



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, 2016***

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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 operating a high-capacity transportation system throughout parts of King, Pierce and Snohomish counties including commuter rail (Sounder), light rail (Link) and a regional express bus system (ST Express). 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 tax collections for funding of its operations and the first set of regional transit projects.

Then 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. The final elements of *Sound Move* were completed with the opening of the University and South 200th (Angle Lake) light rail extensions in 2016.

In November of 2016, the region’s voters authorized additional tax collections, including a property tax, for a third phase of system expansion. *ST3* – a 25-year program, funds 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.

This report represents the last reporting on the combined plan through ST2. 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 11 round-trip trains daily between downtown Seattle and Tacoma, of which 7 trips continue to Lakewood, and 4 round-trip trains daily between Seattle and Everett serving 4.3 million annual passengers;
- 28 regional express bus routes with a fleet of 292 buses serving 18.5 million annual passengers;
- 20 miles of light rail line from University of Washington to Angle Lake serving 19 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 extending north from the University of Washington through Northgate and on to Lynnwood; to the east from downtown Seattle through Mercier Island and Bellevue to Redmond's Overlake Transit Center, and to the south from SeaTac Airport through the Kent Des Moines Road area on to Highline Community College and Redondo/Star Lake.
- 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 4 to the *Summary of Significant Sources and Uses of Funds by Subarea* (page 12).

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.

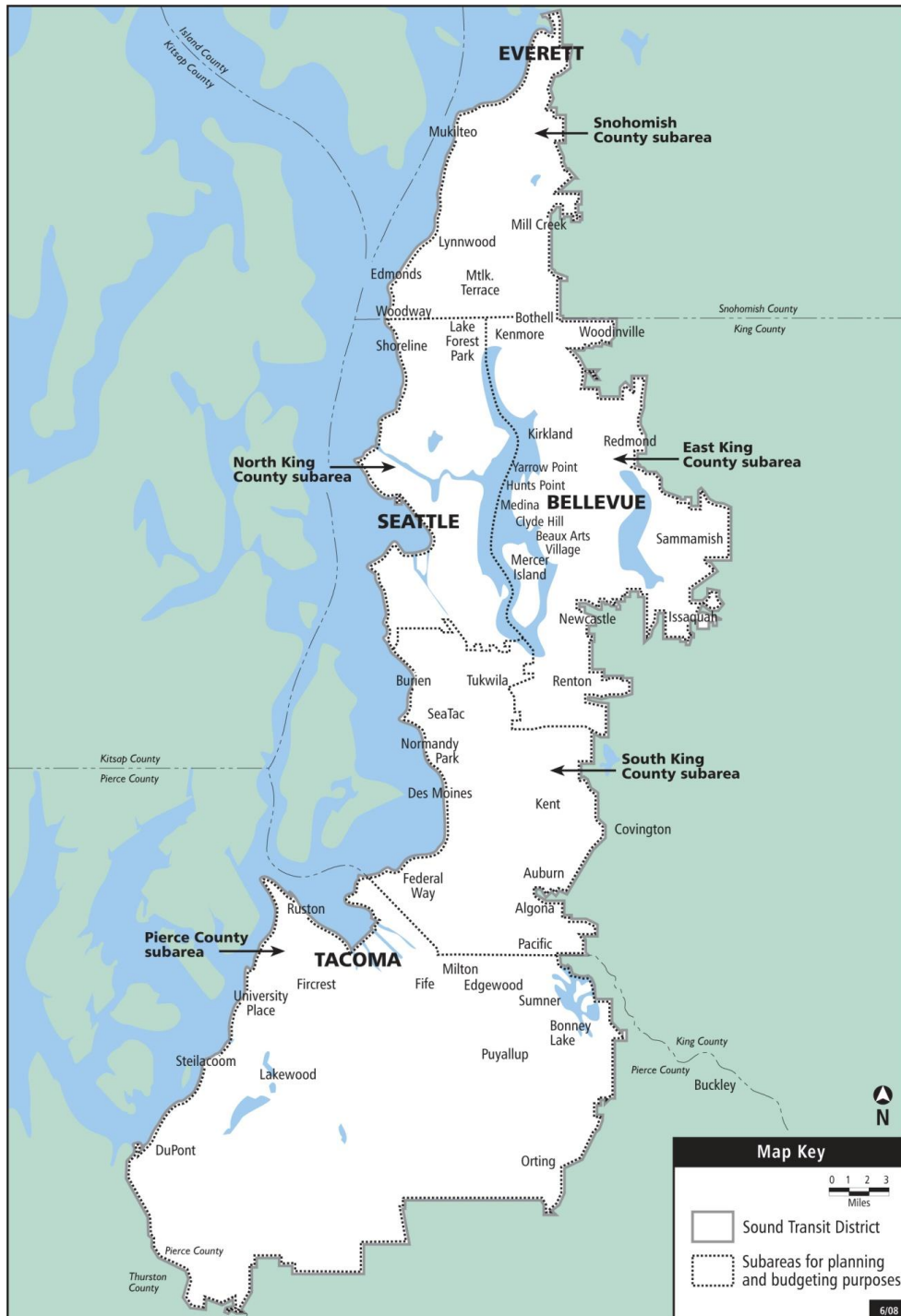
Changing the subarea equity principle would take two-thirds, or 12 votes, of the 18-member Sound Transit board. In addition, there is strong financial oversight federally and by independent auditors as well as accountability measures over subarea, including an independent Citizen Oversight Panel and annual completion by and independent auditor of agreed upon procedures to monitor the reporting 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 3.0 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 2016 the Snohomish County subarea had an estimated population of 454,190 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 2016 the North King subarea had an estimated population of 755,750 residents, accounting for 35.9% 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 2016 the South King subarea had an estimated population of 502,060 residents, accounting for 23.9% 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 2016 the East King subarea had an estimated population of 570,020 residents, accounting for 27.1% of King County's population.

The combined three King County subareas account for 86.8% 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 2016 the Pierce County subarea had an estimated population of 706,110 residents, accounting for 83.6% 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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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 long-term Financial Plan. The Schedule reports actual tax revenues received by subarea and an allocation to each subarea of other sources and uses earned and incurred. 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.

Subarea reporting 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 are presented to the Committee and provided to Sound Transit's Board.

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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CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

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

(in thousands)	Snohomish	North King	South King	East King	Pierce	System-wide	Total
Sources							
Tax revenues	\$ 1,397	\$ 3,531	\$ 1,754	\$ 2,934	\$ 2,060	\$ -	\$ 11,676
Bond proceeds	332	1,740	611	1,476	46	-	4,205
Grant revenues	691	1,412	185	310	365	2	2,965
Fares and other operating revenues	125	474	206	340	316	8	1,469
TIFIA loan proceeds	93	775	279	798	-	-	1,945
Interest earnings	-	-	-	-	-	160	160
Total Sources	\$ 2,638	\$ 7,932	\$ 3,035	\$ 5,858	\$ 2,787	\$ 170	\$ 22,420
Uses							
Capital							
Link light rail	\$ 1,614	\$ 5,318	\$ 1,111	\$ 3,797	\$ 166	\$ 64	\$ 12,070
Souder commuter rail	75	-	198	-	1,152	-	1,425
ST Express bus	125	-	77	520	99	-	821
Service delivery	44	26	49	103	83	4	309
System-wide activities	8	35	22	24	3	129	221
Total Capital	1,866	5,379	1,457	4,444	1,503	197	14,846
Operating and Maintenance							
Link light rail	4	1,067	354	30	95	-	1,550
Souder commuter rail	146	-	341	-	360	-	847
ST Express bus	315	-	190	911	489	-	1,905
System-wide activities	44	83	31	127	26	568	879
Total Operating and Maintenance	509	1,150	916	1,068	970	568	5,181
Debt Service and Changes in Reserve							
Debt service payments	134	1,079	482	348	152	-	2,195
TIFIA debt service payments	-	49	-	-	-	-	49
Capital reserve contribution	43	42	46	57	76	4	268
Bond reserve contribution	19	56	16	91	(2)	-	180
Operating and maintenance reserve contribution	7	16	13	17	14	-	67
System-wide activities contribution	65	164	81	135	96	(541)	-
Increase/(decrease) in general reserve	(5)	(3)	24	(302)	(22)	(58)	(366)
Total Debt Service and Changes in Reserve	263	1,403	662	346	314	(595)	2,393
Total Uses	\$ 2,638	\$ 7,932	\$ 3,035	\$ 5,858	\$ 2,787	\$ 170	\$ 22,420

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), 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 and rental car sales tax 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 ST2 voter approved program. The Schedule of Sources and Uses of Funds by Subarea (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. These results are then incorporated into the 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 *2017 Financial Plan – ST2 Close-Out*.

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 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. These taxes are levied within the district at the following rates:

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

On November 2, 2016, voters approved ST3 which authorized an increase in the sales tax of 0.5%, an additional motor vehicle excise tax of 0.8% and a property tax in the amount of \$0.25 per \$1,000 of assessed value. These additional taxes will be implemented in 2017 and are not included in this 15-year summary.

Grant Revenues: 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 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.

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

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

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

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**

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: 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.

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 contributions: 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 annual spending expenses.

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, operations and maintenance, debt service and changes in reserves.

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CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

APPENDIX A: SUBAREA DRIVERS

For the Years Ending December 31, 2009 through 2023

SOURCES

Description	Driver
Bond Proceeds	Financial Plan *Applicable to net new bond issues
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)
Regional Mobility Grant for Routes 522 and 577	Boardings for Routes 522 and 577
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 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 A: SUBAREA DRIVERS

For the Years Ending December 31, 2009 through 2023, 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
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 Financial Plan
Sounder Maintenance Base	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	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 128 th	Location
Totem Lake Transit Center/Evergreen Med Ctr	Location

System Expansion – Link Light Rail Projects	Driver
Airport Link	Location
Downtown Redmond Link Extension	Location
East Link Extension	ST2 Financial Plan
First Hill Streetcar	Location
Initial Segment	2009 Sound Move Reported Rules
Link O&M Facility East	ST2 Financial Plan
Lynnwood Link Extension	ST2 Financial Plan
Northgate Link Extension	Location
S. 200 th Link Extension	Location
Federal Way Link Extension	Location
ST2 Light Rail Vehicle Fleet Expansion	Fleet Requirements
Tacoma Link Expansion	Location
University Link Extension	Location

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

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
<i>STart</i>	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
Federal Way Transit Center Lighting Retrofit	Location
Kent Station Parking Lot Paving	Location
Kent Station Platform Lighting	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
OMF Light Rail Vehicle Lift	LRV Fleet
Parking Enhancements	Location
Positive Train Control	Location / Track Miles
PT 2-Way Radio System Upgrade	Location
Puyallup Station LED Lighting	Location

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

APPENDIX A: SUBAREA DRIVERS

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

Enhancement Projects, continued	Driver
Radio Upgrade	Boardings / Track Miles
Regional Parking Pilot Project	Financial Policies
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
Sumner Station LED Lighting	Location
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
Automatic Passenger Counter Upgrade - Sounder and Tacoma Link	Vehicle Miles
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
Link CCTV System Upgrade	Boardings / Track Miles
IT LRT SCADA Lab	Adtl New Link Track
IT LRT Emcomm Upgrade (SCADA)	Boarding / Track Miles
Link LRV Overhaul	Boarding / Track Miles
Link Station Paver Replacement	Location
Small Works Program	Location
Small Works Program – Airport Station Traffic Gates	Location
Small Works Program – DSTT/Surface Street Signal Improvements	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 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 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

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

APPENDIX A: SUBAREA DRIVERS

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

Rehabilitation & Replacement Projects, continued	Driver
Small Works Program – Othello TPSS Parking Lot	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 – Tukwila Escalator	Location
Sounder Passenger Announcement Upgrades in Stations	Location
Sounder Vehicle Maintenance 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

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 USE

Description	Driver
Debt Service	Financial Plan

RESERVE CONTRIBUTIONS / DRAWS

Description	Driver
Amtrak Reserve	Financial Plan
Bond Reserve	Related Debt
Capital Replacement	Financial Plan
Emergency Loss	Financial Plan
Operation & Maintenance Reserve	Financial Plan