



## Resolution No. R2024-25

### Proposed 2025 Budget

Meeting:	Date:	Type of action:	Staff contact:
Finance and Audit Committee	11/21/2024	Recommend to Board	Mary Cummings, Chief Administrative Officer
Board	11/21/2024	Final action	<b>Ryan Fisher, Finance Executive Director</b>

### Proposed action

Adopts an annual budget for the period from January 1 through December 31, 2025 and adopts the 2025 Transit Improvement Plan (TIP).

### Key features summary

- The Proposed 2025 Budget (including the revisions in Attachment B) requests funding authorization of \$3.2 billion. This request is comprised of:
  - \$759.9 million for Transit Operations; and
  - \$2.1 billion for Projects; and
  - \$344.9 million for Other (including debt service).
- The Proposed 2025 TIP (including the revisions in Attachment B) totals \$25.8 billion in authorized project allocations.
- The Proposed 2025 Budget would be funded by an estimated \$4.4 billion in revenues and other financing sources.
- The Proposed 2025 Budget and Proposed 2025 TIP are fully affordable within the agency's current financial projections.

### Background

The Sound Transit Board adopts the Sound Transit annual budget, which contains the agency's budget for revenue and financing, administrative expenses, transit operating expenses, projects, and debt service. The Sound Transit Board adopts the TIP, a cumulative total of authorized project allocations for all active projects. Sound Transit's annual budget and TIP are organized by three primary program areas: Transit Operating Budget, Project Budgets, and Other Budgets.

The resolution approves the following revenues and expenditures for 2025:

Revenues – \$4.4 billion of estimated revenues and other financing sources includes:

- \$1,823.6 million from Retail Sales and Use Tax
- \$413.6 million from Motor Vehicle Excise and Rental Car Taxes
- \$177.0 million from Property Tax
- \$63.4 million from Passenger Fare Revenues
- \$169.4 million from Federal Grants

- \$7.2 million from Local & State Contributions
- \$185.8 million in Investment Income
- \$20.4 million in Miscellaneous Revenues
- \$1,514.2 million in Bond & TIFIA loan proceeds

Transit Operating Budget – \$759.9 million includes:

- \$434.0 million for Link Light Rail
- \$115.8 million for Sounder Commuter Rail
- \$186.6 million for ST Express
- \$23.6 million for Tacoma Link

Project Budgets – \$2.1 billion for the delivery of projects:

- System Expansion Projects – \$1.7 billion which includes:
  - \$1,026.3 million for Link
  - \$102.7 million for Sounder
  - \$4.8 million for ST Express
  - \$557.0 million for Stride
  - \$1.4 million for Tacoma Link
  - \$44.2 million for Other
- Non-System Expansion Projects – \$360.5 million which includes:
  - \$70.6 million for Enhancement Projects
  - \$92.5 million for State of Good Repair Projects
  - \$184.5 million for Administrative Projects (\$175.4 million Proposed 2025 Budget plus \$9.1 million budget revision per Attachment B)
- \$(36.0) million in non-system expansion projects charged to Transit Operating

Other Budget – \$344.9 million includes:

- \$283.7 million for Debt Service
- \$14.0 million for Tax Collection & Fees
- \$19.9 million for Leases & SBITA Amortization and Interest (\$18.4 million Proposed 2025 Budget plus \$1.5 million budget revision per Attachment B)
- \$26.6 million for Agency Contingency
- \$0.7 million for Other Non-Operating Expenses

Reserves – The resolution also provides for the agency to reserve funds for the following purposes:

- Operations & Maintenance Reserve: Balance is projected to be \$133.7 million at the end of 2024. A contribution of \$30.3 million is budgeted for 2025.
- Emergency/Loss Reserve: Balance is projected to be \$59.0 million at the end of 2024. A contribution of \$5.5 million is budgeted for 2025.

- Regional Affordable Housing Revolving Loan Fund: Balance is projected to be \$20.0 million at the end of 2024. No contribution is budgeted for 2025.
- Capital Replacement Reserve: Balance is projected to be \$369.0 million at the end of 2024. No contribution is budgeted for 2025.

The resolution also authorizes:

- The revisions approved by the Rider Experience and Operations Committee, and those adopted by the Board as part of this action, shown in Attachment B.
- Changes to the authorized project allocation for existing projects, establishment of new projects (including revision in Attachment B), and closure of completed projects with an authorized project allocation net increase of \$268.5 million (Attachment C).

**Fiscal information**

The Proposed 2025 Budget and Proposed 2025 TIP are fully affordable within the agency's current financial projections. This continues to meet the intent of the realignment schedule set out in Resolution No. R2021-05.

**Disadvantaged and small business participation**

**Participation by small businesses and disadvantaged business enterprises (DBEs)**

Not applicable to this action.

**Public involvement**

The Sound Transit Board reviewed the Proposed 2025 Budget and Proposed 2025 Transit Improvement Plan at a public meeting that took place on October 24, 2024, and reviewed revisions to both (if any) on November 21, 2024. On October 15, 2024, a public hearing was held in order to provide an opportunity for testimony from interested members of the public.

**Time constraints**

A two-month delay would postpone adoption of the Proposed 2025 Budget and Proposed 2025 Transit Improvement Plan into the 2025 fiscal year and the agency would have no spending authority beginning January 1, 2025. Budget adoption is required prior to the commencement of the fiscal year to provide authorization to expend funds.

**Prior Board/Committee actions**

Resolution No. R2020-24: Adopted a budget policy and superseded Resolution No. R2018-23.

Resolution No. R2018-44: Adopted an annual budget for the period from January 1 through December 31, 2019, adopting the 2019 Transit Improvement Plan, and permitting systemwide allocation of financial benefits of certain grants.

Resolution No. R2016-16: Adopted the Sound Transit 3 Regional Transit System Plan.

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**Environmental review** – KH 11/14/24

**Legal review** – MT 11/15/24



## Resolution No. R2024-25

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting an annual budget for the period from January 1 through December 31, 2025, and adopting the 2025 Transit Improvement Plan.

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit District on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the central Puget Sound region; and

WHEREAS, Sound Transit is successfully building and operating the first, second and third phases of the regional transit system plan that were approved by voters in 1996, 2008 and 2016; and

WHEREAS, Sound Transit is meeting a high standard of public accountability through effective monthly progress reports and quarterly financial reporting; and

WHEREAS, the Sound Transit Board adopted financial policies to govern the financing and implementation of the regional transit system and to specify budgetary guidelines for providing subarea equity in accomplishing the same; and

WHEREAS, permitting the designation of reimbursements from Federal Transit Administration's (FTA) Capital Investment Grant program and FTA Formula funding grants not necessary to complete a subarea's projects as system-wide grant funds available to complete the voter-approved system plans is consistent with the financial policies adopted as part of the voter-approved plans and could (1) allow the Board to roll back taxes at the earliest possible date, and (2) permit all projects, including rail segments connecting the subareas, to be completed on schedule based on current financial projections. To the extent the funds legally available to a subarea are sufficient to complete the subarea projects as scheduled, reimbursements from those FTA grants not necessary to meet the subarea's project's baseline cost budget as set by the Board, can be designated a system-wide grant fund so long as the designation does not violate the grant requirements; and

WHEREAS, the chief executive officer submitted a Proposed 2025 Budget and Proposed 2025 Transit Improvement Plan (TIP) for Board consideration; and

WHEREAS, the Proposed 2025 Budget and Proposed 2025 TIP are consistent with and affordable under Sound Transit Financial Policies as adopted by Resolution No. R2016-16 and comply with the Budget Policies as adopted by Resolution No. R2020-24; and

WHEREAS, in 2018 the Sound Transit Board designated the Rider Experience and Operations Committee, Executive Committee, System Expansion Committee, and the Finance and Audit Committee as permanent committees with specific responsibilities, including reviewing proposed annual budgets, and authorized project allocations to date included in the TIP and providing recommendations to the Board; and

WHEREAS a public hearing was held on October 15, 2024, to take public testimony on the Proposed 2024 Budget, TIP, and Property Tax Levy; and

WHEREAS, at its November 7, 2024, meeting, the Executive Committee approved Motion No. M2024-68 recommending the systemwide programs in the System Expansion-Other and Debt Service portions of the Proposed 2025 Budget and Transit Improvement Plan to the Finance and Audit Committee; and

WHEREAS, at its November 7, 2024 meeting, the Rider Experience and Operations Committee approved Motion No. M2024-72 recommending the the Enhancement, State of Good Repair, Administrative, Transit Operations, and Other portions of the Proposed 2025 Budget and Transit Improvement Plan, including the revisions to the Proposed 2025 Budget and Transit Improvement Plan to the Finance and Audit Committee; and

WHEREAS, at its November 14, 2024, meeting, the System Expansion Committee approved Motion No. M2024-77 recommending the System Expansion project, excluding System Expansion – Other, portions of the Proposed 2025 Budget and Transit Improvement Plan to the Finance and Audit Committee; and

WHEREAS, a two-thirds affirmative vote of the entire membership of the Sound Transit Board is required to adopt the Proposed 2025 Budget and Proposed 2025 TIP.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that:

Section 1a – Revenues and Other Financing Sources. The Proposed 2025 Budget projects the collection of \$4,374,481,312 in total revenues and financing sources including, \$1,823,563,666 for Sales and Use Tax, \$408,311,026 for Motor Vehicle Excise Tax, \$5,280,530 for Rental Car Tax, \$177,000,000 for Property Tax, \$169,375,760 for federal grants, \$63,352,114 for passenger fare revenues, \$185,792,809 for investment income, \$7,248,281 for local and state contributions, \$20,359,126 for miscellaneous revenues, and \$1,514,198,000 for Bond & TIFIA loan proceeds.

Section 1b – Transit Operating Budget. Sound Transit is authorized to incur \$759,942,059 in transit operating expenses.

- \$433,965,113 for Link light rail expenses;
- \$115,809,561 for Sounder commuter rail expenses;
- \$186,608,950 for ST Express bus expenses;
- \$23,558,435 for Tacoma Link light rail expenses;

Section 1c – Project Budget. Sound Transit is authorized to incur a total of \$2,084,030,357 for project outlays, comprised of budgets for the following budget types: system expansion projects \$1,736,453,841; enhancement projects \$70,555,168; state of good repair projects \$92,486,853; administrative projects \$184,534,495 (\$175,424,495 Proposed 2025 Budget plus \$9,110,000 budget revision per attachment B) and/or such amounts as are contained in revisions to the Proposed 2025 Budget as adopted by the Board. \$(36,046,880) in non-system expansion project costs are budgeted to be charged to transit operating.

Section 1d – Debt Service. Sound Transit is authorized to incur \$283,674,409 for debt service which includes principal repayments, fixed and variable rate interest and fees on outstanding bonds and loans.

Section 1e – Tax Collection and Fees. Sound Transit is authorized to incur \$14,044,748 in tax collection and fees.

Section 1f – Leases and Subscription-Based Information Technology Arrangement Amortization and Interest. Sound Transit is authorized to incur \$19,912,392 (\$18,412,392 Proposed 2025 Budget plus

\$1,500,000 budget revision per attachment B) in amortization and interest expense to fund operating leases and subscription-based information technology arrangements; and/or such amounts as are contained in revisions to the Proposed 2025 Budget as adopted by the Board.

Section 1g – Agency Contingency. Sound Transit is authorized to incur \$26,600,000 in agency contingency.

Section 1h – Other Non-Operating Expenses. Sound Transit is authorized to incur \$654,349 in other non-operating expenses.

Section 1i – Reserves. Sound Transit is authorized to place in reserve the following amounts: \$5,500,000 for Emergency/Loss and \$30,315,270 for Operations and Maintenance.

Section 2. The Proposed 2025 TIP includes changes previously approved via Board actions since the 2024 Adopted TIP in the amount of \$219,258,000 and proposed authorized project allocation changes in the amount of \$268,523,233: \$81,398,774 decrease for closed projects, \$318,429,775 increase for existing projects, and \$31,492,232 increase for new projects (\$246,523,233 Proposed 2025 TIP plus \$22,000,000 budget revision per attachment B). The specific projects impacted are referenced in Attachment C – Changes to Authorized Project Allocations in the Proposed 2025 TIP. These changes result in the Proposed 2025 TIP authorized project allocation of \$25,839,741,985.

Section 3. The budget for the period January 1, 2025 to December 31, 2025 as set forth in Attachment A (2025 Proposed Budget and Financial Plan), and the approved revisions to the Proposed 2025 Budget and Proposed 2025 TIP in Attachment B, and the changes authorized by the Board's Budget Policy including technical and conforming changes and shifts to annual project budgets between the prior year and upcoming fiscal years, together constitute the Adopted 2025 Budget and Adopted 2025 TIP as adopted by this Resolution.

Section 4. The Adopted 2025 Budget and Adopted 2025 TIP are not an exclusive authorization of expenses or capital outlays, except as specified in Section 1d – Debt Service. Authorization of expenditures must comply with Sound Transit's Procurement, Agreements and Delegated Authority Policy, Resolution No. R2018-40.

Section 5. The Board further authorizes the chief executive officer to take any actions necessary to implement the policies and determinations of the Board pursuant to this Resolution.

ADOPTED by a two-thirds affirmative vote of the entire membership of the Sound Transit Board at a regular meeting thereof held on November 21, 2024.



Dow Constantine  
Board Chair

ATTEST:



Kathryn Flores  
Board Administrator



## **Resolution No. R2024-25**

### **Attachment A – Proposed 2025 Budget and Transit Improvement Plan**

Link to Proposed 2025 Budget on Soundtransit.org:

[Proposed 2025 Budget and Transit Improvement Plan](#)

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## Resolution No. R2024-25

### Attachment B – Approved Revisions to the Proposed 2025 Budget and Transit Improvement Plan

#### R-1 Project #TBD Project Management Information System – establish a new project with project allocation and 2025 project budget

2025 annual project budget revision: \$9,110,000      Project allocation revision: \$22,000,000

**Project type:** Administrative

**Description:** This project focuses on resolving high-priority information gaps within all Sound Transit projects to improve decision-making and reporting. It includes the purchase of software applications and implementation services to enhance data management, advance process re-engineering, and ensure consistent application of project tools.

**Justification:** Sound Transit currently has a collection of disparate tools that are not integrated or standardized. By standardizing data practices and implementing "best fit" tools for project teams, the project aims to streamline workflows and improve information quality. These efforts will enable more accurate reporting and support Sound Transit in achieving its strategic objectives more effectively. Additionally, this project addresses TAG recommendations to align key procedures with industry best practices, eliminating unnecessary steps and associated delays.

#### Project Management Information Systems

(in thousands)

Phase	Annual Project Budget			Authorized Project Allocation		
	2025 Annual Project Budget	Budget Revision	Revised 2025 Annual Project Budget	Authorized Project Allocation (Current)	Allocation Change	Authorized Project Allocation (New)
Operations & Maintenance		\$2,800	\$2,800		\$4,600	\$4,600
Agency Administration		2,210	2,210		6,300	6,300
Admin Capital		4,100	4,100		11,100	11,100
<b>Total</b>	<b>\$</b>	<b>\$9,110</b>	<b>\$9,110</b>	<b>\$</b>	<b>\$22,000</b>	<b>\$22,000</b>

#### R-2 Leases and Subscription Based Information Technology Arrangements Amortization and Interest – increase for PMIS project’s SBITA interest and amortization

2025 annual other operating budget revision: \$1,500,000

**Description:** Sound Transit adopted GASB 96 in 2023, which requires an intangible right-to-use subscription asset and corresponding subscription liability to be recognized for eligible SBITA. The standard also clarifies how costs incurred related to SBITAs, such as implementation costs, should be expensed or capitalized as a part of the right-to-use asset. This 2025 annual budget estimate is based on a five year contract period with no options to extend. Should the contract terms be different, this estimated annual amount will also change.

**Justification:** Leveraging the industry’s best practice using software as a service contract with a vendor hosted and supported software solution, with the ability to configure to Sound Transit needs. This is in line with Sound Transit IT strategy and direction to leverage SaaS rather than costly on-premise customized solutions.





## Resolution No. R2024-25

### Attachment C – Changes to Authorized Project Allocations in Transit Improvement Plan

Adoption of the Proposed 2025 Transit Improvement Plan will approve the changes to the authorized project allocation for the following projects, including budget revisions (\$22.0 million) approved by the Rider Experience and Operations Committee on November 7, 2024 (Attachment B).

#### Proposed 2025 TIP – Closed Projects

Project (\$ in thousands)	Existing Authorized Project Allocation	Proposed Allocation Change	Proposed Authorized Project Allocation
<b>System Expansion</b>			
(P3X206) MUKILTEO STATION-S PLATFORM	17,868	(17,868)	0
(P300026) SOUNDER YARD EXPANSION	18,050	(18,050)	0
<b>Subtotal System Expansion</b>	<b>35,918</b>	<b>(35,918)</b>	<b>0</b>
<b>Enhancement</b>			
(P400122) ESCALATOR MODERNIZATION PROG	3,404	(3,404)	0
* (P700684) LRV WIRELESS COMM UPGRADE	117	(117)	0
* (P700817) OMF SHOP CRANE MODIFICATION	305	(305)	0
<b>Subtotal Enhancement</b>	<b>3,826</b>	<b>(3,826)</b>	<b>0</b>
<b>State of Good Repair</b>			
(P870115) HUB INTRANET REPLACE	948	(948)	0
(P700815) UPGRADE CCTV GENTEC SW	770	(770)	0
<b>Subtotal State of Good Repair</b>	<b>1,718</b>	<b>(1,718)</b>	<b>0</b>
<b>Administrative</b>			
(P802000) ADMINISTRATIVE CAPITAL	39,936	(39,936)	0
<b>Subtotal Administrative</b>	<b>39,936</b>	<b>(39,936)</b>	<b>0</b>
<b>Total Closed Projects</b>	<b>\$81,399</b>	<b>(\$81,399)</b>	<b>\$0</b>

\* Denotes projects managed under the Operations Enhancement Portfolio T700766.

## Proposed 2025 TIP - New Projects

Project (\$ in thousands)	Existing Authorized Project Allocation	Proposed Allocation Change	Proposed Authorized Project Allocation
<b>Enhancement</b>			
(P700912) LINK STN/GARAGE BOLLARD ADDS	0	1,759	1,759
* (P700909) SCADA ENVIRON SERVER INFRUST	0	325	325
* (P700915) ST2 IDS PROTOTYPE	0	200	200
<b>Subtotal Enhancement</b>	<b>0</b>	<b>2,284</b>	<b>2,284</b>
<b>State of Good Repair</b>			
^ (P700908) KINKISHARYO LRV DOOR SYSTEM	0	3,030	3,030
^ (P700910) TRACTION PWR SUBSTNS SIEMENS	0	566	566
^ (P700911) OMFC & OMFE APC UPGRADE	0	1,513	1,513
^ (P700919) JACK REPLACEMENT	0	2,100	2,100
<b>Subtotal State of Good Repair</b>	<b>0</b>	<b>7,209</b>	<b>7,209</b>
<b>Administrative</b>			
# (TBD) PROJECT MANAGEMENT INFO SYSTEM	0	22,000	22,000
<b>Subtotal Administrative</b>	<b>0</b>	<b>22,000</b>	<b>22,000</b>
<b>Total New Projects</b>	<b>\$0</b>	<b>\$31,492</b>	<b>\$31,492</b>

\* Denotes projects managed under the Operations Enhancement Portfolio T700766.

^ Denotes projects managed under the Operations SOGR Portfolio T700831.

# Denotes projects with a revision from the published Proposed 2024 Budget per Attachment B.

**Proposed 2025 TIP - Existing Projects with Changes**

Project (\$ in thousands)	Existing Authorized Project Allocation	Proposed Allocation Change	Proposed Authorized Project Allocation
<b>System Expansion</b>			
(P400066) BALLARD LINK EXTENSION	729,862	76,758	806,620
(P400007) FIRST HILL STREETCAR	132,780	(50)	132,730
(P400009) LINK O&M FACILITY EAST	419,220	(420)	418,800
(P400113) NORTH CORRIDOR MOW	32,009	9,539	41,548
(P400054) O&M FACILITY-SOUTH	394,360	9,369	403,729
(P400047) WEST SEATTLE LINK EXTENSION	246,814	23,527	270,341
(P300056) SOUNDER SOUTH CAPACITY EXPN	40,941	2,578	43,519
(P600143) ENVIRONMENTAL REMEDIATION	12,073	1,420	13,493
(P600038) ORCA NEXT GENERATION	31,523	9,310	40,832
(P5X410) RESEARCH & TECHNOLOGY	19,820	(2,232)	17,588
(P6X668) ST ART	161,521	178	161,699
(P809100) ST3 PLANNING	45,175	1,000	46,175
<b>Subtotal System Expansion</b>	<b>2,266,098</b>	<b>130,977</b>	<b>2,397,074</b>
<b>Enhancement</b>			
* (P700646) OMF ELECTRICAL CAPACITY	1,633	(386)	1,247
* (P700647) HVAC CORRECTIONS	5,135	(88)	5,047
* (P700812) LINK OMF PIT FALL PROTECTION	408	(112)	296
* (P700827) DSTT ACCESS IMPACT MITIGATION	6,000	0	6,000
* (P700828) BHS EMERGENCY FAN REDUNDANCY	375	800	1,175
* (P700878) NORTHGATE GARAGE GENERATOR	755	(755)	0
(P700898) PLATFORM EDGE COATING	2,074	800	2,874
(P700793) SIGNAGE IMPROVEMENTS	1,856	475	2,331
* (P700711) SCR PASSENGR EMERGENCY INTRC	1,500	(1,500)	0
* (P600029) TACOMA LINK FARE COLLECTION	583	(75)	508
* (P700676) TACOMA LINK RADIO UPGRADE	748	(200)	548
(P600080) BIKE PARKING PROGRAM	9,703	2,500	12,203
(P803904) DATA MANAGEMENT PROGRAM	59,011	(3,280)	55,731
(P600147) PSO PROGRAMMATIC WORK	24,050	24,000	48,050
* (P700004) OPS OPEX ENH PROG	1,960	458	2,418
* (P700659) BACKUP SCADA SYSTEM HARDWARE	375	(193)	182
* (P700688) LED LIGHTING PROGRAM	1,935	(387)	1,549
* (P700847) BHS ELECTRICAL MAINT-UPS SY	280	(142)	138
* (P700860) LINEAR ASSET DATA-LINK	2,400	(580)	1,820
(P700858) SME FOR LINK SYX RELATED	6,000	10,305	16,305
<b>Subtotal Enhancement</b>	<b>126,781</b>	<b>31,641</b>	<b>158,423</b>
<b>State of Good Repair</b>			
(P400116) DSTT CAPITAL IMPROVEMENTS	96,400	(23,613)	72,787
(P700655) KINKISHARYO LRV SYSTS UPGRADE	34,938	1,500	36,438
^ (P700652) OT VIRTUAL SYS HARDWARE UPGRD	600	(108)	492
^ (P700657) WHEEL TRUING MACHINE	3,972	(1,297)	2,675
^ (P700677) LINK LRV OVERHAUL	19,778	16,700	36,478
^ (P700704) LINK RADIO UPGRADE	2,932	50	2,982
^ (P700859) ST1 LRV APSE OVERHAUL	11,130	2,000	13,130
^ (P772800) STATION TACTILE PAVER PROGRAM	3,795	2,000	5,795
(P700875) ST1 LRV PROPULSION UPGRADE	29,991	6,000	35,991
^ (P700752) KENT-AUBURN BRIDGE STAIR REPLM	736	(6)	730
^ (P3X212) FARE COLLECTION	14,850	(5,986)	8,864
^ (P700003) OPS OPEX SOGR PROGRAM	11,634	(168)	11,466
^ (P700005) OPS PRE-PROJECT PROGRAM	1,865	2,500	4,365
^ (P700771) STATION MIDLIFE MAINTENANCE	5,240	1,800	7,040
^ (P700841) LINK OMF FACP SYS REPLACE	1,000	(100)	900
^ (P700850) MT LAKE TERR PED BRIDGE	952	(262)	690
^ (P700851) EASTMONT S LOT CURB REPAIR	1,198	6	1,204
^ (P700893) WINPM POWER MONITOR SW UPGRA	100	200	300
^ (P7X356) TACOMA DOME STATION	4,897	1,135	6,032
^ (P7X740) SMALL WORKS PROGRAM	6,417	(2,462)	3,955
(P600002) PXO OPEX SOGR PROGRAM	400	(300)	100
<b>Subtotal State of Good Repair</b>	<b>252,826</b>	<b>(411)</b>	<b>252,415</b>
<b>Administrative</b>			
(P0X002) AGENCY ADMIN SUPPORT	1,771,275	170,262	1,941,537
(P700824) ADMIN FACILITIES	8,173	(1,029)	7,144
(P864140) ADMIN SERVICES	7,600	10,800	18,400
(P700767) ADMINISTRATIVE POOL VEHICLES	3,561	1,500	5,061
(P803800) INFORMATION TECH PROGRAM	94,685	(26,810)	67,875
(P802003) REPLACEMENT ADMIN POOL VEHIC	3,013	1,500	4,513
<b>Subtotal Administrative</b>	<b>1,888,308</b>	<b>156,223</b>	<b>2,044,530</b>
<b>Total Existing Projects with Changes</b>	<b>\$4,534,013</b>	<b>\$318,430</b>	<b>\$4,852,443</b>

\* Denotes projects managed under the Operations Enhancement Portfolio T700766.

^ Denotes projects managed under the Operations SOGR Portfolio T700831.

Notes:

- The Operations Enhancement Portfolio\* and the Operations State of Good Repair Portfolio^ were created in 2021 to consolidate Operations-managed non-system expansion projects to increase flexibility in prioritizing and allocating resources.
- Within the two portfolio projects, sub-projects will be managed and tracked individually; with the ability to transfer budget between sub-projects, still subject to the budget policy.