



CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Schedule of Sources and Uses of Funds by Subarea

Year Ending December 31, 2012

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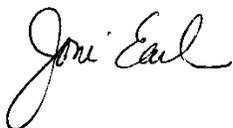
STATEMENT OF MANAGEMENT'S RESPONSIBILITY

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 and the Agency's long-term Finance Plan. The Schedule reports actual tax revenues received by subarea and an allocation to each subarea of other sources and uses earned and incurred. The results presented in the Schedule of Sources and Uses by Subarea, presented separately, are incorporated into the Agency's Finance Plan.

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

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

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



Joni Earl
Chief Executive Officer



Brian McCartan
Chief Financial Officer



Kelly A. Priestley
Controller

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Independent Accountants' Report on Applying Agreed-Upon Procedures

Audit and Reporting Committee
Central Puget Sound Regional Transit Authority:

We have performed the procedures enumerated below, which were agreed to by the Audit and Reporting Committee, the Citizens Oversight Panel, and management of Central Puget Sound Regional Transit Authority (Sound Transit), solely to assist the Audit and Reporting Committee of the Sound Transit Board in evaluating the accompanying Schedule of Sources and Uses of Funds by Subarea (the Schedule) (prepared in accordance with the criteria specified therein) for the year ended December 31, 2012. Sound Transit's management is responsible for the Schedule. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or for any other purpose.

The procedures that we performed on the accompanying schedule and our findings are as follows:

Schedule of Sources and Uses

1. We verified the 2012 information as reported in the Subarea Sources and Uses – Version Mode/Project Detail report was derived from the underlying general ledger balances for 2012 by performing the following:
 - a. We agreed the Subarea Sources and Uses – Version Mode/Project Detail report to the subarea ledger reconciliation, without exception.
 - b. We agreed the subarea ledger reconciliation to the general ledger upon which the Sound Transit audited financial statements have been prepared, without exception.
2. We verified the mathematical accuracy of the totals and subtotals shown on the Schedule, without exception.

Subarea Rules

3. We obtained the 2012 authorized and approved subarea rule list and verified the mathematical accuracy of changes in each rule type as compiled from supporting documentation provided by management for:
 - a. Each new rule, without exception.
 - b. Each change in existing rules, without exception.



4. We agreed the rule detail in the E1 Allocation Module to the 2012 authorized and approved subarea rule list:
 - a. For all new and changed rules tested in procedure 3 above, without exception.
 - b. For a sample of 25 existing rules, without exception.
5. We verified the subarea rule drivers as presented in Appendix A to the 2012 authorized and approved subarea rule list, without exception.

Subarea Rule Allocation

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

ST District Taxes

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



- d. For each subarea we agreed the amount of Mitigation Tax Revenue reported in the Schedule of Sources and Uses by Subarea to the Tax Revenue Cash Basis Schedule prepared by Sound Transit Personnel, without exception.
9. **Rental car tax cash revenues:** On a test basis we verified taxes received have been correctly recorded to the subarea ledger as follows:
- a. We selected three months from throughout the year:
 - i. We agreed the amount of rental car tax payment received to the Rental Car Tax Detail Payor file received from the Department of Revenue without exception for:
 1. Total rental car tax payment;
 2. Snohomish County
 3. Pierce County
 4. King Country
 - ii. For the allocation of rental car tax payment received to each King County subarea:
 1. We verified the 2012 King County subarea rental car tax allocation percentage has been calculated correctly based on the proportion of sales tax received from the six largest rental car tax payors in the accumulation months of July and August using the Six Largest Rental Car Tax Payor Reports provided by the Department of Revenue, without exception.
 2. We recalculated the amount of rental car tax payment allocated to each King County subarea using the rule computed in step 1 multiplied by the annual amount of rental car tax payments received from King County as reported in the Rental Car Tax Detail Payor file received from the Department of Revenue, without exception.
 - b. For each subarea we agreed the amount of Rental Car Tax Revenue reported in the Schedule of Sources and Uses by Subarea to the Tax Revenue Cash Basis Schedule prepared by Sound Transit Personnel, without exception.
10. **Motor vehicle excise tax cash revenues:** On a test basis we verified taxes received have been correctly recorded to the subarea ledger as follows:
- a. We selected three months from throughout the year:
 - i. We agreed the amounts of the motor vehicle excise tax revenue to schedules prepared by Sound Transit Personnel, without exception.
 - ii. We agreed total cash revenue on the supporting Sound Transit schedules to the Washington State Department of Licensing (DOL) excise tax collection report, without exception.
 - iii. We verified that the revenues were properly allocated to the appropriate subarea as reported by DOL, without exception.
 - b. At December 31, 2012, we requested a confirmation of zip code assignment by subarea from DOL.



- c. We selected 25 zip codes, of which 5 selections include split zips, and performed the following procedures:
 - i. We verified each zip code was assigned to the correct geographical subarea by tracing the zip code to the zip code map maintained by Sound Transit's office of Policy and Planning, without exception.
 - ii. For the 5 split zip codes, we verified the revenues were allocated in accordance with the split zip procedure, without exception.
- d. For each subarea we agreed the amount of motor vehicle excise tax revenue reported for the year in the Schedule of Sources and Uses by Subarea to the Tax Revenue Cash Basis Schedule prepared by Sound Transit Personnel without exception.

Grant Revenues

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

Bond Interest

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



Prior Year Adjustments

13. For any changes or corrections in rules or methodology for recording by subarea impacting prior years, we verified the amount of the adjustment by agreeing the new rule to the 2012 approved Subarea Rules list or approved methodology change, obtaining the amount allocated in prior years, re-calculating or verifying to source documentation the prior year amount allocated using the new rule and computing the difference, without exception. We traced that amount to the subarea ledger journal entry post report, without exception.

2012 Reserve Contributions

14. Operating and maintenance reserve contribution: We recalculated the contribution to the reserve as equal to two months of operating and maintenance expenses and verified the amount had been recorded and the funds were segregated within the general ledger, without exception. Also, we verified the actual contribution was made to the reserve for the appropriate amount, without exception. We agreed the change in the reserve per the general ledger to the change in the reserve per the Schedule of Sources and Uses of Funds by Subarea, without exception.

15. Capital reserve contribution: We agreed the contribution amount to the calculation provided in the annual adopted budget, without exception. Also, we verified the amount had been recorded and the funds segregated within the general ledger, without exception. We agreed the change in the reserve per the general ledger to the change in the reserve per the Schedule of Sources and Uses of Funds by Subarea, without exception.

Finance Plan

16. We verified subsequent corrections from the 2011 subarea agreed-upon-procedures were entered in the 2012 finance plan, without exception.

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

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

KPMG LLP

June 24, 2013

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CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Schedule of Sources and Uses of Funds by Subarea For the year ending December 31, 2012

<i>(in thousands)</i>	Snohomish	North King	South King	East King	Pierce	System-wide	Total
Sources							
Sound Transit tax revenue	\$ 74,913	\$ 183,344	\$ 95,154	\$ 151,184	\$ 109,086	\$ -	613,681
Grants	2,071	106,741	7,662	8,722	5,965	537	131,698
Fares and other operating revenue	8,262	10,660	13,798	16,871	7,219	1,007	57,817
Interest earnings	-	-	-	-	-	12,176	12,176
Bond proceeds	32,000	159,061	87,844	-	34,824	-	313,729
Bond reserve	2,824	14,038	7,752	-	3,073	-	27,687
Total Sources	\$ 120,070	\$ 473,844	\$ 212,210	\$ 176,777	\$ 160,167	\$ 13,720	\$ 1,156,788
Uses							
Capital							
Sounder commuter rail	\$ 2,511	\$ -	\$ 3,612	\$ -	\$ 99,431	\$ -	\$ 105,554
ST Express bus	565	-	21	6,928	373	-	7,887
Link light rail	5,280	291,585	27,473	36,187	641	-	361,166
Service delivery	5,816	297	4,114	14,366	16,213	-	40,806
System-wide activities	-	299	-	-	-	3,877	4,176
Total Capital	14,172	292,181	35,220	57,481	116,658	3,877	519,589
Operating and Maintenance							
Sounder commuter rail	6,241	-	16,371	-	10,959	-	33,571
ST Express bus	15,326	-	12,572	53,567	20,018	-	101,483
Link light rail	-	35,274	17,285	-	3,856	-	56,415
System-wide activities	2	6	4	3	2	25,422	25,439
Total Operating and Maintenance	21,569	35,280	46,232	53,570	34,835	25,422	216,908
Debt Service and Changes in Reserve							
Debt service	8,282	41,168	22,736	-	9,013	-	81,199
Bond refunding	34,824	173,098	95,597	-	37,897	-	341,416
Bond reserve	(2,688)	(13,363)	(7,379)	-	(2,925)	-	(26,355)
Operating and maintenance reserve contribution	(246)	(451)	(469)	(547)	(467)	-	(2,180)
Capital reserve contribution	7,041	12,307	19,960	6,674	15,246	-	61,228
Change in general reserve	37,116	(66,376)	313	59,599	(50,090)	(15,579)	(35,017)
Total Changes in Debt Service and Reserve	84,329	146,383	130,758	65,726	8,674	(15,579)	420,291
Total Uses	\$ 120,070	\$ 473,844	\$ 212,210	\$ 176,777	\$ 160,167	\$ 13,720	\$ 1,156,788

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CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

NOTES TO SCHEDULE OF SOURCES AND USES OF FUNDS BY SUBAREA For the Year Ending December 31, 2012

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 18-member Board, 17 of whom are appointed by the respective member county executives and confirmed by the council of each member county. Membership is based on the population from the portion of each county that lies within Sound Transit's service area. Representation on the Board includes an elected official representing the largest city in each county and ensures proportional representation from other cities and from unincorporated areas of each county. The final board position is held by the Secretary of Transportation, Washington State Department of Transportation.

NOTE 2: SUBAREA REPORTING BASIS

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

NOTE 3: SUBAREA DRIVERS AND RULES

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

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

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

NOTE 4: SUMMARY OF SIGNIFICANT SOURCES AND USES OF FUNDS

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

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

Taxes are intended to be used to implement the system and to provide permanent 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.

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 within the Sound Transit district; with 60% voter approval the maximum outstanding debt can be increased to 5.0%.

Bond reserve: Amounts restricted pursuant to debt covenants within the bond agreements. The required amount of the bond reserve balance decreased significantly as substantially all of the 2005A bonds were refunded, thus unrestricting these funds and allowing them to be transferred to the general reserve. See bond reserve contribution (draw) for additional details.

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

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

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

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

Operating and maintenance: Operating and maintenance costs consist of charges 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: All amounts associated with the payment of interest and principal on outstanding bonds.

Bond refunding: Refunding of substantially all of the 2005A bonds in advance of their maturity.

Bond reserve contribution (draw): Sound Transit is required to maintain a debt service reserve as defined in the bond resolution for each bond issue in order to meet debt service requirements. The required bond reserve balance changes as the amount of outstanding debt changes.

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

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

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

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

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CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

APPENDIX A: SUBAREA DRIVERS For the Year Ending December 31, 2012

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 by Mode
Other Revenue	Location / Modal Operating Use Drivers (see Operating Uses section below)
Rental Car Tax	Department of Revenue Location Code / County Level
Sales Tax	Department of Revenue Location Code

Passenger Fares

Description	Driver
Central Link Light Rail Fares	Station Boardings
Sounder Commuter Rail Fares	Station Boardings
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
Other Sounder Operations	Vehicle Miles

ST Express Bus Operating and Maintenance Uses

Description	Driver
Bus Operations	Platform Hours
DSTT Operations	Location

Link Light Rail Operating and Maintenance Uses

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

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Appendix A: Subarea Drivers, continued

Other Uses

Description	Driver
Art Maintenance	Location
Other Expenses	Location or Board Designation

CAPITAL USES

Sounder Commuter Rail Capital	Driver
Auburn to Tacoma Track & Signal	Location
D Street-M Street Track & Signal	Location
Eastside Rail Partnership	Location
Edmonds Station	Location
Everett Station	Location
Everett to Seattle Track & Signal	Location
Lakewood Station	Location
Lakewood Station Improvement	Location
Layover	Vehicle Miles
M Street-Lakewood Track & Signal	Location
Mukilteo Station North Platform	Location
Mukilteo Station South Platform	Location
Permitting/ Environmental Mitigation	Location
Positive Train Control - Tacoma-Lakewood	Location
Puyallup Station Improvement	Location
Seattle to Auburn Track & Signal	Location
Seattle-Lakewood Expanded Service	ST2 Adopted Financial Plan
South Tacoma Station	Location
STart Program	Location
Station Access & Demand Study	ST2 Adopted Financial Plan
Sumner Station Improvement	Location
Tukwila Station	Location
Willow Creek Environmental Mitigation	Location
Yard and Shop Facility	ST2 Adopted Financial Plan

ST Express Bus Capital	Driver
85 th Corridor, Kirkland	Location
Ash Way Transit Access / 164 th SW	Location
Bothell Branch Campus Access	Location
Burien Transit Center Parking Expansion	Location
Canyon Park Freeway Station	Location
Eastgate HOV Access / 142 nd Ave SE	Location
Federal Way HOV Access / S 317 th	Location
Federal Way Transit Center/S. 317 th	Location

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Appendix A: Subarea Drivers, continued

ST Express Bus Capital, continued	Driver
I-90 Two-Way Transit & HOV, stage 1	Location
I-90 Two-Way Transit & HOV, stage 2	Location
I-90 Two-Way Transit & HOV, stage 3	Location
Issaquah Transit Center / SR900	Location
Kirkland Transit Center	Location
Lynnwood Transit Center/ 46 th Ave SE	Location
Mercer Island P&R / N Mercer Way	Location
Mountlake Terrace Freeway Station/ 236 th SW	Location
Newcastle Transit Improvements	Location
Rainier Avenue Arterial Improvements	Location
Redmond Transit Center / NE 83 rd	Location
Renton HOV Access / N 8 th	Location
S. Everett Freeway Station / 112 th	Location
Sammamish P&R / 228 th SE	Location
SR 522 HOV Enhancements / Bothell	Location
SR 522 HOV Enhancements / Kenmore	Location
ST Express Bus Base	ST2 Adopted Financial Plan
ST Express Midday Bus Storage	Service Location
Start Program	Location
Strander Boulevard Extension	Location
Totem Lake Freeway Station/NE 128th	Location
Totem Lake Transit Center	Location

Link Light Rail Capital	Driver
Airport Link-154 th St.-176 th St.	Location
Central Link Switch Heaters	2009 Sound Move Reported Rules; Vehicle Maintenance
DSTT South Access Security	Location
East Link	ST2 Adopted Financial Plan
First Hill Link Connector	Location
Initial Segment	2009 Sound Move Reported Rules
Link Maintenance & Storage	ST2 Adopted Financial Plan
LRV On Board Energy Storage	Location
Noise Abatement	Location
North Corridor HCT	ST2 Adopted Financial Plan
North Link	Location
South Corridor Alternatives Planning	Location
South Corridor HCT-S.200 th - Federal Way TC	Location
South Link-Airport-S. 200th	Location
STart Program	Location
Tacoma Link Alternatives Planning	Location
University Link-Pine St. Stub Tunnel-UW Station	Location

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Appendix A: Subarea Drivers, continued

Service Delivery Capital	Driver
Auburn Bus Loop	Location
Bike Locker Program	Number per Location
Bus Fleet Replacement	Platform Hours
Bus Maintenance Facility	Platform Hours
Bus Mobile Communications Project	Platform Hours
Central Link Card Readers	Boardings/ Track Miles
Central Link HVAC-Instrument House & UPS Room	Boardings/ Track Miles
Central Link OMF UPS Room Improvement	Boardings/ Track Miles
Central Link Overhead Catenary System Tie Switch	Boardings/ Track Miles
Homeland Security Enhancements	Location
HVAC for Traction Power Substatio(TPSS)	Boardings/ Track Miles
King Street Station Platform Light	Location
Network Phones at Link Control Center	Boardings/ Track Miles
Operations Maintenance Facility Laydown Area Improvements	Boardings / Track Miles
Operations Maintenance Facility LRV Wash Bay Doors	Boardings / Track Miles
Passenger Information System / CCTV	Number per Location
Radio Upgrade	Boardings / Track Miles
Regional Mobility Parking Enhancements	Location
Small Works Program	Location
Sound Transit Police Office	Location
Souder Fleet Program	2009 Sound Move Reported Rules
Souder ST2 Fleet Expansion	ST2 Adopted Financial Plan
Souder Vehicle Maintenance Program	Vehicle Miles
ST2 Fleet Expansion	ST2 Adopted Financial Plan
Station Midlife Maintenance	Location
Tacoma Link Auxiliary Power Supply	Location
Tacoma Link LRV Communications Upgrade	Location
Talking Signs	Location
Ticket Vending Machines	Number per Location

SYSTEM-WIDE USES

Description	Driver
Agency Administration	Financial Policies
Agency Projects	Financial Policies
System Access Program	Financial Policies

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Appendix A: Subarea Drivers, continued

DEBT SERVICE USES

Description	Driver
Bond Refunding	Financial Plan
Debt Service	Financial Plan

RESERVE CONTRIBUTIONS / DRAWS

Description	Driver
Bond Reserve	Financial Plan
Capital Replacement	Financial Plan
Operations and Maintenance	Financial Plan

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Appendix B

Financial Statement Reconciliation to Subarea Sources and Uses

For the Period Ended December 31, 2012

(in thousands)

Change in Net Position per Statement of Revenue, Expenses and Changes in Net Position

\$ 390,427

Sources and uses related to balance sheet items

Additions to capital assets	(557,572)
Additions to fixed assets reclassified to CIP	22
Refund of OCIP premiums	7
Reduction to bond reserve	26,355
Contribution to capital reserve	(61,228)
Reduction to operations and maintenance reserve	2,180
Principal repayment of outstanding bonds	(19,195)
	<u>(609,431)</u>

Difference in reporting basis

Tax revenues	(6,587)
Interest expense	1,303
	<u>(5,284)</u>

Add (deduct) non cash items included in above

Depreciation and amortization	117,495
Landbank lease amortization- CIP	55
Bond premium (net) amortization	(1,308)
Bond issue cost amortization	649
Expense transfers from CIP	1,817
Capital contributions to other governments	70,426
Loss on disposal of assets	134
Discontinued and impaired projects	3
	<u>189,271</u>

Net change in general reserve per Schedule of Sources and Uses

\$ (35,017)