

2022 Annual Financial Report

Year ended December 31, 2022

Community Transit | Snohomish County, WA
communitytransit.org



2022 Board of Directors

Board Chair - *Joe Marine*
Board Vice Chair - *Jan Schuette*
Board Secretary - *Tom Merrill*
Board Member - *Kim Daughtry*
Board Member - *Christine Frizzell*
Board Member - *Jared Mead*
Board Member - *Jon Nehring*
Board Member - *Lance Norton*
Board Member - *Strom Peterson*
Board Member - *Sid Roberts*

Board Alternates

Board Alternate - *Mike Gallagher*
Board Alternate - *Kyoko Matsumoto Wright*
Board Alternate - *Nate Nehring*
Board Alternate - *Susan Paine*
Board Alternate - *Mason Thompson*

2022 Executive Leadership Team

Chief Executive Officer - *Ric Ilgenfritz*
Chief of Staff - *Deb Osborne*
Director of Communications & Public Affairs - *Mary Beth Lowell*
Chief Financial Officer - *Eunjoo Greenhouse*
Director of Customer Experience - *Molly Marsicek*
Director of Planning & Development - *Roland Behee*
Chief Operating Officer - *Mark Holmes*
Chief Technology Officer (Acting) - *Mike Berman*
Director of Employee Engagement - *Cesar Portillo*

Annual Comprehensive Financial Report

For the Year Ended December 31, 2022

Prepared By: Finance Division
Community Transit
2312 West Casino Road, Everett, WA 98204

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Introductory Section

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July 19, 2023

The Honorable Chair and Members of the Board,
Snohomish County Public Transportation Benefit Area Corporation

This letter of transmittal presents Snohomish County Public Transportation Benefit Area Corporation's (dba Community Transit) annual financial report for the year ended December 31, 2022. The annual financial report was prepared by Finance and Administration Department staff. Responsibility for the accuracy, completeness, and fairness of the data presented and the clarity of the presentation, including all disclosures, rests with the management of Community Transit. We believe the data, as presented, is accurate in all material aspects, fairly presents Community Transit's financial position and results of operations, and includes disclosures necessary for the reader to understand Community Transit's affairs. Please see the Management Discussion and Analysis in the Financial Section of this report as an aide to understanding our financial status.

State law requires that Community Transit be audited annually for compliance with existing statutes, adequacy of internal controls, and accuracy in financial accounting and reporting. The Washington State Auditor's Office has issued an unmodified (clean) opinion on Community Transit's financial statements for the year ended December 31, 2022. The independent auditor's report is located at the front of the Financial Section of this report.

Community Transit's Profile

The Agency

Community Transit, a special purpose municipal corporation providing public transportation services, began operations on October 4, 1976. The agency's original service area consisted of Edmonds, Lynnwood, Marysville, Mountlake Terrace, Brier, Snohomish, and Woodway.

Today the agency serves those communities as well as Arlington, the Snohomish County portion of Bothell, Darrington, Goldbar, Granite Falls, Index, Lake Stevens, Mill Creek, Monroe, Mukilteo, Oso, Eastmont/Silver Firs, Stanwood, Startup, Sultan, portions of unincorporated Snohomish County, and the Tulalip Indian Reservation.

Community Transit's boundaries encompass a land area slightly in excess of 1,300 square miles including most of urbanized Snohomish County, except for the city of Everett. On the south, Community Transit borders King County, which includes the cities of Seattle and Bellevue. Community Transit serves nearly 622,000 residents, about 73 percent of Snohomish County's population. The remainder of the county's population resides in the city of Everett and in less populated areas in north and east Snohomish County.

Letter of Transmittal (continued)

Although the city of Everett is not part of Community Transit's service area and taxing authority, Community Transit provides *Swift Blue Line* bus rapid transit service to Everett Station and receives payment from the city of Everett for this service.

Governing Body

Community Transit is governed by a Board of Directors consisting of nine voting members and one nonvoting member. Voting board members are elected officials appointed by their respective jurisdictions and elected to two-year terms by representatives from similarly sized jurisdictions. Voting board members include:

- Two members from the Snohomish County Council.
- Two elected officials from cities Community Transit serves with populations of more than 35,000.
- Three elected officials from cities Community Transit serves with populations between 15,000 and 35,000.
- Two elected officials from cities Community Transit serves with populations of less than 15,000.

The nonvoting board member is a labor representative selected as specified in the Revised Code of Washington (RCW) 36.57A.050 by the bargaining units who represent approximately 75 percent of Community Transit's workforce. The Chair, Vice-Chair, and Secretary are elected from among the voting Board members. During 2022, Mayor Joe Marine from the City of Mukilteo served as Chair, Councilmember Jan Schuette from the City of Arlington served as Vice-Chair, and Councilmember Tom Merrill from the City of Snohomish served as Secretary.

Community Transit's Chief Executive Officer (CEO), Ric Ilgenfritz, is responsible for the overall administration of the agency as directed through policy guidance issued by the Board of Directors. The agency's principal officers as of December 31, 2022, were Chief Operating Officer for Transportation and Maintenance (Mark Holmes), Chief of Staff (Deb Osborne), Chief Financial Officer (Eunjoo Greenhouse), Chief Technology Officer (Mike Berman acting as Interim CTO), Director of Communications and Public Affairs (Mary Beth Lowell), Director of Customer Experience (Molly Marsicek), Director of Employee Engagement (Cesar Portillo), and Director of Planning and Development (Roland Behee).

Community Transit's Services

Community Transit's local, commuter, paratransit, and vanpool services provide customers with a variety of options to meet their transportation needs. Local fixed-route service provides all-day coverage that links most communities in Snohomish County. The agency provides commuter service within Snohomish County with the Everett Boeing facility as the primary destination for Snohomish County commuter routes. Community Transit also provides commuter routes to King County which serve the Seattle central business district and connect commuters to Sound

Letter of Transmittal (continued)

Transit's Link light rail service at Northgate. Both local and commuter services allow riders to connect with services provided by King County Metro, Sound Transit, Everett Transit, Skagit Transit, Amtrak, and the Washington State Ferry System.

Community Transit's Dial-A-Ride-Transportation (DART) paratransit program serves those customers unable to use fixed-route service. Vanpool and ride-matching services enable commuter groups to use vanpools and carpools to travel to and from Snohomish and King County destinations that are less accessible by local or commuter bus routes. Community Transit also provides information and technical support to employers affected by the state's commute trip reduction legislation.

Ridership

As reported in the Federal Transit Administration's (FTA) National Transit Database Report, Community Transit provided 5.8 million passenger trips in 2022 on bus, DART paratransit, and vanpool services. Overall ridership increased by 19 percent from 4.9 million in 2021. Ridership increases may reflect a transition from the COVID pandemic environment to one where COVID is endemic in our society. The statistical section of this report contains additional detailed operating information about ridership, service hours, and fares.

Stewardship of Public Funds

The Board of Directors adopts both short-term and long-range plans that define the financial and service goals for the agency.

Journey 2050 Long Range Plan

The Journey 2050 Long Range Plan update will guide Community Transit's vision and long-term priorities for 2025-2050. The plan will consider regional population growth, service frequency, routes, and transit modes, as well as rider needs, transit access, and emerging transportation trends and technology. The final plan will guide Community Transit's investments in services and infrastructure for decades to come.

Six-Year Transit Development Plan (TDP)

Community Transit is required by the Washington State Department of Transportation to regularly prepare and update a Transit Development Plan (TDP). This plan provides a six-year forecast for agency financials, service levels, and capital projects and provides parameters for the annual budget. The TDP represents an important forum for communicating strategic goals and helps set the stage for agency work programs. The most current TDP was adopted September 1, 2022, for the period 2022 through 2027 and is available at [Six-Year Transit Development Plan, 2022-2027](#).

Annual Budget

Based on TDP goals, staff develop an agency business plan which is used to prepare the agency's annual budget. The Board of Directors adopts the agency budget in December of the preceding fiscal year after review and public comment. The budget is based on agencywide goals as well as revenue and service growth assumptions as outlined in the TDP. The annual budget fully funds annual operating expenses and operating reserves as well as reserves needed for the preservation of assets, workers' compensation, and replacement of vehicles. The annual budget also funds future capital development for facilities and technology. The Board monitors the annual budget and agency financial activities through a review of monthly, quarterly, and annual financial reports.

Fiscal Policies and Internal Controls

Community Transit maintains policy statements governing procurement practices, investment procedures, use of payment cards, small and disadvantaged business enterprise program participation, employee business travel, and fare programs, among others.

It is agency policy that the annual budget is a balanced budget and that the proposed service level is sustainable.

Community Transit's investment policies are governed by regulations established for public funds by Washington State law. Investments are reported at fair value except for investments in the Washington State Local Government Investment Pool (LGIP) which is reported at amortized cost. Changes in fair value are included as revenue in the financial statements.

Information about the fiduciary net position of all state-sponsored pension plans and additions to or deductions from the fiduciary net position of those plans has been determined on the same basis as they are reported by the Washington State Department of Retirement Systems.

Community Transit's management is responsible for establishing and maintaining an internal control system designed to ensure that its assets are protected from loss, theft, or misuse and to ensure that adequate accounting data is compiled to allow for the preparation of financial statements in conformity with Generally Accepted Accounting Principles (GAAP) and in accordance with methods prescribed by the State Auditor under the authority of Washington State law. Community Transit places emphasis on internal financial controls designed to provide reasonable, but not absolute, assurance that these objectives are met. Community Transit's management believes its internal controls are adequate. For more information about the agency's accounting system and budget practices, please see Note 1 to the Financial Statements.

Economic Condition and Future Outlook

Sales Tax

Community Transit's primary operating revenue source is retail sales tax, which is driven by personal income, consumer confidence, local business purchases, and construction projects. The State of Washington Department of Revenue distributes sales tax revenues two months after the month in which the sale took place. In 2022, sales tax revenues exceeded 2021's collections on an actual basis by \$12.1 million (6.4 percent).

Transit Grant Funding

Community Transit earns significant state and federal formula funding each year. The agency also receives awards of competitive funding when available.

Local Economy—Snohomish County¹

Snohomish County is the third most populous county in the state, with an estimated population of 847,300 in 2022². Over the past ten years, the county's population has grown an average of 1.60 percent per year. Snohomish County is home to over 20,000 businesses, ranging from small family farms to the world's largest advanced manufacturing facility producing state-of-the-art aerospace equipment. Major industry sectors include aerospace, life science, information and communication technology, and "blue" economies. The county has an educated labor force of over 300,000 workers, and over 75 percent of workers have an associate degree or higher. The average household income is over \$130,000.

Snohomish County is the manufacturing center of Washington State, and Boeing headlines the list of aerospace companies. Boeing's Everett Assembly Plant is the largest building in the world by volume and has delivered the 747, 767, KC-46A Tanker and 777 models to worldwide customers since 1976. Boeing completed a \$1 billion Composite Wing Center to support the new 777X, which is forecasted to add 8,000 jobs to the local economy.

Snohomish County Airport-Paine Field (PAE) is located within Community Transit's service area and is the newest commercial airport terminal in Washington State. Paine Field supports an estimated 46,000 jobs and has a total economic impact/business revenues of almost \$60 billion annually.³ The airport is most notably home to The Boeing Company's primary production facility

¹ The data in the *Local Economy—Snohomish County* section is taken from and available at the [Economic Alliance Snohomish County](#) website.

² This population estimate is from [The Washington State Office of Financial Management](#) as of April 1, 2022.

³ Paine Field data comes from the Paine Field website. <https://www.paineairport.com/27/About-Our-Airport>

Letter of Transmittal (continued)

and hosts aircraft and avionics modification and repair operations. Paine Field has two parallel runways that can accommodate large jet airliners and began offering scheduled commercial service to destinations around the country in 2019.

Snohomish County is the center for Washington’s medical device manufacturing and biotechnology. Providence Health and Services recently invested \$500 million in a healthcare facility that participates in clinical trials for cancer, vascular, cardiac, and orthopedic care. The County’s medical device cluster includes headquarters and manufacturing for two international ultrasound leaders—Philips and Fujifilm Sonosite. Biotech companies also have a significant presence in Snohomish County.

The western boundary of Snohomish County is the Puget Sound. The Port of Everett on Port Gardner Bay is at the mouth of the Snohomish River and next to the U.S. Naval Station Everett. The Port is the #1 Customs Export District on the U.S. West Coast and the fifth largest on the West Coast for US exports. The Port supports more than 40,000 jobs in the surrounding communities and contributes \$433 million in state and local taxes. The Port of Edmonds in South Snohomish County offers marina facilities and services for recreational boating. The Washington State Ferry system operates two ferry routes that connect Snohomish County to Island and Kitsap counties.

Economic Outlook—Regional and Statewide Factors

The Washington State Economic and Revenue Forecast Council measures changes in the state’s economy. The following table provides a summary of key statewide economic indicators from the Council’s February 2023 forecast⁴.

Washington State Economic Indicators	2022	2023	2024	2025	2026	2027
Unemployment	4.1%	4.1%	4.3%	4.6%	4.7%	4.9%
Percent Change in Real Per Capita Income	2.0%	4.8%	4.3%	4.1%	4.1%	4.0%
Percent Change in Personal Income	2.9%	5.9%	5.3%	5.2%	5.2%	5.1%

Accomplishments

Community Transit ended 2022 with significant progress on a variety of projects and initiatives as outlined in the 2022 business plan and budget and entered 2023 in a strong financial position. Revenues have exceeded forecasts, the agency has succeeded in securing substantial new federal

⁴ This link will take the reader to the complete report. [Washington State Economic and Revenue Forecast Quarterly Publication - February 2022](#)

Letter of Transmittal (continued)

and state grant funding, and we have been able to manage cost growth within prudent, sustainable financial planning. As a result, the agency has established capital and operating reserves at the levels sufficient to support investing in employees, upgrading agency facilities and expanding access to transit as the region continues to grow.

Agency Strategic Priorities were updated to capture how we will make our vision real for the communities we serve and deliver on our mission going forward. These Strategic Priorities provide a strong foundation to deliver excellent service and build the future of mobility in Snohomish County.

Thanks to the dedication and commitment to service by employees across the agency, Community Transit has met the worst of the pandemic conditions and kept service on the road every day, providing a vital lifeline for the community. We are seeing sustained increases in ridership as riders become more confident in using transit to move around the region.

In 2022, Community Transit began a feasibility study to identify the economic costs, performance, technology options, risks, and timeline for a transition to a zero-emission fleet. In 2023, this study will be finalized, and the results of this study will inform future decision-making regarding fleet replacement policy, procurement, and technology.

The agency also launched its first micro transit pilot project. This pilot allows customers to call in or use an online app to order a ride in a limited geographic area. The pick-up and drop-off points can be any location within the designated micro transit boundaries.

In concert with regional partners, Community Transit adopted a free youth fare policy in September 2022. The vanpool program was also updated to better align with state code for reduced occupancy requirements, to offer greater flexibility for scheduling, and to accommodate the hybrid work model with a three-day-a-week fare schedule.

Construction began on the Swift Orange Line⁵, the third line in Community Transit's bus rapid transit system. The Orange Line will intersect with the existing Blue and Green Lines and help connect people to the Lynnwood Link light rail station, among other destinations. Work also began on the Blue Line extension project⁶ to serve the Shoreline 185th St/I-5 Link light rail station.

The agency emphasized the safety and security of our passengers and employees and our commitment to sustainability through the addition of a new department focusing on these important objectives. The agency continued partnering with the City of Everett to develop a potential framework for Everett to join Community Transit as one consolidated agency.

⁵ For more information about the Swift Orange Line, please use this link: <https://www.communitytransit.org/swift-orange>

⁶ For more information about the Swift Blue Line extension project, please use this link: <https://www.communitytransit.org/swift-blue-extension>

Letter of Transmittal (continued)

The agency earned its 27th consecutive clean audit from the Office of the Washington State Auditor and received the 33rd consecutive Government Finance Officers Association (GFOA) Certificate of Achievement for Excellence in Financial Reporting for the 2021 Annual Comprehensive Financial Report. The agency also received its fourth Distinguished Budget Presentation Award from the GFOA for the 2022 budget.

Key Performance Indicators

In 2003, Community Transit developed a series of key performance indicators to measure the agency’s performance. Key performance indicators provide a means of evaluating how effectively and efficiently the agency performs over time. The Board of Directors originally adopted performance indicators in two categories: Customer Satisfaction/Ridership Growth and Good Stewards of Public Funds. The charts that follow show trends for each performance indicator based on data for ten years. These charts and all data exclude Sound Transit service, since Community Transit operates that service on a contract basis.

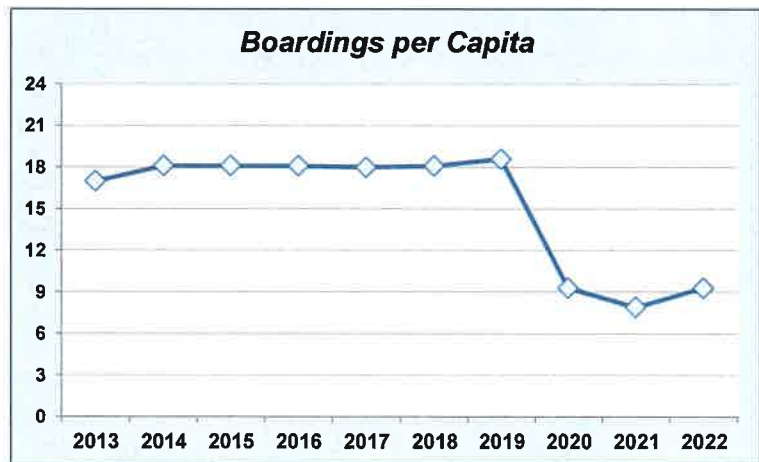
Ridership, service hours, fare revenue, and operating expense affect every performance indicator, and the statistics for 2022 continue to reflect pandemic-related disruptions. Businesses and their employees continue to redefine where and when work will be conducted. Although people are resuming most of their prepandemic activities, the post-pandemic world is a different transit environment. To meet the challenges of this new reality, we are investigating and evaluating new ways to provide exceptional transit service.

Customer Satisfaction and Ridership Growth

Boardings per Capita

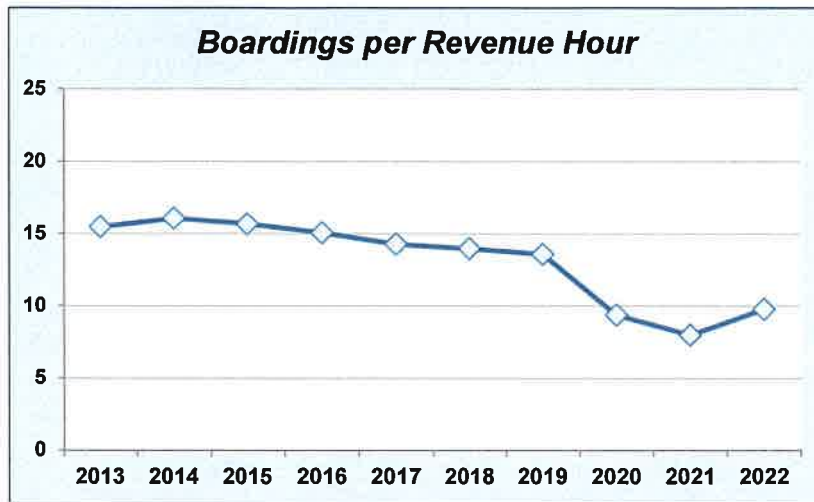
Between 2021 and 2022, the population in Community Transit’s public transportation benefit area (PTBA) grew by 1.4 percent, which is less than the 10-year average PTBA population growth rate which remains at 1.6 percent.

From 2014 through 2018, the system boardings per capita rate of 18.1 remained stable. It increased to 18.6 in 2019, but during 2020, ridership declined by 49 percent which caused the system boardings per capita rate to fall to 9.3. Ridership continued to decline in 2021, dropping to a boardings per capita rate of 7.9, but started recovering in 2022 and ended the year with a rate of 9.3.



Measures how effectively Community Transit attracts increased ridership in proportion to the population.

Boardings per Revenue Hour



Measures use of the service Community Transit operates based on the number of passenger boardings per hour.

This performance indicator is a ratio of the number of passenger boardings across all modes (bus, commuter bus, demand response, and vanpool) divided by the number of revenue hours operated in all modes. Before the pandemic, the five-year average across all modes was 14.5 boardings per revenue hour. Because of restrictions imposed by Washington State, fewer people used transit service in 2020, and that trend continued in 2021.

System ridership was significantly impacted by the COVID-19 pandemic and reached a low point in 2021. In 2022, ridership across all modes showed recovery with 5.8 million boardings, an increase of 19 percent compared to 2021 and 2 percent compared to 2020. Demand response was the only service which increased in both 2021 and 2022 as compared to the prior year. There were 69,400 boardings in 2020. In 2021, boardings increased to 85,000 and to 104,700 in 2022, a 23 percent increase in each of those years. Although these are significant increases, 104,700 boardings is about 55 percent of the 191,000 boardings this mode served in 2019.

Customer Comment Charts

Customer comments include commendations for our coach operators and other employees, complaints, requests for additional service, suggestions for changes in existing service, requests for bus stops to be added or removed, and the like. In 2019, Community Transit completed implementation of a software system intended to capture all customer comments, a capability not available in prior years. In the charts that follow, data for customer complaints and commendations prior to 2019 were recorded manually. Statistics for 2019 reflect a combination of manual capture and automated capture from the new software system. Statistics for 2020 forward are entirely from the automated software system.

Customer Complaints

Customer complaints run a gamut from scheduling concerns, to the frequency of stops and behavior of other riders on a bus. To comply with health and safety requirements during the pandemic, seating was cordoned off to encourage six-foot distancing, and customers were required to wear masks on all buses. These restrictions affected customer complaints.

Letter of Transmittal (continued)

In 2022, there were 58.0 complaints per 100,000 boardings as compared to 49.3 complaints per 100,000 boardings in 2021, an increase of 18 percent. The top complaints in 2022 centered around service reliability—late buses, canceled trips, and missed stops. Since the pandemic, Community Transit, like other transit agencies, has experienced a shortage of bus drivers. These complaints mirror the agency’s challenges in keeping all routes fully staffed with drivers. Over the 10-year period of 2013 to 2022 inclusive, Community Transit received an average of 36.9 complaints per 100,000 boardings per year.

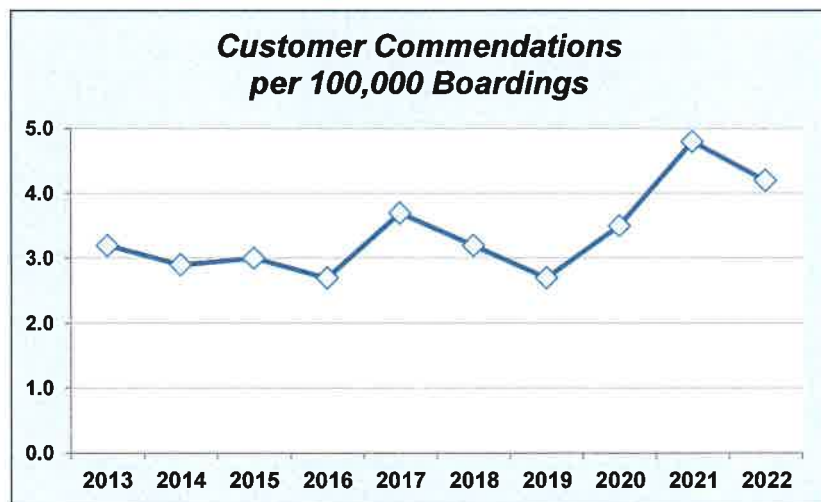


Considered an indicator of customer interest in, concern about, or satisfaction with Community Transit services.

Customer Commendations

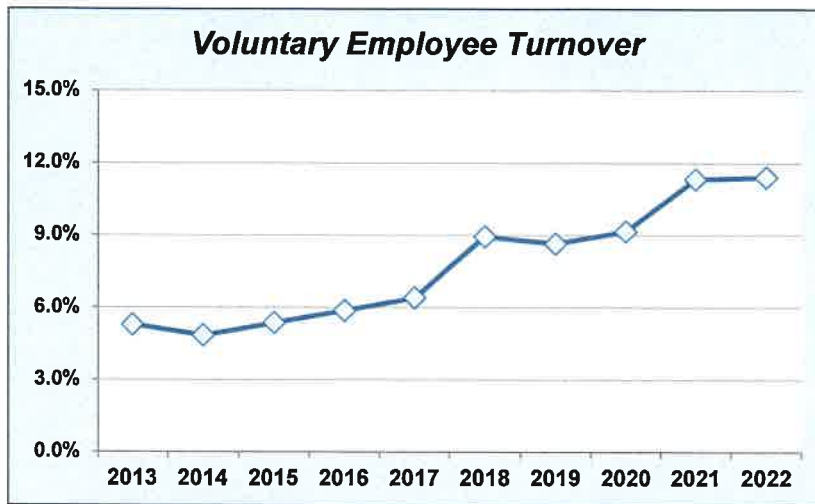
Customer commendations fluctuate from year to year depending on factors such as service changes, inclement weather, and even the number of new bus drivers or new services.

In 2022, Community Transit received 4.2 commendations per 100,000 boardings, as compared to 4.8 per 100,000 boardings in 2021. Over the 10-year period of 2013 to 2022 inclusive, the agency received an average of 3.4 commendations per 100,000 boardings per year.



Considered an indicator of customer satisfaction with Community Transit services.

Voluntary Employee Turnover



The total number of voluntary resignations (including retirements) expressed as a percent of the total number of employees.

This performance indicator tracks the number of employees who voluntarily resign or retire from employment at Community Transit. Employee separations are influenced by factors such as family relocations, changes in the job market, career changes, job satisfaction, and retirement decisions.

Voluntary turnover totaled 86 employees in 2022, two fewer than the 88 employees who left in 2021. Although employee turnover appears stable between

2021 and 2022, Community Transit faces challenges in recruiting bus drivers and retaining mechanics. Over a 10-year period, employee turnover has averaged 7.7 percent of total employees, with a low of 4.8 percent in 2014 and a high of 11.4 percent in 2022.

Good Stewards of Public Funds

Cost performance indicators are influenced by factors such as changes in the number of revenue hours (service hours) the agency operates, changes in fare revenue, and changes in the cost of operating the services provided.

Service Changes: In response to the COVID-19 pandemic, in 2020 Community Transit deferred service increases and reduced service across all modes. In 2019, Community Transit operated 818,000 service hours across all modes. Service hours for 2022 decreased by 3 percent as compared to 2021. This decrease resulted from bus driver staffing shortages. In 2022 Community Transit operated 592,000 service hours across all modes, 72 percent of the 2019 peak service hours.

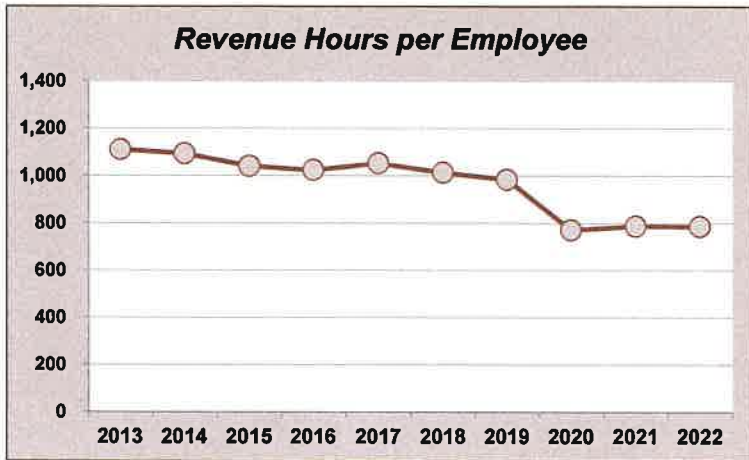
Fare Revenue: In 2021, Community Transit, along with other transit agencies in the region, instituted a fare reduction policy for customers who met a low-income threshold. In September 2022, Community Transit instituted a free fares for youth policy, also in conjunction with other regional transit agencies.

Operating Expenses: In 2021, one of the state-sponsored pension plans that Community Transit participates in became fully funded and was reported as a net pension asset for the first time. As a result, there was a 680 percent decrease in total pension expense which also decreased 2021

operating expense by 9.3 percent. Operating expense was \$125.6 million in 2020, \$113.4 million in 2021, and \$139.3 million in 2022.

Revenue Hours per Employee

Revenue Hours per Employee measures how much service Community Transit operates per



Revenue hours divided by year-end employee count.

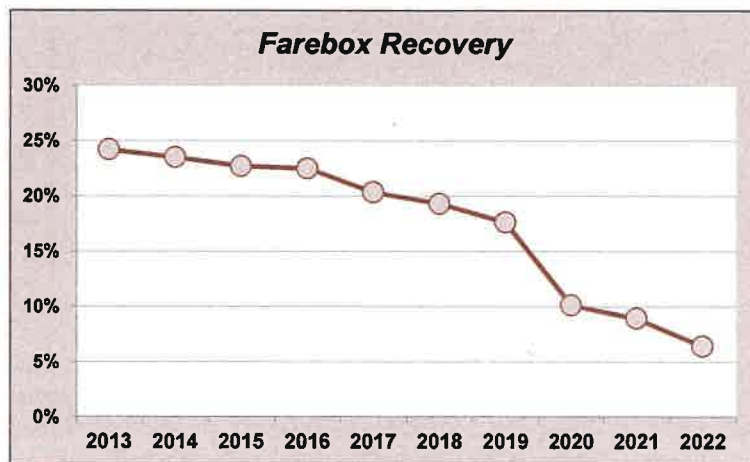
employee and is one indicator of workforce labor efficiency. Revenue hours per employee increase when the number of employees increases at a slower rate than the rate of change in revenue hours. Revenue hours per employee decrease when the number of employees increases at a greater rate than the rate of change in revenue hours or the number of employees stays the same while revenue hours decrease.

The 22 percent decline between 2019 and 2020 results from the reduction in revenue hours due to the pandemic. Community Transit made a policy decision to retain as many employees as possible during the pandemic but did eliminate over 50 positions and either froze or delayed hiring for other positions. The 2 percent increase between 2020 and 2021 reflects the rehire of all laid-off employees and the addition of staff to work on the agency's service improvements. The rate remained stable between 2021 and 2022.

Farebox Recovery

Farebox recovery measures the proportion of operating costs paid for by passenger fare revenue. Farebox recovery is affected by changes in fare policy, fare rates, operating expense, and the number of passengers using our service.

In 2022, the farebox recovery rate was 6 percent, reflecting a full year of the 2021 fare reduction program offered to low-income riders, the 2022 free



Fares divided by operating cost.

fare program for youth adopted in September 2022, and other factors such as the regionwide issue of people using transit service without paying a fare. Community Transit is enhancing its fare enforcement presence by establishing a new transit security unit that will support employees and riders and make more effective use of transit police officers through our contract with the Snohomish County Sheriff's Office.

Cost per Passenger Mile

Cost per passenger mile measures the cost of operations to carry one passenger for one mile. Factors that increase the cost per passenger mile include fewer miles to absorb operating expense and increased operating expense.



Operating cost divided by passenger miles.

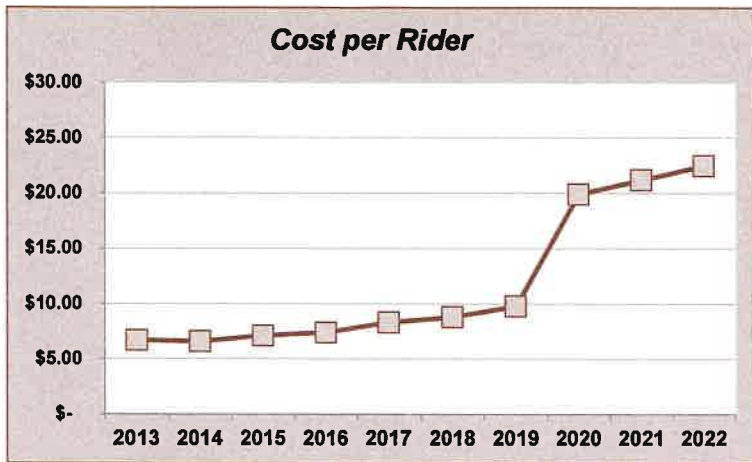
Service on many routes, including commuter routes into Seattle and the University district, were reduced in 2020 because ridership declined precipitously. However, most fixed expenses remained relatively stable, pandemic-related mitigation measures increased some expenses, and labor expense did not decline proportionately because Community Transit leadership made the decision to retain as many employees as possible.

Between 2020 and 2021, the cost per passenger mile increased by 10 percent from \$2.55 to \$2.82. Implementation of the regional low-income fare program and opening of Link light rail in north King County contributed to the increase. Some routes that used to serve Seattle and the University District were rerouted to the new light rail location, thus reducing the number of revenue miles against which to distribute expense. For 2022, the cost per passenger mile increased by 4.3 percent from \$2.82 to \$2.94.

Cost per Rider

Cost per rider measures the net cost after fare payment for delivery of one passenger trip. This statistic reflects the average cost across all service modes—local bus, commuter bus, demand response, and vanpool. It can be one indicator of cost efficiency but must be reviewed with consideration for policy decisions to offer low-cost, no-cost, or other fare options.

Between 2013 and 2019, the average cost per rider was \$7.78. During 2020, the cost per rider rose to \$19.89. The number of riders who used our services in 2020 declined by 49 percent. Fares were suspended between March and July of 2020, and more buses were deployed to routes to ensure we could offer social distancing for our passengers. Many employers, including Community Transit, began work-from-home programs for employees whose work could be completed remotely.



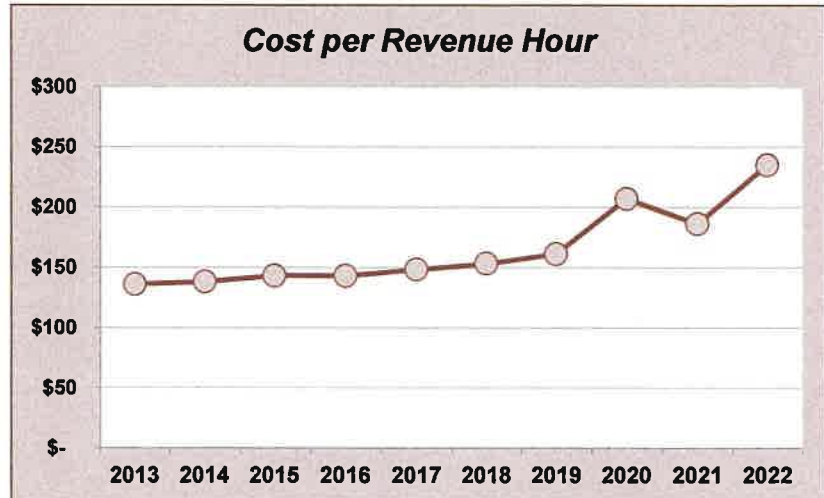
Operating expense less fare revenue divided by total ridership (boardings).

In 2021, a low-income fare program offering reduced fares (1/2 of the full fare) was implemented for riders who qualified for the program. In 2022, a program offering free fares for youth was adopted. The youth free fare and the work-from-home options many businesses continued contributed to lower fare revenue. As compared to 2021, the 2022 cost per rider increase by 6.3 percent from \$21.19 to \$22.53.

Cost per Revenue Hour

Cost per Revenue Hour measures the cost of operations for one revenue hour of service. This systemwide performance measure indicates efficiency of the unit cost of operations and is affected by changes in operating expense and the number of revenue hours operated.

In 2020, Community Transit operated 26 percent fewer revenue hours while operating expense decreased by only 3.2 percent. Because the decrease in expense was not proportional to the decrease in revenue hours, the cost per revenue hour increased from \$161 in 2019 to \$207 in 2020. In 2021, Community Transit's revenue hours remained consistent with 2020 (an actual increase of 0.9 percent) while operating expense decreased by 9.3 percent. Because revenue hours did not substantially change but operating expense decreased, the cost per revenue hour dropped by 10.5 percent to \$186. In 2022, the cost per revenue hour increased by 26.7 percent to \$235 per



Operating cost divided by revenue hours.

Letter of Transmittal (continued)

hour. Revenue hours decreased by 13.6 percent which contributed to the 2022 increase in cost per revenue hour. Revenue hours decreased due, in part, to staffing shortages which caused canceled or missed trips.

Awards and Acknowledgements

The Government Finance Officers Association (GFOA) of the United States and Canada awarded a Certificate of Achievement for Excellence in Financial Reporting to Community Transit for its annual financial report for the fiscal year ended December 31, 2021. This was the 33rd consecutive year that Community Transit has achieved this prestigious award. To be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized annual financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.


A Certificate of Achievement is valid for a period of one year only. We believe that our current annual financial report continues to meet the Certificate of Achievement Program's requirements, and we are submitting it to the GFOA to determine eligibility for another certificate.

At the time of this report's preparation, Community Transit's annual audit was still in progress. As of the most recently completed annual audit for the calendar year 2021, the agency had completed their 27th consecutive annual audit with no audit findings.

The agency also earned its third Government Finance Officers Association Certificate of Achievement for Excellence in Budgeting for the 2022 Annual Budget.

In closing, preparation of this report would not have been possible without the dedication and outstanding work ethic of the Finance and Accounting staff of the Finance and Administration Department. We also give special acknowledgment to the Office of the State Auditor. Their timely audit opinion of this annual financial report permitted staff to submit the report to the GFOA for their review and evaluation in accordance with that organization's deadlines. Finally, we wish to thank the members of Community Transit's Board of Directors for their policy guidance and oversight in achieving strong financial management.

Respectfully submitted,



Eunjoon Greenhouse
Chief Financial Officer
Community Transit

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Community Transit—Principal Officials

Board of Directors—as of December 31, 2022

<u>Name</u>	<u>Title</u>	<u>Expiration of Term</u>
Joe Marine, Chair	Mayor, City of Mukilteo	2/24
Jan Schuette, Vice-Chair	Council Member, City of Arlington	2/24
Tom Merrill, Secretary	Council Member, City of Snohomish	2/24
Kim Daughtry	Council Member, City of Lake Stevens	2/24
Christine Frizzell	Mayor, City of Lynnwood	2/24
Jared Mead	Council Member, Snohomish County	2/24
Jon Nehring	Mayor, City of Marysville	2/24
Lance Norton	Labor Representative	2/24
Strom Peterson	Council Member, Snohomish County	2/24
Sid Roberts	Mayor, City of Stanwood	2/24

Chief Executive Officer

Ric Ilgenfritz

Chief of Staff

Deb Osborne

Chief Operations Officer (Transportation and Maintenance)

Mark Holmes

Director of Communications and Public Affairs

Mary Beth Lowell

Chief Technology Officer

Mike Berman (Acting)

Director of Customer Experience

Molly Marsicek

Chief Financial Officer

Eunjoo Greenhouse

Director of Employee Engagement

Cesar Portillo

Director of Planning & Development

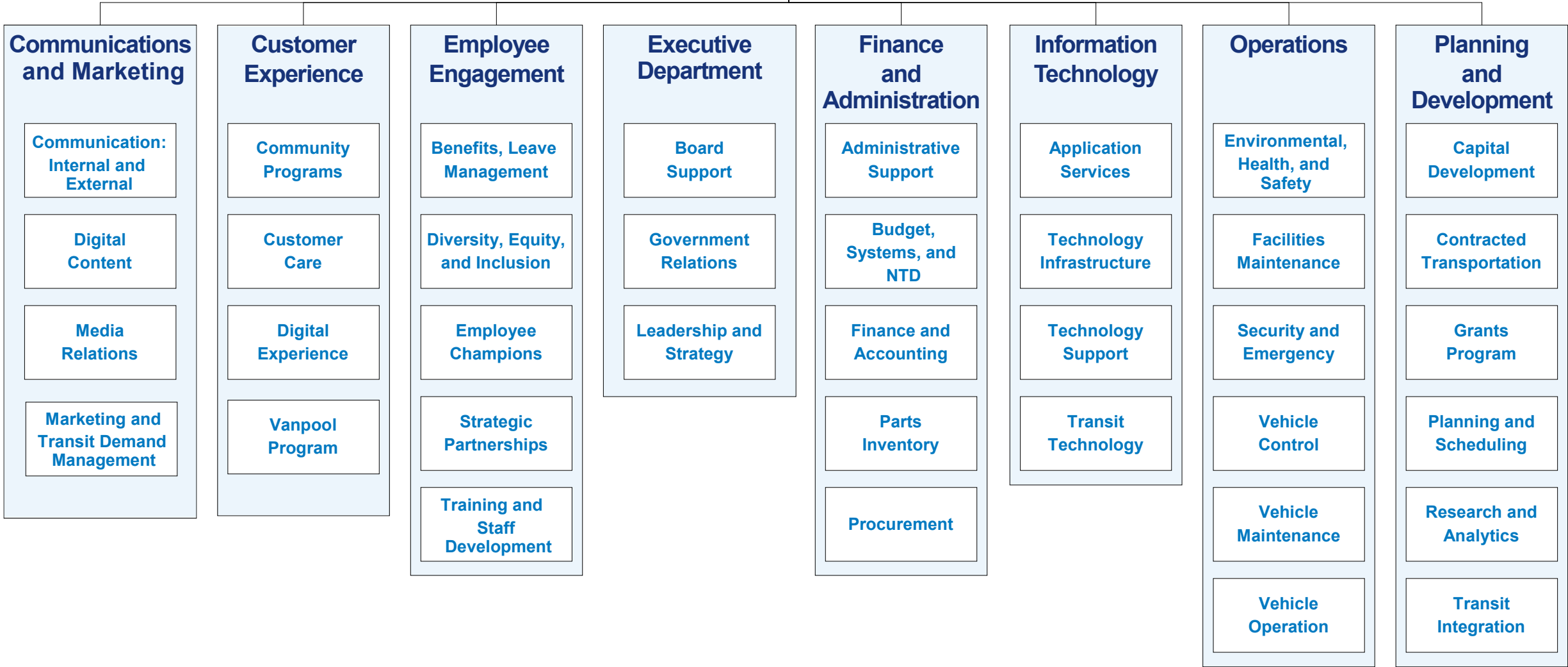
Roland Behee



Community & Customers

Board of Directors

Chief Executive Officer





Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**Community Transit
Washington**

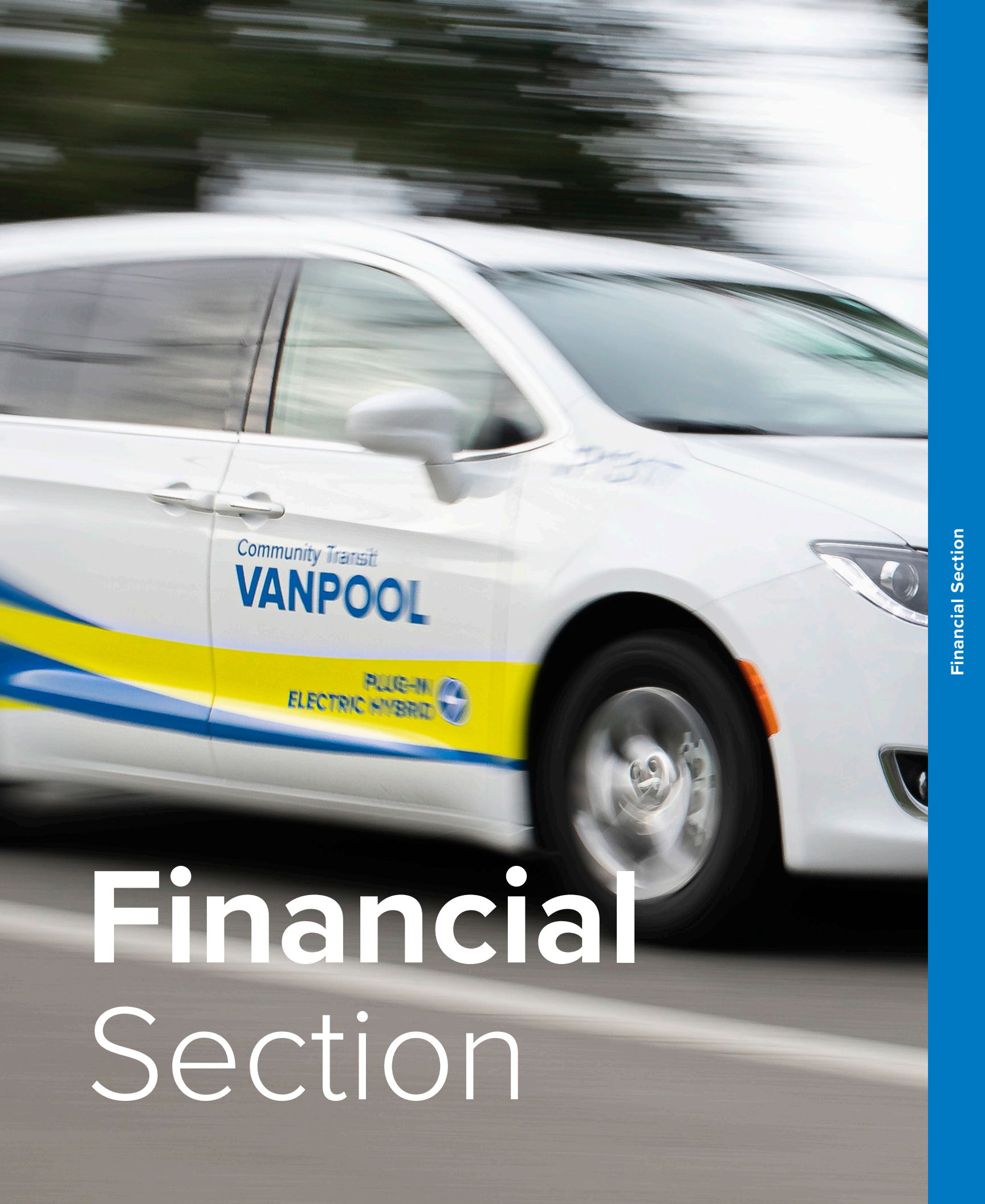
For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2021

Christopher P. Morill

Executive Director/CEO

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Financial Section

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**Office of the Washington State Auditor
Pat McCarthy**

**INDEPENDENT AUDITOR'S REPORT ON THE AUDIT OF THE
FINANCIAL STATEMENTS**

Board of Directors
Community Transit
Everett, Washington

REPORT ON THE AUDIT OF THE FINANCIAL STATEMENTS

Opinion

We have audited the accompanying financial statements of Community Transit of and for the year then ended December 31, 2022, and the related notes to the financial statements, which collectively comprise the Transit's basic financial statements as listed in the financial section of our report.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of Community Transit, as of December 31, 2022, and the respective changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Transit and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Matters of Emphasis

As discussed in Note 1 to the financial statements, in 2022, the Transit adopted new accounting guidance, Governmental Accounting Standards Board Statement No. 87, *Leases*. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Transit's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

Performing an audit in accordance with GAAS and *Government Auditing Standards* includes the following responsibilities:

- Exercise professional judgment and maintain professional skepticism throughout the audit;
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements;
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Transit's internal control. Accordingly, no such opinion is expressed;
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements;
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Transit's ability to continue as a going concern for a reasonable period of time; and

- Communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and required supplementary information as listed in the financial section of our report be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

The other information comprises introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Management is responsible for the other information included in the financial statements. Our opinion on the basic financial statements do not cover the other information, and we do not express an opinion or provide any assurance thereon.


In connection with the audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

OTHER REPORTING REQUIRED BY GOVERNMENT AUDITING STANDARDS

In accordance with *Government Auditing Standards*, we will also issue our report dated July 19, 2023, on our consideration of the Transit's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. That report will be issued under separate cover in the Transit's Single Audit Report. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial

reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Transit's internal control over financial reporting and compliance.

Sincerely,

A handwritten signature in cursive script that reads "Pat McCarthy". The signature is written in black ink and is positioned below the word "Sincerely,".

Pat McCarthy, State Auditor

Olympia, WA

July 19, 2023

Management's Discussion and Analysis

This section of Community Transit's Annual Comprehensive Financial Report (ACFR) represents management's overview and analysis of Community Transit's financial performance for the fiscal year ended December 31, 2022. This section should be read in conjunction with the financial statements that follow.

Introduction

Community Transit is a public transportation benefit area corporation providing public transportation services to the Snohomish County community. Services include:

- Local and intercounty bus services.
- Paratransit services for the elderly and disabled.
- A vanpool program and Ridematch services.
- Regional express bus services funded through Sound Transit.

Financial Summary

- As of December 31, 2022, Community Transit's net position totaled \$733.7 million. Of this amount, \$417.4 million is available to meet our primary goal of providing service to the public and to be invested in future capital improvements as discussed in Community Transit's six-year plan.
- Community Transit's total net position increased by \$69.5 million.
- Capital grants and contributions amounted to \$10.0 million.
- Community Transit's primary source of funding is from local sales taxes. In 2022, sales tax revenue increased by \$12.1 million.

Overview of the Financial Statements

This discussion and analysis section serves as an introduction to Community Transit's basic financial statements. Community Transit is a stand-alone enterprise fund, and our financial statements report information using the accrual basis of accounting, a method similar to those used by private-sector businesses. Under this method, revenues are recorded when earned, and expenses are recorded as soon as they result in liabilities for benefits received.

The Statement of Net Position presents information about all of Community Transit's assets, liabilities, deferred inflows of resources, and deferred outflows of resources. The difference is reported as net position. When net position is compared for several years, increases and decreases may serve as useful indicators of whether Community Transit's financial position is improving or deteriorating.

The Statement of Revenues, Expenses, and Changes in Net Position presents information showing how Community Transit's net position changed during the fiscal year. All changes in net position are reported as soon as the event occurs, regardless of the timing of related cash flows.

The Statement of Cash Flows presents information on Community Transit's cash receipts, cash payments, and changes in cash and cash equivalents during the fiscal year.

The basic financial statements can be found following this Management Discussion and Analysis. The *Notes to the Financial Statements* provide additional information that is essential to a full understanding of the data provided in the financial statements. *Notes to the Financial Statements* can be found following the basic financial statements.

Community Transit's Financial Position

Community Transit's overall financial position improved in 2022. The improvement was mainly due to an increase of \$12.1 million in sales tax, along with a decrease of \$35.9 million in pension deferred inflows of resources (which is an acquisition of net assets applicable to a future period). Net investment in capital assets increased by \$5.7 million, restricted net position increased by \$10.5 million, and unrestricted net position increased by \$53.3 million. This resulted in an increase in total net position of \$69.5 million.

Current assets net of current liabilities amounted to \$261.9 million for the year ended December 31, 2022, as compared to \$221.0 million for 2021.

Sales tax revenues increased by 6.5 percent for 2022 as compared to 2021. In 2022, sales tax increased at a slower pace as compared to 2021 due to the affects of rising inflation and interest rates on the consumer.

Cash reserves available to meet current and future obligations increased to \$227.2 million in 2022 from \$190.9 million in 2021. As of December 31, 2022, Community Transit had \$6.7 million in long-term public financing debt, of which \$1.3 million was due within one year.

Financial Analysis

For the year ended December 31, 2022, Community Transit's net position totaled \$733.7 million. A summary of Community Transit's net position follows.

Summary Statement of Net Position

	2022	2021
Assets:		
Current and Other Noncurrent Assets	\$ 495,337,196	\$ 466,234,777
Capital Assets	301,638,483	297,274,791
Total Assets	796,975,679	763,509,568
Deferred Outflows of Resources:	24,673,407	12,106,302
Liabilities:		
Current and Other Liabilities	31,565,833	24,278,497
Noncurrent Liabilities	35,217,676	29,881,317
Total Liabilities	66,783,509	54,159,814
Deferred Inflows of Resources:	21,190,161	57,246,656
Net Position:		
Net investment in capital assets	295,035,838	289,382,842
Restricted	21,226,050	10,730,675
Unrestricted	417,413,528	364,095,883
Total Net Position	\$ 733,675,416	\$ 664,209,400

Community Transit's improved net position was due mostly to an increase of \$12.1 million in sales tax, with a decrease of \$35.9 million in pension deferred inflows of resources. Public transportation is a capital-intensive enterprise. Consequently, 40.2 percent of Community Transit's net position was invested in capital assets in 2022, as compared to 43.6 percent in 2021. Because these capital assets are used to provide services to citizens, they are not available for future spending.

There were 2.9 percent in external restrictions on assets affecting net position in 2022 as compared to 1.6 percent for 2021. Additional information regarding net position can be obtained from Note 7 in the *Notes to the Financial Statements* section. Community Transit's Board of Directors designated 36.9 percent of total net position for vehicle replacements and other capital improvements in 2022 compared to 22.7 percent in 2021. An additional \$4.5 million was designated for workers' compensation in 2022; correspondingly, \$3.9 million was designated in 2021. The remaining \$142.2 million in 2022 is available to support our public obligation for future transit operations as compared to \$209.7 million in 2021.

Deferred outflows of resources increased by \$12.6 million from 2021 to 2022, while deferred inflows of resources decreased by \$36.1 million.

Community Transit’s net position increased by \$69.5 million during the current fiscal year. Key elements of this increase follow.

***Summary Statements of Revenues, Expenses, and
Changes in Net Position***

	2022	2021
Operating Revenues:		
Passenger Fares	\$ 8,918,811	\$ 7,835,281
Regional Transit Service	19,848,650	19,461,954
Advertising	446,225	400,715
Nonoperating Revenues:		
Sales Tax	199,663,862	187,561,073
Operating Grants	47,402,811	40,741,943
Investment Revenue	(6,248,384)	(891,530)
Other Revenues	268,466	640,246
	270,300,441	255,749,682
Expenses:		
Operations and Maintenance	94,711,429	77,937,624
General and Administrative	44,594,549	28,329,904
Contracted Transportation	27,257,139	29,277,592
Depreciation and Amortization	27,478,333	24,326,120
Nonoperating Expenses	5,377,945	139,624
	199,419,395	160,010,864
Net Income (Loss) Before Contributions and Special Item	70,881,046	95,738,818
Capital Grants and Contributions	9,972,854	11,841,363
Special Item: Assets Transferred to Other Agencies	(11,380,636)	-
Total Change in Net Position	69,473,264	107,580,181
Net Position—Beginning of Year	664,209,400	558,822,678
Prior Period Adjustments	(7,248)	(2,193,459)
Net Position—Beginning of Year Restated	664,202,152	556,629,219
Net Position—End of Year	\$ 733,675,416	\$ 664,209,400

Revenues

During 2022, revenues increased by \$14.6 million, or 5.7 percent when compared to 2021. The major components of the overall increase in revenues were passenger fares, sales tax and operating grants.

Passenger fares increased by 13.8 percent in 2022 when compared to 2021. Regional transit service increased by 2.0 percent when compared to 2021. Both benefited by an increase in ridership as we emerged from the restrictions of the pandemic. Advertising increased by 11.4 percent while other revenue decreased by 58.1 percent when compared to 2021.

Sales tax revenues increased by 6.5 percent in 2022, resulting in an additional \$12.1 million in sales tax revenue. Sales tax is a beneficiary of an economy that continues to recover from the pandemic.

Operating grants increased 16.4 percent in 2022 when compared to 2021. This increase resulted in an additional \$6.7 million in grant funding in 2022.

Investment income increased by \$5.0 million, while the change in fair value (unrealized loss on investments) decreased investment income by \$11.2 million. Investment income increase was due to higher interest rates offset by a drop in fair value on various investments that included U.S. treasury obligations, federal agency securities and municipal bonds.

Expenses

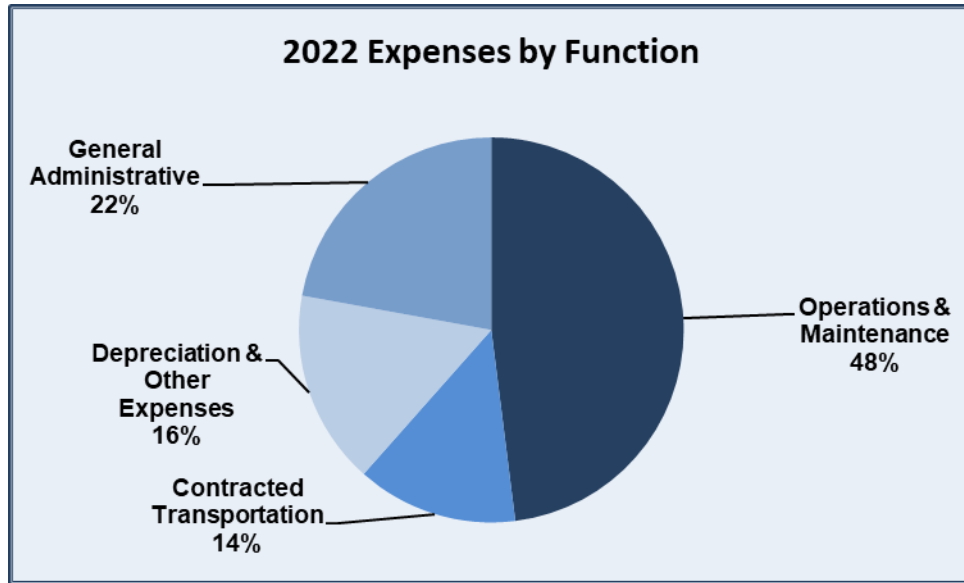
During 2022, total expenses increased by \$39.4 million, or 24.6 percent. The increase is primarily due to the following reasons:

Community Transit incurred a \$12 million increase in pension expense based on the proportionate share of the state sponsored pension plan.

The hourly wage rate increase for the Amalgamated Transit Union (ATU) and International Association of Machinists (IAM) represented employees ranged from 5-7 percent with additional retention bonuses. The IAM agreement covering transportation supervisors included a 3.0 percent wage increase, lump sum payments, and a retention incentive.

Fuel costs increase by \$5.3 million in 2022 when compared to 2021. Fuel cost increases were due to the Russia-Ukraine war, transportation issues due to low water levels on the Mississippi river and inflation.

This chart summarizes expenses by major function.



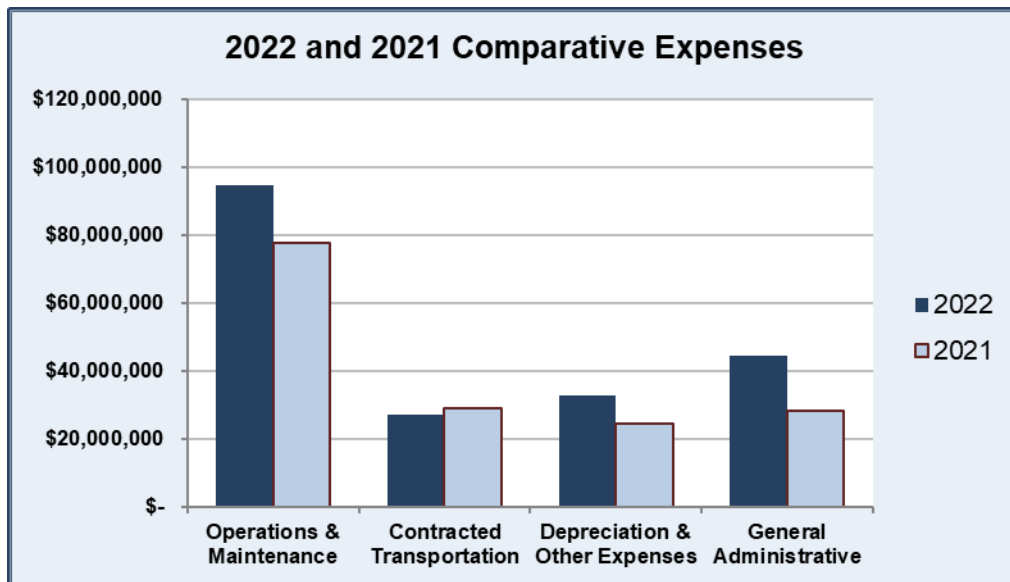
Operations and maintenance expenses in 2022 increased by \$16.8 million, or 21.5 percent.

General and administrative expenses increased by \$16.3 million, or 57.4 percent.

Contracted transportation expenses decreased by \$2.0 million, or 6.9 percent.

Depreciation and other nonoperating expenses increased \$8.4 million, or 34.3 percent.

This chart compares expenses by function for 2022 and 2021.



Capital Asset

Capital assets include revenue vehicles, support vehicles, land and buildings, equipment, and passenger facilities.

As of December 31, 2022, Community Transit’s investment in capital assets amounted to \$301.6 million, net of accumulated depreciation. Capital assets increased by 1.5 percent during 2022.

Major capital projects during 2022 included:

- Facility renovations (phases 1-6) in the amount of \$30.3 million.
- *Swift* Orange Line corridor & terminal in the amount of \$10.3 million.
- Coaches (FY20 order) in the amount of \$7.1 million.
- IT infrastructure and software systems in the amount of \$3.3 million.

For additional information on Community Transit’s capital assets, please see Note 4 in the *Notes to the Financial Statements* section.

Debt Administration

Limited sales tax general-obligation (LSTGO) bonds were issued on June 20, 2017 for the purchase of capital assets. The bonds par value was \$10,990,000 with an additional \$2,130,072 in original issue premium, less \$39,267 underwriting discount. The resulting funds were used to purchase buses.

The bond interest is payable on February 1 and August 1 of each year, commencing February 1, 2018, and ending August 1, 2027. The bonds are not subject to redemption prior to their maturity. The bonds have a coupon rate of 4 percent in 2018 and 5 percent from 2019 to 2027. These bonds are subject to federal arbitrage rules. For additional information on Community Transit’s bonds payable, please see Note 6(A) in the *Notes to the Financial Statements* section.

Under Washington State law, bonds secured by and payable from sale tax revenues are general obligations of the issuer and are subject to this debt limitation: the bonds may not exceed 0.375 percent of the value of taxable property within the agency’s boundaries. Larger amounts may be approved with a public vote.

Assessed valuation in 2022 for collection of taxes in 2023	\$ 132,100,739,612
Maximum nonvoted debt capacity at 0.375 percent of valuation	495,377,774
Less outstanding bond issues - net	6,718,927
Nonvoted debt capacity remaining	\$ 488,658,847

Economic Factors and Next Year’s Budget

In 2023, Community Transit will focus its efforts on making investments to deliver excellent service and build the agency’s future. The many projects and initiatives planned for 2023 continue the work started in 2022 for service innovation and excellence, as well as for service expansion. The 2023 budget provides funding to the directives outlined in the Six Year Transit Development Plan (TDP). This coming year will be a pivotal year for Community Transit, as the agency sets the stage for future growth and expansion and enhancement of connections with its local partners.

Looking ahead to 2024, Community Transit will have unique opportunities to connect with its partner agencies. The services added, from new BRT lines, to new fixed routes, to new, innovative modes of service, will transform the way Snohomish County travelers move from one point to another. These will help redefine the future of public transportation services in Snohomish County. Through the budget, the agency has assigned resources and developed the blueprint to move to the next level with new services, new facilities, and light rail connections.

If you would like more information about the 2022 original budget, please visit this link: https://www.communitytransit.org/docs/default-source/about-documents/budget-financials/adopted-2022-budget-book---final-1-31-22.pdf?sfvrsn=c60acd56_0

This table provides a summary of the original 2023 budget.

<i>2023 Budget</i>	<i>\$ in millions</i>
Operating Fund Revenues	\$ 268.5
Capital Grants and Contributions	85.7
Other Revenues	0.1
<i>Total Budgeted Revenues</i>	<i>\$ 354.3</i>
Operating Fund Expenses	\$ 200.1
Capital Projects	227.4
Workers' Compensation Fund	3.6
Debt Service	1.4
<i>Total Budgeted Expenses</i>	<i>\$ 432.5</i>

Requests for Information

This financial report is designed to provide a general overview of Community Transit's finances for anyone who has an interest. Questions concerning any of the information presented in this report or requests for additional financial information should be addressed to:

Lori Fox, Controller
Community Transit
2312 West Casino Road
Everett, WA 98204

Basic Financial Statements

Community Transit

Statement of Net Position

December 31, 2022

<u>Assets</u>	<u>2022</u>
<i>Current Assets:</i>	
Cash and Cash Equivalents	\$ 225,374,248
Restricted Assets:	
Cash and Cash Equivalents	1,782,612
Accounts Receivable and Accrued Interest	814,448
Due from Other Governments	62,934,744
Maintenance Parts Inventory	2,046,600
Prepaid Expenses	497,497
<i>Total Current Assets</i>	<u>293,450,149</u>
<i>Noncurrent Assets:</i>	
Capital Assets Not Being Depreciated:	
Land	18,684,203
Intangible Property	1,790,479
Intangible Property - Transfers to Other Agencies	1,490,720
Work in Progress	62,101,522
Work in Progress - Transfers to Other Agencies	3,377
Capital Assets (Net of Accumulated Depreciation):	
Buildings	29,847,878
Site Improvements	36,740,581
Vehicles, Machinery, and Equipment	144,426,848
Intangible Property	6,552,875
<i>Capital Assets (Net of Accumulated Depreciation)</i>	<u>301,638,483</u>
<i>Other Noncurrent Assets:</i>	
Investments	182,453,294
Net Pension Asset	19,433,753
<i>Total Other Noncurrent Assets</i>	<u>201,887,047</u>
<i>Total Noncurrent Assets</i>	<u>503,525,530</u>
Total Assets	<u>796,975,679</u>
<u><i>Deferred Outflows of Resources</i></u>	
Pensions	21,078,865
Other Postemployment Benefits	3,594,542
Total Deferred Outflows of Resources	<u>24,673,407</u>
Total Assets and Deferred Outflows of Resources	<u>\$ 821,649,086</u>

Continued on the following page.

The accompanying notes are an integral part of this statement.

Community Transit
Statement of Net Position
December 31, 2022
(Continued)

<u>Liabilities</u>	<u>2022</u>
<i>Current Liabilities:</i>	
Accounts Payable and Accrued Expenses	\$ 17,327,425
Accrued Payroll Liabilities	3,153,095
Compensated Absences Payable	5,374,622
Unearned Revenue	3,108,395
Lease Liability	21,399
Interest Payable	128,854
Bonds Payable - Current Portion	1,304,171
Total OPEB Liability	263,872
Provision for Workers' Compensation Claims	884,000
<i>Total Current Liabilities</i>	<u>31,565,833</u>
<i>Noncurrent Liabilities:</i>	
Compensated Absences Payable	943,109
Provision for Workers' Compensation Claims	1,490,000
Net Pension Liability	11,193,489
Total OPEB Liability	16,176,322
Bonds Payable	5,414,756
<i>Total Noncurrent Liabilities</i>	<u>35,217,676</u>
<i>Total Liabilities</i>	<u>66,783,509</u>
<u>Deferred Inflows of Resources</u>	
Pensions	19,708,422
Other Postemployment Benefits	1,481,739
<i>Total Deferred Inflows of Resources</i>	<u>21,190,161</u>
<u>Net Position</u>	
Net Investment in Capital Assets	295,035,838
Restricted For:	
Pensions	21,140,438
Federal Grants	85,612
Unrestricted	417,413,528
<i>Total Net Position</i>	<u>733,675,416</u>
<i>Total Liabilities, Deferred Inflows of Resources, and Net Position</i>	<u>\$ 821,649,086</u>

The accompanying notes are an integral part of this statement.

Community Transit
Statement of Revenues, Expenses,
and Changes in Net Position
For the Year Ended December 31, 2022

	2022
<i>Operating Revenues:</i>	
Passenger Fares	\$ 8,918,811
Regional Transit Service	19,848,650
Advertising	446,225
<i>Total Operating Revenues</i>	29,213,686
<i>Operating Expenses:</i>	
Operations	70,948,950
Maintenance	23,762,479
General and Administrative	44,594,549
Contracted Transportation	27,257,139
Depreciation and Amortization	27,478,333
<i>Total Operating Expenses</i>	194,041,450
<i>Operating Loss</i>	(164,827,764)
<i>Nonoperating Revenues (Expenses):</i>	
Subsidies	247,066,673
Investment Income (Loss)	(6,248,384)
Insurance Recoveries and Other Revenues	268,466
Interest Expense	(127,811)
Gain (Loss) on Sale of Capital Assets	(5,250,134)
<i>Total Nonoperating Revenues (Expenses)</i>	235,708,810
<i>Net Income Before Contributions</i>	70,881,046
Capital Grants and Contributions	9,972,854
Special Item: Assets Transferred to Other Agencies	(11,380,636)
<i>Change in Net Position</i>	69,473,264
<i>Net Position - Beginning of Year</i>	664,209,400
Prior Period Adjustment for Change in Accounting Principle	(7,248)
<i>Net Position - Beginning of Year, Restated</i>	664,202,152
<i>Net Position - End of Year</i>	\$ 733,675,416

The accompanying notes are an integral part of this statement.

Community Transit
Statement of Cash Flows
For the Year Ended December 31, 2022

	2022
<i>Cash Flows from Operating Activities:</i>	
Cash Received for Operating Revenues	\$ 26,431,163
Cash Received for Miscellaneous Revenue	271,480
Cash Paid to Vendors for Goods and Services	(73,202,510)
Cash Paid for Employee Services and Benefits	(98,609,336)
<i>Net Cash Used for Operating Activities</i>	<i>(145,109,203)</i>
 <i>Cash Flows from Noncapital Financing Activities:</i>	
Operating Subsidies	243,060,656
<i>Net Cash Provided by Noncapital Financing Activities</i>	<i>243,060,656</i>
 <i>Cash Flows from Capital and Related Financing Activities:</i>	
Acquisition of Capital Assets	(44,607,244)
Capital Lease Payments	(129,600)
Capital Grants and Contributions	5,332,290
Principal Payment on Bonds	(1,070,000)
Interest Paid on Bonds	(362,750)
Proceeds From the Sale of Capital Assets	924,386
<i>Net Cash Used for Capital and Related Financing Activities</i>	<i>(39,912,918)</i>
 <i>Cash Flows from Investing Activities:</i>	
Proceeds from Maturing Investments	11,500,000
Investment Income	5,101,671
Purchase of Investments	(38,351,970)
<i>Net Cash Used for Investing Activities</i>	<i>(21,750,299)</i>
<i>Net Increase (Decrease) in Cash and Cash Equivalents</i>	<i>36,288,236</i>
 <i>Cash and Cash Equivalents - Beginning of Year</i>	 190,868,624
 <i>Cash and Cash Equivalents - End of Year</i>	 <i>\$ 227,156,860</i>

Continued on the following page.

The accompanying notes are an integral part of this statement.

Community Transit
Statement of Cash Flows
For the Year Ended December 31, 2022
(Continued)

	2022
<i>Reconciliation of Operating Loss to Net Cash Used for Operating Activities:</i>	
Operating Loss	\$ (164,827,764)
<i>Adjustments to Reconcile Operating Loss to Net Cash Used for Operating Activities:</i>	
Depreciation and Amortization	27,478,333
Miscellaneous Revenue	268,466
 <i>Change in Assets - Decrease (Increase):</i>	
Accounts Receivable	(50,629)
Due from Other Governments	(2,636,406)
Maintenance Parts Inventory	(164,808)
Prepaid Expenses	(368,021)
Net Pension Asset	34,554,183
 <i>Change in Deferred Outflows of Resources - Decrease (Increase):</i>	
Pensions	(13,066,282)
Other Postemployment Benefits	499,177
 <i>Change in Liabilities - Increase (Decrease):</i>	
Accounts Payable and Accrued Expenses	2,411,787
Accrued Payroll Liabilities	(331,156)
Compensated Absences Payable	100,595
Unearned Revenue	(92,474)
Provision for Workers' Compensation Claims	9,000
Net Pension Liability	6,041,603
Other Postemployment Benefits	1,121,688
 <i>Change in Deferred Inflows of Resources - Increase (Decrease):</i>	
Pensions	(35,880,098)
Other Postemployment Benefits	(176,397)
 <i>Net Cash Used for Operating Activities</i>	<i>\$ (145,109,203)</i>

Schedule of Noncash Investing, Capital, and Financing Activities

The change in fair value for investments that are not cash equivalents was a decrease of \$11,377,309 in 2022.

Capital Grants and Contributions differs from the statement of revenues, expenses, and changes in net position due to the accrual of revenues.

The accompanying notes are an integral part of this statement.

Community Transit
Notes to the Financial Statements
December 31, 2022

Note 1: Summary of Significant Accounting Policies

A. Reporting Entity

The Snohomish County Public Transportation Benefit Area Corporation, dba Community Transit, was authorized to begin operation of a public transportation system in 1976. The agency was incorporated under the provisions of Washington State law pertaining to public transportation benefit area corporations (RCW 36.57A) and operates under the control of a Board of Directors.

Community Transit has an undivided interest in a nonequity joint venture, jointly governed with six other transit agencies for the provision of regional smart card fare (ORCA) collection services. Community Transit's undivided interests in the assets, liabilities and operations of the ORCA smart card are consolidated within these financial statements on a proportionate basis.

In fiscal year 2022, Community Transit implemented Governmental Accounting Standards Board (GASB) Statement No. 87, *Leases*.

GASB No. 87 was created to better meet the information needs of financial statement users by improving accounting and financial reporting for leases by governments. This Statement increases the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. See Note 12 for additional information.

B. Basis of Accounting

The accounting policies of Community Transit conform to generally accepted accounting principles applicable to governmental units. Community Transit applies all applicable GASB pronouncements. Community Transit uses an enterprise fund to account for its operations and prepares its financial statements on the accrual basis of accounting along with the economic resources measurement focus. Under this method, revenues are recorded when earned, and expenses are recorded as soon as the benefits are received.

Operating revenues and expenses generally result from providing transportation services. Community Transit's primary operating revenues include: passenger fares (charges to customer for transportation services), reimbursements from Sound Transit for providing regional express bus service, and revenues earned from advertisements posted on buses. Operating expenses

consist of service directly operated and service provided under contract, vehicle and facility maintenance, administrative expenses, depreciation, and amortization of capital assets.

All revenues and expenses not meeting these definitions are reported as nonoperating revenues and expenses and include subsidies such as tax revenues and operating grants, investment income, miscellaneous revenues, interest expense, and gains or losses on the sale of capital assets and maintenance parts inventory.

Community Transit's accounting records are maintained in accordance with methods prescribed by the State Auditor under the authority of Washington State law. Preparing financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results could differ from those estimates.

C. Budget

Community Transit adopts its annual budget in December of the preceding fiscal year. The budget is based on corporatewide goals and departmental programs and objectives as well as revenue and service growth assumptions outlined in the Board adopted six-year transit development plan. After these programs and objectives are developed, revenue for the coming year is estimated. The estimated revenue is used to determine the level of service to be provided the following year.

Most operating revenues and expenses are budgeted on the accrual basis. Significant differences include sales tax revenue, depreciation and amortization, compensated absences payable, actuarial accrual of future workers' compensation losses, postemployment benefits, and other revenues. Investment income is budgeted without accounting for changes in fair value. Debt service is budgeted on a cash basis.

Capital projects are budgeted in their entirety when approved, regardless of anticipated expense dates, and are accounted for on the full accrual basis. Each year thereafter, the remaining unexpended portion of each project, as well as related grant reimbursements, is re-budgeted.

Community Transit encumbers expenses for management information. Encumbrances do not constitute a legal reduction of appropriations and are not reported on the financial statements.

The schedules that follow show budgeted versus actual revenues and expenses for the period ended December 31, 2022.

Revenues: Budgeted vs. Actual (Budgetary Basis)
Year Ended December 31, 2022

	<u>2022 Budget</u>	<u>2022 Actuals</u>	<u>Variance Over (Under) Budget</u>
Passenger Fares	\$ 13,190,100	\$ 8,918,811	\$ (4,271,289)
Regional Transit Service	19,613,809	19,848,650	234,841
Advertising	522,000	446,225	(75,775)
Sales Tax	195,474,427	198,489,857	3,015,430
State and Local Grants	13,201,187	8,565,763	(4,635,424)
Federal Grants - Operating	36,600,000	41,454,932	4,854,932
Federal Grants - Capital	80,245,436	7,354,970	(72,890,466)
Investment Income	1,675,657	5,309,585	3,633,928
Miscellaneous	219,500	268,466	48,966
Sale of Capital Assets and Inventory	558,399	924,386	365,987
Total Revenues	<u>\$ 361,300,515</u>	<u>\$ 291,581,645</u>	<u>\$ (69,718,870)</u>

Expenses: Budgeted vs. Actual (Budgetary Basis)
Year Ended December 31, 2022

	<u>2022 Budget</u>	<u>2022 Actuals</u>	<u>Variance Under (Over) Budget</u>
Salaries and Benefits	\$ 105,930,829	\$ 99,670,538	\$ 6,260,291
Supplies and Materials	22,036,861	19,729,815	2,307,046
Services and Other Charges	97,756,385	51,593,336	46,163,049
Intergovernmental	10,409,389	6,641,901	3,767,488
Capital Acquisitions	179,752,547	45,113,744	134,638,803
Debt Service - Interest	362,750	362,750	-
Debt Service - Principal	1,070,000	1,070,000	-
Total Expenses	<u>\$ 417,318,761</u>	<u>\$ 224,182,084</u>	<u>\$ 193,136,677</u>

The following schedule reconciles the accrual to budgetary differences for 2022.

	<u>2022</u>
<i>Revenues and Capital Contributions Reported on the Accrual Basis</i>	\$ 275,023,161
Accruals for Sales Tax Revenue	(1,174,005)
Investment Income for Fair Value Reporting	11,557,969
Net Book Value of Retired Equipment	6,174,520
<i>Revenues Reported on the Budgetary Basis</i>	\$ 291,581,645
	<u>2022</u>
<i>Expenses Reported on the Accrual Basis</i>	\$ 205,549,897
Capital Projects	49,260,086
Accrued Interest Expense	234,939
Change in Actuarial Accrual for Workers' Compensation	(9,000)
Change in Compensated Absences Payable	(100,595)
Change in Actuarial Accrual for Other Postemployment Benefits	(1,444,468)
Pension Expense	8,350,594
Capital Leases	129,600
Depreciation and Amortization	(27,478,333)
Debt Service - Principal	1,070,000
Assets Transferred to Other Agencies	(11,380,636)
<i>Expenses Reported on the Budgetary Basis</i>	\$ 224,182,084

D. Cash and Short-Term Investments

Cash and cash equivalents include cash on hand, demand deposits, and short-term investments purchased with a remaining maturity of three months or less. Community Transit's investment policies are governed by regulations established for public funds by Washington State law.

Investments are reported at fair value except for the position in the Washington State Local Government Investment Pool (LGIP) which is reported at amortized cost. Changes in fair value are included as revenue in the financial statements.

E. Restricted Assets

Restricted assets (are those) whose use is subject to constraints that are either 1) externally imposed by creditors, grants, contributors or laws or regulations of other governments, or 2) imposed by law through constitutional provisions or enabling legislation. As of December 31, 2022, the state-required workers' compensation reserve amounted to \$1,697,000. In addition, the Federal Transit Administration (FTA) required vehicle auction proceeds that were over \$5,000 be placed in an interest-bearing restricted account. These funds must remain in this account until the FTA provides guidance on their future use. At year-end, the funds amounted to \$85,612.

F. Maintenance Parts Inventory

Vehicle maintenance parts are held for consumption and valued at cost using the weighted-average method. The costs of maintenance parts are recorded as an expense when consumed rather than when purchased.

G. Capital Assets and Depreciation

Assets with a useful life in excess of one year are capitalized if the individual cost is at least \$5,000. Capital assets are recorded at historical cost. Donated assets are measured at acquisition value. Replacements which improve or extend the lives of property are capitalized. Repairs and maintenance are expensed as incurred.

Community Transit participates with the Washington State Department of Transportation in the construction of passenger park-and-ride facilities within the transit service area. Community Transit contributes funds to provide the local match required under the terms of federal construction grants. The State of Washington retains park-and-ride facility ownership, but Community Transit's contribution allows us to use these facilities. The rights are valued at the amount of the contribution made and are reported under capital assets as site improvements.

Depreciation is computed using the straight-line method (without salvage values) over the estimated useful life of the asset. When used assets are acquired, they are assigned a useful life of one-half the new life.

Newly acquired assets are assigned useful lives as follows:

<i>Asset Category</i>	<i>Years</i>
Land	Not Depreciated
Work in Progress	Not Depreciated
Intangible Property—Easements	Not Depreciated
Buildings	5 to 30
Site Improvements	5 to 30

Asset Category	Years
Buses	12 to 15
Other Vehicles	5 to 8
Machinery and Equipment	3 to 10
Computer Equipment	3 to 7
Intangible Property	3 to 10

H. Compensated Absences

Policies for the accrual and use of compensated absences vary depending on whether an employee is represented by a labor contract or subject to the personnel policy. All employees are covered in three plans: paid time off, major sick leave, and Washington State sick leave. Paid time off is payable upon an employee’s termination. Major sick leave and Washington State sick leave is payable at 25 percent of the hours accrued with the exception of some union employees, who are paid out at 50 percent if retiring. The portion of both sick leave plans payable at termination represents the vested portion of major sick leave earned and is subject to accrual.

I. Unearned Revenue

Revenues received in advance are recorded as unearned revenue on the Statement of Net Position. As of December 31, 2022, unearned revenue amounted to \$3,108,395, which consisted primarily of ORCA fare revenue.

J. Pensions

Information about the fiduciary net position of all state-sponsored pension plans and additions to or deductions from the fiduciary net position of those plans has been determined on the same basis as they are reported by the Washington State Department of Retirement Systems. This information was used to measure net liability, deferred outflows of resources, deferred inflows of resources, and expenses related to pensions. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

For purposes of calculating the restricted net position related to the net pension asset, Community Transit includes the net pension asset and the related deferred outflows and deferred inflows.

Note 2: Cash and Investments

As of December 31, 2022, Community Transit had the following cash, cash equivalents, and investments:

<i>Investment Type</i>	<i>2022</i>
Demand Deposits	\$ 19,058,405
Local Government Investment Pool	208,098,455
U.S Treasury Obligations	47,472,840
U.S. Federal Agency Obligations	103,539,718
Municipal Bonds	31,440,736
<i>Total Cash, Cash Equivalents, and Investments</i>	<i>\$ 409,610,154</i>

A. Deposits

There is no custodial credit risk for demand deposits held by Community Transit because they are entirely covered either by the Federal Deposit Insurance Corporation (FDIC) or the Public Deposit Protection Commission (PDPC) of the state of Washington. In addition, there was \$3.7 million in deposits held by the fiscal agent of the Central Puget Sound Regional Fare Coordination System. These deposits represent Community Transit's proportional share of its undivided interest in the non-equity joint venture. Note 8 (c) provides additional information regarding this system.

B. Investments

Throughout 2022, Community Transit's portfolio complied with conditions set forth in the investment policy.

Community Transit's investment policy clearly states that safety and liquidity take precedence over return on investment. Allowable investments are limited to:

- U.S. Treasury obligations.
- U.S. Government agency obligations and U.S. Government sponsored enterprises.
- Banker's acceptances.
- Commercial paper.
- Certificates of deposit.
- Repurchase agreements.

- Bonds of Washington State and any local government in Washington State.
- General obligation bonds of a state other than Washington State.
- Washington State Local Government Investment Pool (LGIP).

Community Transit’s investment policy limits the maximum maturity of any investment security purchased to 5 years from the settlement date. The following table shows the maximum percentage that any single type of security may contribute to Community Transit’s overall investment portfolio.

<i>Security Type</i>	<i>Maturity</i>	<i>Maximum % of Portfolio</i>
Washington State Local Government Investment Pool (LGIP)	n/a	100%
U.S. Treasury Obligations	5 Years	100%
Federal Agency Securities	5 Years	90%
Municipal Investment Accounts	5 Years	40%
Certificates of Deposit	5 Years	40%
Repurchase Agreements	5 Years	40%
Bonds issued by Washington State or any local government in Washington State	5 Years	20%
Bonds issued by other states or local governments in states other than Washington State	5 Years	15%

Interest Rate Risk: Interest rate risk is the risk that an investment’s fair value decrease as market interest rates rises. Community Transit’s investment guidelines and policies state that safety of funds is the number one priority in all investment decisions. Maturities are generally limited to five years. The weighted average maturity and modified duration of the overall portfolio may not exceed three years. For 2022, the modified duration of the portfolio was approximately 1.73. Thus, all investments held are considered to have a low interest rate risk.

The table shows the distribution of fair values by investment type and remaining maturities. As of December 31, 2022, the LGIP investment was 53.0% of the Community Transit’s total investment pool.

Investment Type	Fair value	Maturities (in Years)			Percentage of Total portfolio
		Less than 1	1-3	More than 3	
Washington State Local Government Investment Pool *	\$ 208,098,455	\$ 208,098,455	\$ -	\$ -	53.0%
Debt Securities					
U.S. Treasury Notes	47,472,840		47,472,840	-	12.0%
Federal agencies securities:					
Federal Nat'l Mortgage Assn (FNMA)	\$ 10,753,578	\$ -	\$ 10,753,578	\$ -	3.0%
Federal Home Loan Bank (FHLB)	49,297,293	-	40,383,593	8,913,700	13.0%
Federal Home Loan Mortgage Corporation (FHLMC)	10,911,210	-	10,911,210	-	3.0%
Federal Agricultural Mortgage Corporation (FAMCA)	4,951,665	4,951,665	-	-	1.0%
Federal Farm Credit Bank (FFCB)	27,625,972	5,754,738	10,751,934	11,119,300	7.0%
Municipal Bonds	31,440,736	4,780,063	19,964,407	6,696,266	8.0%
Total Portfolio	\$ 390,551,749	\$ 223,584,921	\$ 140,237,562	\$ 26,729,266	
Percentage of total portfolio	100.0%	57.2%	35.9%	6.8%	

Credit Risk: Community Transit's credit risk is indirectly controlled via the kind of investment instruments allowed by the investment policy which includes only one direct, credit-risk requirement. The requirement applies to bonds of any state and any local government in Washington State in which the rating must be one of the three highest credit ratings of a nationally organized rating agency. The risk ranges from minimal to none, based on the investment instruments Community Transit holds.

At December 31, 2022, Community Transit investments had the following credit quality distribution for municipal securities with credit exposure:

	Fair Value	S & P	Moody's	Fitch
New York NY General Obligation	4,780,063.00	AA	Aa2	AA
New York NY GO	12,253,410.00	AA	Aa2	AA
New York ST GO Unltd Txbl Ref	2,851,230.00	AA+	Aa1	AA+
Pflugerville TX Indep Sch Dist	866,687.50	AA+	NA	NA
Berkeley Cnty SC Sch Dist GO	620,438.00	AA	Aa1	NA
Oregon St GO Unltd Txbl Ser B	604,940.20	AA+	Aa1	AA+
Hawaii St Txbl-Ser FZ GO	1,998,281.25	AAA	Aa2	AA
Prince Georges Cnty MD GO	769,420.00	AAA	Aaa	AAA
Grant Cnty WA PUB Util Dist#2	919,700.00	AA	Aa3	AA
Willingboro TWP NJ Sch Dist GO	1,094,144.70	A	NA	NA
Deschutes Cnty OR Taxable GO	3,439,057.50	NA	Aa2	NA
Chicago IL MET WTR REC Taxable GO	1,243,363.50	AA+	NA	AAA
	<u>\$ 31,440,735.65</u>			

Custodial Credit Risk: Custodial credit risk is the risk that, in the event of the failure of the counter-party, Community Transit will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. According to Community Transit's investment policy, all security transactions are settled on a delivery versus payment basis. This means that payment is made simultaneously with the receipt of the securities to the safekeeping bank. Therefore, custodial credit risk for Community Transit's investments is minimal.

Investments in Local Government Investment Pool (LGIP)

Community Transit is a voluntary participant in the Local Government Investment Pool (LGIP), an external investment pool operated by the Washington State Treasurer. The pool is not rated and not registered with the Securities and Exchange Commission (SEC). Rather, oversight is provided by the State Finance Committee in accordance with RCW 43.250. Investments in the LGIP are reported at amortized cost, which is the same as the value of the pool per share. The LGIP does not impose any restrictions on participant withdrawals.

The Office of the State Treasurer prepares a stand-alone financial report for the pool. A copy of the report is available from the Office of the State Treasurer, PO Box 40200, Olympia, Washington 98504-0200, online at www.tre.wa.gov.

Investments Measured at Fair Value

Community Transit measures and reports investments at fair value using the valuation input hierarchy established by generally accepted accounting principles as follows:

- Level 1: Quoted prices in active markets for identical assets.
- Level 2: Quoted market prices for similar assets or other observable inputs.
- Level 3: Unobservable inputs for an asset.

As of December 31, 2022, Community Transit held \$47,472,840 in U.S. Treasury obligations, \$103,539,718 in U.S. Federal agency bonds, and \$31,440,736 in municipal bonds that were valued by a pricing service that uses a matrix pricing model (Level 2 inputs). Community Transit reported negative investment income due to a drop in fair value on various investments that included U.S. treasury obligations, federal agency securities and municipal bonds.

Note 3: Receivables

As of December 31, 2022, the following amounts were due to Community Transit:

Accounts Receivable	2022
Fares and Miscellaneous	\$ 287,014
Interest	521,254
ORCA Fiscal Agent - nongovernment source	6,180
Total Accounts Receivable	\$ 814,448

Due from Other Governments	2022
Sales Tax Collected in Future Periods	\$ 35,412,986
Operating Grants and Contributions	13,484,181
Capital Grants and Contributions	8,690,591
Sound Transit Regional Service	4,698,249
Fares and Miscellaneous	123,881
ORCA Fiscal Agent - other government agencies	524,856
Total Due from Other Governments	\$ 62,934,744

Note 4: Capital Assets

The table that follows summarizes changes in capital assets for the year ending December 31, 2022.

	<u>Beginning Balance 1/1/2022</u>	<u>Additions/ Adjustments</u>	<u>Retirements</u>	<u>Ending Balance 12/31/2022</u>
Capital Assets				
Not Being Depreciated:				
Land	\$ 18,684,203	\$ -	\$ -	\$ 18,684,203
Intangible Property	1,790,479	-	-	1,790,479
* Intangible Property-To Be Transferred	1,490,720	-	-	1,490,720
Work in Progress (WIP)	60,132,553	43,754,213	(41,785,244)	62,101,522
WIP - Transfers to other Agencies	3,377	-	-	3,377
Subtotal	82,101,332	43,754,213	(41,785,244)	84,070,301
Capital Assets				
Being Depreciated:				
Buildings	56,170,430	19,378,537	(20,339,138)	55,209,829
Site Improvements	68,760,332	1,311,265	(1,742,424)	68,329,174
Vehicles/Machinery/Equipment	283,932,182	15,808,437	(12,041,795)	287,698,824
Intangible Property	13,791,571	5,287,005	(4,851,673)	14,226,903
Subtotal	422,654,514	41,785,244	(38,975,029)	425,464,730
Less Accumulated				
Depreciation For:				
Buildings	(32,204,075)	(2,142,648)	8,984,771	(25,361,952)
Site Improvements	(29,401,650)	(3,816,380)	1,629,436	(31,588,593)
Vehicles/Machinery/Equipment	(135,876,401)	(18,875,027)	11,459,865	(143,291,562)
Intangible Property	(9,998,932)	(2,526,769)	4,851,673	(7,674,028)
Subtotal	(207,481,058)	(27,360,823)	26,925,745	(207,916,136)
Total Capital Assets (Net of Accumulated Depreciation)	\$ 297,274,788	\$ 58,178,634	\$ (53,834,528)	\$ 301,618,895

***Intangible Property – To Be Transferred:** In 2021, a new line was added for non-depreciable intangible assets for SWIFT Orange Line project easements and rights-of-way. The assets are capitalized by Community Transit but transferred to other agencies once the assets are developed since Community Transit will not be maintaining the assets.

Note 5: Risk Pool and Insurance

A. Risk Pool

Community Transit is a member of the Washington State Transit Insurance Pool (WSTIP). WSTIP is a 25-member governmental risk pool located in Olympia, Washington. WSTIP supplies Community Transit with auto liability, general liability, public officials' liability coverage, all risk property coverage, auto physical damage coverage, boiler and machinery coverage, employee fidelity/crime coverage, and cyber liability coverage. WSTIP also manages claims and litigation for its members and provides them with risk management and training.

At the end of 2022, Community Transit retained a \$5,000 property and physical damage deductibles for its all-risk property coverage which includes auto physical damage. Community Transit has a \$5,000 deductible for public official's liability coverage and has no deductible for general and auto liability risks covered by WSTIP.

WSTIP was formed by Interlocal Agreement on January 1, 1989, pursuant to Chapters 48.61 and 39.34 RCW. The purpose for forming WSTIP was to provide member transit agencies joint self-insurance, joint purchasing of insurance and joint contracting for hiring of personnel to provide risk management, claims handling, and administrative services. Transit agencies joining WSTIP must remain members for a minimum of 36 months. Members may withdraw after that time by giving six-month's notice and at the end of the fiscal year. Any member who withdraws will not be allowed to rejoin for a period of 36 months.

Transit authorities applying for membership in WSTIP may do so on approval of a simple majority vote of the WSTIP Board of Directors. Underwriting and rate-setting policies have been established after consultation with actuaries. WSTIP members are subject to a supplemental assessment in the event of deficiencies. If WSTIP's assets were to be exhausted, members would be responsible for WSTIP's liabilities. WSTIP is regulated by the Washington State Risk Manager and audited annually by the Washington State Auditor.

WSTIP utilizes a combination of self-insurance, reinsurance, and excess insurance to provide the limits noted in the summary below. Carriers include Government Entities Mutual, Munich Reinsurance America, Hallmark Specialty Insurance Company, and Allied World Assurance Company for the liability lines; Evanston for auto physical damage; American International Group, Inc. (AIG)/National Union Fire Insurance for the crime policy; and Beazley Cyber Services for the cyber liability policy. The excess property carrier for all risk property and boiler and machinery is Alliant Property Insurance Program provided by Alliant Insurance Services.

Community Transit has not presented any claims to WSTIP in the last year that exceeded its current coverage limits through WSTIP.

The pool is governed by a Board of Directors consisting of a representative of each member system. A list of current members and copies of the pool's audited, and unaudited financial statements can be found on the pool's website at <https://www.wstip.org>.

B. Liability Insurance

Community Transit assumes the liability for claims up to the deductible amounts listed in the following table for each type of risk. Risk of claims in excess of the deductible amount has been transferred to WSTIP.

<i>Risk/Exposure</i>	<i>Coverage</i>		<i>Deductible</i>
General Liability:			
Bodily injury and property damage Personal injury and advertising injury Contractual liability	\$25 million	Per occurrence	\$0
Personal injury and advertising injury Contractual liability	\$25 million	Per offense	\$0
Vanpool driver medical expense protection	\$35,000	Per occurrence	\$0
Underinsured motorist coverage (by mode)	\$60,000	Per occurrence	\$0
Permissive Use of a Member-Owned Motor Vehicle	\$100,000 for property damage and \$300,000 for bodily injury	Per occurrence	\$0
Endorsement 1 -Communicable Disease Liability	\$500,000 \$2 million	Per occurrence Annual aggregate	\$0
Public Officials Liability	\$25 million	Per occurrence and aggregate	\$5,000
Endorsement 1 – Per Occurrence and Annual Per Member Aggregate	\$250,000	Per Occurrence	\$25,000
Property Coverage All perils subject to the following sublimits:	\$500 million	Per occurrence, all perils and insureds/ members combined	\$5,000
Flood zones A and V – annual aggregate	\$10 million	Per occurrence, annual aggregate	\$250,000
All flood zones except A and V – annual aggregate	\$50 million	Per occurrence, annual aggregate	\$250,000
Earthquake, volcanic eruption, landslide, and mine subsidence	\$35 million	Per occurrence, annual aggregate	5% subject to \$500,000 min per occurrence

<i>Risk/Exposure</i>	<i>Coverage</i>		<i>Deductible</i>
Auto Physical Damage			
Auto Physical Damage (below \$250,000 in value)	Fair market value		\$5,000
Auto physical damage for all vehicles with a model year of 2008 or later and valued over \$250,000	Replacement Cost	Limited to \$1.5 million any one vehicle	\$5,000
Boiler And Machinery	\$100 million		\$250,000 or \$350,000 depending on size of boiler
Crime/Public Employee Dishonesty Including faithful performance. Also includes:	\$2 million	Per occurrence	\$10,000
Employee theft	\$2 million	Per occurrence	\$10,000
Forgery or alteration	\$2 million	Per occurrence	\$10,000
Theft, disappearance and destruction (inside premises)	\$2 million	Per occurrence	\$10,000
Robbery and safe burglary (inside premises)	\$2 million	Per occurrence	\$10,000
Robbery and safe burglary (outside premises)	\$2 million	Per occurrence	\$10,000
Computer fraud	\$2 million	Per occurrence	\$10,000
Funds transfer fraud	\$2 million	Per occurrence	\$10,000
Money orders and counterfeit money	\$2 million	Per occurrence	\$10,000
Cyber Liability Insurance			
Breach Response Costs	\$500,000	Limit increases to \$1 million if carrier's nominated service providers are utilized	\$5,000
<u>First Party Loss</u>			
Business Interruption <i>Resulting from Security Breach</i>	\$750,000	Limit of Liability	
Resulting from System Failure	\$100,000	Limit of Liability	

<i>Risk/Exposure</i>	<i>Coverage</i>		<i>Deductible</i>
Dependent Business Loss			
<i>Resulting from Security Breach</i>	\$750,000	Limit of Liability	
<i>Resulting from System Failure</i>	\$100,000	Limit of Liability	
Cyber Extortion Loss	\$750,000	Limit of Liability	
Data Recovery Costs	\$750,000	Limit of Liability	
<u>Liability</u>			
Data & Network Liability	\$2 million	Limit of Liability	
Regulatory defense and penalties	\$2 million	Limit of Liability	
Payment Card Liabilities & Costs	\$2 million	Limit of Liability	
Media Liability	\$2 million	Limit of Liability	
<u>eCrime</u>			
Fraudulent Instruction	\$75,000	Limit of Liability	
Funds Transfer Fraud	\$75,000	Limit of Liability	
Telephone Fraud	\$75,000	Limit of Liability	
<u>Criminal Reward</u>	\$25,000	Limit	
<u>Coverage Endorsements</u>			
Reputation Loss	\$100,000	Limit of Liability	
Claims Preparation Costs for Reputation Loss Claims Only	\$50,000	Limit of Liability	
Computer Hardware Replacement Cost	\$100,000	Limit of Liability	
Invoice Manipulation	\$100,000	Limit of Liability	
Cryptojacking	\$25,000	Limit of Liability	

Underground Storage Tank – Pollution Liability Insurance Policy

Community Transit purchases an Underground Storage Tank – Pollution Liability insurance policy. The carrier for the policy is Mid-Continent Casualty Company and the policy term was October 1, 2021 to October 1, 2022, and the new policy is from October 1, 2022 to October 1, 2023 with annual renewals. Insurance provisions on each policy were essentially the same. The insuring agreement has coverage parts for bodily injury and property damage liability, government-mandated cleanup costs liability, and defense and claims handling expenses. The limit of coverage is \$1 million per environmental incident with a \$1 million aggregate and a \$500,000 limit on defense per environmental incident. Community Transit has a \$25,000 deductible per environmental incident. Tanks must be listed to be covered.

The Washington State Department of Ecology (DOE) and EPA monitor and regulate the transit's underground storage tanks, including requirements for removal and permanent closure, pursuant to Washington Administrative Code (WAC) Chapter 173-360A. Community Transit performs routine repairs and maintenance for these types of assets as they continue in operation. Community Transit has not recognized a liability calculation associated to their retirement because the transit has no formal written plans to decommission these storage tanks and the fair value cannot be reasonably estimated since the dismantlement and removal date of the underground storage tanks are indeterminate. Such obligations will be recognized in the period when sufficient information becomes available to estimate a range of potential removal dates.

Covered Locations Pollution Liability Insurance Policy

Community Transit purchases a Covered Locations Pollution Liability insurance policy. The carrier for the policy is Beazley Eclipse and the term is from April 4, 2021 to April 4, 2024. The insuring agreement has coverage parts for covered location pollution liability coverage – new pollution conditions, covered location pollution liability coverage – existing pollution conditions, transportation pollution liability, and non-owned disposal site pollution liability. The policy covers cleanup costs, damages, and claims expenses. The limit of coverage is \$5 million for each pollution condition and includes claims expenses with a \$5 million aggregate. Community Transit has a \$100,000 deductible per pollution condition. Locations must be listed to be covered.

C. Self-Insured Workers' Compensation and Unemployment Compensation

Community Transit continues to be self-insured for unemployment compensation and workers' compensation (industrial insurance), with excess workers' compensation retained consistent with statutory requirements.

On December 31, 2022, cash and investments set aside for self-insurance totaled \$7,105,104. Community Transit reported a liability on December 31, 2022, of \$2,374,000 which represents the estimated liability for workers' compensation claims for which Community Transit may ultimately be liable, including a provision for claims incurred but not yet reported. Of the \$2,374,000 estimated liability, Community Transit expects to pay out \$884,000 within the coming year, and the remaining \$1,490,000 is expected to be paid out later than one year.

No outstanding liabilities have been removed from the Statement of Net Position due to the purchase of annuity contracts from third parties in the name of the claimants. In addition to the reserve, Community Transit purchased a commercial workers' compensation policy with a \$1,000,000 limit per occurrence and a \$550,000 self-insured retention per occurrence.

In 2022, Community Transit paid out \$230,087 in unemployment compensation claims. There is no accrued liability for future unemployment claims. The following table shows the claims liabilities for Workers' Compensation.

	<u>2022</u>	<u>2021</u>
Total Claims Liability: Beginning of Year	\$ 2,365,000	\$ 2,547,000
Incurred Claims:		
Provision for Incurred Claims	1,320,000	1,261,000
Change in Provision for Incurred Claims, Prior Year	<u>(258,739)</u>	<u>(703,159)</u>
Total Provision for Incurred Claims	<u>1,061,261</u>	<u>557,841</u>
Total Incurred	3,426,261	3,104,841
Payments:		
Payment Made for Current-Year Claims	451,306	195,757
Payment Made for Prior-Year Claims	<u>600,955</u>	<u>544,084</u>
Total Payments	1,052,261	739,841
Total Claims Liability: End of Year	<u>\$ 2,374,000</u>	<u>\$ 2,365,000</u>

Note 6: Changes in Long-Term Liabilities

During the year ended December 31, 2022, the following changes occurred in long-term liabilities:

<i>Note Description</i>	<i>Beginning Balance 1/1/2022</i>	<i>Additions</i>	<i>Reductions</i>	<i>Ending Balance 12/31/2022</i>	<i>Due Within One Year</i>
6 A. General Obligation Bonds	\$ 7,255,000	\$ -	\$ (1,070,000)	\$ 6,185,000	\$ 1,120,000
Premiums	753,230	-	(219,303)	533,927	184,171
Total Bonds Payable	8,008,230	-	(1,289,303)	6,718,927	1,304,171
6 B. Compensated Absences	6,217,136	5,194,150	(5,093,555)	6,317,731	5,374,622
6 C. Workers' Compensation (See Note 5C)	2,365,000	1,061,261	(1,052,261)	2,374,000	884,000
6 D. Net Pension Liability	5,151,886	6,041,603		11,193,489	-
6 E. Total OPEB Liability	15,318,506	1,358,063	(236,375)	16,440,194	263,872
Total Long-Term Liabilities	\$ 37,060,758	\$ 13,655,077	\$ (7,671,494)	\$ 43,044,341	\$ 7,826,665

A. Bonds Payable

Limited sales tax general-obligation (LSTGO) bonds were issued on June 20, 2017, for the purchase of capital assets. The bonds par value was \$10,990,000 with an additional premium of \$2,130,072 for total proceeds of \$13,120,072. Of these proceeds, \$116,282 was used to pay for bond issue costs and the underwriting discount.

The bond interest is payable on February 1 and August 1 of each year commencing February 1, 2018 and ending August 1, 2027. The bonds are not subject to redemption prior to their maturity. The bonds have a coupon rate of 4 percent in 2018 and 5 percent from 2019 to 2027. These bonds are subject to federal arbitrage rules.

	As of 12/31/2022
Current Portion of Bonds Payable	\$ 1,304,171
Long-Term Portion of Bonds Payable	5,414,756
Total Bonds Payable	\$ 6,718,927

The following table presents the annual debt service amounts for principal and interest:

Annual Debt Service			
Year	Principal	Interest	Total Debt Service
2023	\$ 1,120,000	\$ 309,250	\$ 1,429,250
2024	1,175,000	253,250	1,428,250
2025	1,235,000	194,500	1,429,500
2026	1,295,000	132,750	1,427,750
2027	1,360,000	68,000	1,428,000
Total	\$ 6,185,000	\$ 957,750	\$ 7,142,750

B. Compensated Absences

The two categories of compensated absences are paid time off (PTO) and sick leave (major sick leave and Washington sick leave). As of December 31, 2022, PTO payable was \$4,884,383. The 2022 current portion amounted to \$4,645,048, which was an increase of \$82,011 compared to 2021. The amount classified as long term was \$239,335, which was an increase of \$29,321 over 2021.

As of December 31, 2022, the vested portion of sick leave payable was \$1,433,348. The 2022 current portion amounted to \$729,574, which was an increase of \$76,848 compared to 2021. The amount classified as long term was \$703,774, which was a decrease of \$87,585 over 2021. Schedules for all categories of compensated absences follow.

Paid Time Off (PTO)	2022
Beginning Balance - Current Liability	\$ 4,563,037
PTO Earned	4,120,388
PTO Paid	(4,038,377)
Ending Balance - Current Liability	4,645,048
Beginning Balance - Long-Term Liability	210,014
PTO Earned	241,867
PTO Paid	(212,546)
Ending Balance - Long-Term Liability	\$ 239,335

The PTO short-term and long-term classification is based on a five-year historical average of leave paid as a percentage of the liability.

The sick leave short-term and long-term classification is based on a five-year historical average on leave paid as a percentage of the liability.

Sick Leave	2022
Beginning Balance - Current Liability	\$ 652,726
Sick Leave Earned	506,590
Sick Leave Paid	<u>(429,742)</u>
Ending Balance - Current Liability	<u>729,574</u>
Beginning Balance - Long-Term Liability	791,359
Sick Leave Earned	325,305
Sick Leave Paid	<u>(412,890)</u>
Ending Balance - Long-Term Liability	<u>\$ 703,774</u>

C. Workers' Compensation

Please refer to Note 5C, Self-Insured Workers' Compensation and Unemployment Compensation

D. Pensions

The table below represents the aggregate pension amounts for all Community Transit plans for the year 2022:

Aggregate Pension Amounts: PERS Plans 1, 2, and 3

	2022
Pension Liabilities	\$ 11,193,489
Pension Assets	\$ 19,433,753
Deferred Outflows of Resources	\$ 21,078,865
Deferred Inflows of Resources	\$ 19,708,422
Pension Expense	\$ (1,400,663)

Substantially all of Community Transit's full-time and qualifying part-time employees participate in the Public Employees' Retirement System (PERS). This statewide retirement system is administered by the Washington State Department of Retirement Systems as cost-sharing, multiple-employer, public-employee, defined-benefit, and defined-contribution retirement plans. The state legislature establishes and amends laws pertaining to the creation and administration of all public retirement systems.

The Department of Retirement Systems (DRS), a department within the primary government of the state of Washington, issues a publicly available Annual Comprehensive Financial Report that

includes financial statements and required supplementary information for each plan. The report may be obtained by writing to:

Department of Retirement Systems
Communications Unit
P.O. Box 48380
Olympia, WA 98540-8380

Or it may be downloaded from the DRS website at www.drs.wa.gov.

Public Employees' Retirement System (PERS) Plans 1, 2, and 3

Plan Descriptions

PERS is a cost-sharing, multiple-employer retirement system comprised of three separate plans for membership purposes. PERS Plans 1 and 2 are defined-benefit plans, and PERS Plan 3 is a defined-benefit plan with a defined-contribution component. PERS Plan 2 and the defined-benefit portion of PERS Plan 3 are accounted for as one plan.

PERS members include elected officials; state employees; employees of the Supreme, Appeals and Superior Courts; employees of the legislature; employees of district and municipal courts; employees of local governments; and higher education employees not participating in higher education retirement programs. PERS Plan 1 was closed to new entrants on September 30, 1977. Those joining thereafter are enrolled in PERS Plan 2 or PERS Plan 3 by election.

Vesting

PERS Plan 1 and Plan 2 members are vested after completing five years of eligible service. PERS Plan 3 members are vested in the defined-benefit portion of their plan after ten years of service or after five years of service if 12 months of that service are earned after age 44. Plan 3 members are immediately vested in the defined contribution portion of their plan.

Benefits Provided

All PERS plans provide retirement, disability, and death benefits. Retirement benefits are actuarially reduced if a survivor benefit is chosen. Additional benefits include duty and nonduty disability payments and a one-time, duty-related death benefit, if found eligible by the Department of Labor and Industries.

PERS Plan 1 retirement benefits are determined as 2 percent of the member's average final compensation times the member's years of service, capped at 30 years. The average final compensation is the average of the member's 24 highest consecutive service months. Upon retirement, members can choose an optional cost-of-living adjustment.

PERS Plan 1 members are eligible for retirement from active status at any age with at least 30 years of service, at age 55 with at least 25 years of service, or at age 60 with at least five years of service. Members retiring from active status prior to the age of 65 may receive actuarially reduced benefits.

PERS Plan 2/3 retirement benefits are determined as a percentage of the member’s average final compensation times the member’s years of service. Plan 2 is calculated at 2 percent, and Plan 3 is calculated at 1 percent. The average final compensation is the average of the member’s 60 highest-paid consecutive service months. There is no cap on years of service credit. A cost-of-living allowance is applied based on the Consumer Price Index and capped at 3 percent annually.

PERS Plan 2/3 members are eligible for retirement with a full benefit at age 65 with at least five years of service credit. Retirement before age 65 is considered an early retirement. Members may be eligible for early retirement at 55 years of age or older based on various factors including plan choice, service credit, and hire date. The benefit is reduced by a factor that varies according to certain provisions and age at retirement.

PERS Plan 3 defined contribution benefits are entirely dependent on employee contributions and investment earnings on those contributions. Employers do not contribute to the defined contribution benefits.

Contributions

Employer contribution rates for all the PERS plans are developed by the Office of the State Actuary and include a component to address the PERS Plan 1 unfunded actuarial accrued liability. The Office of the State Actuary also develops PERS Plan 2 employee contribution rates. Each biennium, the state Pension Funding Council adopts the defined-benefit employer contribution rates for PERS Plans 1, 2, and 3 and the PERS Plan 2 employee rates. The PERS Plan 1 employee contribution rate was established by state statute at 6 percent. PERS Plan 3 members choose their contribution rate upon joining and can change rates only upon changing employers. Six options are available ranging from 5 percent to 15 percent, as established by state statute.

The employer rates include an administrative expense component that is currently set at 0.18 percent. The required contribution rates (expressed as a percentage of covered payroll) for 2022 are shown in the following table:

Actual Contribution Rates	Employer Plans 1, 2, 3	Employee Plan 1	Employee Plan 2	Employee Plan 3
January 2022 through August 2022:				
Base Plan Contribution	6.36%	6.00%	6.36%	varies
PERS Plan 1 UAAL	3.71%			
Administrative Fee	0.18%			
Total	10.25%	6.00%	6.36%	varies
September 2022 through December 2022:				
Base Plan Contribution	6.36%	6.00%	6.36%	varies
PERS Plan 1 UAAL	3.85%			
Administrative Fee	0.18%			
Total	10.39%	6.00%	6.36%	varies

Community Transit's actual employer contributions to the plans, excluding administrative fees, were \$2,584,436 to PERS Plan 1 and \$4,374,413 to PERS Plan 2/3 for the fiscal year ended December 31, 2022.

Actuarial Assumptions

The total pension liability for each of the DRS plans was determined using the most recent actuarial valuation completed in 2022 with a valuation date of June 30, 2021. The actuarial assumptions used in the valuation were based on the results of the Office of the State Actuary's (OSA) *2013-2018 Demographic Experience Study* and the *2021 Economic Experience Study*.

Additional assumptions for subsequent events and law changes are current as of the 2021 actuarial valuation report. The total pension liability was calculated as of the valuation date and rolled forward to the measurement date of June 30, 2022. Plan liabilities were rolled forward from June 30, 2021, to June 30, 2022, reflecting each plan's normal cost (using the entry-age cost method), assumed interest, and actual benefit payments.

- **Inflation:** 2.75 percent total economic inflation; 3.25 percent salary inflation.
- **Salary increases:** In addition to the base 3.25 percent salary inflation assumption, salaries are also expected to grow by promotions and longevity.
- **Investment rate of return:** 7 percent.

Mortality rates were based on the Society of Actuaries' Pub. H-2010 mortality rates, which vary by member status, as the base table. The Office of the State Actuary (OSA) applied age offsets for each system, as appropriate, to better tailor the mortality rates to the demographics of each plan. The OSA applied the long-term MP-2017 generational improvement scale, also developed by the Society of Actuaries, to project mortality rates for every year after the 2010 base table. Mortality rates are applied on a generational basis; meaning, each member is assumed to receive additional mortality improvements in each future year throughout his or her lifetime.

Methods did not change from the prior contribution rate setting June 30, 2019, Actuarial Valuation Report, however, the OSA introduced a temporary method change to produce asset and liability measures for the June 30, 2020, Actuarial Valuation Report.

The OSA updated the joint-and-survivor factors and early retirement factors in the model. These factors are used to value benefits for early retirement and survivors of members that are deceased prior to retirement. They match the administrative factors provided to Department of Retirement Services (DRS) for future implementation that reflect current demographic and economic assumptions.

Discount Rate

The discount rate used to measure the total pension liability for all DRS plans was 7 percent.

To determine that rate, an asset sufficiency test was completed to test whether each pension plan's fiduciary net position was sufficient to make all projected future benefit payments for current plan members. Based on the Office of the State Actuary's assumptions, the pension

plans’ fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return of 7 percent was used to determine the total liability.

Long-Term Expected Rate of Return

The long-term expected rate of return of 7 percent on DRS pension plan investments was determined using a building-block method. In selecting this assumption, the Office of the State Actuary reviewed the historical experience data, considered the historical conditions that produced past annual investment returns, and considered capital market assumptions and simulated expected investment returns provided by the Washington State Investment Board (WSIB). WSIB uses the capital market assumptions and their target asset allocation to simulate future investment returns at various future times.

Estimated Rates of Return by Asset Class

Best estimates of arithmetic real rates of return for each major asset class included in the pension plan’s target asset allocation as of June 30, 2022, are summarized in the following table. The inflation component used to create the table is 2.2 percent and represents WSIB’s most recent long-term estimate of broad economic inflation.

<i>Asset Class</i>	<i>Target Allocation</i>	<i>% Long-Term Expected Real Rate of Return Arithmetic</i>
Fixed Income	20%	1.5%
Tangible Assets	7%	4.7%
Real Estate	18%	5.4%
Global Equity	32%	5.9%
Private Equity	23%	8.9%
	100%	

Sensitivity of Net Pension Liability/(Asset)

The table below presents Community Transit’s proportionate share of the net pension liability/(asset) calculated using the discount rate of 7 percent, as well as what Community Transit’s proportionate share of the net pension liability or asset would be if it were calculated using a discount rate that is one percentage point lower (6 percent) or one percentage point higher (8 percent) than the current rate.

	1% Decrease (6.0%)	Current Discount Rate (7.0%)	1% Increase (8.0%)
PERS 1	\$ 14,953,986	\$ 11,193,489	\$ 7,911,142
PERS 2/3	\$ 22,885,787	\$ (19,433,753)	\$ (54,201,930)

Pension Plan Fiduciary Net Position

Detailed information about the state’s pension plans’ fiduciary net position is available in the separately issued DRS financial report.

Pension Liabilities (Assets), Pension Expense, Deferred Outflows of Resources, and Deferred Inflows of Resources Related to Pensions

At June 30, 2022, Community Transit reported its proportionate share of the net pension liability/(asset) as follows:

	2022 Liability/ (Asset)
PERS 1	\$ 11,193,489
PERS 2/3	\$ (19,433,753)

Community Transit’s proportionate share of the collective net pension liability/(asset) was as follows:

	Proportionate Share 6/30/2021	Proportionate Share 6/30/2022	Change in Proportion
PERS 1	0.421859%	0.402012%	-0.019847%
PERS 2/3	0.541960%	0.523993%	-0.017967%

Employer contribution transmittals received and processed by the DRS for the fiscal year ended June 30, 2022, are used as the basis for determining each employer’s proportionate share of the collective pension amounts reported by the DRS in their *Schedules of Employer and Nonemployer Allocations*.

Pension Expense

For the year ended December 31, 2022, Community Transit recognized pension expense as shown:

2022 Pension Expense	
PERS 1	\$ 4,640,293
PERS 2/3	\$ (6,040,956)

Deferred Outflows of Resources and Deferred Inflows of Resources

At December 31, 2022, Community Transit reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

PERS 1	<i>Deferred Outflows of Resources</i>	<i>Deferred Inflows of Resources</i>
Net difference between projected and actual investment earnings on pension plan investments	-	1,855,090
Contributions subsequent to the measurement date	1,518,848	-
Total	\$ 1,518,848	\$ 1,855,090

PERS 2/3	<i>Deferred Outflows of Resources</i>	<i>Deferred Inflows of Resources</i>
Differences between expected and actual experience	\$ 4,815,229	\$ 439,930
Net difference between projected and actual investment earnings on pension plan investments	-	14,367,517
Changes of assumptions	10,831,634	2,836,110
Changes in proportion and differences between contributions and proportionate share of contributions	1,365,257	209,775
Contributions subsequent to the measurement date	2,547,897	-
Total	\$ 19,560,017	\$ 17,853,332

Deferred outflows of resources related to pensions resulting from Community Transit's contributions subsequent to the measurement date will be recognized as reduction of the net pension liability in the year December 31, 2023. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as shown:

<i>Year Ended December 31</i>	<i>PERS 1</i>	<i>Year Ended December 31</i>	<i>PERS 2/3</i>
2023	\$ (785,036)	2023	\$ (4,072,250)
2024	(713,015)	2024	(3,603,727)
2025	(894,456)	2025	(4,454,060)
2026	537,417	2026	6,661,407
2027	-	2027	2,319,458
Thereafter	-	Thereafter	2,307,960
Total	\$ (1,855,090)	Total	\$ (841,212)

E. Defined Benefit Other Postemployment Benefit (OPEB) Plans

The following table presents the key GASB Statement No. 75 valuation and accounting results for the OPEB benefits offered to Community Transit Employees for the year 2021:

Aggregated OPEB Amounts	2022
OPEB liabilities	\$ 16,440,194
Deferred outflows of resources	\$ 3,594,542
Deferred inflows of resources	\$ 1,481,739
OPEB expenses	\$ 1,680,843

Plan Description: During the working careers of active employees, Community Transit contributes to the state Public Employees Benefits Board (PEBB), a single-employer, defined-benefit, healthcare program administered by the Washington State Health Care Authority (HCA), an agent.

The program provides medical, prescription drug, and vision coverage. No stand-alone financial statements are available for the program.

Under state law, active Community Transit employees who are covered by the state public employee retirement system are eligible upon retirement to obtain medical, prescription drug, and vision coverage through the state PEBB program at the retiree rate associated with the elected plan.

Because the rate is based on a pool of both active employees and retirees, the rate paid by pre-Medicare retirees is less than the full cost of the benefits, based on their age and other demographic factors. This creates an implicit subsidy where the “underpayment” of retiree premium is funded through the premiums paid by Community Transit for active employees.

The HCA calculates the premium amounts each year that are sufficient to fund the program on a pay-as-you-go basis. These costs are passed through to all participating agencies based on active employee headcount.

Roll Forward Disclosure

The actuarial valuation was performed as of December 31, 2021. Updated procedures were used to roll forward the total OPEB liability to December 31, 2022.

The following table provides a summary of the number of participants in the plan as of December 31, 2021:

Inactive employees or beneficiaries currently receiving benefits	59
Inactive employees entitled to but not yet receiving benefits	0
Active employees	758
Total	817

Community Transit's obligation is unfunded at December 31, 2022. There are no assets accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement No. 75.

Assumptions and Other Inputs: Projections of benefits for financial reporting purposes are based on the substantive plan (the program as understood by the employer and the plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and program members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

The actuary calculated the OPEB obligation based on individual Community Transit employee data, including age, retirement eligibility, and length of service. The probability of an employee of a given age and length of service retiring and receiving OPEB benefits is based on statewide historical data. Actuarial assumptions are detailed below:

Actuarial Assumptions and Methods

Actuarial Cost Method

The Entry Age Normal Level Percentage of Pay Actuarial Cost Method was used to determine the total OPEB liability.

The **actuarial present value of future benefits** is the present value necessary today to provide for a benefit payment or series of benefit payments in the future for all plan participants. It is determined by discounting the future benefit payments at the assumed investment return and reflect the probability of payment.

The **service cost** is determined as the sum of the individual normal costs for each active participant. A normal cost accrual rate is determined for each active participant. The normal cost accrual rate is equal to the actuarial present value of future benefits determined as of the participant's entry age, divided by the actuarial present value of the assumed salaries paid to

the participant from entry age to assumed exit age. The normal cost accrual rate is multiplied by current salary to provide the participant's individual normal cost.

The **total OPEB liability** is the sum of the individual accrued liabilities for all plan participants. Each participant's actuarial accrued liability equals the actuarial present value of future benefits, less the actuarial present value of the participant's normal costs payable in the future. These present values are calculated at the participant's attained age.

Asset Valuation Method

The actuarial value of assets must be determined based on some recognition of the fair market value of assets. The Transit's obligation is unfunded at December 31, 2022. There are no assets accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement 75.

The next table summarizes actuarial assumptions used:

Actuarial Assumptions	
Measurement Date	December 31, 2021
Valuation Date	December 31, 2021; rolled forward to December 31, 2022
Measurement Period	January 1, 2021 to December 31, 2021
Discount Rate*	2.06% per Year
General Inflation	3.0% per Year
Salary Increases	2.0% per Year

As an unfunded plan, the discount rate reflects the index rate for 20-year, tax-exempt general obligation municipal bonds with an average rating of AA/Aa or higher as of the measurement date. The index rate used to measure the total pension liability was 2.06% as of December 31, 2021.

Initial Health Coverage Claims Cost (including administrative expenses)		
Age	Per Participant	
Under Age 65 (Age 60 Rates)	Retiree	Spouse
KP WA Classic	\$13,623	\$13,539
KP WA CDHP	\$10,744	\$10,580
KP WA SoundChoice	\$11,043	\$10,959
KP WA Value	\$12,093	\$12,009
KP NW Classic	\$12,869	\$12,786
KP NW CDHP	\$10,786	\$10,609
UMP Classic	\$12,039	\$11,955
UMP CDHP	\$10,699	\$10,580
UMP Plus	\$11,511	\$11,427
UMP Select	\$10,851	\$10,767
Weighted Average	\$12,369	\$12,284

Age 65 and Over	Retiree	Spouse
KP WA Medicare Plan	\$4,217	\$4,097
KP NW Senior Advantage	\$4,147	\$4,027
Uniform Medical Plan Classic	\$6,574	\$6,514
United Healthcare PEBB Balance	\$3,024	\$2,904
United Healthcare PEBB Complete	\$3,568	\$3,448
Premera Blue Cross Plan F	\$2,787	\$2,667
Premera Blue Cross Plan G	\$2,384	\$2,264
Weighted Average	\$5,306	\$5,222

The assumed under age 65 claim costs were determined from the premiums and underlying claim experience of the OPEB Plans and actuarial age adjustment factors. The assumed age 65 and over claim costs were determined from the premiums and the PEBB's stated explicit subsidy.

Annual Dental and Vision Claims Costs

The dental and vision claims costs were assumed to be equal to the dental and vision premiums

Age Based Morbidity

The assumed under age 65 health coverage claim costs are assumed to increase related to age as follows:

Ages	Rate
18 - 29	1.00%
30 - 39	2.50%
40 - 49	3.00%
50 - 54	3.30%
55 - 59	3.60%
60 - 64	4.20%

Health Care Cost Trend Rates

Year	Rate
All Years	5.00%

Mortality

RP 2014 annuitant distinct mortality table adjusted to 2006 with MP 2021 generational projection of future mortality improvement.

Future Retiree Participation Rate

40% for employees currently electing coverage.

0% for employees currently waiving coverage.

Initial Spouse Participation Rate

Male Employees: 50%

Female Employees: 50%

Husbands are assumed to be three years older than wives.

Turnover

Rates based on Scale T-7 of the Actuary's Pension Handbook.

Sample rates varying by age:

Age	Rate
20	9.90%
25	9.70%
30	9.30%
35	8.70%
40	7.80%
45	6.40%
50	4.20%
55	1.50%
60	0.10%

Disability

None.

Retirement

Sample rates varying by age:

Age	Rate
55	5.00%
56 - 59	2.50%
60 - 61	10.00%
62	20.00%
63 - 64	10.00%
65 - 67	30.00%
68 - 69	50.00%
70 or Over	100.00%

Community Transit will use a third-party vendor to complete the actuarial report every two years. In the interim years between valuations, the actuary will update the annual OPEB expense and the OPEB liability. All other assumptions and data will remain the same. The actuarial report is available upon request from Community Transit.

Sensitivity of the Total OPEB Liability to Changes in the Healthcare Cost Trend Rate

The following presents the total OPEB liability, calculated using the current healthcare cost trend rate of 5.0%, as well as the total OPEB liability calculated using a healthcare cost trend rate that is 1-percentage point lower (4.0%) or 1-percentage point higher (6.0%) than the current rate:

	<i>1% Decrease (4.0%)</i>	<i>Current Healthcare Cost Trend Rate (5.0%)</i>	<i>1% Increase (6.0%)</i>
Total OPEB Liability	\$13,461,373	\$16,440,194	\$20,371,053

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate

The following presents the total OPEB liability, calculated using the current discount rate of 2.06%, as well as the total OPEB liability calculated using a discount rate that is 1-percentage point lower (1.06%) or 1-percentage point higher (3.06%) than the current rate:

	<i>1% Decrease (1.06%)</i>	<i>Current Discount Rate (2.06%)</i>	<i>1% Increase (3.06%)</i>
Total OPEB Liability	\$19,871,128	\$16,440,194	\$13,769,963

Changes in the Total OPEB Liability

Total OPEB Liability at 01/01/2022	\$15,318,506
Service cost	1,023,845
Interest	334,218
Benefit payments	(236,375)
Total OPEB Liability at 12/31/2022	\$16,440,194

At December 31, 2022, Community Transit reported deferred inflows and outflows of resources related to OPEB from the following sources:

	Deferred Inflows of Resources	Deferred Outflows of Resources
Differences between expected and actual experience*	\$1,481,739	\$441,602
Changes of assumptions		3,152,940
TOTAL	\$1,481,739	\$3,594,542

*Economic/demographic (gains) and losses for the period ending December 31, 2022 should be adjusted by the unamortized balance of the difference between actual and employer contributions.

Other amounts currently reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in future years' OPEB expense as follows:

Year ended December 31:	Annual Recognition
2023	\$322,780
2024	\$322,780
2025	\$322,780
2026	\$322,780
2027	\$322,780
Thereafter	\$498,903

Note 7: Net Position

Community Transit's net position includes a restricted component which consists of the reported net pension asset and the related deferred outflows and deferred inflows.

Community Transit's Board of Directors has designated portions of Community Transit's net position under the following categories:

- **Vehicle Replacement:** Funds set aside for future replacement of buses, paratransit vehicles, and vanpools.
- **Future Capital Improvements:** Amounts designated to fund capital projects.
- **Workers' Compensation:** Additional funds set aside in excess of the state-required restrictions for the payment of workers' compensation claims.

The next table shows net position as reported on the Statement of Net Position, including the breakdown of restricted, designated and undesignated net position, as of December 31, 2022. The federal grants included in restricted net position is the result of federally funded vehicles sold in auction above the \$5,000 threshold which resulted in the requirement to hold the funds in a restricted account until the Federal Transit Administration (FTA) provides guidance on usage.

	<u>2022</u>
Net Investment in Capital Assets	\$ 295,035,838
Restricted Net Position	
Pensions	21,140,438
Federal Grants	85,612
Unrestricted Net Position	
Designated - Vehicle Replacement	46,404,162
Designated - Future Capital Improvements	224,305,893
Designated - Workers Compensation	4,477,714
Undesignated	<u>142,225,759</u>
Total Unrestricted Net Position	<u>417,413,528</u>
Net Position	<u><u>\$ 733,675,416</u></u>

Note 8: Commitments

A. Paratransit Service (DART)

On October 1, 2020, Community Transit entered into a new five-year contract with Transdev for the provision of paratransit service, with renewal options for five additional one-year terms. The next table shows the annual cost of the contract.

Contract Period	Approximate Annual Revenue Service Hours	Annual Cost
Jan 1, 2023 to Dec 31, 2023	81,000	\$ 9,124,515
Jan 1, 2024 to Dec 31, 2024	81,000	\$ 9,474,868
Jan 1, 2025 to Dec 31, 2025	81,000	\$ 9,850,166

The annual cost of paratransit service is within the annual budget. Paratransit Services amounted to \$7,102,295 during 2022.

B. Commuter Service

On May 9, 2012, Community Transit entered into a ten year contract with First Transit. Under the terms of the contract, First Transit will operate Community Transit’s express commuter bus service for a five-year, seven-month period with renewal options for five additional one-year term extensions beginning January 1, 2018 and ending December 31, 2022. In June of 2022, a one year extension was approved, beginning January 1, 2023 and ending December 31, 2023.

Contract Period	Revenue Service Hours	Annual Cost
Jan 1, 2023 to Dec 31, 2023	120,000	\$ 22,640,400

First Transit operates the service from Community Transit’s Kasch Park Base under the terms of the facility lease provisions of the commuter service agreement. The table above reflects the annual cost of the service for the remainder of the contract based on estimated revenue hours.

The annual cost is within the annual budget. Contract service with First Transit for Community Transit service amounted to \$6,458,052 in 2022. Actual annual revenue hours amounted to 35,394 in 2022.

Contract service with First Transit for Sound Transit service amounted to \$13,696,792 in 2022. Actual revenue hours amounted to 76,015 in 2022.

C. Central Puget Sound Regional Fare Coordination System

Community Transit has an undivided interest in a nonequity joint venture jointly governed with six other Puget Sound-area public transit agencies for the provision of regional ORCA card fare collection services.

On April 14, 2009, Community Transit entered into an amended interlocal agreement with King County Metro Transit, Pierce Transit, Sound Transit, Everett Transit, Kitsap Transit, and the Washington State Ferries to provide for joint operation of the Central Puget Sound Regional Fare Coordination System.

The regional fare coordination system began a phased implementation on April 1, 2009, with substantial deployment in 2010. The system is governed by a joint board consisting of one representative from each participating agency. The participating agencies have committed to use the system for a minimum of ten years and fund a proportional share of regional shared costs.

Under the terms of the interlocal agreement, Sound Transit acts as the fiscal agent. Participating agencies remit all funds collected through the sale of ORCA fare media to Sound Transit. When customers use ORCA cards to pay transit fares, statistical information is collected which determines how Sound Transit remits fare revenue back to participating agencies.

Community Transit's undivided interests in the assets, liabilities, and operations of the ORCA smart card are consolidated within these financial statements on a proportionate basis. Expenses associated with the regional fare coordination system are shared proportionally by each participating agency. The joint venture does not publish public financial statements. Please direct requests for information about the joint venture's financial statements to Lori Fox at the address shown in the Management Discussion and Analysis section of this report.

This table represents the amount included in Community Transit's financial statements that is an undivided interest:

Current Assets	2022
Cash and Cash Equivalents	\$ 4,645,318
Accounts Receivable	1,025,124
Total Assets	\$ 5,670,442
Current Liabilities	
Accounts Payable and Accrued Liabilities	\$ 747,994
Deferred Receipts	4,114,824
Total Liabilities	\$ 4,862,818
Total Operating Revenues	\$ 762,206
Total Expenses	\$ 762,206

D. Transit Police Contract with Snohomish County

On December 16, 2020, Community Transit’s Board of Directors approved a new interlocal agreement with Snohomish County to continue the police services which the Snohomish County Sheriff’s Office has provided since April 2003.

Under the terms of the new agreement, staffing levels include one half-time lieutenant, two full-time sergeants, two full-time master patrol deputies, one full-time administrative staff person, and thirteen full-time deputy sheriffs who will patrol Community Transit’s services and facilities on a regular basis and perform other related services.

The contract term is January 1, 2021, to December 31, 2023. The annual cost of these services over the remaining life of the contract is summarized in the table. The actual cost of police services provided to Community Transit amounted to \$3,026,724 in 2022.

<i>Year</i>	<i>Annual Cost</i>
2023	3,295,353

E. Express Bus Operating Agreement with Sound Transit

Community Transit has operated Sound Transit’s express bus service since September 1999. In June of 2021, Community Transit established a new agreement with Sound Transit to continue operating Sound Transit express bus service. The agreement covers various aspects of providing the service including operations, vehicle maintenance, fare collection, and security. The first year of this agreement ended on December 31, 2021; all subsequent years of this agreement begin on January 1 and end on December 31. The agreement will expire on December 31, 2025,

with an option to extend for three additional one-year periods, ending December 31, 2028. In 2022, Community Transit received \$19,848,650 from Sound Transit.

F. Five-Year Bus Purchase Contracts

Community Transit entered into five-year contracts with New Flyer of America on June 27, 2016, and with GILLIG LLC—USA on July 8, 2016, for a total of 175 diesel buses in a mix of 40-foot, standard 60-foot, and bus rapid transit 60-foot coaches over the term of the contracts. These purchases provide for both normal fleet replacement and fleet expansion. Future price changes are limited to the change in the Producer Price Index for similar equipment.

In the first quarter of 2022, we received eight 60-foot New Flyer coaches in the amount of \$7,126,450.64 (\$890,806.33 each including tax). There will be no more buses ordered or delivered utilizing Community Transit contracts established in 2016 with New Flyer of America and GILLIG LLC – USA.

Community Transit entered into a new five-year contract with New Flyer of America in December, 2021, for a total of 85 diesel buses in a mix of 40-foot, standard 60-foot, and bus rapid transit 60-foot coaches over the term of the contract.

In December of 2021, the Board of Directors authorized an order of twenty-one BRT 60-foot New Flyer buses for \$20,241,127 (includes tax and contingency). These buses will be delivered in the third quarter of 2023. Fifteen buses are for the Orange Line expansion, four buses are for the Blue Line Expansion, while two buses are for general Swift BRT routes.

In October of 2022, the Board of Directors authorized an order of fifteen BRT 60-foot New Flyer Hybrid buses for \$21,550,030 (includes tax and contingency). These buses will be delivered in the fourth quarter of 2023 and are for Swift Blue Line replacements.

Note 9: Contingencies and Litigations

A. Legal Proceedings

There are several pending lawsuits in which Community Transit is involved. Community Transit's attorney estimates that the potential claim against Community Transit not covered by insurance resulting from such litigation would not materially affect the financial statements.

B. Federal Grants

Community Transit has received several federal grants for specific purposes that are subject to review and audit. Such audits could lead to requests for reimbursement of expenses disallowed under the terms of the grant. In the opinion of management, such disallowances, if any, will be immaterial and will not have any significant effect on the financial position of Community Transit.

C. Environmental Liability

As a public transit operation, Community Transit has certain environmental risks related to its operation involving the storage, liability, and disposal of certain petroleum products. In the opinion of management, any potential claim not covered by insurance would not materially affect the financial statements of Community Transit.

Note 10: Subsequent Events

Subsequent events were evaluated up to April 26, 2023. There are no subsequent events to report.

Note 11: Tax Abatement

Community Transit is subject to tax abatements granted by the State of Washington, which if present, would require disclosure in accordance to GASB No. 77, *Tax Abatement Disclosures*.

For the fiscal year ending December 31, 2022, Community Transit had several small tax abatement agreements involving less than three taxpayers. The Department of Revenue cannot disclose tax information for less than three taxpayers for either state or local estimates. In 2022, one category qualified for this classification. The category was high-technology. In addition, the category computer hardware, software, and peripherals had taxpayer savings of \$473 in total from more than three taxpayers. This is an immaterial revenue loss to Community Transit.

Note 12: Leases

Community Transit entered into agreement to lease a limited license for temporary use of Unleased space with BPP Pacific Industrial WA Reit Owner 1 LLC, a Delaware limited liability company for 21 months, commencing in June 2020 and terminated in February 2022. In June of 2021 a first amendment was signed and approved to extend the term for another year, commencing as of March 1, 2022(the “Extended Term Commencement Date”), expiring on February 28, 2023. Under the extended term of the limited license for temporary use of space, Community Transit pays a monthly fee of \$10,800. For the year ended December 31, 2022, this lease is based on a fixed payment and do not have variable payment components.

At December 31, 2022, Community Transit has recognized a right to use asset of \$323,152 and a lease liability of \$323,152 related to this agreement. The right to use lease asset is amortized on a straight-line basis over the term of the lease. During the year, Community Transit recorded \$117,510 in amortization expense and \$6,657 in interest expense for the right of use the temporary space. The lease contract does not provide information about the discount rate implicit in the lease. Therefore, the agency has elected to use a discount rate of 8 percent based on the Federal Reserve Bank prime loan rate relative to the length of the lease term.

The cumulative effect of applying changes in accounting of leases was reported as a restatement of beginning net position.

The table below shows the amount of lease asset and the related accumulated amortization for the year ending December 31, 2022. The lease threshold was \$100,000 for 2022.

	Beg Bal.	Increases	Decreases	End Bal.
Leased Equip	\$ 323,152.42	\$ -	\$ -	\$ 323,152.42
Total	\$ 323,152.42	\$ -	\$ -	\$ 323,152.42
Accum Depr. Leased Equip	\$ 186,057.46	\$ 117,509.97	\$ -	\$ 303,567.43
Total	\$ 186,057.46	\$ 117,509.97	\$ -	\$ 303,567.43

As of December 31, 2022, the principal and interest requirements to maturity is as follows:

Year Ended December 31	Principal	Interest
2023	\$ 21,399.17	\$ 200.83

Required Supplementary Information

Schedule of Proportionate Share of the Net Pension Liability

Last 10 Fiscal Years* (as of June 30)

PERS Plan 1				
	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>
Employer's proportion of the net pension liability	0.402012%	0.421859%	0.428746%	0.420678%
Employer's proportionate share of the net pension liability	\$ 11,193,489	\$ 5,151,886	\$ 15,137,049	\$ 16,176,563
Covered payroll	\$ 65,386,052	\$ 64,822,950	\$ 65,054,500	\$ 58,932,204
Employer's proportionate share of the net pension liability as a percentage of covered payroll	17.12%	7.95%	23.27%	27.45%
Plan fiduciary net position as a percentage of the total pension liability	76.56%	88.74%	68.64%	67.12%

PERS Plans 2/3				
	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>
Employer's proportion of the net pension liability	0.523993%	0.541960%	0.557270%	0.540610%
Employer's proportionate share of the net pension liability	\$(19,433,753)	\$(53,987,936)	\$ 7,127,166	\$ 5,251,161
Covered payroll	\$ 65,386,052	\$ 64,822,950	\$ 65,054,413	\$ 58,834,403
Employer's proportionate share of the net pension liability as a percentage of covered payroll	-29.72%	-83.29%	10.96%	8.93%
Plan fiduciary net position as a percentage of the total pension liability	106.73%	120.29%	97.22%	97.77%

* Until a full ten-year trend is completed, information is presented only for the years available.

Required Supplementary Information

Schedule of Proportionate Share of the Net Pension Liability

Last 10 Fiscal Years* (as of June 30)

(continued)

2018	2017	2016	2015	2014
0.375860%	0.375570%	0.374817%	0.336190%	0.323760%
\$ 16,786,035	\$ 17,821,089	\$ 20,129,438	\$ 17,585,864	\$ 16,309,562
\$ 49,881,866	\$ 47,217,768	\$ 44,826,960	\$ 38,290,475	\$ 35,459,496
33.65%	37.74%	44.90%	45.93%	45.99%
63.22%	61.24%	57.03%	59.10%	61.19%

2018	2017	2016	2015	2014
0.480152%	0.480489%	0.476787%	0.429238%	0.411328%
\$ 8,198,168	\$ 16,694,696	\$ 24,005,849	\$ 15,336,918	\$ 8,314,424
\$ 49,771,462	\$ 47,107,467	\$ 44,696,052	\$ 38,087,086	\$ 35,246,857
16.47%	35.44%	53.71%	40.27%	23.59%
95.77%	90.97%	85.82%	89.20%	93.29%

Required Supplementary Information

Schedule of Employer Contributions

Last 10 Fiscal Years* (as of December 31)

PERS Plan 1				
	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>
Statutorily or contractually required contributions	\$ 2,584,436	\$ 2,872,265	\$ 3,099,233	\$ 3,084,721
Contributions in relation to the statutorily or contractually required contributions	<u>(2,584,436)</u>	<u>(2,872,265)</u>	<u>(3,099,233)</u>	<u>(3,084,721)</u>
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 68,767,738	\$ 66,948,475	\$ 64,611,290	\$ 62,451,846
Contributions as a percentage of covered payroll	3.76%	4.29%	4.80%	4.94%

PERS Plans 2/3				
	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>
Statutorily or contractually required contributions	\$ 4,374,413	\$ 4,780,350	\$ 5,117,013	\$ 4,817,848
Contributions in relation to the statutorily or contractually required contributions	<u>(4,374,413)</u>	<u>(4,780,350)</u>	<u>(5,117,013)</u>	<u>(4,817,848)</u>
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 68,767,738	\$ 66,948,475	\$ 64,611,290	\$ 62,451,846
Contributions as a percentage of covered payroll	6.36%	7.14%	7.92%	7.71%

* Until a full ten-year trend is completed, information is presented only for the years available.

Required Supplementary Information

Schedule of Employer Contributions

Last 10 Fiscal Years* (as of December 31)

(continued)

2018	2017	2016	2015	2014
\$ 2,785,410	\$ 2,390,019	\$ 2,186,830	\$ 1,831,790	\$ 1,489,527
<u>(2,785,410)</u>	<u>(2,390,019)</u>	<u>(2,186,830)</u>	<u>(1,831,790)</u>	<u>(1,489,527)</u>
\$ -	\$ -	\$ -	\$ -	\$ -
\$ 54,811,840	\$ 48,599,566	\$ 45,704,111	\$ 41,422,068	\$ 36,567,727
5.08%	4.92%	4.78%	4.42%	4.07%

2018	2017	2016	2015	2014
\$ 4,094,539	\$ 3,331,932	\$ 2,840,622	\$ 2,334,035	\$ 1,820,562
<u>(4,094,539)</u>	<u>(3,331,932)</u>	<u>(2,840,622)</u>	<u>(2,334,035)</u>	<u>(1,820,562)</u>
\$ -	\$ -	\$ -	\$ -	\$ -
\$ 54,663,153	\$ 48,490,161	\$ 45,595,885	\$ 41,266,619	\$ 36,342,265
7.49%	6.87%	6.23%	5.66%	5.01%

Required Supplementary Information

Schedule of Changes in Total OPEB Liability and Related Ratios

For the year ended December 31 2022

Last 10 Fiscal Years*

	2022	2021	2020	2019	2018
Total OPEB liability - beginning	\$ 15,318,506	\$ 14,293,223	\$ 13,154,214	\$ 9,413,812	\$ 8,177,537
Service cost	1,023,845	1,010,557	990,742	493,350	427,266
Interest	334,218	415,884	384,338	402,113	383,362
Changes in benefit terms	0	0	0	0	0
Differences between expected and actual experience	0	(1,834,533)	0	697,602	0
Changes of assumptions	0	1,684,382	0	2,346,371	596,929
Benefit payments	(236,375)	(251,007)	(236,071)	(199,034)	(171,282)
Other changes	0	0	0	0	0
Total OPEB liability - ending	<u>16,440,194</u>	<u>15,318,506</u>	<u>14,293,223</u>	<u>13,154,214</u>	<u>9,413,812</u>
Covered-employee payroll	61,762,562	60,551,531	60,569,129	59,381,499	47,296,845
Total OPEB liability as a % of covered-employee payroll	26.62%	25.30%	23.60%	22.15%	19.90%

Notes to Schedule:

No assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB 75.

* Until a full ten-year trend is completed, information is presented only for the years available.

Assumes all actuarial assumptions are exactly realized. Update procedures were used to roll forward the Service Cost and Total OPEB liability to the December 31, 2022 measurement date.

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Statistical Section

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Statistical Section

This section of the annual comprehensive financial report presents statistical information that will assist in the understanding of the financial statements, notes to the financial statements, and required supplementary information in order to assess the financial condition of Community Transit.

Financial Trends: *schedules contain trend information to assist the reader in understanding how the PTBA’s financial performance has changed over time.*

- Net Position, Ten-Year Comparison..... 87
- Change in Net Position, Ten-Year Comparison..... 88
- Expenses, Ten-Year Comparison..... 90

Revenue Capacity: *schedules contain information to aid the reader in assessing the PTBA’s revenue sources.*

- Revenues, Ten-Year Comparison 92
- Retail Taxable Sales, Ten-Year Comparison 94
- Snohomish County Overlapping Sales Tax Rates, Ten-Year Comparison 96

Debt Capacity: *schedules contain information to assist the reader in understanding the PTBA’s debt obligations.*

- Bond Coverage, 2004, 2010 and 2017 Bond Issues, Last Ten Fiscal Years 97
- Snohomish County Assessed Valuation, Ten-Year Comparison 98
- Outstanding Debt by Type, Ten-Year Comparison 99
- Legal Debt Margin Information, Ten-Year Comparison..... 100

Demographic and Economic Information: *schedules reflect demographic and economic data to aid the reader in understanding the environment within which the PTBA’s activities occur.*

- Snohomish County Demographic and Economic Statistics, Ten-Year Comparison 102
- Snohomish County Principal Employers,
Fiscal Years Ending December 31, 2022, and 2013 103
- Snohomish County Population Demographics Statistics, Ten-Year Comparison 104

Operating Information: *schedules contain information to assist the reader in understanding how the data within the PTBA’s financial report relates to the services and activities it performs.*

- Snohomish County Public Transportation Benefit Area Map..... 105
- Service Statistical Data, Ten-Year Comparison 106
- Ridership, Ten-Year Comparison 107
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Financial Trends

Net Position: Ten-Year Comparison

Year	Invested in Capital Assets	Restricted	Unrestricted	Total Net Position
2013	\$ 161,104,099	\$ 2,314,361	\$ 118,587,273	\$ 282,005,733 *
2014	157,546,954	2,292,861	98,671,998	258,511,813
2015	178,831,358	2,355,611	108,731,233	289,918,202 **
2016	183,536,663	1,820,000	136,150,537	321,507,200
2017	211,092,762	1,630,000	168,527,794	381,250,556
2018	243,160,943	1,532,000	202,373,955	447,066,898 ***
2019	248,852,071	1,853,040	238,750,638	489,455,749
2020	256,458,779	-	302,363,899	558,822,678
2021	289,382,842	10,730,675	364,095,883	664,209,400
2022	295,035,838	21,226,050	417,413,528	733,675,416 ****

Notes:

* Beginning net position for 2012 was restated by (\$85,828) as described in the 2013 Annual Comprehensive Financial Report (ACFR).

** Ending net position for 2014 was restated by (\$33,789,479) as described in the 2015 Annual Comprehensive Financial Report (ACFR).

***Beginning net position for 2018 was restated by (1,437,217) as described in the 2018 Annual Comprehensive Financial Report (ACFR).

****Beginning net position for 2022 was restated by (7,248) as described in the 2022 Annual Comprehensive Financial Report (ACFR).

Financial Trends
Change in Net Position
Ten-Year Comparison

	2013	2014	2015	2016
Expenses				
Operations	\$ 32,837,759	\$ 34,908,009	\$ 40,771,330	\$ 45,368,921
Maintenance	22,847,341	23,893,920	22,818,852	23,807,878
General and Administration	19,748,865	21,012,151	22,396,557	25,027,437
Contracted Transportation	22,547,152	23,370,984	23,797,411	25,065,500
Depreciation and Amortization	15,573,477	15,150,735	16,886,860	21,570,394
Total Operating Expense	113,554,594	118,335,799	126,671,010	140,840,130
Interest Expense	121,103	99,684	55,401	20,643
Environmental Expense - Net	(559)	-	-	-
Total Expenses	113,675,138	118,435,483	126,726,411	140,860,773
Operating Revenues				
Passenger Fares	19,331,239	19,769,863	20,798,527	21,892,470
Regional Transit Service	16,402,918	16,870,539	16,600,685	17,805,248
Advertising	784,946	836,580	901,627	691,667
Total Operating Revenues	36,519,103	37,476,982	38,300,839	40,389,385
Nonoperating Revenues				
Subsidies (including sales tax)	83,455,798	87,315,853	92,768,390	121,089,965
Investment Income	85,009	51,917	141,991	516,727
Capital Grants and Contributions	9,801,132	3,201,352	26,563,126	10,118,236
Special Item: Assets Transferred	-	-	-	-
Gain (Loss) on Sale of Capital Assets	171,733	374,748	236,380	232,463
Miscellaneous	492,203	323,544	122,074	102,994
Total Nonoperating Revenue	94,005,875	91,267,414	119,831,961	132,060,385
Change in Net Position	\$ 16,849,840	\$ 10,308,913	\$ 31,406,389	\$ 31,588,997

Data Source: Annual Comprehensive Financial Report

Financial Trends
Change in Net Position
Ten-Year Comparison (continued)

2017	2018	2019	2020	2021	2022
\$ 52,007,733	\$ 59,851,109	\$ 68,296,341	\$ 62,940,768	\$ 56,894,282	\$ 70,948,950
21,185,149	22,945,561	23,266,130	23,115,784	21,043,342	23,762,479
26,556,609	27,478,218	33,397,598	34,323,143	28,329,904	44,594,549
26,385,830	28,157,121	29,539,633	32,488,902	29,277,592	27,257,139
20,793,554	23,117,914	24,340,661	25,510,630	24,326,120	27,478,333
146,928,875	161,549,923	178,840,363	178,379,227	159,871,240	194,041,450
102,180	187,668	173,955	157,215	139,624	127,811
-	-	-	-	-	-
147,031,055	161,737,591	179,014,318	178,536,442	160,010,864	194,169,261
21,844,659	22,399,353	23,158,991	9,273,274	7,835,281	8,918,811
18,463,732	18,971,605	19,835,763	20,876,827	19,461,954	19,848,650
720,837	420,834	320,000	340,000	400,715	446,225
41,029,228	41,791,792	43,314,754	30,490,101	27,697,950	29,213,686
136,363,753	147,627,509	161,458,340	199,053,531	228,303,017	247,066,673
1,342,087	3,683,078	6,152,752	3,474,222	(891,530) *	(6,248,384) **
27,589,400	35,381,275	35,289,466	14,283,138	11,841,363	9,972,854
-	-	(25,558,498)	(96,563)	-	(11,380,636)
291,677	58,450	(949,822)	114,083	336,607	(5,250,134)
158,266	449,046	1,696,177	584,858	303,639	268,466
165,745,183	187,199,358	178,088,415	217,413,269	239,893,096	234,428,839
\$ 59,743,356	\$ 67,253,559	\$ 42,388,851	\$ 69,366,928	\$ 107,580,182	\$ 69,473,264

*Includes unrealized loss on investments in the amount of \$2,472,449.

**Includes unrealized loss on investments in the amount of \$11,377,309.

Financial Trends
Expenses
Ten-Year Comparison

	2013	2014	2015	2016
Operations	\$ 32,837,759	\$ 34,908,009	\$ 40,771,330	\$ 45,368,921
Maintenance	22,847,341	23,893,920	22,818,852	23,807,878
General and Administration	19,748,865	21,012,151	22,396,557	25,027,437
Contracted Transportation	22,547,152	23,370,984	23,797,411	25,065,500
Depreciation and Amortization	15,573,477	15,150,735	16,886,860	21,570,394
Interest Expense	121,103	99,684	55,401	20,643
Environmental Expense - Net	(559)	-	-	-
Total	<u>\$ 113,675,138</u>	<u>\$ 118,435,483</u>	<u>\$ 126,726,411</u>	<u>\$ 140,860,773</u>

Note:

- Negative environmental expense is the result of insurance recoveries.

Financial Trends
Expenses
Ten-Year Comparison (continued)

	2017	2018	2019	2020	2021	2022
\$	52,007,733	\$ 59,851,109	\$ 68,296,341	\$ 62,940,768	\$ 56,894,282	\$ 70,948,950
	21,185,149	22,945,561	23,266,130	23,115,784	21,043,342	23,762,479
	26,556,609	27,478,218	33,397,598	34,323,143	28,329,904	44,594,549
	26,385,830	28,157,121	29,539,633	32,488,902	29,277,592	27,257,139
	20,793,554	23,117,914	24,340,661	25,510,630	24,326,120	27,478,333
	102,180	187,668	173,955	157,215	139,624	127,811
	-	-	-	-	-	-
	\$ 147,031,055	\$ 161,737,591	\$ 179,014,318	\$ 178,536,442	\$ 160,010,864	\$ 194,169,261

Revenue Capacity
Revenues
Ten -Year Comparison

	2013	2014	2015	2016
Passenger Fares	\$ 19,331,239	\$ 19,769,863	\$ 20,798,527	\$ 21,892,470
Regional Transit Service	16,402,918	16,870,539	16,600,685	17,805,248
Advertising	784,946	836,580	901,627	691,667
Investment Income	85,009	51,917	141,991	516,727
Sales Tax	74,783,559	79,551,377	84,461,446	115,767,687
Federal Operating Grants	5,420,276	4,501,976	5,382,205	2,571,033
State and Local Grants	3,251,963	3,262,500	2,924,739	2,751,245
Miscellaneous	492,203	323,544	122,074	102,994
Gain (Loss) on Sale of Capital Assets and Inventory	171,733	374,748	236,380	232,463
Capital Grants and Contributions	9,801,132	3,201,352	26,563,126	10,118,236
Total	\$ 130,524,978	\$ 128,744,396	\$ 158,132,800	\$ 172,449,770

Revenue Capacity
Revenues
Ten -Year Comparison (continued)

	2017	2018	2019	2020	2021	2022
\$	21,844,659	\$ 22,399,353	\$ 23,158,991	\$ 9,273,274	\$ 7,835,281	\$ 8,918,811
	18,463,732	18,971,605	19,835,763	20,876,827	19,461,954	19,848,650
	720,837	420,834	320,000	340,000	400,715	446,225
	1,342,087	3,683,078	6,152,752	3,474,222	(891,530) *	(6,248,384) **
	131,303,285	141,940,687	153,582,161	156,070,967	187,561,073	199,663,862
	2,361,047	2,769,940	3,958,953	38,006,827	34,030,932	41,454,932
	2,699,421	2,916,882	3,917,226	4,975,737	6,711,012	5,947,879
	158,266	449,046	1,696,177	584,858	303,639	268,466
	291,677	58,450	(949,822)	114,083	336,607	(5,250,134)
	27,589,400	35,381,275	35,289,466	14,283,138	11,841,363	9,972,854
	\$ 206,774,411	\$ 228,991,150	\$ 246,961,667	\$ 247,999,933	\$ 267,591,046	\$ 275,023,161

*Includes unrealized loss on investments in the amount of \$2,421,621.

**Includes unrealized loss on investments in the amount of \$11,377,309.

Revenue Capacity

Retail Taxable Sales: Ten -Year Comparison

	2013	2014	2015	2016
Retail Trade	\$ 4,776,585,174	\$ 5,094,954,029	\$ 5,389,818,610	\$ 5,785,007,864
Services	1,415,327,911	1,526,760,475	1,645,458,103	1,761,468,768
Construction	1,266,602,241	1,245,768,615	1,374,640,163	1,679,005,992
Manufacturing	125,252,673	141,909,617	157,524,936	157,277,938
Utilities, Transportation, Warehousing	23,877,203	24,555,477	26,348,215	28,655,205
Wholesaling	466,040,552	527,040,180	557,248,332	554,064,777
Information, Finance, Insurance, Real Estate	566,088,660	613,207,570	697,387,982	754,699,755
Other Business	79,764,871	83,672,206	99,481,593	94,649,815
Total	\$ 8,719,539,285	\$ 9,257,868,169	\$ 9,947,907,934	\$ 10,814,830,114

Community Transit received approximately 73 percent of its 2022 revenue from local sales and use taxes. The rate charged in 2022 was 1.2 percent on all taxable sales within the Snohomish County Public Transportation Benefit Area (PTBA). The amount received for collections in 2022 amounted to \$199,663,862. The Department of Revenue collects and distributes this tax for the State of Washington. The amount received has been reduced by a fee for this service.

The tax information listed below reflects only taxable retail sales and does not include use tax. Stand-alone data for the PTBA is no longer available; therefore, the following information includes sales for Snohomish County less sales in the City of Everett and has been restated as such for all prior years. Although the data includes taxable retail sales from portions of unincorporated Snohomish County that are not within the PTBA, the trends over time should approximate the actual results for the PTBA.

Data Source:

Annual Quarterly Business Review tables, prepared by the Department of Revenue, and available at:

<http://dor.wa.gov/content/AboutUs/StatisticsAndReports/Default.aspx>

Revenue Capacity

Retail Taxable Sales: Ten -Year Comparison (continued)

2017	2018	2019	2020	2021	2022
\$ 6,113,182,131	\$ 6,474,817,911	\$ 6,934,440,068	\$ 7,346,299,507	\$ 8,627,189,009	\$ 8,947,700,724
1,898,820,895	2,216,103,919	2,408,803,192	2,335,887,799	2,810,771,488	3,161,792,018
1,882,968,353	2,162,162,872	2,477,993,339	2,420,087,618	2,882,785,104	3,172,211,833
201,098,246	228,667,957	210,664,092	214,624,362	251,250,491	247,370,222
32,833,083	36,458,796	40,638,472	60,767,757	98,797,019	122,958,281
573,885,354	631,874,317	674,948,489	711,760,274	876,007,506	899,137,784
773,612,235	805,839,057	816,258,345	846,816,146	953,418,839	993,886,323
99,194,258	106,140,571	120,105,019	77,834,491	115,733,619	135,949,806
\$11,575,594,555	\$ 12,662,065,400	\$ 13,683,851,016	\$ 14,014,077,954	\$ 16,615,953,075	\$ 17,681,006,991

Revenue Capacity

Snohomish County Overlapping Sales Tax Rates: Ten -Year Comparison

Year	<i>Direct PTBA Sales Tax Rate</i>	<i>Other Local Sales Tax Rate</i>	<i>State Sales Tax Rate</i>	<i>Total PTBA Sales Tax Rate</i>
2013	0.9%	2.1%	6.5%	9.5%
2014	0.9%	2.1%	6.5%	9.5%
2015	0.9%	2.1%	6.5%	9.5%
2016 (Jan - Mar)	0.9%	2.1%	6.5%	9.5%
2016 (Apr - Dec)	1.2%	2.1%	6.5%	9.8%
2017	1.2%	2.6%	6.5%	10.3%
2018	1.2%	2.6%	6.5%	10.3%
2019	1.2%	2.7%	6.5%	10.4%
2020	1.2%	2.7%	6.5%	10.4%
2021	1.2%	2.7%	6.5%	10.4%
2022	1.2%	2.8%	6.5%	10.5%

Data Source:

Department of Revenue, sales and use tax rates.

Debt Capacity

Bond Coverage: 2004, 2010, and 2017 Bond Issues Last Ten Fiscal Years

Fiscal Year	Gross Revenues (1)	Operating Expenses (2)	Net Revenue Available for Debt Service	Debt Service Requirements			
				Principal	Interest	Total	Coverage
2013	\$120,723,846	\$ 97,981,117	\$ 22,742,729	*	\$ 157,200	157,200	144.67 x
2014	125,543,044	103,185,064	22,357,980	1,695,000	157,200	1,852,200	12.07 x
2015	131,569,674	109,673,575	21,896,099	1,745,000	106,350	1,851,350	11.83 x
2016	162,331,535	119,269,736	43,061,799	1,800,000	54,000	1,854,000	23.23 x
2017	179,185,011	126,135,321	53,049,690	**	**	n/a	n/a
2018	193,609,875	138,432,009	55,177,866	830,000	602,837	1,432,837	38.51 x
2019	211,672,201	154,499,702	57,172,499	920,000	508,000	1,428,000	40.04 x
2020	233,716,796	152,868,597	80,848,199	970,000	462,000	1,432,000	56.46 x
2021	255,749,682	135,545,120	120,204,562	1,015,000	413,500	1,428,500	84.15 x
2022	265,050,307	166,690,928	98,359,379	1,070,000	362,750	1,432,750	68.65 x

(1) Total revenues excluding capital contributions.

(2) Exclusive of depreciation and amortization, debt service, and environmental expense.

* Principal payments were not required until 2014.

** Principal and interest payments were not required in 2017.

In June 2017, Community Transit sold \$10,990,000 in limited sales tax general obligation (LSTGO) bonds. The resulting funds were used to purchase capital assets. As of December 31, 2022, the current portion was \$1,304,171 and the long-term portion was \$5,414,756, resulting in a total bonds payable of \$6,718,927. The 2017 bonds were the only debt of Community Transit. These bonds had been subject to federal arbitrage rules.

Data Sources:

Limited sales tax general obligation bond official statement and the Annual Comprehensive Financial Report.

Debt Capacity

Snohomish County Assessed Valuation Ten-Year Comparison (in thousands)

<i>Table of Assessed Valuation</i>		
<i>Valuation Year</i>	<i>Collection Year</i>	<i>Valuation*</i>
2013	2014	\$ 79,448,742
2014	2015	88,260,207
2015	2016	96,080,092
2016	2017	105,036,086
2017	2018	118,417,726
2018	2019	132,827,352
2019	2020	145,174,737
2020	2021	154,392,389
2021	2022	170,299,965
2022	2023	219,454,345

- * Includes real and personal property and utilities. Excludes commercial boats and a portion of senior citizens' property that qualifies for a credit. Community Transit's service area covers only the portion of Snohomish County that falls within the boundaries of the Snohomish County Public Transportation Benefit Area.

Data Source:

Snohomish County Assessor's Annual Report, Snohomish County Assessor's Office.
<http://www.snohomishcountywa.gov/2934/Assessor>

Debt Capacity
Outstanding Debt by Type
Ten-Year Comparison

Fiscal Year	Limited Sales Tax General Obligation Bonds - Net (1)	Total Debt Per Capital (2)	Percentage of Personal Income (3)
2013	\$ 5,326,870	\$ 10	0.016%
2014	3,584,993	7	0.010%
2015	1,810,857	3	0.005%
2016	-	-	0.000%
2017	12,935,115	22	0.031%
2018	11,765,416	20	0.026%
2019	10,530,539	18	0.022%
2020	9,275,962	15	0.018%
2021	8,008,230	13	0.015%
2022	6,718,927	11	0.013%

1. Limited sales tax general obligation bonds are Community Transit’s only debt.
2. Based on Snohomish County PTBA population.
3. Based on Snohomish County personal income.

Data Sources:

Community Transit Annual Comprehensive Financial Reports
Snohomish County Assessor Annual Reports
Washington State Office of Financial Management

Debt Capacity
Legal Debt Margin Information
Ten-Year Comparison (in thousands)

Assessed Valuation in 2022 for Collection of Taxes in 2023	\$132,100,739
Debt Limit (0.375 Percent of Assessed Value)	495,378
Less Outstanding Bond Issues - Net	6,718
Legal Debt Margin	\$ 488,660

	2013	2014	2015	2016
Debt Limit	220,894	228,921	254,645	275,727
Total Net Debt Applicable to Limit	5,327	3,584	1,810	-
Legal Debt Margin	\$ 215,567	\$ 225,337	\$ 252,835	\$ 275,727
Total Net Debt Applicable to the Limit as a Percentage of Debt Limit	2.4%	1.6%	0.7%	0.0%

Data Sources:

Tax Account Parcels and Real Property Assessment Data, Snohomish County Assessor.

Debt Capacity

Legal Debt Margin Information: (Continued) ***Ten-Year Comparison (in thousands)***

2017	2018	2019	2020	2021	2022
301,456	339,723	379,832	418,248	447,087	495,378
12,935	11,765	10,531	9,275	8,008	6,718
\$ 288,521	\$ 327,958	\$ 369,301	\$ 408,973	\$ 439,079	\$ 488,660
4.3%	3.5%	2.8%	2.2%	1.8%	1.4%

Demographic and Economic Information
Snohomish County Demographic and Economic Statistics
Ten-Year Comparison

Year	County Population (1)	Household Income (2)	Per Capita Personal Income (3)	Unemployment Rate (4)
2013	730,500	\$ 64,391	\$ 46,733	6.7%
2014	741,000	\$ 68,637	44,967	4.6%
2015	757,600	\$ 75,292	47,713	5.0%
2016	772,860	\$ 77,985	49,511	3.9%
2017	789,400	\$ 80,579	52,349	4.0%
2018	805,120	\$ 85,758	55,982	3.6%
2019	822,083	\$ 88,442	58,729	2.8%
2020	831,107	\$ 90,497	62,267	6.7%
2021	840,131	\$ 98,283	68,858	5.0%
2022	850,881	\$ 106,104	Not Available	3.2%

Data Sources:

- (1) Worldpopulationreview.com
- (2) Washington State Office of Financial Management
- (3) U.S. Bureau of Economic Analysis
- (4) Federal Reserve Bank of St. Louis

Demographic and Economic Information
Snohomish County Principal Employers
Fiscal Years Ending December 31, 2022 and 2013

Employer	2022			2013		
	Employees	Rank	Percent of Total County Employment	Employees	Rank	Percent of Total County Employment
Boeing	29,630	1	9.79%	40,000	1	10.80%
Providence Regional Med. Ctr.	7,350	2	2.43%	3,500	4	0.95%
Everett Naval Station	4,300	3	1.42%	6,350	2	n/a
Edmonds School District	3,800	4	1.26%			0.00%
The Tulalip Tribes	3,659	5	1.21%	3,500	5	0.95%
Washington State Government	3,261	6	1.08%	5,400	3	1.46%
Snohomish County Government	2,877	7	0.95%	2700	6	n/a
Albertsons Companies	2,719	8	0.90%			n/a
The Everett Clinic	2,639	9	0.87%	2,500	7	0.68%
Everett School District	2,522	10	0.83%	2,025	10	0.55%
Premera Blue Cross	-	-	n/a	2,400	8	0.65%
Walmart	-	-	n/a	2,056	9	0.56%
Total, Principal Employers	62,757			70,431		
Total County Employment	302,745			370,233		
Percentage of Principal Employers to Total County Employment	20.73%			19.02%		

Data Sources:

Snohomish County Economic Alliance

Demographic and Economic Information
Snohomish County Population Demographic Statistics
Ten-Year Comparison

Year	County Population	PTBA Population	Age Distribution for Snohomish County		
			0-19	20-64	65+
2013	730,500	533,746	26.0%	62.9%	11.1%
2014	741,000	542,727	25.7%	62.7%	11.6%
2015	757,600	555,637	25.3%	62.6%	12.1%
2016	772,860	565,244	25.0%	62.4%	12.6%
2017	789,400	576,493	24.9%	61.9%	13.2%
2018	805,120	587,366	24.8%	61.5%	13.7%
2019	822,083	598,002	25.0%	61.6%	13.4%
2020	831,107	607,522	not available (due to COVID19 pandemic)		
2021	840,131	613,289	24.4%	60.5%	15.1%
2022	850,881	621,930	24.4%	60.4%	15.2%

Data Source:

Worldpopulationreview.com

State of Washington Office of Financial Management

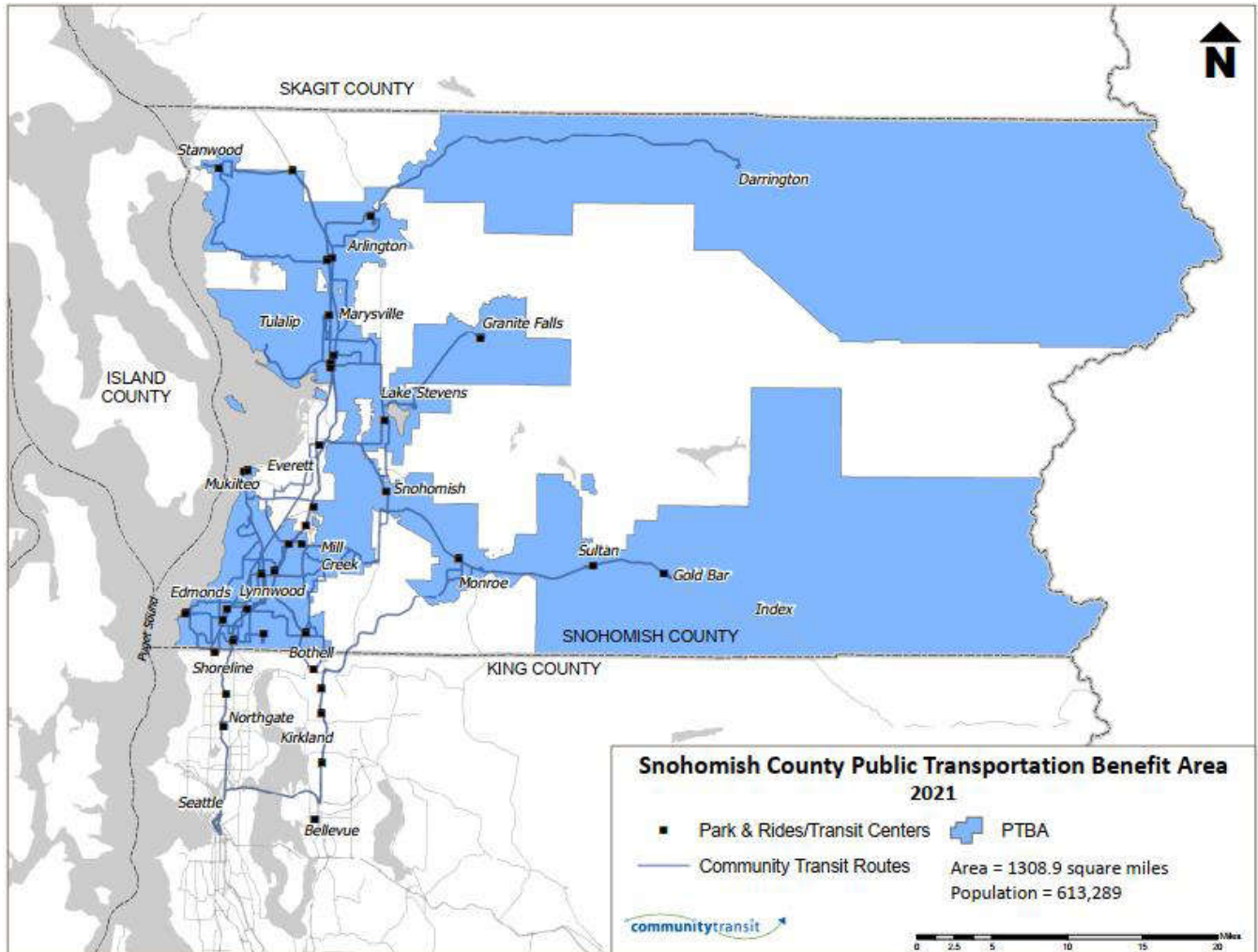
County population by age and gender: <https://www.economicalliancesc.org/>

Operating Information

Snohomish County

Public Transportation Benefit Area Map

2022



Operating Information

Service Statistical Data: Ten-Year Comparison

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Motor Bus Directly Operated										
Average Weekly Ridership	102,143	112,920	117,368	121,575	123,343	126,618	134,599	85,498	76,928	89,868
Passengers per Hour	18.53	19.77	18.43	17.16	15.61	15.33	14.42	10.16	9.08	11.23
Fare Revenue per Passenger	\$ 1.41	\$ 1.28	\$ 1.27	\$ 1.26	\$ 1.27	\$ 1.26	\$ 1.28	\$ 0.95	\$ 0.92	\$ 0.95
Cost per Passenger	\$ 9.10	\$ 8.56	\$ 9.48	\$ 9.89	\$ 11.19	\$ 11.67	\$ 12.91	\$ 20.00	\$ 19.95	\$ 22.26
Cost per Mile	\$ 11.12	\$ 11.37	\$ 11.68	\$ 11.65	\$ 12.34	\$ 12.62	\$ 13.37	\$ 14.32	\$ 12.64	\$ 17.01
Farebox Return	15.4%	15.0%	13.4%	12.8%	11.3%	10.8%	9.9%	4.7%	4.6%	4.3%

Commuter Bus Directly Operated										
Average Weekly Ridership	22,489	22,980	22,613	22,784	22,463	23,526	23,634	6,951	4,752	4,975
Passengers per Hour	34.03	30.10	29.38	28.02	26.30	26.30	26.05	11.88	6.99	9.01
Fare Revenue per Passenger	\$ 2.97	\$ 3.20	\$ 3.44	\$ 3.80	\$ 3.72	\$ 3.60	\$ 3.53	\$ 3.78	\$ 3.37	\$ 3.68
Cost per Passenger	\$ 9.76	\$ 10.83	\$ 11.82	\$ 11.79	\$ 11.50	\$ 12.30	\$ 13.01	\$ 33.56	\$ 49.02	\$ 48.19
Cost per Mile	\$ 15.65	\$ 16.53	\$ 17.62	\$ 17.19	\$ 16.08	\$ 17.35	\$ 18.23	\$ 19.03	\$ 15.37	\$ 19.39
Farebox Return	30.5%	29.5%	29.1%	32.2%	32.3%	29.3%	27.1%	11.3%	6.9%	7.6%

Contract Commuter Service										
Average Weekly Ridership	28,838	31,269	31,851	32,373	33,111	34,052	35,591	9,587	6,042	8,987
Passengers per Hour	41.95	40.01	40.00	38.02	36.80	34.99	35.38	13.73	8.73	14.76
Fare Revenue per Passenger	\$ 3.54	\$ 3.26	\$ 3.45	\$ 3.70	\$ 3.61	\$ 3.57	\$ 3.42	\$ 4.12	\$ 4.12	\$ 4.01
Cost per Passenger	\$ 5.95	\$ 5.60	\$ 5.33	\$ 5.29	\$ 5.62	\$ 6.12	\$ 6.39	\$ 22.54	\$ 34.83	\$ 23.59
Cost per Mile	\$ 10.25	\$ 10.18	\$ 9.87	\$ 9.67	\$ 9.99	\$ 10.19	\$ 10.66	\$ 12.33	\$ 11.41	\$ 13.45
Farebox Return	59.6%	58.3%	64.7%	69.9%	64.2%	58.3%	53.5%	18.3%	11.8%	17.0%

DART/Paratransit										
Average Weekly Ridership	3,620	3,704	3,661	3,734	3,740	3,846	3,666	1,334	1,636	2,014
Passengers per Hour	2.27	2.28	2.24	2.35	2.39	2.29	2.24	1.91	1.67	1.84
Fare Revenue per Passenger	\$ 1.69	\$ 1.67	\$ 1.86	\$ 1.95	\$ 1.98	\$ 2.04	\$ 2.26	\$ 1.93	\$ 2.63	\$ 2.38
Cost per Passenger	\$ 38.48	\$ 39.22	\$ 38.93	\$ 39.49	\$ 42.15	\$ 44.16	\$ 47.08	\$ 143.06	\$ 95.61	\$ 79.96
Cost per Mile	\$ 4.64	\$ 4.83	\$ 4.73	\$ 4.99	\$ 5.41	\$ 5.48	\$ 5.68	\$ 14.60	\$ 9.27	\$ 8.15
Farebox Return	4.4%	4.3%	4.8%	4.9%	4.7%	4.6%	4.8%	1.4%	2.8%	3.0%

Vanpool										
Average Weekly Ridership	17,840	17,787	17,551	16,688	16,565	16,719	15,842	5,808	4,382	5,408
Passengers per Hour	6.25	6.26	6.37	6.13	6.13	6.02	5.54	4.65	4.71	4.76
Fare Revenue per Passenger	\$ 2.97	\$ 3.02	\$ 3.21	\$ 3.22	\$ 3.22	\$ 3.45	\$ 3.78	\$ 5.00	\$ 7.83	\$ 5.00
Cost per Passenger	\$ 4.27	\$ 4.65	\$ 4.39	\$ 4.93	\$ 5.09	\$ 5.20	\$ 5.32	\$ 11.22	\$ 12.49	\$ 13.49
Cost per Mile	\$ 0.82	\$ 0.89	\$ 0.85	\$ 0.93	\$ 0.96	\$ 0.98	\$ 0.93	\$ 1.64	\$ 1.80	\$ 1.90
Farebox Return	69.4%	64.9%	73.2%	65.3%	63.2%	66.3%	71.0%	44.6%	62.7%	37.0%

Data Source: FTA National Transit Database Report

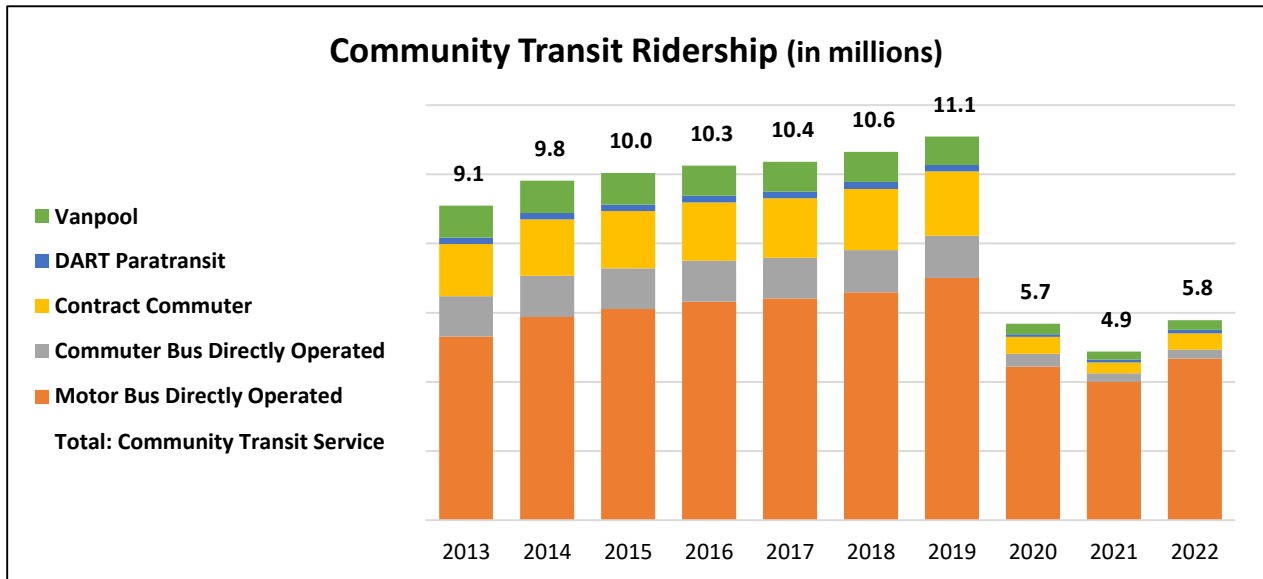
Notes:

- Service hours are defined as active vehicle revenue hours per the FTA National Transit Database.
- Service miles are defined as active vehicle revenue miles per the FTA National Transit Database.
- Cost per passenger is not net of fare revenue.
- Cost per Passenger and Cost per Mile for 2017 are different than originally reported because the FTA changed how they wanted cloud software expense reported. This change occurred in July 2018 after the 2017 CAFR was finalized.

Operating Information

Ridership: Ten-Year Comparison

Year	Motor Bus Directly Operated	Commuter Bus Directly Operated	Contract Commuter	DART Paratransit	Vanpool	Total: Community Transit Service	Sound Transit
2013	5,311,451	1,169,446	1,499,566	188,222	927,660	9,096,345	3,226,043
2014	5,871,816	1,194,937	1,625,988	192,633	924,912	9,810,286	3,676,480
2015	6,103,118	1,175,876	1,656,233	190,366	912,637	10,038,230	3,646,063
2016	6,321,906	1,184,766	1,683,375	194,175	867,776	10,251,998	3,645,267
2017	6,413,837	1,168,082	1,721,767	194,471	861,372	10,359,529	3,648,400
2018	6,584,139	1,223,332	1,770,703	200,010	869,370	10,647,554	3,732,917
2019	6,999,159	1,228,991	1,850,710	190,637	823,759	11,093,256	3,781,076
2020	4,445,897	361,446	498,511	69,387	302,038	5,677,279	1,321,028
2021	4,000,232	247,087	314,172	85,060	227,847	4,874,398	1,024,314
2022	4,673,114	258,721	467,341	104,736	281,228	5,785,140	1,302,741

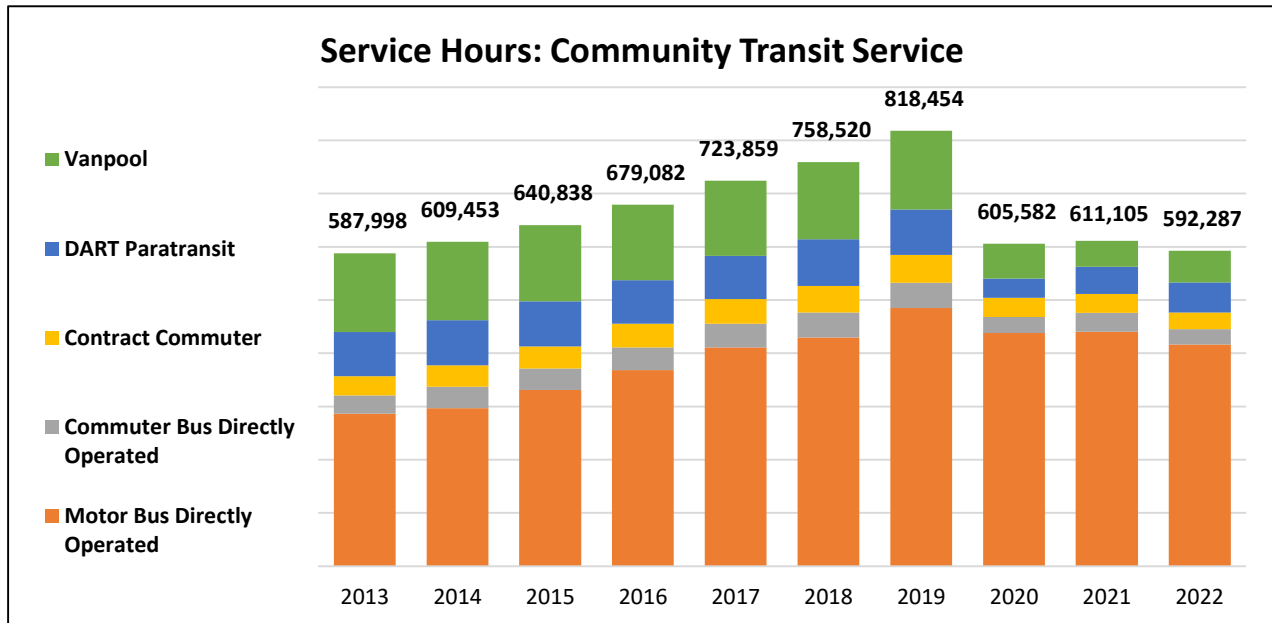


Data Source: FTA National Transit Database Report

Operating Information

Service Hours: Ten-Year Comparison

Year	Motor Bus Directly Operated	Commuter Bus Directly Operated	Contract Commuter	DART Paratransit	Vanpool	Total: Community Transit Service	Sound Transit
2013	286,645	34,365	35,745	82,832	148,411	587,998	89,822
2014	297,021	39,699	40,635	84,349	147,749	609,453	113,606
2015	331,147	40,022	41,403	85,057	143,209	640,838	114,896
2016	368,327	42,286	44,280	82,632	141,557	679,082	114,183
2017	410,763	44,419	46,789	81,264	140,624	723,859	115,418
2018	429,526	46,519	50,602	87,521	144,352	758,520	117,661
2019	485,337	47,182	52,315	84,937	148,683	818,454	123,556
2020	437,507	30,419	36,308	36,370	64,978	605,582	102,510
2021	440,436	35,357	35,968	50,919	48,425	611,105	93,650
2022	415,959	28,718	31,669	56,864	59,077	592,287	89,871



Data Source: FTA National Transit Database Report

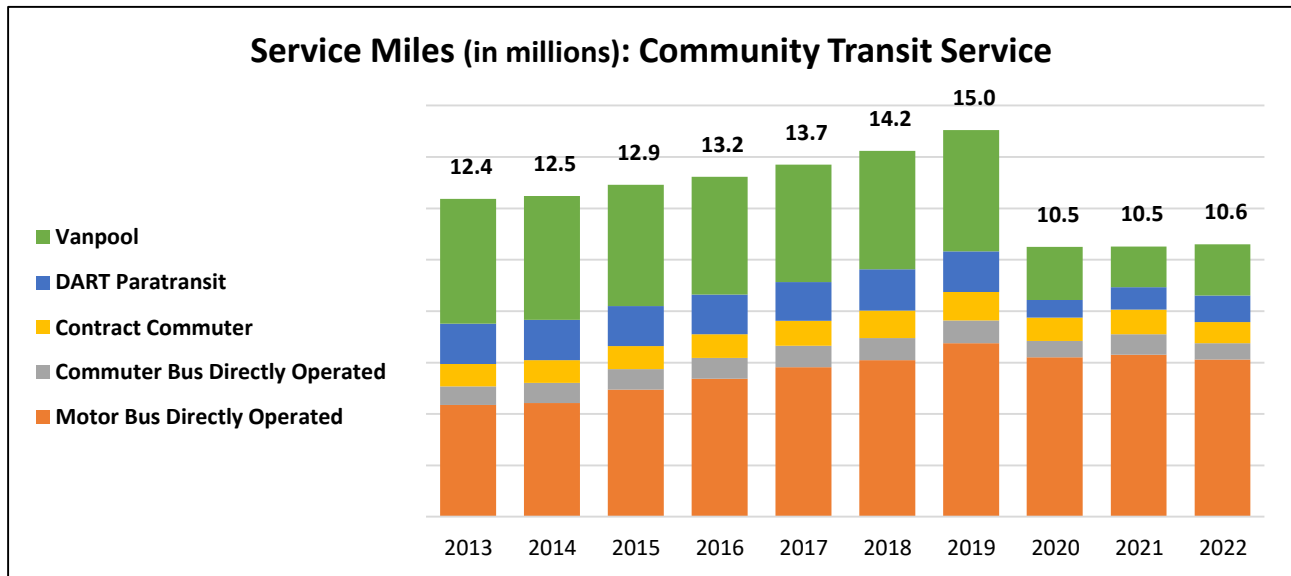
Notes:

- Service hours are defined as active vehicle revenue hours per the FTA National Transit Database.

Operating Information

Service Miles: Ten-Year Comparison

Year	Motor Bus Directly Operated	Commuter Bus Directly Operated	Contract Commuter	DART Paratransit	Vanpool	Total: Community Transit Service	Sound Transit
2013	4,348,641	729,406	870,208	1,560,027	4,857,847	12,366,129	2,448,842
2014	4,422,817	783,031	893,801	1,565,104	4,817,228	12,481,981	2,512,980
2015	4,953,326	789,259	894,394	1,566,883	4,711,901	12,915,763	2,510,798
2016	5,368,515	812,772	921,961	1,537,407	4,586,434	13,227,089	2,524,196
2017	5,817,556	835,800	968,627	1,514,562	4,557,911	13,694,456	2,514,666
2018	6,089,771	867,711	1,062,808	1,612,142	4,595,894	14,228,326	2,530,802
2019	6,757,561	876,755	1,109,964	1,580,703	4,712,129	15,037,112	2,558,859
2020	6,207,498	637,568	911,051	679,859	2,068,568	10,504,544	2,299,292
2021	6,311,028	788,159	959,250	877,538	1,582,130	10,518,105	2,119,822
2022	6,115,987	643,098	819,464	1,027,867	1,999,653	10,606,069	2,012,493



Data Source: FTA National Transit Database Report

Notes:

- Service miles are defined as active vehicle revenue miles per the FTA National Transit Database.

Operating Information

Fare Structure: Ten-Year Comparison

Year	Local Service			Commuter: South County			Commuter: North & East County			
	Regular	Youth	Senior/ Disabled	Regular	Youth	Senior/ Disabled	Regular	Youth	Senior/ Disabled	Paratransit Fares
Jan 2013	1.75	1.25	0.75	3.50	2.75	1.50	4.50	3.75	1.75	1.75
Feb–Dec 2013	2.00	1.50	1.00	4.00	3.00	2.00	5.25	4.00	2.50	2.00
2014	2.00	1.50	1.00	4.00	3.00	2.00	5.25	4.00	2.50	2.00
Jan-Jun 2015	2.00	1.50	1.00	4.00	3.00	2.00	5.25	4.00	2.50	2.00
July-Dec 2015	2.25	1.50	1.00	4.25	3.00	2.00	5.50	4.00	2.50	2.25
2016	2.25	1.50	1.00	4.25	3.00	2.00	5.50	4.00	2.50	2.25
2017	2.25	1.50	1.00	4.25	3.00	2.00	5.50	4.00	2.50	2.25
Jan-Sep 2018	2.25	1.50	1.00	4.25	3.00	2.00	5.50	4.00	2.50	2.25

Effective October 1, 2018, Community Transit eliminated zone-based fares in accordance with a regional fare policy initiative.

Year	Local Service			Commuter			DART
	Regular	Youth	Senior/ Disabled	Regular	Youth	Senior/ Disabled	Paratransit Fares
Oct-Dec 2018	2.50	1.75	1.25	4.25	3.00	2.00	2.50
2019	2.50	1.75	1.25	4.25	3.00	2.00	2.50

Effective July 1, 2019, Community Transit adopted a low income bus fare. This fare is available only with the ORCA LIFT card and to households that make no more than 200% of the Federal Poverty Level, as set by the Federal Department of Health and Human Services. All other fares remain the same.

Year	Local Service			Commuter			DART	
	Regular	Youth	ORCA LIFT & Senior/ Disabled	Regular	Youth	ORCA LIFT & Senior/ Disabled	Paratransit Fares	Youth
Jul-Dec 2019	2.50	1.75	1.25	4.25	3.00	2.00	2.50	
2020-Aug 2022	2.50	1.75	1.25	4.25	3.00	2.00	2.50	
Sep-Dec 2022	2.50	Free	1.25	4.25	Free	2.00	2.50	Free

In response to the COVID-19 pandemic, Community Transit temporarily suspended fare collection effective March 20, 2020. Fare Collection resumed on Swift routes effective June 1, 2020, and on all routes effective July 1, 2020.

Effective September 1, 2022, Community Transit and other regional transit providers eliminated fares for youth 18 and under in support of the Move Ahead Washington transportation package approved by the Washington State Legislature in March 2022.

Operating Information

Miscellaneous Operational Data: December 31, 2022

General Information

Date of Incorporation	1976
Form of Government	Public Transportation Benefit Area Corporation (PTBA)
Began Operation	October 4, 1976
Number of Board of Directors	10—nine voting and one nonvoting
Type of Tax Support	Local sales tax 1.2 percent
County in Which PTBA Operates	Snohomish County
Population - County	847,300
Population - PTBA	621,930
Major Park-and-Ride Lots (250 or more parking stalls)	10
Minor Park-and-Ride Lots (fewer than 250 parking stalls)	14

Employees

Operations	456
Maintenance	111
General and Administrative	186
Total	753

Active Revenue Vehicles

Directly Operated	139
Commuter Service	58
Vanpool Vans	339
Contract Commuter	84
DART/Paratransit	52
Total	672

Number of Scheduled Routes

<i>Swift</i> Bus Rapid Transit Routes	2
Local Snohomish County Routes	23
Boeing Commuter Routes	3
University of Washington Routes	5
Intercounty Commuter Routes	13
Total	46

Operating Information

Capital Assets—Active Revenue Vehicles

Ten-Year Comparison

Year	Motor Bus Directly Operated	Commuter Bus Directly Operated	Contract Commuter	DART Paratransit	Vanpool	Total: Community Transit Service
2013	97	63	65	54	414	693
2014	99	63	65	54	412	693
2015	124	70	73	52	408	727
2016	121	69	73	52	432	747
2017	109	91	83	52	437	772
2018	111	91	84	52	469	807
2019	127	91	85	51	477	831
2020	151	70	85	52	461	819
2021	151	57	85	52	362	707
2022	197	58	84	52	339	730

Data Source: FTA National Transit Database Report

OUR ► VISION

Travel made easy for all.

► MISSION

We help people get from where they are to where they want to be.

► CORE VALUES

Accountability

We hold ourselves and each other accountable and we encourage and support each other when needed.

Diversity, Equity & Inclusion

We align our policies, practices and resources so everyone has genuine opportunities to fully participate and thrive.

Initiative

We consistently look for opportunities to go beyond the status quo and are committed to ongoing learning and development.

Integrity

We believe in always doing the right thing for the right reasons and being honest with each other so that we may continue to build and maintain trust.

Mutual Respect

We respect, value and celebrate each other and our customers as unique individuals with equal worth.

Service-Focused

All that we do is in service to our community, our customers and each other.

Teamwork

We believe in the power of collaboration to harness the true potential of our collective team.