

2025

Annual Comprehensive Financial Report



Year ended December 31, 2025

Community Transit | Snohomish County, WA
communitytransit.org



2025 Board of Directors

Board Chair - *Sid Roberts*

Board Vice Chair - *Christine Frizzell*

Board Secretary - *Kim Daughtry*

Board Member - *Megan Dunn*

Board Member - *Joe Marine*

Board Member - *Tom Merrill*

Board Member - *Jon Nehring*

Board Member - *Danielle Julien*

Board Member - *Strom Peterson*

Board Member - *Jan Schuette*

Board Alternates

Board Alternate - *Heather Fulcher*

Board Alternate - *Mike Gallagher*

Board Alternate - *Jared Mead*

Board Alternate - *Susan Paine*

Board Alternate - *Kyoto Matsumoto Wright*

2025 Executive Leadership Team

Chief Executive Officer - *Ric Ilgenfritz*

Chief of Staff & Public Affairs Officer - *Deb Osborne*

Chief Communications Officer - *Geoff Patrick*

Chief People & Financial Officer - *Eunjoo Greenhouse*

Chief Operating Officer - *Roland Behee*

Chief Innovation & Customer Experience Officer - *Molly Marsicek*

Chief Planning & Development Officer - *Melissa Cauley*

Chief Technology Officer - *Charles Stearns*

Annual Comprehensive Financial Report

For the Year Ended December 31, 2025

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

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Introductory Section



June 26, 2026

To the Honorable Chair, Members of the Snohomish County Public Transportation Benefit Area Corporation Board and residents of Snohomish County:

We are pleased to respectfully submit the Annual Comprehensive Financial Report (ACFR) for the Snohomish County Public Transportation Benefit Area Corporation's (dba Community Transit) for the year ended December 31, 2025. The annual financial report was prepared by Finance and Procurement Department staff. The 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. To the best of our knowledge and belief, this report contains data that is complete and reliable in all material aspects and fairly presents Community Transit's financial position and results of operations and includes disclosures necessary for the reader to understand Community Transit's affairs.

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, 2025. The independent auditor's report is located at the front of the Financial Section of this report.

Management's discussion and analysis (MD&A) immediately follow the independent auditor's report and provides a narrative introduction, overview, and analysis of the basic Financial Statements. This letter of transmittal complements the MD&A and should be read in conjunction with it.

Community Transit's Profile

The Agency

Community Transit, a special purpose municipal corporation providing public transportation services, began operations on October 4, 1976. Snohomish County voters created Community Transit with an approved sales tax to support a public transportation benefit area (PBTA). The PBTA is the area that Community Transit serves. 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, Gold Bar, Granite Falls, Index, Lake Stevens, Mill Creek, Monroe, Mukilteo, Oso, Eastmont/Silver Firs, Stanwood, Startup, Sultan, portions of unincorporated Snohomish County, and the Tulalip Tribes of Washington.

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's service area had more than 663,000 residents, or more than 77% 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.

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, five alternates from within the PBTA, and one nonvoting member. Voting board members and alternates 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 (2) members and one (1) alternate from the governing body of Snohomish County.
- Three (3) elected officials and one (1) alternate from the component cities Community Transit serves with populations of more than 35,000.
- Two (2) elected officials and two (2) alternates from the component cities Community Transit serves with populations between 15,000 and 35,000.
- Two (2) elected officials and an alternate from the component 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 more than 70% of Community Transit's workforce.

The Chair, Vice-Chair, and Secretary are elected from among the voting Board members. During 2025, the Board members in these positions were:

Board Chair – Mayor Sid Roberts from the City of Stanwood

Board Vice Chair – Mayor Christine Frizzell from the City of Lynnwood.

Board Secretary – Council Member Kim Daughtry from the City of Lake Stevens.

Community Transit's Chief Executive Officer is responsible for the overall administration of the agency as directed through policy guidance issued by the Board of Directors and supported by seven Chief Officers. The Chief Officers are comprised of the Chief of Staff and Public Affairs Officer, Chief Communications Officer, Chief People and Financial Officer, Chief Information Officer, Chief Innovation and Customer Experience Officer, Chief Operating Officer, and Chief Planning and Development Officer. The Executive Director and Chief Officers are supported by Department Directors and Managers.

Department Functions

The table below summarizes the primary functions of each department.

Department	Primary Functions
Board of Directors	Policy and oversight.
Executive	Strategy and leadership support, government relations, board support.
Communications, Marketing and Engagement	Employee and external communications, marketing, community engagement, transportation demand management programs, social media, media relations, digital content.
Customer Experience	Customer care, vanpool program, innovative services programs, service ambassadors, digital experience.
Employee Engagement	Recruiting, hiring, employee support, and staff training. Includes management of benefits, leave, wellness, labor relations, and the People, Empowerment and Connections program.
Finance and Procurement	Finance, accounting, grants, and purchasing activities. Includes management of financial planning, budget, reporting, and systems.
Information Technology	Technology infrastructure, maintenance, and support. Includes project management, program development and support.
Planning and Development	Service and infrastructure planning and development, long range planning, research and analytics support. Partners with regional transit providers.
Operations	
Operations Administration	Leadership and oversight to the operations group.
Facilities Maintenance	Provides safe, well-maintained facilities.
Safety, Security, and Sustainability	Manages safety, security, and environmental programs and projects.
Transportation	Manages, supervises, and operates transit service.
Vehicle Maintenance	Performs preventive and corrective maintenance on all vehicles.

Community Transit's Services

Motor Bus Operations – Community Transit operates a diverse fleet of buses in a variety of models, each designed to meet varying conditions, the needs of our riders, and the communities we serve. We operate a fleet of more than 300 buses, traveling thousands of miles a day in service of communities across Snohomish County and the Puget Sound. Our Local fixed-route service provides all-day coverage that links most communities in Snohomish County. Express bus service runs between key residential areas and major transit hubs, providing faster travel during peak times. This service is comprised of in-county commuter routes serving Boeing in southwest Everett, Lynnwood City Center and Mountlake Terrace Link light rail stations, and an inter-county commuter route to downtown Seattle. The Express service category replaced CT's Commuter service category with the introduction of Link light rail into Snohomish County and the associated launch of the Transit Changes in 2024 and Beyond network restructure in fall 2024. Swift Bus Rapid Transit (BRT) moves quickly and runs more frequently along its high-capacity routes.

Demand Response – In addition to fixed-route services, the agency provides program to serve customers unable to use fixed-route service due to a disability or condition and helps people travel easier around town. The programs include DART (Dial-A-Ride-Transportation) and Microtransit service (Zip Shuttle). These transportation options are aimed at responding to customer needs, improving access and connections for riders. The Zip Shuttle serves as a vital connection to existing transit systems, providing access closer to people’s homes and destinations and helps people get around in other communities.

Vanpool Program – 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 bus routes.

Ridership

Community Transit provided 9.5 million passenger trips in 2025 on bus, DART paratransit, Zip Shuttle, and vanpool services. Overall ridership increased by 13% from 8.4 million in 2024. Bus boardings also increased by 10% from 7.8M to 8.6M. Transit demand (DART) boardings increased 8% from 151,000 in 2024 to 163,000 in 2025. Vanpool’s services increased by 16% from previous year. Zip Shuttle performance also increased by 348% from average weekly boardings of 1300 in 2024 to 5,830 in 2025 largely because of the launch of three new zones (Arlington, Darrington, and Lake Stevens) and increased service hours for link light rail opening.

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 articulates Community Transit's vision and long-term priorities for 2025-2050. These priorities guide how Community Transit adapts to meet growth across the region, connect with expanded regional Link light rail service, and respond to the changing transportation environment. Journey 2050 highlights additional elements such as capital planning and investments, financial sustainability and implementation considerations to improve mobility and access by making travel easy for all. Learn more about Community Transit’s current long-range plan at <https://www.communitytransit.org/long-range-plan>

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 summarizes accomplishments from the past calendar year and 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 by the Board of Directors on August 7, 2025.

For more information on Community Transit's service plan, visit the website

<https://www.communitytransit.org/transit-development-plan>.

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 the start of a new fiscal year. 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 as well as through a series of quarterly board workshops.

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 Outlook

Local Economy—Snohomish County¹

Community Transit operates in Snohomish County, the third most populous county in Washington state, with an estimated population of 873,800 in 2025². The county's population grew by about 9.2% between 2020 and 2023. The population has a median age of 39 years and includes a workforce of around 400,000 people. Snohomish County is home to over 22,000 businesses, ranging from small family farms to the world's largest advanced manufacturing facility producing state-of-the-art aerospace equipment. Thriving aerospace, agriculture, manufacturing, and technology industries power our communities, resulting in the highest concentration of advanced manufacturing jobs west of the Rocky Mountains and the highest concentration of engineers in Washington. The resultant robust and diverse regional economy includes "anchor tenants" such as Boeing, Philips and Fortive/Fluke. In neighboring counties, headquarters for other global employers such as Microsoft, Amazon, T-Mobile, and Starbucks strengthen the need for regional transit connections to support commuters. Including out of county residents, Snohomish County has about 411,300 commuters ages 16 and over. The average commute time within Snohomish County is 32 minutes.

Snohomish County Airport-Paine Field (PAE) is located within Community Transit's service area. Paine Field supports an estimated at over 158,000 jobs (over 46,000 direct) and has a total economic impact/business revenue of almost \$60 billion annually.³ The airport is most notably home one of The Boeing Company's major production facilities for 737-, 767-, 777-, and series aircraft and avionics modification and repair operations. The airport has two parallel runways for arrivals and departures that can accommodate large jet airliners. In 2019, Paine Field began offering scheduled commercial service to destinations around the country.

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 taxes⁴. The Port of Edmonds in South Snohomish

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, 2025.

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

⁴ Data taken from Port of Everett website. <https://www.portofeverett.com>

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.

Regional and Statewide Factors

Economic indicators are used to help the agency forecast retail sales tax revenue, which is Community Transit's primary operating revenue source. Retail sales tax is driven by personal income, consumer confidence, local business purchases, and construction projects.

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 November 2025 forecast⁵.

<u>Washington State Economic Indicators</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>
Unemployment	4.5%	4.9%	5.0%	4.9%	4.7%
Percent Change in Real Per Capita Income	3.9%	4.2%	5.3%	4.8%	4.5%
Percent Change in Personal Income	4.7%	4.5%	5.5%	5.2%	5.0%

Accomplishments and Major Initiatives

Community Transit focused on core operations while delivering new projects, a new network, and new services benefiting travelers across Snohomish County. Core operations include sustainable financial planning, ongoing service expansion and integration, safety and infrastructure improvements, and transformative technology. We continue delivering excellent service and building for the future. Delivering excellent service is fundamental to everything we do, and it is what customers and potential customers expect.

Community Transit carefully considers the future impact of current year's decisions. When the agency plans service growth, new programs, or facilities expansion, we ensure that we can continue to deliver on these plans in the long term. The agency has developed new forecasting and planning tools to assess long-term financial sustainability and inform resource allocation risks, choices and decisions. We use these tools to assess long-term financial health and establish a financially constrained six-year planning horizon for the annual Transit Development Plan (TDP) update.

⁵ This link will take the reader to the complete report. <https://erfc.wa.gov/forecasts/economic-forecast> , November 2025 Forecast, Table A1.3.

Letter of Transmittal (continued)

Revenues exceeded forecasts, all reserves are fully funded, and capital expenditure sustainably meets the plan defined in the six-year Transit Development Plan. 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.

Community Transit continued implementing service changes outlined in the board-approved 2024 and Beyond plan which includes creating an easy connection between Link light rail, Swift bus rapid transit service, and frequent local bus service. In 2025, work is being done to expand the Swift Blue Line and Green Line, and design work started for the Swift Gold Line. The agency expanded Zip Shuttle on-demand services in Arlington, Darrington, and Lake Stevens, which launched in late 2024. We have also positioned our bus and Zip Shuttle service as the preferred way to access regional light rail following the Link expansion into Snohomish County and the start of the Washington State Department of Transportation (WSDOT) Revive I-5 construction project. The agency also expanded its Vanpool program to meet the growing demand while launching a customer pilot integrating five electric vehicles into the Vanpool fleet.

We ensure safety for employees and for riders and will do so with significant improvements and enhancements. In 2025, Community Transit upgraded existing older Swift bus rapid transit (BRT) stations and began introducing onboard signage and driver barrier doors on Swift buses. The agency launched the Security Operations Center (SOC) and the Transportation Security Office (TSO) program in 2024 for the safety of our customers and employees and we continue to provide safety improvements by adding 14 new Transit Security Offices that will allow for 24/7 staffing of the Security Operations Center, as well as making improvements to our safety management systems.

Technology continues to shape how Community Transit plans its service, informs and engages its riders, and operates and maintains its vehicles. Advancement of our “side by side” pilot test of two zero emissions buses will inform the technology the agency uses to power its buses in the future. The agency’s first battery electric bus (BEB) and hydrogen fuel cell electric bus (FCEB) will transport customers throughout our service area, while mechanics and planners gather data on how those technologies work relative to each other and to traditional diesel-powered buses.

Internally, as the agency grows and evolves, staff continue to implement systems and process improvements to support a more robust and complex operation. Consistent with the past year, many of Community Transit’s technology initiatives involve system modernization and replacement. There is continued funding for data enhancements, marketing, and increased awareness toward Community Transit’s services.

Thanks to the dedication and commitment to service by employees across the agency, we have kept service on the road every day, providing a vital lifeline for the community. And now we are seeing sustained increases in ridership as riders become more confident in using transit to move around the region.

Awards and Acknowledgements

The Government Finance Officers Association (GFOA) of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to Community Transit for its ACFR for the fiscal year ended December 31, 2025. This was the 36th 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 comprehensive 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 comprehensive 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 2024, the agency had completed their 30th consecutive annual audit with no audit findings.

The agency also earned its seventh Government Finance Officers Association Certificate of Achievement for Excellence in Budgeting for the 2025 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 Procurement 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. We look forward to continuing this progress into 2026 and beyond.

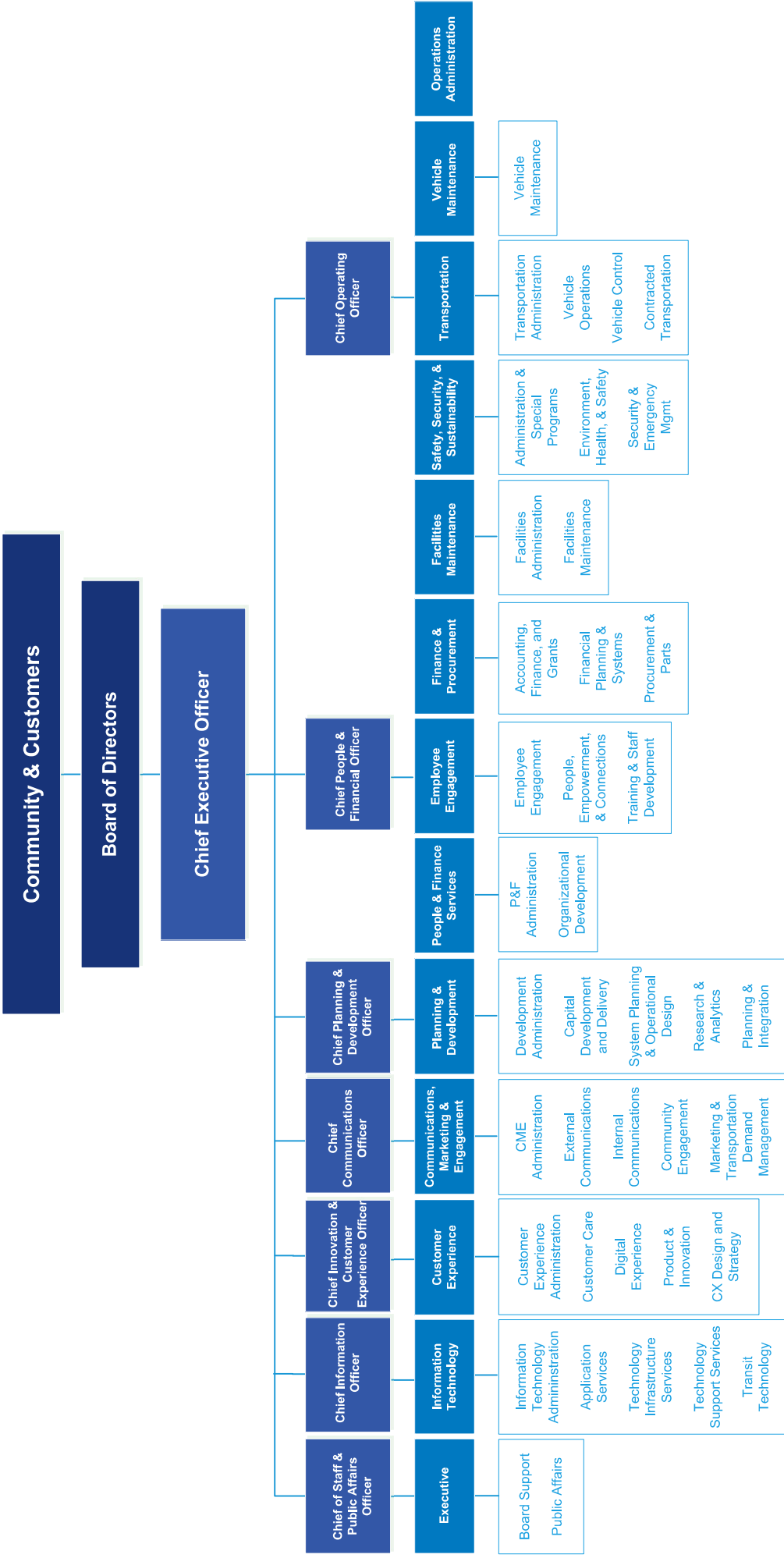
Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Eunjoon Greenhouse', written over a horizontal line.

Eunjoon Greenhouse

Chief People and Financial Officer

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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, 2024

Christopher P. Morill

Executive Director/CEO



**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 as of and for the year then ended December 31, 2025, and the related notes to the financial statements, which collectively comprise the Transit's basic financial statements as listed in the table of contents.

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, 2025, 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.

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 table of contents 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 does 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 June 26, 2026, 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 above the typed name.

Pat McCarthy, State Auditor

Olympia, WA

June 26, 2026

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, 2025. 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.
- Microtransit services.

Financial Summary

- As of December 31, 2025, Community Transit's net position totaled \$962.5 million. Of this amount, \$596.9 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 \$48.2 million.
- Capital grants and contributions decreased by \$30.9 million.
- Community Transit's primary source of funding is from local sales taxes. In 2025, sales tax revenue increased by \$6.6 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 remained strong throughout 2025. State grants and sales tax were in line with our revised expectations. Our expenses were 11 percent below budget largely due to open positions, fuel savings, parts, completion timing of projects. Investment income continues to be strong.

Current assets net of current liabilities amounted to \$490.4 million for the year ended December 31, 2025, as compared to \$478.9 million for 2024.

Sales tax revenues increased by 3.3 percent for 2025 as compared to 2024. In 2025, the sales tax increase as compared to 2024 was due to the consistency of inflation and a stable economy. Sales tax continues to be the largest source of revenue for Community Transit.

Cash reserves available to meet current and future obligations decreased to \$440.9 million in 2025 from \$448.9 million in 2024.

As of December 31, 2025, Community Transit had \$1.4 million in long-term public financing debt, of which \$1.4 million was due within one year. No new long-term debt was created in 2025. Please refer to Note 6 (a) Bonds Payable for additional information.

Financial Analysis

For the year ended December 31, 2025, Community Transit's net position totaled \$962.5 million. Net position increased by \$48.2 million during the current fiscal year.

Summary Statement of Net Position

	<u>2025</u>	<u>2024</u>
Assets:		
Current and Other Noncurrent Assets	\$ 675,535,105	\$ 616,020,234
Capital Assets	327,264,890	343,662,486
Total Assets	<u>1,002,799,995</u>	<u>959,682,720</u>
Deferred Outflows of Resources:	<u>29,258,819</u>	<u>27,337,347</u>
Liabilities:		
Current and Other Liabilities	33,690,758	32,393,885
Noncurrent Liabilities	24,075,968	26,420,479
Total Liabilities	<u>57,766,726</u>	<u>58,814,364</u>
Deferred Inflows of Resources:	<u>11,831,534</u>	<u>13,006,878</u>
Net Position:		
Net investment in capital assets	324,632,490	339,686,374
Restricted	40,898,323	34,175,506
Unrestricted	596,929,741	541,336,945
Total Net Position	<u>\$ 962,460,554</u>	<u>\$ 915,198,825</u>

Current and other noncurrent assets increased by \$59.5 million from 2024 to 2025. The increase was primarily due to an increase in long-term investment securities and due from other government receivables.

Deferred outflows of resources increased by \$1.9 million from 2024 to 2025, while deferred inflows of resources decreased by \$1.2 million. The minor changes were primarily due to the net difference between projected and actual earnings on pension plan investments.

The change in total liabilities was less than 2 percent from 2024 to 2025. Thus, there were no primary factors to explain the non-material change.

There were 4.2 percent in external restrictions on assets affecting net position in 2025 as compared to 3.7 percent for 2024. Additional information regarding net position can be obtained from Note 7 in the *Notes to the Financial Statements* section.

Community Transit's net position increased by \$48.2 million during the current fiscal year. Key elements of this increase follow.

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

	<u>2025</u>	<u>2024</u>
Operating Revenues:		
Passenger Fares	\$ 9,850,481	\$ 10,126,230
Regional Transit Service	24,885,842	23,599,448
Advertising	545,833	535,833
Nonoperating Revenues:		
Subsidies	246,443,028	208,317,598
Investment Income (Loss)	20,866,058	21,520,873
Other Revenues	458,234	518,889
Total Revenues	<u>303,049,476</u>	<u>264,618,871</u>
Expenses:		
Operations and Maintenance	126,210,679	111,495,000
General and Administrative	63,059,160	58,464,693
Contracted Transportation	41,135,612	36,965,109
Depreciation and Amortization	30,020,503	33,176,127
Nonoperating Expenses	330,624	3,815,406
Total Expenses	<u>260,756,578</u>	<u>243,916,335</u>
Net Income (Loss) Before Contributions and Special Item	<u>42,292,898</u>	<u>20,702,536</u>
Capital Grants and Contributions	5,863,186	36,720,419
Special Item: Assets Transferred to Other Agencies	-	(3,377)
Total Change in Net Position	<u>48,156,084</u>	<u>57,419,578</u>
Net Position—Beginning of Year	915,198,825	862,159,789
Accounting Changes & Error Corrections	(894,355)	(4,380,542)
Net Position—Beginning of Year Restated	<u>914,304,470</u>	<u>857,779,247</u>
Net Position—End of Year	<u>\$ 962,460,554</u>	<u>\$ 915,198,825</u>

Additional information regarding accounting changes and error corrections can be obtained from Note 13 in the *Notes to the Financial Statements* section.

Revenues

During 2025, revenues increased by \$38.4 million, or 14.5 percent when compared to 2024. The major components of the overall increase in revenues were state operating grants and sales tax revenue.

State operating grants increased by \$29.4 million in 2025 when compared to 2024. This increase was mostly due to receiving the entire Transit Support Grant (TSG) grant funding in 2025, rather than splitting the monies over 2025 and 2026.

Passenger fares, regional transit service, advertising and other revenue increased by 2.8 percent in 2025 when compared to 2024. Inflationary factors and a solid economy influenced the small increase in these revenue categories.

Sales tax revenues increased by 3.3 percent in 2025, resulting in an additional \$6.6 million in sales tax revenue. Sales tax continues to be the largest source of revenue for the agency.

Investment income decreased by \$0.7 million, or 3.0 percent in 2025 as compared to 2024. No significant factors influenced investment income in 2025.

Expenses

During 2025, total operating expenses increased by \$20.3 million, or 8.5 percent. The increase is primarily due to the following reasons:

Community Transit salary and benefits increased by \$16.1million, or 13.7 percent. The increase was due to a 11.0 percent increase in FTE's and overall salary and benefits.

The largest increases in non-payroll related costs were in supplies and fuel. Supplies increased by \$1.4 million, or 19.7 percent. Supplies costs were influenced by inflationary factors and continued supply chain challenges. Fuel costs increased by \$1.9 million, or 18.1 percent. Fuel costs increased primarily due to increase usage via service expansion, inflation, global tensions and trade policies.

Operations expenses increased by \$11.0 million, or 13.4 percent.

Maintenance expenses increased by \$3.7 million, or 12.7 percent.

General and administrative expenses increased by \$4.6 million, or 7.9 percent.

Contracted transportation expenses increased by \$4.2 million, or 11.3 percent.

Depreciation and other nonoperating expenses decreased \$6.6 million, or 18.0 percent.

Capital Assets

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

As of December 31, 2025, Community Transit's investment in capital assets amounted to \$327.3 million, net of accumulated depreciation. Capital assets decreased by 4.8 percent during 2025.

Major capital projects included:

- Facilities renovations (phases 3,5 & 6).
- *Swift* Orange Line corridor & terminal.
- IT systems
- *Swift* Blue Line expansion.
- *Zero emissions fleet project*.

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

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:

Anthony Madera, Director – Accounting & Financial Services
Community Transit
2312 West Casino Road
Everett, WA 98204



Financial Section

Basic Financial Statements

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Community Transit
Statement of Net Position
December 31, 2025

<u>Assets</u>	<u>2025</u>
<i>Current Assets:</i>	
Cash and Cash Equivalents	\$ 440,900,296
Accounts Receivable and Accrued Interest	1,519,498
Due from Other Governments	76,448,738
Maintenance Parts Inventory	3,806,859
Prepaid Expenses	1,452,222
<i>Total Current Assets</i>	<u>524,127,613</u>
<i>Noncurrent Assets:</i>	
Capital Assets Not Being Depreciated:	
Land	18,684,203
Intangible Property	1,962,803
Intangible Property - Transfers to Other Agencies	1,337,971
Work in Progress	3,149,486
Capital Assets (Net of Accumulated Depreciation):	
Buildings	52,276,811
Site Improvements	90,251,874
Vehicles, Machinery, and Equipment	154,130,971
Intangible Property	3,598,080
SBITA Assets	1,872,691
<i>Capital Assets (Net of Accumulated Depreciation)</i>	<u>327,264,890</u>
<i>Other Noncurrent Assets:</i>	
Cash and Cash Equivalents - Restricted	2,553,599
Investments	128,674,107
Net Pension Asset	20,179,786
<i>Total Other Noncurrent Assets</i>	<u>151,407,492</u>
<i>Total Noncurrent Assets</i>	<u>478,672,382</u>
Total Assets	<u>1,002,799,995</u>
<u>Deferred Outflows of Resources</u>	
Pensions	26,640,962
Other Postemployment Benefits	2,617,857
Total Deferred Outflows of Resources	<u>29,258,819</u>
Total Assets and Deferred Outflows of Resources	<u>\$ 1,032,058,814</u>

Continued on the following page.

The accompanying notes are an integral part of this statement.

Community Transit
Statement of Net Position
December 31, 2025
(Continued)

<u>Liabilities</u>	<u>2025</u>
<i>Current Liabilities:</i>	
Accounts Payable and Accrued Expenses	\$ 13,519,709
Accrued Payroll Liabilities	4,179,528
Compensated Absences Payable	8,633,392
Unearned Revenue	3,585,247
SBITA Liability	724,476
Interest Payable	55,313
Bonds Payable - Current Portion	1,363,131
Provision for Workers' Compensation Claims	1,252,000
Total OPEB Liability	377,962
<i>Total Current Liabilities</i>	<u>33,690,758</u>
<i>Noncurrent Liabilities:</i>	
Compensated Absences Payable	1,708,130
SBITA Liability	1,084,821
Bonds Payable	1,385,551
Provision for Workers' Compensation Claims	1,525,000
Net Pension Liability	4,801,685
Total OPEB Liability	13,570,781
<i>Total Noncurrent Liabilities</i>	<u>24,075,968</u>
Total Liabilities	<u>57,766,726</u>
<u>Deferred Inflows of Resources</u>	
Pensions	6,169,075
Other Postemployment Benefits	5,662,459
Total Deferred Inflows of Resources	<u>11,831,534</u>
<u>Net Position</u>	
Net Investment in Capital Assets	324,632,490
Restricted For:	
Pensions	40,817,724
Federal Grants	80,599
Unrestricted	596,929,741
Total Net Position	<u>962,460,554</u>
Total Liabilities, Deferred Inflows of Resources, and Net Position	<u><u>\$ 1,032,058,814</u></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, 2025

	<u>2025</u>
<i>Operating Revenues:</i>	
Passenger Fares	\$ 9,850,481
Regional Transit Service	24,885,842
Advertising	545,833
<i>Total Operating Revenues</i>	<u>35,282,156</u>
<i>Operating Expenses:</i>	
Operations	93,505,635
Maintenance	32,705,044
General and Administrative	63,059,160
Contracted Transportation	41,135,612
Depreciation and Amortization	30,020,503
<i>Total Operating Expenses</i>	<u>260,425,954</u>
<i>Operating Loss</i>	<u>(225,143,798)</u>
<i>Nonoperating Revenues (Expenses):</i>	
Subsidies	246,443,028
Investment Income (Loss)	20,866,058
Insurance Recoveries and Other Revenues	458,234
Interest Expense	(103,537)
Gain (Loss) on Sale of Capital Assets	(227,087)
<i>Total Nonoperating Revenues (Expenses)</i>	<u>267,436,696</u>
<i>Income before contributions</i>	42,292,898
Capital Grants and Contributions	5,863,186
<i>Increase (decrease) in net position</i>	<u>48,156,084</u>
<i>Net Position - Beginning of Year</i>	915,198,825
Accounting Changes & Error Corrections	(894,355)
<i>Net Position - Beginning of Year, Restated</i>	<u>914,304,470</u>
<i>Net Position - End of Year</i>	<u>\$ 962,460,554</u>

The accompanying notes are an integral part of this statement.

Community Transit
Statement of Cash Flows
For the Year Ended December 31, 2025

	<u>2025</u>
<i>Cash Flows from Operating Activities:</i>	
Cash Received from Customers	\$ 32,788,320
Cash Received for Miscellaneous Revenue	458,121
Cash Paid to Vendors for Goods and Services	(96,255,579)
Cash Paid for Employee Services and Benefits	(141,998,445)
<i>Net Cash Used for Operating Activities</i>	<u>(205,007,583)</u>
<i>Cash Flows from Noncapital Financing Activities:</i>	
Operating Subsidies	<u>214,472,137</u>
<i>Net Cash Provided by Noncapital Financing Activities</i>	<u>214,472,137</u>
<i>Cash Flows from Capital and Related Financing Activities:</i>	
Acquisition of Capital Assets	(12,680,544)
Lease Payments	367
SBITA Payments	(638,532)
Capital Grants and Contributions	21,005,506
Principal Payment on Bonds	(1,235,000)
Interest Paid on Bonds	(194,500)
Proceeds From the Sale of Capital Assets	(9,809)
<i>Net Cash Used for Capital and Related Financing Activities</i>	<u>6,247,488</u>
<i>Cash Flows from Investing Activities:</i>	
Proceeds from Maturing Investments	53,200,000
Investment Income	17,867,555
Purchase of Investments	(93,978,737)
<i>Net Cash Used for Investing Activities</i>	<u>(22,911,182)</u>
<i>Net Increase (Decrease) in Cash and Cash Equivalents</i>	<u>(7,199,140)</u>
<i>Cash and Cash Equivalents - Beginning of Year</i>	450,653,035
<i>Cash and Cash Equivalents - End of Year</i>	<u><u>\$ 443,453,895</u></u>

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, 2025
(Continued)

	<u>2025</u>
<i>Reconciliation of Operating Loss to Net Cash Used for Operating Activities:</i>	
Operating Loss	\$ (225,143,798)
<i>Adjustments to Reconcile Operating Loss to Net Cash Used for Operating Activities:</i>	
Depreciation and Amortization	30,020,503
Miscellaneous Revenue	458,234
<i>Change in Assets - Decrease (Increase):</i>	
Accounts Receivable	196,342
Due from Other Governments	(2,444,407)
Maintenance Parts Inventory	(1,080,904)
Prepaid Expenses	(270,919)
Net Pension Asset	(2,508,309)
<i>Change in Deferred Outflows of Resources - Decrease (Increase):</i>	
Pensions	(1,899,803)
Other Postemployment Benefits	(21,669)
<i>Change in Liabilities - Increase (Decrease):</i>	
Accounts Payable and Accrued Expenses	(1,465,060)
Accrued Payroll Liabilities	1,325,451
Compensated Absences Payable	1,302,224
Unearned Revenue	(245,884)
Provision for Workers' Compensation Claims	58,000
Net Pension Liability	(2,575,036)
Other Postemployment Benefits	462,796
<i>Change in Deferred Inflows of Resources - Increase (Decrease):</i>	
Pensions	(1,561,277)
Other Postemployment Benefits	385,933
Net Cash Used for Operating Activities	<u><u>\$ (205,007,583)</u></u>

Schedule of Noncash Investing, Capital, and Financing Activities

The change in fair value for investments that are not cash equivalents was a increase of \$2,567,699 in 2025.

Acquisition of Right-to-Use Leases and Subscription-Based IT was \$1,809,297 in 2025.

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, 2025***

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.

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's Board of Directors adopts its annual budget in December preceding the start of the new 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, with consideration given to evolving business needs. 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. Sales tax revenue, certain other revenues, and debt service are budgeted on a cash basis. Community Transit does not budget for depreciation and amortization, compensated absences payable, the actuarial accrual of future workers' compensation losses, and postemployment benefits. Investment income is budgeted without accounting for changes in fair value.

Capital projects are generally 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. Some large capital projects are budgeted in phases, particularly when the full project cost is not yet known.

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

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 should be reported when restrictions on asset use changes the nature or normal understanding of the availability of the asset. Those assets may include assets 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, 2025, the state-required workers' compensation reserve amounted to \$2,473,000. 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 \$80,599.

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
Buses	12 to 15
Other Vehicles	5 to 8
Machinery and Equipment	3 to 10
Computer Equipment	3 to 7

<i>Asset Category</i>	<i>Years</i>
Intangible Property	3 to 10

H. Compensated Absences

Policies for the accrual and use of compensated absences may vary depending on whether an employee is represented by a labor contract or subject to the personnel policy. All regular full-time Community Transit's employees, except contractual employees, accrue annual leave at variable rates based on the year of service. All employees are covered in three plans: paid time off, major sick leave, and Washington State sick leave. Employees may accumulate up to 150 percent of their annual paid-time-off earnings at any time. Accrual stops once the cap has been reached and resumes when the employee's paid-time-off balance falls below the cap. Upon termination or resignation, employees paid 100 percent of the current cash value of their unused paid-time-off balance. Community Transit records a liability for the unused vacation leave that employees are reasonably expected to accrue for future use and/or compensation. Washington State sick leave is also earned each month and carries over a maximum of 40 hours at the end of the fiscal year. At the end of each year, any hours in excess of 40 hours in their Washington State sick leave account will be deposited into employees' Major sick leave account and be subject to all the rules of MSL usage. Any balance remaining at time of termination, the agency will cash out 25 percent of the remaining balance at its then current value. Upon termination, 50 percent of any remaining balance will be cashed out at a current value. The estimated value of sick leave that will be used by employees as time off is included in the liability for compensated absences.

I. Unearned Revenue

Revenues received in advance are recorded as unearned revenue on the Statement of Net Position. As of December 31, 2025, unearned revenue amounted to \$3,585,247, 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 pension liability, net pension assets, 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 in accordance to GAAP reporting requirements.

K. Deferred Outflows and Inflows

Deferred outflows of resources represent a consumption of net position that applies to a future period(s) and will not be recognized as an outflow of resources (expense/expenditure) until then. Deferred inflows of resources represent an acquisition of net position that applies to a future period(s) and will not be recognized as an inflow of resources (revenue) until that time.

Community Transit has two items that qualify for reporting in this category: deferred pension outflow/inflow (GASB 68) and deferred other postemployment benefits (GASB 74). These items are reported in the Statement of Net Position. Refer to Note 6c for additional information concerning GASB 68 and Note 6d for GASB 75.

L. Net Position

Net Position is divided into three categories: (1) Net investment in capital assets includes capital assets less accumulated depreciation/amortization and outstanding principal of the related debt; (2) Restricted net position reflects restrictions on assets imposed by parties outside the agency; and (3) Unrestricted net position is total net position of the Community Transit less net investment in capital assets, and restricted net position.

When both restricted and unrestricted resources are available for use, the agency will use restricted resources first and then use unrestricted resources as they are needed.

M. New Accounting Pronouncements

In fiscal year 2025, Community Transit implemented Governmental Accounting Standards Board (GASB) Statement No. 102 *Certain Risk Disclosures* and determined there were no substantial risks to operational continuity over the next twelve months.

GASB No. 102: state and local governments face a variety of risks that could negatively affect the level of service they provide or their ability to meet obligations as they come due. Although governments are required to disclose information about their exposure to some of those risks, essential information about other risks that are prevalent among state and local governments is not routinely disclosed because it is not explicitly required. The objective of this Statement is to provide users of government financial statements with essential information about risks related to a government's vulnerabilities due to certain concentrations or constraints.

This Statement defines a *concentration* as a lack of diversity related to an aspect of a significant inflow of resources or outflow of resources. A *constraint* is a limitation imposed on a government by an external party or by formal action of the government's highest level of

decision-making authority. Concentrations and constraints may limit a government's ability to acquire resources or control spending.

N. Upcoming Accounting Pronouncements

In fiscal year 2026, Community Transit will implement Governmental Accounting Standards Board (GASB) Statements No. 103 *Financial Reporting Model Improvements* and Statement No. 104 *Disclosure of Certain Capital Assets*.

Note 2: Cash and Investments

As of December 31, 2025, Community Transit had the following cash, cash equivalents, and investments:

<i>Investment Type</i>	<i>2025</i>
Demand Deposits	\$ 30,938,975
Local Government Investment Pool	412,514,920
U.S Treasury Obligations	74,518,516
U.S. Federal Agency Obligations	46,836,832
Municipal Bonds	7,318,759
<i>Total Cash, Cash Equivalents, and Investments</i>	<i>\$ 572,128,002</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 \$2.8 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 2025, 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).

Concentration of credit risk – Concentration of credit risk is the risk associated with a lack of diversification or having too much invested in a few individual-counterparties. As of December 31, 2025, 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>% of Portfolio</i>	<i>Maximum % of Portfolio</i>
Washington State Local Government Investment Pool (LGIP)	76%	100%
U.S. Treasury Obligations	14%	100%
Federal Agency Securities	9%	90%
Municipal Investment Accounts	0%	40%
Certificates of Deposit	0%	40%
Repurchase Agreements	0%	40%
Bonds issued by Washington State or any local government in Washington State	0%	20%
Bonds issued by other states or local governments in states other than Washington State	1%	15%

Community Transit measures and reports investments at fair value using the valuation input hierarchy established by generally accepted accounting principles. The valuation hierarchy’s three levels include: Level 1 – quoted prices in active markets for identical assets; Level 2 – quoted market prices for similar assets or other observable inputs; Level 3 – inputs are unobservable and may be based on valuation techniques such as market, cost, or income. As of December 31, 2025, Community Transit’s financial investments are measured using quoted market prices that are categorized as Level 2 inputs that were valued by a pricing service that uses a matrix pricing model. These financial investments include \$74,518,516 in U.S. Treasury securities, \$46,836,832 in U.S. Federal securities, and \$7,318,759 in Municipal bonds.

Interest Rate Risk: Interest rate risk is the risk that an investment’s fair value decreases as market interest rates rise. 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 2025, the modified duration of the portfolio was approximately 0.98. 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, 2025, the LGIP investment was 76.0% of 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	\$ 412,514,920	\$ 412,514,920	\$ -	\$ -	76%
Debt Securities					
U.S. Treasury Notes	74,518,516	-	30,268,359	44,250,156.0	14%
Federal agencies securities:					
Federal Home Loan Bank (FHLB)	14,801,040	9,801,348	4,999,692	-	3%
Federal Farm Credit Bank (FFCB)	26,889,383	17,330,516	-	9,558,867	5%
Resolution Funding Corporation Strip	5,146,409	-	-	5,146,409	1%
Municipal Bonds	7,318,759	7,318,759	-	-	1%
Total Portfolio	\$ 541,189,027	\$ 446,965,543	\$ 35,268,051	\$ 58,955,432	
Percentage of total portfolio	100.0%	82.6%	6.5%	10.9%	

Credit Risk: Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. 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, 2025, Community Transit investments had the following credit quality distribution for municipal securities with credit exposure:

	Fair Value	S & P	Moody's	Fitch
Grant Cnty WA PUB Util Dist#2	\$ 1,000,000	AA	Aa3	AA
Willingboro TWP NJ Sch Dist GO	1,162,973	AA	NA	NA
Deschutes Cnty OR Taxable GO	3,786,482	NA	Aa2	NA
Chicago IL MET WTR REC Taxable GO	1,369,304	AA+	NA	AAA
	<u>\$ 7,318,759</u>			

Custodial Credit Risk: Custodial credit risk is the risk that, in the event of the failure of the counterparty, 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.

Note 3: Receivables

As of December 31, 2025, the following amounts were due to Community Transit:

<i>Accounts Receivable</i>	<u>2025</u>
Fares and Miscellaneous	\$ 223,280
Interest	741,244
ORCA Fiscal Agent - nongovernment source	554,974
<i>Total Accounts Receivable</i>	<u>\$ 1,519,498</u>

<i>Due from Other Governments</i>	<u>2025</u>
Sales Tax Collected in Future Periods	\$ 37,446,797
Operating Grants and Contributions	31,335,918
Capital Grants and Contributions	859,077
Sound Transit Regional Service	6,124,866
Fares and Miscellaneous	625,031
ORCA Fiscal Agent - other government agencies	57,049
<i>Total Due from Other Governments</i>	<u>\$ 76,448,738</u>

Note 4: Capital Assets

The table that follows summarizes changes in capital assets for the year ending December 31, 2025.

	<i>*Error Correction</i>	<i>Beginning Balance 1/1/2025</i>	<i>Additions/ Adjustments</i>	<i>Retirements</i>	<i>Ending Balance 12/31/2025</i>
Capital Assets					
Not Being Depreciated:					
Land	-	\$ 18,684,203	\$ -	\$ -	\$ 18,684,203
Intangible Property-Easements/Rights of Way (ROW)	-	1,943,228	19,575	-	\$ 1,962,803
Intangible Property-Easements/ROW To Be Transferred	-	1,337,971	-	-	\$ 1,337,971
Work in Progress (WIP)*	(894,355)	32,651,663	29,082,506	(57,690,328)	\$ 3,149,486
WIP - Transfers To Other Agencies	-	16,434,744		(16,434,744)	-
Subtotal	(894,355)	71,051,809	29,102,081	(74,125,072)	25,134,463
Capital Assets					
Being Depreciated:					
Buildings	-	82,574,458	693,600	-	83,268,058
Site Improvements	-	85,206,070	20,202,311	(60,388)	105,347,993
Site Improvements-To Be Transferred to Other Agencies	-	-	30,031,469	-	30,031,469
Vehicles/Machinery/Equipment	-	319,253,985	4,810,400	(2,302,185)	321,762,200
Intangible Property-Software	-	19,035,672	1,911,253	(279,447)	20,667,478
Right To Use Subscriptions	-	465,433	2,129,367	-	2,594,800
Subtotal	-	506,535,618	59,778,400	(2,642,020)	563,671,999
Less Accumulated					
Depreciation For:					
Buildings	-	(29,052,946)	(1,938,300)	-	(30,991,247)
Site Improvements	-	(40,632,621)	(4,356,055)	27,929	(44,960,747)
Site Improvements-To Be Transferred To Other Agencies	-	-	(166,842)	-	(166,842)
Vehicles/Machinery/Equipment	-	(149,110,218)	(20,682,820)	2,161,809	(167,631,229)
Intangible Property-Software	-	(14,938,706)	(2,344,826)	214,134	(17,069,398)
Right To Use Subscriptions	-	(190,449)	(531,659)	-	(722,108)
Subtotal	-	(233,924,941)	(30,020,503)	2,403,873	(261,541,571)
Total Capital Assets					
(Net of Accumulated Depreciation)	\$ (894,355)	\$ 343,662,486	\$ 58,859,978	\$ (74,363,219)	\$ 327,264,891

* Error Correction: See Note 13 for further details.

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.

The pool is governed by a Board of Directors consisting of a representative from 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>.

At the end of 2025, Community Transit retained a \$5,000 property and physical damage deductible for its all-risk property coverage which includes auto physical damage. Community Transit also has a \$5,000 deductible for public officials' 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 RCW chapters 48.61 and 39.34. The purpose for forming WSTIP was to provide member transit agencies joint self-insurance, joint purchasing of insurance and 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 may apply for WSTIP membership which is granted upon approval of a simple majority vote of the WSTIP Board of Directors. Underwriting and rate-setting policies are established based on actuarial consultation. WSTIP members may be subject to supplemental assessments in the event of funding 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 Travelers Insurance, Government Entities Mutual, Safety National, Munich Reinsurance of America, Hallmark Specialty Insurance Company, and Allied World Assurance Company for the liability lines; Evanston and The Burlington Insurance Company for auto physical damage; American International Group, Inc. (AIG)/National Union Fire Insurance for the crime policy; Beazley Cyber Services for the cyber liability policy, and terrorism liability policy from Price Forbes. 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 three years, that exceeded its current coverage limits through WSTIP.

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 has been transferred to WSTIP.

RISK / EXPOSURE		COVERAGE	DEDUCTIBLE
GENERAL LIABILITY			
Bodily Injury & Property Damage	\$25 million	Per occurrence	\$0
Personal Injury and Advertising Injury	\$25 million	Per offense	\$0
Contractual liability	\$25 million	Per occurrence	\$0
Public Rideshare 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
Agency, rental, and personal/private vehicle occupants not covered by workers compensation or transit passengers	\$100,000 for property damage & \$300,000 for bodily injury	Per occurrence	\$0
		Per occurrence	\$0
Endorsement 1:			
COMMUNICABLE DISEASE LIABILITY	\$500,000	Per occurrence	\$0
Annual aggregate for all Members or Additional Covered Parties	\$2 million		
PUBLIC OFFICIALS' LIABILITY	\$25 million	Per occurrence and aggregate	\$5,000
Endorsement 1:			
VIOLATIONS OF WAGE & HOUR LAWS	\$250,000	Per occurrence	\$25,000
Annual aggregate per Member	\$250,000		
PROPERTY COVERAGE	\$500 million	Per occurrence, all perils and insureds/ members combined	\$5,000
All perils subject to the following sublimits:			
Flood zones A & V – annual aggregate	\$10 million	Per occurrence, annual aggregate	\$500,000
All flood zones except A & V – annual aggregate	\$50 million	Per occurrence, annual aggregate	\$500,000
Earthquake, volcanic eruption, landslide, and mine subsidence --	\$35 million	Per occurrence, annual aggregate	5% subject to \$500,000 minimum per occurrence per unit

AUTO PHYSICAL DAMAGE Auto Physical Damage (below \$250,000 in value)	Fair market value		\$5,000
Auto Physical Damage for all vehicles valued over \$250,000 and less than 10 years old	Replacement Cost	Limited to \$1.6 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
Inside the premises – theft of money and securities	\$2 million	Per occurrence	\$10,000
Inside the premises – robbery or safe burglary of other property	\$2 million	Per occurrence	\$10,000
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		Coverage	Deductible
Annual Policy and Program Aggregate Limit of Liability for all policy holders (not just WSTIP members)	\$75 million		
Insured/Member Annual Aggregate Limit of Liability	\$2 million		\$5,000
BREACH RESPONSE COSTS	\$500,000	Aggregate for each insured/member (limit is increased to \$1 million if Beazley Nominated Service Providers are used)	
FIRST PARTY LOSS Business Interruption Resulting from Security Breach Resulting from System Failure	\$750,000 \$500,000	Aggregate limit Aggregate limit	
Dependent Business Loss Resulting from Security Breach Resulting from System Failure	\$750,000 \$100,000	Aggregate limit Aggregate limit	
Cyber Extortion Loss	\$750,000	Aggregate limit	
Data Recovery Costs	\$750,000	Aggregate limit	
LIABILITY Data & Network Liability	\$2 million	Aggregate limit	

Regulatory defense and penalties	\$2 million	Aggregate limit	
Payment Card Liabilities & Costs	\$2 million	Aggregate limit	
Media Liability	\$2 million	Aggregate limit	
E-CRIME	\$75,000	Aggregate limit	
Fraudulent Instruction			
Funds Transfer Fraud	\$75,000	Aggregate limit	
Telephone Fraud	\$75,000	Aggregate limit	
CRIMINAL REWARD	\$25,000	Limit	
COVERAGE ENDORSEMENTS			
Reputation Loss	\$200,000	Limit of Liability	
Claims Preparation Costs for Reputation Loss Claims Only	\$50,000	Limit of Liability	
Computer Hardware Replacement Costs	\$200,000	Limit of Liability	
Invoice Manipulation	\$100,000	Limit of Liability	
Cryptojacking	\$50,000	Limit of Liability	

Extra Cyber Limits

In addition to the coverage detailed in the basic Cyber Liability insurance description, Community Transit has chosen to purchase additional limits. This limit will be in excess to any limit of the basic cyber liability policy and increases the availability of insurance and/or drop down if the basic policy limits, which are shared with all policy holders, are exhausted. The extra limit is not shared with any other policy holder or WSTIP member. The policy term is July 1, 2025 and renews annually. Community Transit elected to purchase \$2 million (in excess of \$2 million). The carrier is AXA via Indian Harbor Insurance Company.

Extra E-Crime Limits

In addition to the coverage detailed in the E-Crime insurance description, Community Transit has chosen to purchase additional limits. This limit will be in excess to any limit of the basic E-Crime policy limits, which are shared with all policy holders, are exhausted. The extra limit is not shared with any other policy holder or WSTIP member. The policy term is July 1, 2025, and renews annually. Community Transit elected to purchase an additional \$75,000 of coverage for each of the following: fraudulent instruction, funds transfer fraud, telephone fraud and invoice manipulation. The \$75,000 is in addition to the underlying APIP crime insurance. The carrier is Realm Insurance Ltd.

Extra Auto Physical Damage Limits

In addition to the coverage detailed in the basic Auto Physical Damage insurance description, Community Transit has chosen to purchase additional limits. This limit will be in excess to any limit of the basic auto physical damage policy and increases the availability of insurance. The policy term is July 1, 2025, and renews annually. Community Transit elected to purchase \$10 million (in excess of \$20 million). The carrier is The Burlington Insurance Company.

Underground Storage Tank – Pollution Liability Insurance Policy

Community Transit purchases an Underground Storage Tank – Pollution Liability insurance policy. The policy term is October 1, 2025, and renews annually. The carrier is Liberty Surplus Insurance Company, and the insuring agreement has coverage parts for bodily injury and property damage liability, government mandated cleanup cost liability, and defense and claims handling expenses. The limit of coverage is \$1 million per environmental incident with an \$8 million aggregate. Community Transit has a \$100,000 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. Routine repairs and maintenance are performed 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 policy term is from April 4, 2024, to April 4, 2027. The carrier is Beazley Eclipse and 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 each pollution condition – includes claims expenses with a \$5 million aggregate including claims expenses. Community Transit has a \$100,000 deductible per pollution condition. Locations must be listed to be covered.

Terrorism Policy

Community Transit purchases a stand-alone terrorism policy. The policy is underwritten by Price Forbes and has a \$25,000 deductible and covers all real and personal property belonging to Community Transit and the property of others in the care or custody of Community Transit and loss of rent. The limit of coverage is \$20 million for any one occurrence. The policy also covers indemnification of Community Transit in respect to its legal liability with a coverage of \$10 million for any one occurrence and a combined aggregate of \$30 million.

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, 2025, cash and investments set aside for self-insurance totaled \$7,924,915. Community Transit reported a liability on December 31, 2025, of \$2,777,000 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 \$2,777,000 estimated liability, Community Transit expects to pay out \$1,252,000 within the coming year, and the remaining \$1,525,000 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 2025, Community Transit paid out \$127,218 in unemployment compensation claims. There is no accrued liability for future unemployment claims. The following table shows the claims liabilities for Workers' Compensation.

	<u>2025</u>	<u>2024</u>
<i>Total Claims Liability: Beginning of Year</i>	<i>\$ 2,719,000</i>	<i>\$ 2,433,000</i>
<i>Incurred Claims:</i>		
Provision for Incurred Claims	1,937,000	1,604,000
Change in Provision for Incurred Claims, Prior Year	<u>(260,905)</u>	<u>(25,100)</u>
Total Provision for Incurred Claims	<u>1,676,095</u>	<u>1,578,900</u>
<i>Total Incurred</i>	<i>4,395,095</i>	<i>4,011,900</i>
<i>Payments:</i>		
Payment Made for Current-Year Claims	605,426	429,066
Payment Made for Prior-Year Claims	<u>1,012,669</u>	<u>863,834</u>
<i>Total Payments</i>	<i>1,618,095</i>	<i>1,292,900</i>
<i>Total Claims Liability: End of Year</i>	<i><u>\$ 2,777,000</u></i>	<i><u>\$ 2,719,000</u></i>

Note 6: Changes in Long-Term Liabilities

During the year ended December 31, 2025, the following changes occurred in long-term liabilities:

Note	Description	Beginning Balance 1/1/2025	Additions	Reductions	Ending Balance 12/31/2025	Amount Due Within One Year
6 A.	General Obligation Bonds	\$ 3,890,000	\$ -	\$ (1,235,000)	\$ 2,655,000	\$ 1,295,000
	Premiums	202,394	-	(108,712)	93,682	68,131
	Total Bonds Payable	4,092,394	-	(1,343,712)	2,748,682	1,363,131
6 B.	Compensated Absences	9,039,297	1,302,225	-	10,341,522	8,633,392
	Workers' Compensation (See Note 5C)	2,719,000	1,676,095	(1,618,095)	2,777,000	1,252,000
6 C.	Net Pension Liability	7,376,721	-	(2,575,036)	4,801,685	-
6 D.	Total OPEB Liability	13,485,947	777,536	(314,740)	13,948,743	377,962
	SBITA Liability (See Note 12)	274,617	2,025,376	(490,695)	1,809,298	724,476
	Total Long-Term Liabilities	\$ 36,987,976	\$ 5,781,232	\$ (6,342,278)	\$ 36,426,930	\$ 12,350,961

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% in 2018 and 5% from 2019 to 2027. These bonds are subject to federal arbitrage rules.

	As of 12/31/2025
Current Portion of Bonds Payable	\$ 1,363,131
Long-Term Portion of Bonds Payable	1,385,551
Total Bonds Payable	\$ 2,748,682

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

Annual Debt Service			
Year	Principal	Interest	Total Debt Service
2026	\$ 1,295,000	\$ 132,750	\$ 1,427,750
2027	1,360,000	68,000	1,428,000
Total	\$ 2,655,000	\$ 200,750	\$ 2,855,750

B. Compensated Absences

The two categories of compensated absences are paid time off (PTO) and sick leave (major sick leave and Washington State sick leave). As of December 31, 2025, PTO payable was \$7,502,686. The 2025 current portion amounted to \$6,914,424 and the long-term portion was \$588,262.

The vested portion of sick leave payable was \$2,838,836. The 2025 current portion amounted to \$1,718,968 and the amount classified as long term was \$1,119,868. For the year ending December 31, 2025, the net change in the compensated absences liability was an increase of \$1.3M.

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

C. Pensions

The table below represents the aggregate pension amounts for all Community Transit plans for the year 2025:

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

	2025
Pension liabilities	\$ 4,801,685
Pension assets	\$ 20,179,786
Deferred outflows of resources	\$ 26,640,962
Deferred inflows of resources	\$ 6,169,075
Pension expense/expenditures	\$ (1,499,846)

Substantially all of Community Transit's full-time and qualifying part-time employees participate in the Public Employees' Retirement System (PERS) administered by the Washington State Department of Retirement Systems, under 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 (ACFR) that includes financial statements and required supplementary information for each plan. The DRS ACFR 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 accounting 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. All assets of Plan 2/3 may legally be used to pay the defined benefits of any Plan 2 or Plan 3 members or beneficiaries.

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 and eligible to withdraw their defined contributions upon separation.

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% 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%, and Plan 3 is calculated at 1%. 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% 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 totally dependent on employee contributions and investment earnings on those contributions. Members are eligible to withdraw their defined contributions upon separation. Members have multiple withdrawal options, including purchase of an annuity.

Contributions

Employer contribution rates for all the PERS plans are developed by the Office of the State Actuary, adopted by the Pension Funding Council and is subject to change by the legislature. The employer rate includes a component to address the PERS Plan 1 Unfunded Actuarial Accrued Liability (UAAL). The PERS Plan 1 member contribution rate is established by State statute at 6%. PERS Plan 3 members choose their contribution rate from six options when joining membership and can change rates only when changing employers. Employers do not contribute to the defined contribution benefits.

The employer rates include an administrative expense component that is currently set at 0.20%. The required contribution rates (expressed as a percentage of covered payroll) for 2025 are shown in the following table:

Actual Contribution Rates	Employer Plans 1, 2, 3	Employee Plan 1	Employee Plan 2	Employee Plan 3
January 2025 through June 2025:				
Base Plan Contribution	6.36%	6.00%	6.36%	Varies: 5%-15%
PERS Plan 1 UAAL	2.55%			
Administrative Fee	0.20%			
Total	9.11%	6.00%	6.36%	Varies: 5%-15%
July 2025 through December 2025:				
Base Plan Contribution	5.38%	6.00%	5.38%	Varies: 5%-15%
PERS Plan 1 UAAL	0.00%			
Administrative Fee	0.20%			
Total	5.58%	6.00%	5.38%	Varies: 5%-15%

Community Transit's actual employer contributions to the plans, excluding administrative fees, were \$1,217,702 to PERS Plan 1 and \$5,838,970 to PERS Plan 2/3 for the fiscal year ended December 31, 2025.

Actuarial Assumptions

The total pension liability (TPL) for each of the DRS plans was determined using the most recent actuarial valuation completed in 2024 with the results rolled forward to June 30, 2025. 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 *2023 Economic Experience Study*.

Additional assumptions for subsequent events and law changes are current as of the 2024 actuarial valuation report.

- **Inflation:** 2.75% total economic inflation; 3.25% salary inflation.
- **Salary increases:** In addition to the base 3.25% salary inflation assumption, salaries are also expected to grow by service-based salary increase.
- **Investment rate of return:** 7.00%

Mortality rates were based on the Society of Actuaries' Pub. H-2010 mortality rates, which vary by member status (e.g. active, retiree, or survivor), 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 their lifetime.

Change in Assumptions and Methods: Office of the State Actuary (OSA) improved their modeling of benefits paid to retirees and beneficiaries in their month of death to better match current administrations.

Discount Rate

The discount rate used to measure the total pension liability for all DRS plans was 7.0%.

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 OSA'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 7.0% was used to determine the total liability.

Long-Term Expected Rate of Return

OSA selected a 7.0% long-term expected rate of return on pension plan investments. In selecting this assumption, the OSA reviewed the historical experience data, considered the historical conditions that produced past annual investment returns, and considered Capital Market Assumptions (CMAs) and simulated expected investment returns provided by the Washington State Investment Board (WSIB). WSIB uses the CMA's 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, 2025, are summarized in the following table. The inflation component used to create the table is 2.5% 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	19.0%	2.1%
Tangible Assets	8.0%	4.5%
Real Estate	18.0%	4.8%
Global Equity	30.0%	5.6%
Private Equity	25.0%	8.6%

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 7.0%, 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 1-percentage point lower (6.0%) or 1-percentage point higher (8.0%) than the current rate.

		1% Decrease (6.0%)	Current Discount Rate (7.0%)	1% Increase (8.0%)
PERS 1	\$	8,102,372	\$ 4,801,685	\$ 1,906,903
PERS 2/3	\$	32,746,834	\$ (20,179,786)	\$ (63,647,314)

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, 2025, Community Transit reported its proportionate share of the net pension liability/(asset) as follows:

		2025 Liability/ (Asset)
PERS 1	\$	4,801,685
PERS 2/3	\$	(20,179,786)

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

	Proportionate Share 6/30/2024	Proportionate Share 6/30/2025	Change in Proportion
PERS 1	0.415160%	0.407269%	-0.007891%
PERS 2/3	0.536056%	0.528796%	-0.007260%

Employer contribution transmittals received and processed by the DRS for the fiscal year ended June 30, 2025, 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, 2025, Community Transit recognized pension expense as shown:

		2025 Pension Expense
PERS 1	\$	(591,666)
PERS 2/3	\$	(908,180)

Deferred Outflows of Resources and Deferred Inflows of Resources

At December 31, 2025, Community Transit reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

PERS 1	Deferred Outflows of Resources	Deferred Inflows of Resources
Net difference between projected and actual investment earnings on pension plan investments	-	330,099
Contributions subsequent to the measurement date	164,048	-
Total	\$ 164,048	\$ 330,099

PERS 2/3	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 14,754,256	\$ -
Net difference between projected and actual investment earnings on pension plan investments	-	4,544,333
Changes of assumptions	7,798,728	557,242
Changes in proportion and differences between contributions and proportionate share of contributions	712,426	737,401
Contributions subsequent to the measurement date	3,211,504	-
Total	\$ 26,476,914	\$ 5,838,976

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, 2025. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as shown:

Year Ended December 31	PERS 1	Year Ended December 31	PERS 2/3
2026	\$ 314,985	2026	\$ 7,125,166
2027	(229,460)	2027	2,744,054
2028	(238,290)	2028	2,724,256
2029	(177,333)	2029	1,009,650
2030	-	2030	2,531,458
Thereafter	-	Thereafter	1,291,849
Total	\$ (330,098)	Total	\$ 17,426,433

D. Defined Benefit Other Postemployment Benefit (OPEB) Plans

The following table presents the valuation and accounting results for the OPEB benefits offered to Community Transit Employees for the year 2025:

Aggregated OPEB Amounts	2025
OPEB liabilities	\$ 13,948,743
Deferred outflows of resources	\$ 2,617,857
Deferred inflows of resources	\$ 5,662,459
OPEB expenses	\$ 1,141,800

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.

At December 31, 2025, the following employees were covered by the benefit terms:

Inactive employees or beneficiaries currently receiving benefits	87
Inactive employees entitled to but not yet receiving benefits	0
Active employees	1,083
Total	1,170

Community Transit’s obligation is unfunded at December 31, 2025. There are no assets accumulated in a trust that meets the criteria of GASB Statement.

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, 2025. There are no assets accumulated in a trust that meets the criteria of GASB Statement.

The next table summarizes actuarial assumptions used:

Actuarial Assumptions	
Measurement Date	December 31, 2025
Valuation Date	December 31, 2025
Measurement Period	January 1, 2025 to December 31, 2025
Discount Rate*	4.43% 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 4.43% as of December 31, 2025.

Initial Health Coverage Claims Cost (including administrative expenses)		
Age	Per Participant	
Under Age 65		
(Age 60 Rates)	Retiree	Spouse
Kaiser Foundation WA Classic	\$17,168	\$17,066
Kaiser Foundation WA CDHP	\$15,199	\$15,074
Kaiser Foundation WA SoundChoice	\$16,479	\$16,377
Kaiser Foundation WA Value	\$17,327	\$17,225
Kaiser Foundation NW Classic	\$19,209	\$19,106
Kaiser Foundation NW CDHP	\$15,790	\$15,666
UMP Classic	\$17,234	\$17,132
UMP CDHP	\$15,767	\$15,642
UMP Select	\$16,116	\$16,014
Weighted Average	\$17,168	\$17,065
Age 65 and Over	Retiree	Spouse
Kaiser Permanente WA Medicare Plan	\$4,843	\$4,774
Kaiser Permanente NW Medicare Plan	\$4,187	\$4,049
UMP Classic	\$6,248	\$6,179
United Healthcare PEBB Balance	\$4,148	\$4,010
United Healthcare PEBB Complete	\$4,838	\$4,769
Premiera Blue Cross Plan F	\$3,435	\$3,297
Premiera Blue Cross Plan G	\$2,938	\$2,800
Weighted Average	\$5,048	\$4,966

The assumed claim costs were determined from the premiums of the OPEB Plans and actuarial age adjustment factors.

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 claim costs are assumed to increase related to age as follows:

Ages	Rate
18 - 29	1.0%
30 - 39	2.5%
40 - 49	3.0%
50 - 54	3.3%
55 - 59	3.6%
60 - 64	4.2%

Health Care Cost Trend Rates

Year	Rate
All Years	5.0%

Mortality

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

Future Retiree Participation Rate

45% 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	7.9%
25	7.7%
30	7.2%

35	6.3%
40	5.2%
45	4.0%
50	2.6%
55	0.9%
60	0.1%

Disability

None.

Retirement

Sample rates varying by age:

Age	Rate
55	5.0%
56 - 59	2.5%
60 - 61	10.0%
62	20.0%
63	10.0%
64	40.0%
65 - 67	30.0%
68 - 69	25.0%
70 or Over	100.0%

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	\$11,763,782	\$13,948,743	\$16,771,897

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 4.43%, as well as the total OPEB liability calculated using a discount rate that is 1-percentage point lower (3.43%) or 1-percentage point higher (5.43%) than the current rate:

	1% Decrease (3.43%)	Current Discount Rate (4.43%)	1% Increase (5.43%)
Total OPEB Liability	\$16,327,382	\$13,948,743	\$12,048,350

Changes in the Total OPEB Liability

Total OPEB Liability at 01/01/2025	\$13,485,947
Service cost	884,708
Interest	463,353
Differences between expected and actual experience	567,350
Changes of Assumptions	(1,137,875)
Benefit payments	(314,740)
Total OPEB Liability at 12/31/2025	\$13,948,743

Schedule of Deferred Inflows and Outflows of Resources

At December 31, 2025, 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 *	\$2,361,885	\$770,448
Changes of assumptions	\$3,300,574	\$1,847,409
TOTAL	\$5,662,459	\$2,617,857

*Economic/demographic (gains) and losses for the period ending December 31, 2025 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
2026	(\$206,261)
2027	(\$206,261)
2028	(\$246,826)
2029	(\$292,135)
2030	(\$543,478)
Thereafter	(\$1,549,641)

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, 2024. 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.

	2025
Net Investment in Capital Assets	\$ 324,632,490
Restricted Net Position	
Pensions	40,817,724
Federal Grants	80,599
Unrestricted Net Position	
Designated - Vehicle Replacement	49,139,382
Designated - Future Capital Improvements	359,075,248
Designated - Workers Compensation	5,033,804
Undesignated	183,681,307
Total Unrestricted Net Position	596,929,741
Net Position	\$ 962,460,554

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 annual cost of paratransit service is within the annual budget. Paratransit Services amounted to \$10,518,800 during 2025.

B. Commuter Service

On January 1, 2024, Community Transit entered into a six year contract with First Transit. The contract terms were for a three year period with an additional three year renewal option. The final expiration date would be December 31, 2029.

Contract service with First Transit for Community Transit service amounted to \$5,627,360 in 2025. Contract service with First Transit for Sound Transit service amounted to \$18,351,077 in 2025.

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 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	2025
Cash and Cash Equivalents	\$ 2,778,590
Accounts Receivable	874,264
Total Assets	\$ 3,652,854
Current Liabilities	
Accounts Payable and Accrued Liabilities	\$ 158,938
Deferred Receipts	4,037,239
Total Liabilities	\$ 4,196,177

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 agreement, the County will provide transit safety and protection services along with supplemental law enforcement services.

The current three year contract was established with a term date of January 1, 2024 to December 31, 2026. The cost of police services provided to Community Transit amounted to \$3,746,706 in 2025.

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 2025, Community Transit received \$24,885,842 from Sound Transit.

F. Five-Year Bus Purchase Contracts

There were no buses received in 2025, and there were no orders placed in 2025.

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 February 5, 2026. There are no subsequent events to report.

Note 11: Tax Abatement

Community Transit is subject to tax abatements granted by the State of Washington. For the fiscal year ending December 31, 2025, 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 2025, one category qualified for this classification. The category was high technology.

Note 12: Subscription Based Information Technology (SBITA)

Subscription Based Information Technology (SBITA) is a non-cancelable contract that conveys control of the right to use another party's information technology (IT) software which includes Software as a Service (SaaS), Infrastructure as a Service (IaaS) & Platform as a Service (PaaS), alone or in combination with tangible capital assets (the underlying IT assets), for a period of time as specified in the contract in an exchange or exchange-like transaction.

During 2025, Community Transit has entered various non-cancelable SBITAs agreements for the right to use information technology (SaaS), including MS 365 SharePoint, with providers with terms expiring between 2028 and 2030.

The table below shows the amount of summary of the subscription-based IT arrangements asset and the related accumulated amortization for the year ending December 31, 2025. The SBITA threshold was \$100,000 for 2025. The agency used the 3% interest rate for future principal & interest requirements.

	Beg Bal.	Increases	Decreases	End Bal.
Subscription Assets	\$ 465,433	\$ 2,129,366	\$ -	\$ 2,594,799
Accumulated Amortization	\$ (190,449)	\$ (531,660)	\$ -	\$ (722,109)
Net Subscription Asset	\$ 274,984	\$ 1,597,706	\$ -	\$ 1,872,690

As of December 31, 2025, the principal and interest requirements to maturity are as follows:

Year Ended December 31	Principal	Interest	Total
2025	\$ 490,695	\$ 43,479	\$ 534,174
2026	\$ 724,476	\$ 54,263	\$ 778,740
2027	\$ 635,278	\$ 41,211	\$ 676,489
2028	\$ 284,816	\$ 9,403	\$ 294,218
2029	\$ 97,689	\$ 4,184	\$ 101,874
2030	\$ 67,038	\$ 878	\$ 67,916
Total	\$ 2,135,265	\$ 148,356	\$ 2,283,621

Note 13: Accounting Changes and Error Corrections

- **Error corrections:**

Work In Progress: Corrections were made to Work in Progress (WIP) beginning balances due to the reconciliation of WIP projects values, some of which should have been expensed in prior years. The total correction for WIP was \$894,354.76.

Fund	Account	Prj	Amt	JE#	Comments
40	11112	2401	4,342.28	0000230180	Reverse WIP project discontinued
40	11112	2405	12,451.12	0000230181	Reverse WIP subscriptions
42	11112	2405	15,207.96	0000230182	Reverse WIP subscriptions
45	11112	1850	338,230.00	0000230183	Reverse temporary easement WIP
46	11112	2401	25,004.77	0000230184	Reverse WIP project discontinued
46	11112	2109	269,224.92	0000230185	Reverse WIP for TSP expense (KPFF)
45	11112		196,043.66	0000230188	Reverse WIP should be expensed
46	11112		5,561.11	0000230188	Reverse WIP asset#7902 adjustment
46	11112	2014	22,244.44	0000230188	Reverse WIP asset#7908 adjustment
46	11112	MINCAP	6,044.50	0000230188	Reverse WIP asset#7902 adjustment
			894,354.76		

Required Supplementary Information

Schedule of Proportionate Share of the Net Pension Liability Last Ten Fiscal Years (as of June 30)

PERS Plan 1					
	2025	2024	2023	2022	2021
Employer's proportion of the net pension liability	0.407269%	0.415160%	0.399741%	0.402012%	0.421859%
Employer's proportionate share of the net pension liability	\$ 4,801,685	\$ 7,376,721	\$ 9,125,016	\$ 11,193,489	\$ 5,151,886
Covered payroll	\$ 88,240,668	\$ 82,960,800	\$ 71,363,613	\$ 65,386,052	\$ 64,822,950
Employer's proportionate share of the net pension liability as a percentage of covered payroll	5.44%	8.89%	12.79%	17.12%	7.95%
Plan fiduciary net position as a percentage of the total pension liability	89.07%	84.05%	80.16%	76.56%	88.74%
PERS Plans 2/3					
	2025	2023	2022	2021	2021
Employer's proportion of the net pension liability	0.528796%	0.536056%	0.516225%	0.523993%	0.541960%
Employer's proportionate share of the net pension liability	\$ (20,179,786)	\$ (17,671,477)	\$ (21,158,426)	\$ (19,433,753)	\$ (53,987,936)
Covered payroll	\$ 88,240,668	\$ 82,960,800	\$ 71,363,613	\$ 65,386,052	\$ 64,822,950
Employer's proportionate share of the net pension liability as a percentage of covered payroll	-22.87%	-21.30%	-29.65%	-29.72%	-83.29%
Plan fiduciary net position as a percentage of the total pension liability	105.53%	105.17%	107.02%	106.73%	120.29%

Required Supplementary Information

Schedule of Proportionate Share of the Net Pension Liability Last Ten Fiscal Years (as of June 30)

2020	2019	2018	2017	2016
0.428746%	0.420678%	0.375860%	0.375570%	0.374817%
\$ 15,137,049	\$ 16,176,563	\$ 16,786,035	\$ 17,821,089	\$ 20,129,438
\$ 65,054,500	\$ 58,932,204	\$ 49,881,866	\$ 47,217,768	\$ 44,826,960
23.27%	27.45%	33.65%	37.74%	44.90%
68.64%	67.12%	63.22%	61.24%	57.03%

2020	2019	2018	2017	2016
0.557270%	0.540610%	0.480152%	0.480489%	0.476787%
\$ 7,127,166	\$ 5,251,161	\$ 8,198,168	\$ 16,694,696	\$ 24,005,849
\$ 65,054,413	\$ 58,834,403	\$ 49,771,462	\$ 47,107,467	\$ 44,696,052
10.96%	8.93%	16.47%	35.44%	53.71%
97.22%	97.77%	95.77%	90.97%	85.82%

Required Supplementary Information

Schedule of Employer Contributions

Last Ten Fiscal Years (as of December 31)

PERS Plan 1					
	2025	2024	2023	2022	2021
Statutorily or contractually required contributions	\$ 1,217,702	\$ 2,384,204	\$ 2,498,123	\$ 2,584,436	\$ 2,872,265
Contributions in relation to the statutorily or contractually required contributions	<u>(1,217,702)</u>	<u>(2,384,204)</u>	<u>(2,498,123)</u>	<u>(2,584,436)</u>	<u>(2,872,265)</u>
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 99,833,865	\$ 87,066,225	\$ 74,125,772	\$ 68,767,738	\$ 66,948,475
Contributions as a percentage of covered payroll	1.22%	2.74%	3.37%	3.76%	4.29%
PERS Plans 2/3					
	2025	2024	2023	2022	2021
Statutorily or contractually required contributions	\$ 5,838,970	\$ 5,537,415	\$ 4,714,402	\$ 4,374,413	\$ 4,780,350
Contributions in relation to the statutorily or contractually required contributions	<u>(5,838,970)</u>	<u>(5,537,415)</u>	<u>(4,714,402)</u>	<u>(4,374,413)</u>	<u>(4,780,350)</u>
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 99,833,865	\$ 87,066,225	\$ 74,125,772	\$ 68,767,738	\$ 66,948,475
Contributions as a percentage of covered payroll	5.85%	6.36%	6.36%	6.36%	7.14%

Required Supplementary Information

Schedule of Employer Contributions

Last Ten Fiscal Years (as of December 31)

2020	2019	2018	2017	2016
\$ 3,099,233	\$ 3,084,721	\$ 2,785,410	\$ 2,390,019	\$ 2,186,830
<u>(3,099,233)</u>	<u>(3,084,721)</u>	<u>(2,785,410)</u>	<u>(2,390,019)</u>	<u>(2,186,830)</u>
\$ -	\$ -	\$ -	\$ -	\$ -
\$ 64,611,290	\$ 62,451,846	\$ 54,811,840	\$ 48,599,566	\$ 45,704,111
4.80%	4.94%	5.08%	4.92%	4.78%

2020	2019	2018	2017	2016
\$ 5,117,013	\$ 4,817,848	\$ 4,094,539	\$ 3,331,932	\$ 2,840,622
<u>(5,117,013)</u>	<u>(4,817,848)</u>	<u>(4,094,539)</u>	<u>(3,331,932)</u>	<u>(2,840,622)</u>
\$ -	\$ -	\$ -	\$ -	\$ -
\$ 64,611,290	\$ 62,451,846	\$ 54,663,153	\$ 48,490,161	\$ 45,595,885
7.92%	7.71%	7.49%	6.87%	6.23%

Required Supplementary Information

Schedule of Changes in Total OPEB Liability and Related Ratios

For the year ended December 31, 2025

Last Ten Fiscal Years*

	2025	2024	2023	2022	2021	2020	2019	2018
Total OPEB liability - beginning								
Service cost	\$ 13,485,947	\$ 12,465,971	\$ 16,440,194	\$ 15,318,506	\$ 14,293,223	\$ 13,154,214	\$ 9,413,812	\$ 8,177,537
Interest	884,708	867,361	1,044,322	1,023,845	1,010,557	990,742	493,350	427,266
Changes in benefit terms	463,353	430,143	357,463	334,218	415,884	384,338	402,113	383,362
Differences between expected and actual experience	0	0	0	0	0	0	0	0
Changes of assumptions	567,350**	0	(1,965,654)	0	(1,834,533)	0	697,602	0
Benefit payments	(1,137,875)	0	(3,146,481)	0	1,684,382	0	2,346,371	596,929
	(314,740)**	(277,528)	(263,873)	(236,375)	(251,007)	(236,071)	(199,034)	(171,282)
Total OPEB liability - ending	<u>13,948,743</u>	<u>13,485,947</u>	<u>12,465,971</u>	<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	102,464,346	78,267,963	76,733,297	61,762,562	60,551,531	60,569,129	59,381,499	47,296,845
Total OPEB liability as a % of covered-employee payroll	13.61%	17.23%	16.25%	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.

**These are to be re-determined using actual employer contributions for the period January 1, 2025 to December 31, 2025. For self-insured plans, this is the difference between actual retiree claims/expenses and the actual retiree contributions for the retirees covered during period.

For fully insured plans this is the difference between the actual age-adjusted total retiree premiums and actual collected retiree contributions.

The difference between expected and actual experience for the period ending December 31, 2025 should be adjusted by the difference between actual employer contributions for the period January 1, 2025 to December 31, 2025 and the expected employer contribution of \$314,740 shown above. The actuarial valuation reflects changes in assumptions from the prior actuarial valuation. The discount rate was changed from 3.26% to 4.43%. The RP 2014 annuitant distinct mortality table adjusted to 2006 with MP 2021 generational projection of future mortality improvement.



Statistical Section

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.*

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Expenses, Ten-Year Comparison.....	82

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

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Snohomish County Overlapping Sales Tax Rates, Ten-Year Comparison.....	88

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

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Snohomish County Principal Employers, Fiscal Years Ending December 31, 2025 and 2016	95
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Financial Trends

Net Position: Ten-Year Comparison

Year	<i>Invested in Capital Assets</i>	<i>Restricted</i>	<i>Unrestricted</i>	<i>Total Net Position</i>
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 **
2023	329,963,067	28,040,494	504,156,228	862,159,789 ***
2024	339,686,374	34,175,506	541,336,945	915,198,825 ****
2025	324,632,490	40,898,323	596,929,741	962,460,554 *****

Notes:

* 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).

*** Beginning net position for 2023 was restated by (4,915,546) as described in the 2023 Annual Comprehensive Financial Report (ACFR).

**** Beginning net position for 2024 was restated by (4,380,542) as described in the 2024 Annual Comprehensive Financial Report (ACFR).

***** Beginning net position for 2025 was restated by (894,355) as described in the 2025 Annual Comprehensive Financial Report (ACFR).

Financial Trends
Change in Net Position
Ten-Year Comparison

	2016	2017	2018	2019
Expenses				
Operations	\$ 45,368,921	\$ 52,007,733	\$ 59,851,109	\$ 68,296,341
Maintenance	23,807,878	21,185,149	22,945,561	23,266,130
General and Administration	25,027,437	26,556,609	27,478,218	33,397,598
Contracted Transportation	25,065,500	26,385,830	28,157,121	29,539,633
Depreciation and Amortization	21,570,394	20,793,554	23,117,914	24,340,661
Total Operating Expense	140,840,130	146,928,875	161,549,923	178,840,363
Interest Expense	20,643	102,180	187,668	173,955
Environmental Expense - Net	-	-	-	-
Total Expenses	140,860,773	147,031,055	161,737,591	179,014,318
Operating Revenues				
Passenger Fares	21,892,470	21,844,659	22,399,353	23,158,991
Regional Transit Service	17,805,248	18,463,732	18,971,605	19,835,763
Advertising	691,667	720,837	420,834	320,000
Total Operating Revenues	40,389,385	41,029,228	41,791,792	43,314,754
Nonoperating Revenues				
Subsidies (including sales tax)	121,089,965	136,363,753	147,627,509	161,458,340
Investment Income	516,727	1,342,087	3,683,078	6,152,752
Capital Grants and Contributions	10,118,236	27,589,400	35,381,275	35,289,466
Special Item: Assets Transferred	-	-	-	(25,558,498)
Gain (Loss) on Sale of Capital Assets	232,463	291,677	58,450	(949,822)
Miscellaneous	102,994	158,266	449,046	1,696,177
Total Nonoperating Revenue	132,060,385	165,745,183	187,199,358	178,088,415
Change in Net Position	\$ 31,588,997	\$ 59,743,356	\$ 67,253,559	\$ 42,388,851

Data Source: Annual Comprehensive Financial Report

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

2020	2021	2022	2023	2024	2025
\$ 62,940,768	\$ 56,894,282	\$ 70,948,950	\$ 74,012,408	\$ 82,485,862	\$ 93,505,635
23,115,784	21,043,342	23,762,479	25,047,713	29,009,138	32,705,044
34,323,143	28,329,904	44,594,549	51,476,095	58,464,693	63,059,160
32,488,902	29,277,592	27,257,139	30,061,640	36,965,109	41,135,612
25,510,630	24,326,120	27,478,333	29,975,621	33,176,127	30,020,503
178,379,227	159,871,240	194,041,450	210,573,477	240,100,929	260,425,954
157,215	139,624	127,811	102,945	84,205	103,537
-	-	-	-	-	-
178,536,442	160,010,864	194,169,261	210,676,422	240,185,134	260,529,491
9,273,274	7,835,281	8,918,811	9,549,722	10,126,230	9,850,481
20,876,827	19,461,954	19,848,650	20,957,108	23,599,448	24,885,842
340,000	400,715	446,225	445,870	535,833	545,833
30,490,101	27,697,950	29,213,686	30,952,700	34,261,511	35,282,156
199,053,531	228,303,017	247,066,673	254,906,938	208,317,598	246,443,028
3,474,222	(891,530) *	(6,248,384) **	20,228,288	21,520,873	20,866,058
14,283,138	11,841,363	9,972,854	43,196,682	36,720,419	5,863,186
(96,563)	-	(11,380,636)	-	(3,377)	-
114,083	336,607	(5,250,134)	(5,624,324)	(3,731,201)	(227,087)
584,858	303,639	268,466	416,058	518,889	458,234
217,413,269	239,893,096	234,428,839	313,123,642	263,343,201	273,403,419
\$ 69,366,928	\$ 107,580,182	\$ 69,473,264	\$ 133,399,920	\$ 57,419,578	\$ 48,156,084

*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

	2016	2017	2018	2019
Operations	\$ 45,368,921	\$ 52,007,733	\$ 59,851,109	\$ 68,296,341
Maintenance	23,807,878	21,185,149	22,945,561	23,266,130
General and Administration	25,027,437	26,556,609	27,478,218	33,397,598
Contracted Transportation	25,065,500	26,385,830	28,157,121	29,539,633
Depreciation and Amortization	21,570,394	20,793,554	23,117,914	24,340,661
Interest Expense	20,643	102,180	187,668	173,955
Total	\$ 140,860,773	\$ 147,031,055	\$ 161,737,591	\$ 179,014,318

Financial Trends

Expenses

Ten-Year Comparison (continued)

<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>
\$ 62,940,768	\$ 56,894,282	\$ 70,948,950	\$ 74,012,408	\$ 82,485,862	\$ 93,505,635
23,115,784	21,043,342	23,762,479	25,047,713	29,009,138	32,705,044
34,323,143	28,329,904	44,594,549	51,476,095	58,464,693	63,059,160
32,488,902	29,277,592	27,257,139	30,061,640	36,965,109	41,135,612
25,510,630	24,326,120	27,478,333	29,975,621	33,176,127	30,020,503
157,215	139,624	127,811	102,945	84,205	103,537
<u>\$ 178,536,442</u>	<u>\$ 160,010,864</u>	<u>\$ 194,169,261</u>	<u>\$ 210,676,422</u>	<u>\$ 240,185,134</u>	<u>\$ 260,529,491</u>

Revenue Capacity
Revenues
Ten -Year Comparison

	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>
Passenger Fares	\$ 21,892,470	\$ 21,844,659	\$ 22,399,353	\$ 23,158,991
Regional Transit Service	17,805,248	18,463,732	18,971,605	19,835,763
Advertising	691,667	720,837	420,834	320,000
Investment Income	516,727	1,342,087	3,683,078	6,152,752
Sales Tax	115,767,687	131,303,285	141,940,687	153,582,161
Federal Operating Grants	2,571,033	2,361,047	2,769,940	3,958,953
State and Local Grants	2,751,245	2,699,421	2,916,882	3,917,226
Miscellaneous	102,994	158,266	449,046	1,696,177
Gain (Loss) on Sale of Capital Assets and Inventory	232,463	291,677	58,450	(949,822)
Capital Grants and Contributions	10,118,236	27,589,400	35,381,275	35,289,466
Total	\$ 172,449,770	\$ 206,774,411	\$ 228,991,150	\$ 246,961,667

Revenue Capacity
Revenues
Ten -Year Comparison (continued)

2020	2021	2022	2023	2024	2025
\$ 9,273,274	\$ 7,835,281	\$ 8,918,811	\$ 9,549,722	\$ 10,126,230	\$ 9,850,481
20,876,827	19,461,954	19,848,650	20,957,108	23,599,448	24,885,842
340,000	400,715	446,225	445,870	535,833	545,833
3,474,222	(891,530) *	(6,248,384) **	20,228,288	21,520,873	20,866,058
156,070,967	187,561,073	199,663,862	200,431,320	200,618,652	207,239,103
38,006,827	34,030,932	41,454,932	18,613,575	4,282,196	6,834,823
4,975,737	6,711,012	5,947,879	35,862,043	3,416,750	32,369,102
584,858	303,639	268,466	416,058	518,889	458,234
114,083	336,607	(5,250,134)	(5,624,324)	(3,731,201)	(227,087)
14,283,138	11,841,363	9,972,854	43,196,682	36,720,419	5,863,186
\$ 247,999,933	\$ 267,591,046	\$ 275,023,161	\$ 344,076,342	\$ 297,608,089	\$ 308,685,575

*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

	2016	2017	2018	2019
Retail Trade	\$ 5,785,007,864	\$ 6,113,182,131	\$ 6,474,817,911	\$ 6,934,440,068
Services	1,761,468,768	1,898,820,895	2,216,103,919	2,408,803,192
Construction	1,679,005,992	1,882,968,353	2,162,162,872	2,477,993,339
Manufacturing	157,277,938	201,098,246	228,667,957	210,664,092
Utilities, Transportation, Warehousing	28,655,205	32,833,083	36,458,796	40,638,472
Wholesaling	554,064,777	573,885,354	631,874,317	674,948,489
Information, Finance, Insurance, Real Estate	754,699,755	773,612,235	805,839,057	816,258,345
Other Business	94,649,815	99,194,258	106,140,571	120,105,019
Total	\$10,814,830,114	\$ 11,575,594,555	\$ 12,662,065,400	\$13,683,851,016

Community Transit received approximately 67 percent of its 2025 revenue from local sales and use taxes. The rate charged in 2025 was 1.2 percent on all taxable sales within the Snohomish County Public Transportation Benefit Area (PTBA). The amount received for collections in 2025 amounted to \$207,239,103. 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 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)

<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>
\$ 7,346,299,507	\$ 8,627,189,009	\$ 8,947,700,724	\$ 9,098,413,395	\$ 8,820,570,037	\$ 9,007,041,759
2,335,887,799	2,810,771,488	3,161,792,018	3,367,057,519	3,471,212,683	3,608,534,999
2,420,087,618	2,882,785,104	3,172,211,833	2,986,520,229	3,016,565,064	3,169,424,762
214,624,362	251,250,491	247,370,222	234,993,980	249,998,059	221,498,030
60,767,757	98,797,019	122,958,281	140,140,726	185,569,974	204,755,103
711,760,274	876,007,506	899,137,784	905,418,577	999,603,616	951,290,177
846,816,146	953,418,839	993,886,323	997,452,216	1,027,207,423	1,083,548,655
77,834,491	115,733,619	135,949,806	149,472,361	160,956,915	176,296,214
\$14,014,077,954	\$ 16,615,953,075	\$ 17,681,006,991	\$ 17,879,469,003	\$ 17,931,683,771	\$ 18,422,389,699

Revenue Capacity

Snohomish County Overlapping Sales Tax Rates: Ten -Year Comparison

<i>Year</i>	<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>
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%
2023	1.2%	2.8%	6.5%	10.5%
2024	1.2%	2.8%	6.5%	10.5%
2025	1.2%	2.8%	6.5%	10.5%

Data Source:

Department of Revenue, sales and use tax rates.

Debt Capacity

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

<i>Fiscal Year</i>	<i>Gross Revenues (1)</i>	<i>Operating Expenses (2)</i>	<i>Net Revenue Available for Debt Service</i>	<i>Debt Service Requirements</i>			
				<i>Principal</i>	<i>Interest</i>	<i>Total</i>	<i>Coverage</i>
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
2023	300,879,659	180,700,801	120,178,858	1,120,000	309,250	1,429,250	84.09 x
2024	260,887,670	207,009,007	53,878,663	1,175,000	253,250	1,428,250	37.72 x
2025	302,822,389	230,508,988	72,313,401	1,235,000	194,500	1,429,500	50.59 x

(1) Total revenues excluding capital contributions.

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

* 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, 2025, the current portion was \$1,363,131 and the long-term portion was \$1,385,551, resulting in a total bonds payable of \$2,748,682. 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>
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
2023	2024	212,393,172
2024	2025	223,731,214
2025	2026	237,857,694

- * 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

<i>Fiscal Year</i>	<i>Limited Sales Tax General Obligation Bonds - Net (1)</i>	<i>Total Debt Per Capita (3)</i>	<i>Percentage of Personal Income (3)</i>
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	0.014%
2022	6,718,927	11	0.011%
2023	5,414,756	8	0.009%
2024	4,092,394	6	0.006%
2025	2,748,682	4	0.004%

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 2025 for Collection of Taxes in 2026	\$175,135,918
Debt Limit (0.375 Percent of Assessed Value)	656,760
Less Outstanding Bond Issues - Net	<u>2,748</u>
Legal Debt Margin	<u><u>\$ 654,012</u></u>

	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>
Debt Limit	275,727	301,456	339,723	379,832
Total Net Debt Applicable to Limit	-	12,935	11,765	10,531
Legal Debt Margin	\$ 275,727	\$ 288,521	\$ 327,958	\$ 369,301
Total Net Debt Applicable to the Limit as a Percentage of Debt Limit	0.0%	4.3%	3.5%	2.8%

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)

<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>
418,248	447,087	495,378	639,873	623,399	656,760
9,275	8,008	6,718	5,414	4,092	2,748
\$ 408,973	\$ 439,079	\$ 488,660	\$ 634,459	\$ 619,307	\$ 654,012
2.2%	1.8%	1.4%	0.8%	0.7%	0.4%

Demographic and Economic Information

Snohomish County Demographic and Economic Statistics

Ten-Year Comparison

<i>Year</i>	<i>County Population (1)</i>	<i>Household Income (2)</i>	<i>Per Capita Personal Income (3)</i>	<i>Unemployment Rate (4)</i>
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	836,097	\$ 98,283	67,885	5.0%
2022	840,452	\$ 101,440	69,010	3.2%
2023	844,761	\$ 104,833	75,320	3.6%
2024	864,113	\$ 110,905	78,447	3.6%
2025	870,656	\$ 112,616	Not Available	5.1%

Data Sources:

- (1) Google
- (2) Washington State Office of Financial Management
- (3) U.S. Bureau of Economic Analysis
- (4) Google

Demographic and Economic Information

Snohomish County Principal Employers

Fiscal Years Ending December 31, 2025 and 2016

2025 *				2016		
<i>Employer</i>	<i>Employees</i>	<i>Rank</i>	<i>Percent of Total County Employment</i>	<i>Employees</i>	<i>Rank</i>	<i>Percent of Total County Employment</i>
Boeing	15,006	1	4.93%	38,000	1	11.09%
Microsoft	3,448	2	1.13%			n/a
Amazon	2,725	3	0.90%			n/a
Providence Swedish	2,393	4	0.79%	3,500	4	1.02%
Everett Naval Station	1,340	5	0.44%	6,500	2	1.90%
Premiera Blue Cross	1,311	6	0.43%	2,400	7	0.70%
AT&T	1,244	7	0.41%			n/a
Washington State Government	1,228	8	0.40%	5,400	3	1.58%
T-Mobile US	1,076	9	0.35%			n/a
Edmonds School District	1,072	10	0.35%			n/a
Tulalip Tribes Enterprises	-	-	n/a	3,200	5	0.93%
Snohomish County Government	-	-	n/a	2,700	6	0.79%
Everett Clinic	-	-	n/a	2,150	8	0.63%
Walmart	-	-	n/a	2,056	9	0.60%
Everett School District	-	-	n/a	2,025	10	0.59%
Total, Principal Employers	30,843			67,931		
Total County Employment	304,076			342,600		
Percentage of Principal Employers to Total County Employment	10.14%			19.83%		

* - 2025 data not available at time of report. 2024 data used for comparative purpose.

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+
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	836,097	613,289	24.4%	60.5%	15.1%
2022	840,452	621,930	24.4%	60.4%	15.2%
2023	844,761	663,281	24.4%	60.1%	15.5%
2024	864,113	663,281	24.4%	59.8%	15.8%
2025	870,656	644,949	24.5%	59.0%	16.5%

Data Source:

Google

State of Washington Office of Financial Management

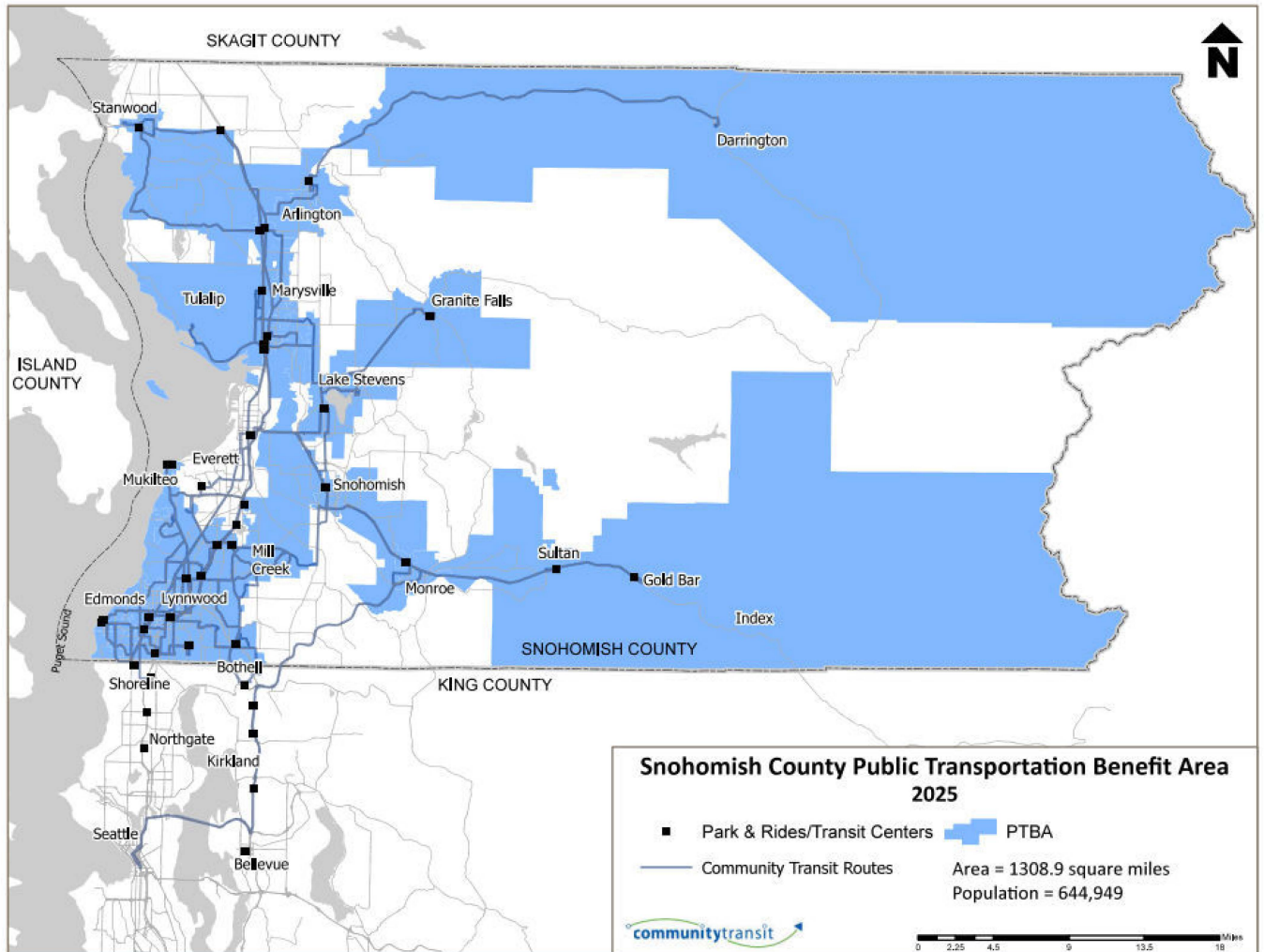
County population by age and gender: <https://www.economicalliancesc.org/>

Operating Information

Snohomish County

Public Transportation Benefit Area Map

2025



Operating Information

Service Statistical Data: Ten-Year Comparison

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Motor Bus Directly Operated										
Average Weekly Ridership	121,575	123,343	126,618	134,599	85,498	76,928	89,868	108,836	135,383	163,401
Passengers per Hour	17.16	15.61	15.33	14.42	10.16	9.08	11.23	13.80	14.23	13.99
Fare Revenue per Passenger	\$ 1.26	\$ 1.27	\$ 1.26	\$ 1.28	\$ 0.95	\$ 0.92	\$ 0.95	\$ 0.86	\$ 0.75	\$ 0.74
Cost per Passenger	\$ 9.89	\$ 11.19	\$ 11.67	\$ 12.91	\$ 20.00	\$ 19.95	\$ 22.26	\$ 20.53	\$ 19.76	\$ 19.69
Cost per Mile	\$ 11.65	\$ 12.34	\$ 12.62	\$ 13.37	\$ 14.32	\$ 12.64	\$ 17.01	\$ 19.28	\$ 20.00	\$ 19.54
Farebox Return	12.8%	11.3%	10.8%	9.9%	4.7%	4.6%	4.3%	4.2%	3.8%	3.7%
Commuter Bus Directly Operated										
Average Weekly Ridership	22,784	22,463	23,526	23,634	6,951	4,752	4,975	6,411	4,584	N/A
Passengers per Hour	28.02	26.30	26.30	26.05	11.88	6.99	9.01	12.71	12.69	N/A
Fare Revenue per Passenger	\$ 3.80	\$ 3.72	\$ 3.60	\$ 3.53	\$ 3.78	\$ 3.37	\$ 3.68	\$ 2.59	\$ 2.59	N/A
Cost per Passenger	\$ 11.79	\$ 11.50	\$ 12.30	\$ 13.01	\$ 33.56	\$ 49.02	\$ 48.19	\$ 34.21	\$ 34.54	N/A
Cost per Mile	\$ 17.19	\$ 16.08	\$ 17.35	\$ 18.23	\$ 19.03	\$ 15.37	\$ 19.39	\$ 19.94	\$ 20.29	N/A
Farebox Return	32.2%	32.3%	29.3%	27.1%	11.3%	6.9%	7.6%	7.6%	7.5%	N/A
Contract Commuter/Motor Bus Service										
Average Weekly Ridership	32,373	33,111	34,052	35,591	9,587	6,042	8,987	12,352	10,531	2,300
Passengers per Hour	38.02	36.80	34.99	35.38	13.73	8.73	14.76	20.47	21.13	6.00
Fare Revenue per Passenger	\$ 3.70	\$ 3.61	\$ 3.57	\$ 3.42	\$ 4.12	\$ 4.12	\$ 4.01	\$ 2.76	\$ 2.84	\$ 1.48
Cost per Passenger	\$ 5.29	\$ 5.62	\$ 6.12	\$ 6.39	\$ 22.54	\$ 34.83	\$ 23.59	\$ 16.97	\$ 18.34	\$ 62.76
Cost per Mile	\$ 9.67	\$ 9.99	\$ 10.19	\$ 10.66	\$ 12.33	\$ 11.41	\$ 13.45	\$ 14.66	\$ 4.60	\$ 3.36
Farebox Return	69.9%	64.2%	58.3%	53.5%	18.3%	11.8%	17.0%	16.3%	15.5%	2.4%
DART/Paratransit/Zip										
Average Weekly Ridership	3,734	3,740	3,846	3,666	1,334	1,636	2,014	2,496	4,203	8,945
Passengers per Hour	2.35	2.39	2.29	2.24	1.91	1.67	1.84	1.80	1.93	2.40
Fare Revenue per Passenger	\$ 1.95	\$ 1.98	\$ 2.04	\$ 2.26	\$ 1.93	\$ 2.63	\$ 2.38	\$ 2.38	\$ 2.41	\$ 1.78
Cost per Passenger	\$ 39.49	\$ 42.15	\$ 44.16	\$ 47.08	\$ 143.06	\$ 95.61	\$ 79.96	\$ 69.54	\$ 65.36	\$ 41.32
Cost per Mile	\$ 4.99	\$ 5.41	\$ 5.48	\$ 5.68	\$ 14.60	\$ 9.27	\$ 8.15	\$ 7.68	\$ 8.74	\$ 7.39
Farebox Return	4.9%	4.7%	4.6%	4.8%	1.4%	2.8%	3.0%	3.4%	3.7%	4.3%
Vanpool										
Average Weekly Ridership	16,688	16,565	16,719	15,842	5,808	4,382	5,408	7,328	7,345	8,484
Passengers per Hour	6.13	6.13	6.02	5.54	4.65	4.71	4.76	4.95	4.53	4.79
Fare Revenue per Passenger	\$ 3.22	\$ 3.22	\$ 3.45	\$ 3.78	\$ 5.00	\$ 7.83	\$ 5.00	\$ 4.59	\$ 5.63	\$ 5.84
Cost per Passenger	\$ 4.93	\$ 5.09	\$ 5.20	\$ 5.32	\$ 11.22	\$ 12.49	\$ 13.49	\$ 13.20	\$ 15.24	\$ 14.65
Cost per Mile	\$ 0.93	\$ 0.96	\$ 0.98	\$ 0.93	\$ 1.64	\$ 1.80	\$ 1.90	\$ 1.90	\$ 2.11	\$ 2.16
Farebox Return	65.3%	63.2%	66.3%	71.0%	44.6%	62.7%	37.0%	34.7%	36.9%	39.8%

Data Source: FTA National Transit Database Report

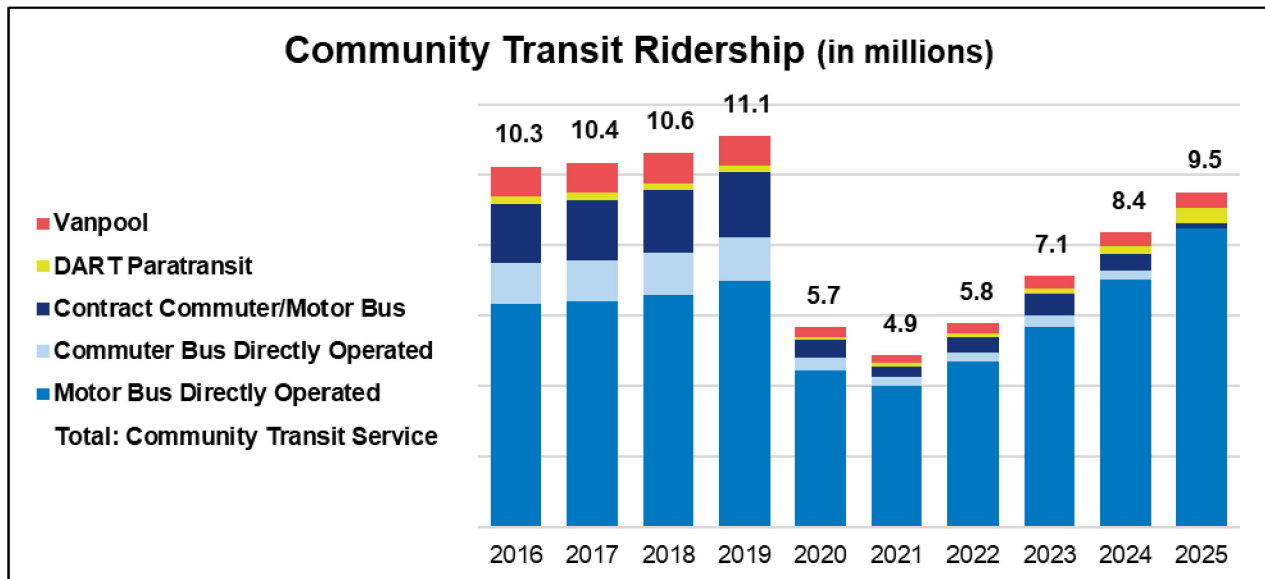
Notes:

- 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 ACFR was finalized.
- Commuter routes to downtown Seattle and Northgate were discontinued later in 2024 in line with the arrival of Link light rail service in Snohomish County and contract commuter service transitioned to motor bus service per NTD.

Operating Information

Ridership: Ten-Year Comparison

Year	Motor Bus Directly Operated	Commuter Bus Directly Operated	Contract Commuter/ Motor Bus	DART Paratransit	Vanpool	Total: Community Transit Service	Sound Transit
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
2023	5,659,465	333,356	642,320	129,799	381,068	7,146,008	1,650,009
2024	7,039,896	238,373	547,627	218,546	381,964	8,426,406	1,776,163
2025	8,496,855	-	119,614	465,136	441,149	9,522,754	1,655,434



Data Source: FTA National Transit Database Report

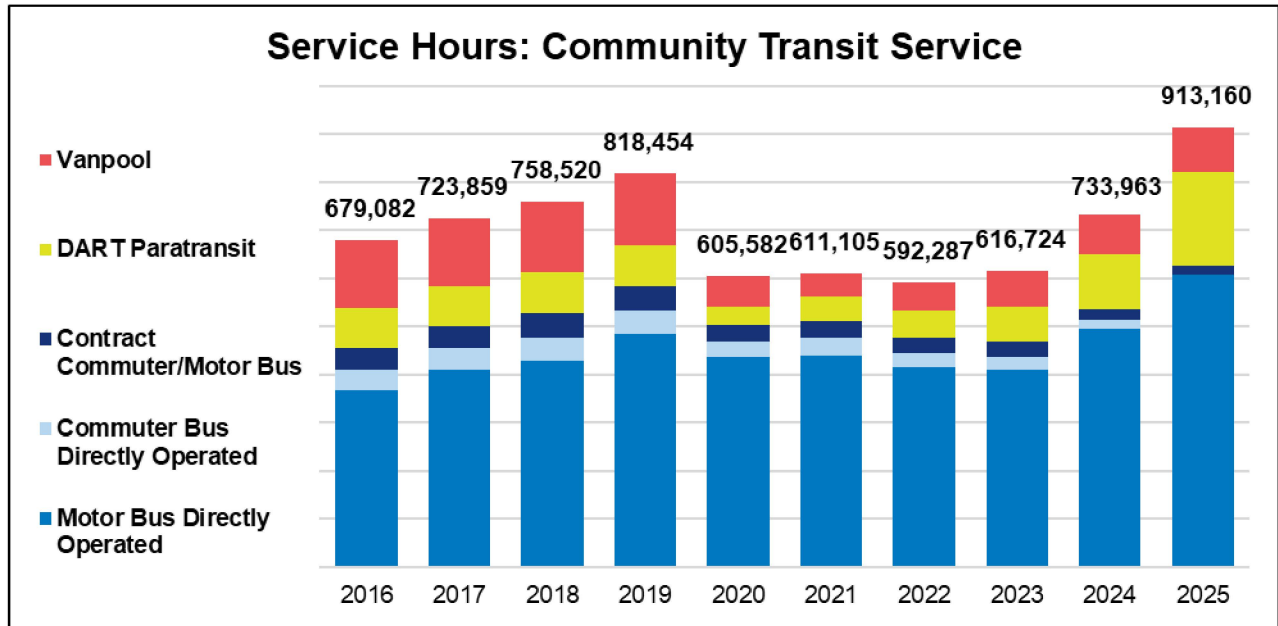
Notes:

- Commuter service to downtown Seattle and Northgate were discontinued later in 2024 in line with the arrival of Link light rail service in Snohomish County and contract commuter service transitioned to motor bus per NTD.

Operating Information

Service Hours: Ten-Year Comparison

Year	Motor Bus Directly Operated	Commuter Bus Directly Operated	Contract Commuter/Motor Bus	DART Paratransit	Vanpool	Total: Community Transit Service	Sound Transit
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
2023	410,150	26,227	31,381	71,996	76,970	616,724	87,854
2024	494,750	18,788	33,842	113,113	84,300	744,793	91,429
2025	607,549	-	19,932	193,611	92,068	913,160	92,439



Data Source: FTA National Transit Database Report

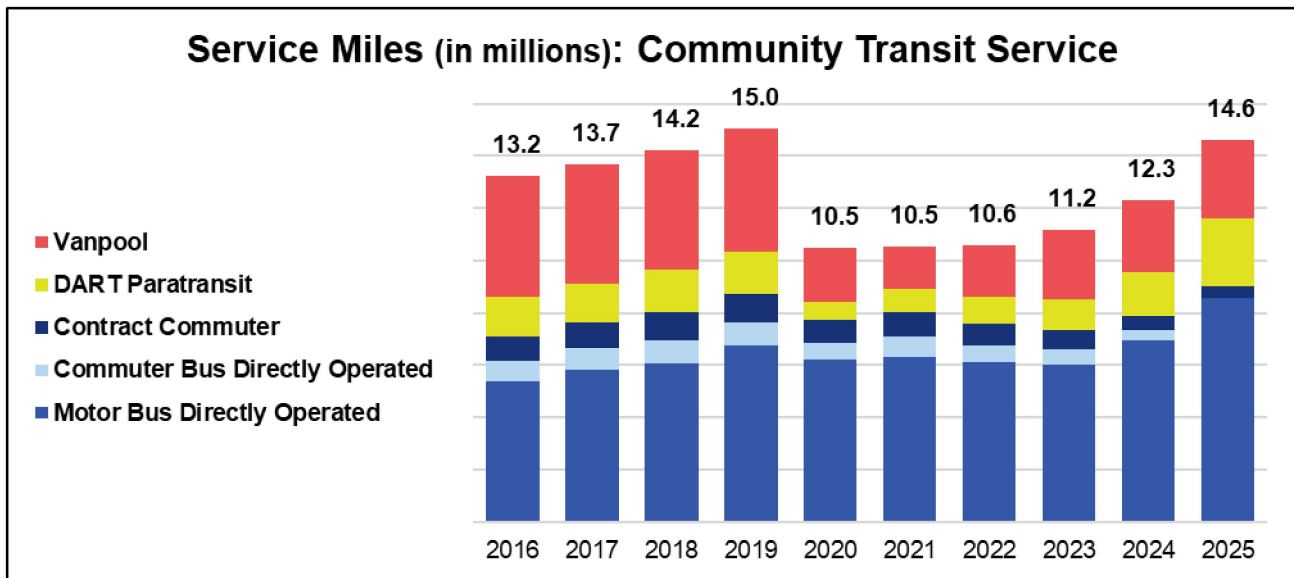
Notes:

- Service hours are defined as active vehicle revenue hours per the FTA National Transit Database.
- Commuter service to downtown Seattle and Northgate were discontinued later in 2024 in line with the arrival of Link light rail service in Snohomish County and contract commuter service transitioned to motor bus per NTD.

Operating Information

Service Miles: Ten-Year Comparison

Year	Motor Bus Directly Operated	Commuter Bus Directly Operated	Contract Commuter/ Motor Bus	DART Paratransit	Vanpool	Total: Community Transit Service	Sound Transit
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
2023	6,027,337	572,046	743,674	1,175,597	2,654,836	11,173,490	1,960,762
2024	6,956,501	405,825	757,578	1,635,027	2,764,318	12,519,249	1,926,405
2025	8,564,453	-	457,254	2,601,946	2,996,155	14,619,808	1,773,702



Data Source: FTA National Transit Database Report

Notes:

- Service miles are defined as active vehicle revenue miles per the FTA National Transit Database.
- Commuter service to downtown Seattle and Northgate were discontinued later in 2024 in line with the arrival of Link light rail service in Snohomish County and contract commuter service transitioned to motor bus per NTD.

Operating Information

Fare Structure: Ten-Year Comparison

Local Service				Commuter: South County			Commuter: North & East County			
Year	Regular	Youth	Senior/ Disabled	Regular	Youth	Senior/ Disabled	Regular	Youth	Senior/ Disabled	Paratransit Fares
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.

Local Service				Commuter			DART
Year	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.

Local Service				Commuter			DART		Zip Alderwood Shuttle		
Year	Regular	Youth	ORCA LIFT & Senior/ Disabled	Regular	Youth	ORCA LIFT & Senior/ Disabled	Paratransit Fares	Youth	Regular	Youth	ORCA LIFT & Senior/ Disabled
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			
2023	2.50	Free	1.25	4.25	Free	2.00	2.50	Free	2.50	Free	1.25
Jan-Aug 2024	2.50	Free	1.25	4.25	Free	2.00	2.50	Free	2.50	Free	1.25
Sep-Dec 2024	2.50	Free	1.25				2.50	Free	2.50	Free	1.25
2025	2.50	Free	1.00				2.50	Free	2.50	Free	1.00

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.

With the arrival of congestion-free link light rail in Snohomish County, Community Transit Board voted to eliminate the agency's commuter bus fare in September. All standard adult fares will be \$2.50 for local, express, and Swift bus, Zip Shuttle, and DART.

Operating Information

Miscellaneous Operational Data: December 31, 2025

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	873,800
Population - PTBA	644,949
Major Park-and-Ride Lots (250 or more parking stalls)	10
Minor Park-and-Ride Lots (fewer than 250 parking stalls)	10

Employees

Operations	613
Maintenance	147
General and Administrative	298
Total	1058

Active Revenue Vehicles

Directly Operated	256
Vanpool Vans	345
DART/Paratransit	79
Total	680

Number of Scheduled Routes

Swift Bus Rapid Transit Routes	3
Local Routes	25
Express 900-series routes	7
Total	35

Operating Information

Capital Assets—Active Revenue Vehicles

Ten-Year Comparison

Year	<i>Motor Bus Directly Operated</i>	<i>Commuter Bus Directly Operated</i>	<i>Contract Commuter/ Motor Bus</i>	<i>DART Paratransit</i>	<i>Vanpool</i>	<i>Total: Community Transit Service</i>
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
2023	189	58	76	56	331	710
2024	195	-	62	55	313	625
2025	256	-	-	79	345	680

Data Source: FTA National Transit Database Report

Notes:

- Effective September 2024, Community Transit eliminated commuter routes into Seattle and Northgate area.
- In December 2025, contract commuter bus transitioned to directly operated type of service.

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.