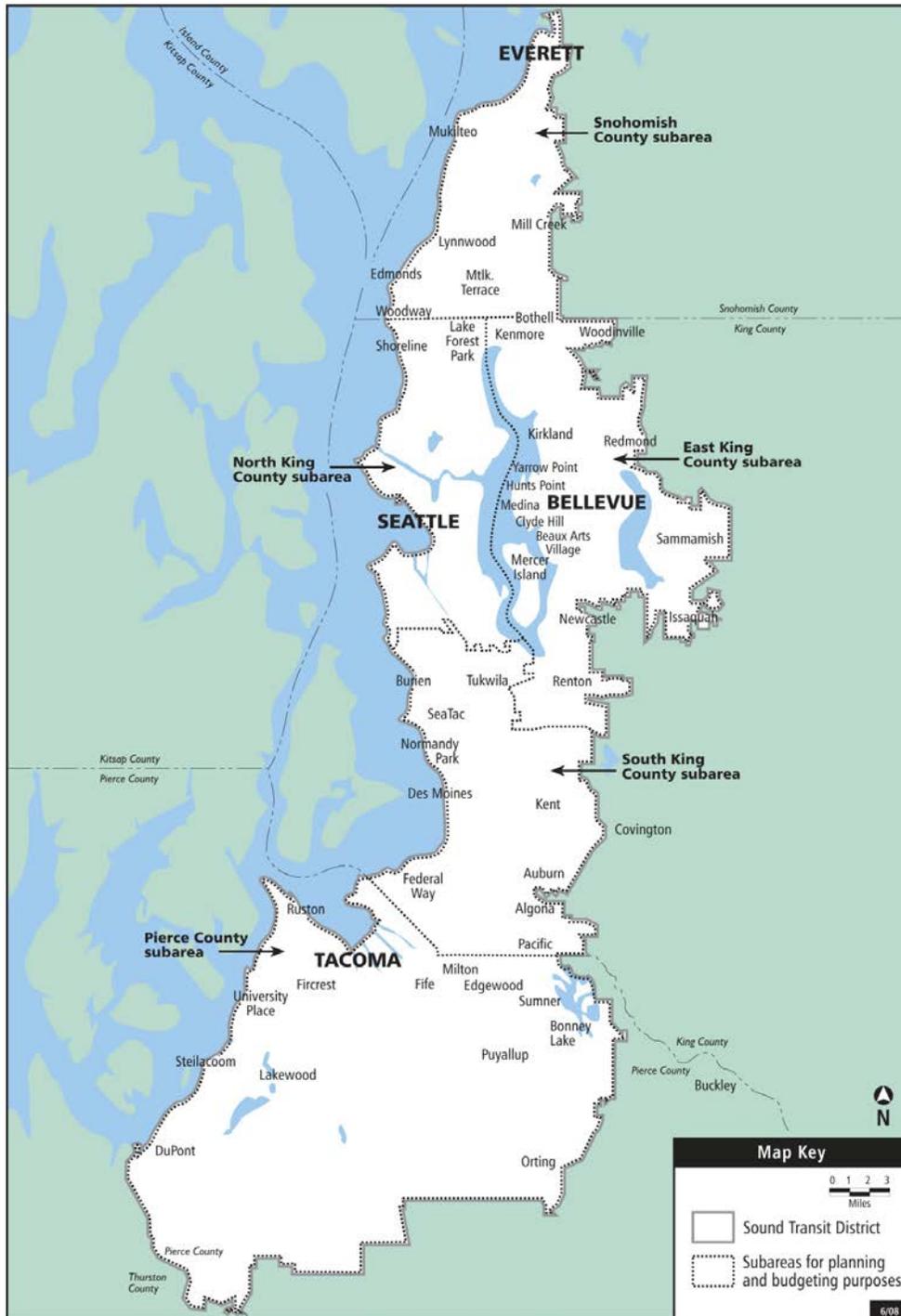
Changing the subarea equity principle would take two-thirds, or 12 votes, of the 18-member Sound Transit Board. In addition, other strong accountability measures are in place, including an independent Citizen Oversight Panel and regular external audits to monitor the administration of subarea equity.

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 2.9 million people or 80.2% 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 2015 the Snohomish County subarea had an estimated population of 445,400 residents, accounting for 58.8% of the Snohomish County population.

North King County

The North King County subarea includes the cities of Seattle, Shoreline and Lake Forest Park. In 2015 the North King subarea had an estimated population of 730,600 residents, accounting for 35.6% 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 2015 the South King subarea had an estimated population of 518,200 residents, accounting for 25.2% 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 2015 the East King subarea had an estimated population of 530,500 residents, accounting for 25.8% of King County's population.

The combined three King County subareas account for 86.7% 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 2015 the Pierce County subarea had an estimated population of 694,600 residents, accounting for 83.7% of the Pierce County population.

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

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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. The Schedule reports actual tax revenues received by subarea and an allocation to each subarea of other sources and uses earned and incurred to date. These results are incorporated into the Agency’s Finance Plan, from which the information presented in the 15-year *Summary of Sources and Uses of Funds by Subarea* is prepared.

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 agreed to 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 Summary 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.



Peter M. Rogoff
Chief Executive Officer



Brian McCartan
Chief Financial Officer



Kelly A. Priestley
Controller

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Summary of Sources and Uses of Funds by Subarea For the 15-Year Period January 1, 2009 through December 31, 2023

(in millions)

	Snohomish	North King	South King	East King	Pierce	System-wide	Total
Sources							
Tax revenues	\$ 1,394	\$ 3,522	\$ 1,753	\$ 2,918	\$ 2,056	\$ -	\$ 11,643
Bond proceeds	84	2,035	407	1,656	46	-	4,228
Grant Revenue	702	1,445	184	304	217	1	2,853
Fares and other operating revenues	122	472	190	325	334	7	1,450
TIFIA loan proceeds (note 4)	93	160	279	798	-	-	1,330
Interest earnings	-	-	-	-	-	147	147
Total Sources	\$ 2,395	\$ 7,634	\$ 2,813	\$ 6,001	\$ 2,653	\$ 155	\$ 21,651
Uses							
Capital							
Link light rail	\$ 1,242	\$ 4,982	\$ 1,091	\$ 3,831	\$ 173	\$ -	\$ 11,319
Sounder commuter rail	64	-	166	-	1,097	-	1,327
ST Express bus	153	-	91	552	107	-	903
Service delivery	45	24	48	103	84	3	307
System-wide activities	14	36	25	26	6	288	395
Total Capital	1,518	5,042	1,421	4,512	1,467	291	14,251
Operating and Maintenance							
ST Express bus	277	-	188	894	437	-	1,796
Link light rail	13	991	342	32	92	-	1,470
Sounder commuter rail	141	-	271	-	338	-	750
System-wide activities	56	132	41	183	30	440	882
Total Operating and Maintenance	487	1,123	842	1,109	897	440	4,898
Debt Service and Changes in Reserve							
Debt service payments	137	1,178	422	422	138	-	2,297
Capital reserve contribution	43	41	45	56	75	4	264
Bond reserve contribution	7	114	30	58	7	-	216
Operating and maintenance reserve contribution	7	17	14	19	15	-	72
System-wide activities contribution	64	163	79	133	95	(534)	-
Increase/(decrease) in general reserve	132	(44)	(40)	(308)	(41)	(46)	(347)
Total Debt Service and Changes in Reserve	390	1,469	550	380	289	(576)	2,502
Total Uses	\$ 2,395	\$ 7,634	\$ 2,813	\$ 6,001	\$ 2,653	\$ 155	\$ 21,651

See accompanying notes to schedule

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CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

NOTES TO SUMMARY OF SOURCES AND USES OF FUNDS BY SUBAREA

For the 15-Year Period January 1, 2009 through December 31, 2023

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 tax, Motor Vehicle Excise tax and Rental Car 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. Annual subarea results are compiled from the audited financial statement results. As the financial statements are prepared on a full accrual basis and include non-cash items, adjustments are made for differences in reporting basis and non-cash items, such as gain on sale of fixed assets, depreciation and amortization expense. These results are then incorporated into annual financial plan from which the Summary of Sources and Uses of Funds by Subarea (Summary) is prepared. The information presented in the Summary included in this report is prepared from the 2016 Financial Plan.

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 within the financial plan that are expressed as percentages that reflect the Agency's assumptions regarding multiple subarea and project benefit. See Appendix A for the drivers that are used to allocate sources and uses to subareas.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

NOTES TO SUMMARY OF SOURCES AND USES OF FUNDS BY SUBAREA *For the 15-Year Period January 1, 2009 through December 31, 2023, 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 intended to be used to implement the system and to provide funding for future operations and maintenance, capital replacement and debt service.

Grants: 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 to co-fund 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.

System-wide activities: System-wide activities include funding to support projects that support the regional transit system as a whole such as; research and technology, fares administration, future phase planning, agency administration and other expenditures consistent with the voter approved plan.

Bond proceeds: Sound Transit's bonds are subject to the following statutory limits: without voter approval the maximum outstanding debt cannot exceed 1.5% of the aggregate assessed value of taxable real estate located with the Sound Transit district; with 60% voter approval the maximum outstanding debt can be increased to 5.0%.

TIFIA proceeds: Sound Transit is the recipient of a Federal loan under the Transportation Infrastructure Finance and Innovation Act (TIFIA), at a 2.38% interest rate.

Total sources: Total sources is the sum of tax revenues, grants, fares and other operating revenues, interest earnings, system-wide activities and bond and TIFIA proceeds.

Capital: Sound Transit incurs capital costs to build the voter approved regional transit system. These costs include the administrative, design and engineering, right of way, vehicle, systems and construction costs to build the Sounder commuter rail, ST Express bus and Link light rail programs. Pursuant to Sound

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NOTES TO SUMMARY OF SOURCES AND USES OF FUNDS BY SUBAREA **For the 15-Year Period January 1, 2009 through December 31, 2023, continued**

Transit's asset management policy, estimated expenditures for State of Good Repair have been included to fund the repair and replacement of key operating assets.

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

Bond reserve contribution: Sound Transit is required to maintain a debt service reserve, which are externally restricted funds.

Capital reserve contribution: Sound Transit's board has adopted an asset management policy that provides for the forecasting and budgeting for capital replacement and life cycle maintenance to ensure the regional transit system is maintained in a state of good repair. Additionally this policy establishes and sets aside an emergency capital replacement reserve of a minimum of \$300 million.

Operating and maintenance reserve contribution: Two months of operations and maintenance expenses are required to be maintained in the reserve. The system wide portion of the contribution is allocated to each subarea in accordance with financial plan policies.

System-wide activities reserve contribution: Consist of amounts required to fund approved system-wide activities.

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 are the sum of expenses and outlays related to capital programs, operations and maintenance, debt service and changes in reserves.

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APPENDIX A: SUBAREA DRIVERS

For the Years Ending December 31, 2009 through 2023

SOURCES	
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 Drivers
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
Sounder Fares	Cash Equivalent Full Fare Value
ST Express Bus Fares	Route Boardings / Platform Hours
OPERATING AND MAINTENANCE USES	
Sounder Commuter Rail Services 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

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

APPENDIX A: SUBAREA DRIVERS

For the Years Ending December 31, 2009 through 2023, continued

Link Light Rail Services Operating and Maintenance Uses	
Description	Driver
Central Link Operations	Boardings / Track Miles
Tacoma Link Operations	Location
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 Street-M Street Track & Signal	Location
Eastside Rail Partnership	Location
Edmonds Station	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 Financial Plan
Sounder Yard and Shop Facility	ST2 Financial Plan
Sounder Yard Expansion	Track Miles
South Tacoma Station	Location
Station Access & Demand Study	ST2 Financial Plan
Sumner Station Improvement	Location
Tacoma Trestle Track & Signal	Location
Tukwila Station	Location
Willow Creek Environmental Mitigation	Location

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

APPENDIX A: SUBAREA DRIVERS

For the Years Ending December 31, 2009 through 2023, continued

System Expansion – ST Express Bus Projects	Driver
85 th Corridor, Kirkland	Location
Ash Way Transit Access	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 th	Location
Federal Way Transit Center/S. 317 th	Location
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 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/112 th	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 128 th	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 Streetcar	Location
Initial Segment	2009 Sound Move Reported Rules
Link Light Rail Operations & Maintenance Satellite Facility	ST2 Financial Plan
Lynnwood Link Extension	ST2 Financial Plan
Northgate Link Extension	Location
S. 200 th Link Extension	Location
South Corridor HCT	Location
ST2 Light Rail Vehicle Fleet Expansion	Fleet Requirements
Tacoma Link Expansion	Location
University Link Extension	Location

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APPENDIX A: SUBAREA DRIVERS

For the Years Ending December 31, 2009 through 2023, continued

System Expansion – Other	Driver
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
Passenger Information System/ CCTV	Location
Research & Technology	Financial Policies
South Corridor Alternatives Planning	Location
STart	Location
Ticket Vending Machines	Location
Ticket Vending Machines Full System	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 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	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
Link LRV On Board Energy Storage	Location
Link LRV Wash Bay Doors	Boardings / Track Miles
Link OMF Laydown Area Improvements	Boardings / Track Miles
Link Remote Switch Heaters	2009 Sound Move Reported Rules; Vehicle Maintenance
Network Phones at Link Control Center	Boardings / Track Miles
Noise Abatement	Location
Non-Revenue Support Vehicles	Track Miles
OMF Light Rail Vehicle Wash Heater System	Boardings / Track Miles
Parking Enhancements	Location
Positive Train Control	Location / Track Miles
PT 2-Way Radio System Upgrade	Location
Radio Upgrade	Boardings / Track Miles
Regional Parking Pilot Project	Financial Policies
Security Enhancements	Location
Security Radios	Securitas Service
Signage Improvement	Location

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

APPENDIX A: SUBAREA DRIVERS

For the Years Ending December 31, 2009 through 2023, continued

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 Property Disposition	Location
TOD Woodinville	Location
Union Station Garden Level Remodel	Location
Rehabilitation & Replacement Projects	Driver
Beacon Ave. Paving	Location
Central Link Control Center Phone Network	Boarding / Track Miles
E-3 Bike Path Lighting	Location
Federal Way Post Tension Cable Repair	Location
IT LRT SCADA Lab	Adtl New Link Track
Link LRV Overhaul	Boarding / Track Miles
Link Station Paver Replacement	Location
Small Works Program	Location
Small Works Program – Eastgate HOV Bus Shelters	Location
Small Works Program – Federal Way TC Ped Path Lighting	Location
Small Works Program – OMF Boiler	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 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 – Seatac Airport Station Leak Repairs	Location
Small Works Program – Seatac Airport Station Sub-	Location
Small Works Program – Single Procurement	Location
Small Works Program – Tukwila Escalator	Location
Sounder Vehicle Maintenance Program	Vehicle Miles
ST Express Fleet Replacement	Platform Hours
ST Express Security Cameras	Platform Hours
Station Midlife Maintenance	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

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

APPENDIX A: SUBAREA DRIVERS

For the Years Ending December 31, 2009 through 2023, continued

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
Operation & Maintenance	Financial Plan