



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

October 16, 2023

Board of Directors
Central Puget Sound Regional Transit Authority (Sound Transit)
Seattle, Washington

**Contracted CPA Firm's Audit Report on Financial Statements and
Federal Single Audit**

We have reviewed the audit report issued by a certified public accounting (CPA) firm on the financial statements and compliance with federal grant requirements of Central Puget Sound Regional Transit Authority (Sound Transit) for the fiscal year ended December 31, 2022. The Authority contracted with the CPA firm for this audit and requested that we accept it in lieu of performing our own audit.

Based on this review, we have accepted this report in lieu of the audit required by RCW 43.09.260. The Office of the Washington State Auditor did not audit the accompanying financial statements or Sound Transit's compliance with federal grant agreements and, accordingly, we do not express an opinion on those financial statements or on compliance.

This report is being published on the Office of the Washington State Auditor website as a matter of public record.

Sincerely,

Pat McCarthy, State Auditor
Olympia, WA

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***Central Puget Sound
Regional Transit Authority***

Financial Statements and Single Audit Reports

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STATEMENT OF MANAGEMENT'S RESPONSIBILITY

The financial statements of the Central Puget Sound Regional Transit Authority (Sound Transit or the agency) have been prepared from its accounting system in accordance with generally accepted accounting principles. The integrity and objectivity of information in Sound Transit's financial statements, including estimates and judgments, are the responsibility of management.

Sound Transit maintains a system of internal accounting controls designed to provide reasonable assurance as to the integrity and reliability of financial reporting, the safeguarding of assets and the prevention and detection of material errors or fraudulent financial reporting. Monitoring of such systems includes management's responsibility to objectively assess the effectiveness of internal accounting controls and recommend improvements therein.

Limitations exist in any system of internal accounting controls in which the cost of the system being implemented should not exceed the benefits derived. Sound Transit believes that the organization's system does provide reasonable assurance that transactions are executed in accordance with management's general or specific authorizations and is adequate to accomplish the stated objectives.

The independent auditors, whose report is included herein, were engaged to express an opinion on our 2022 financial statements. Their opinion is based on procedures performed in accordance with generally accepted auditing standards, including examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and significant estimates made by management and evaluating the overall financial statement presentation.

In an attempt to assure objectivity, the financial information contained in this report is subject to review by the Board of Directors.



Julie E. Timm
Chief Executive Officer



John S. Henry
Chief Financial Officer



Jeff Clark
*Deputy Executive Director
Financial Operations*

Report of Independent Auditors

Finance and Audit Committee
Board of Directors
Central Puget Sound Regional Transit Authority

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the Central Puget Sound Regional Transit Authority (“Sound Transit”), which comprise the statements of net position as of December 31, 2022 and 2021, and the related statements of revenues, expenses, and changes in net position and cash flows for the years then ended, and the related notes to the financial statements.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of Sound Transit as of December 31, 2022 and 2021, and the respective changes in its net position and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audits 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 (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 Sound 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 the 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 Sound 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.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

- 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 Sound 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 Sound Transit's ability to continue as a going concern for a reasonable period of time.

We are required to 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 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.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The schedule of expenditures of federal awards as required by Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* is presented for purposes of additional analysis and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated, in all material respects, in relation to the financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated May 5, 2023 on our consideration of Sound 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. The purpose of that report is solely 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 the effectiveness of Sound Transit's 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 Sound Transit's internal control over financial reporting and compliance.

A handwritten signature in cursive script that reads "Moss Adams LLP".

Seattle, Washington

May 5, 2023

MANAGEMENT'S DISCUSSION AND ANALYSIS

For the years ended December 31, 2022 and 2021

Management's Discussion and Analysis (MD&A) presents a narrative overview and analysis of the financial activities of Sound Transit for the years ended December 31, 2022 and 2021. The MD&A is designed to assist readers of financial statements in focusing on significant financial activities and to identify any significant changes in the periods reported. As this information is presented in summary form, it should be read in conjunction with the financial statements and notes to the financial statements as a whole.

Sound Transit is a regional transit authority implementing and operating a high-capacity transportation system throughout parts of King, Pierce and Snohomish counties including commuter rail (Sonder), light rail (Link and Tacoma Link), a regional express bus system (ST Express) and a bus rapid transit system (Stride). Sound Transit was established by the legislature in 1993, and authorized to collect taxes to fund, build and operate a comprehensive transit system by voter approved plans in 1996 (Sound Move), 2008 (ST2) and 2016 (ST3).

- *Sound Move* – a 10-year regional transit system plan, which authorized tax collections to fund operations and the first set of regional transit projects; completed in 2016.
- *ST2* – a 15-year program authorizing additional tax collections to fund additional bus and commuter rail service, as well as 36 miles of new Link light rail service; in progress.
- *ST3* – a 25-year program authorizing additional tax collections and a new property tax to fund 62 new miles of light rail, bus rapid transit, expanded capacity and service on Sonder south line, ST Express bus service and improved access to stations; in progress.

In 2022, Sound Transit appointed a new Chief Executive Officer, who assumed the role in September 2022. A new Chief Financial Officer was selected in late 2022 and assumed the role in early 2023. An interim CFO was in place for 2022. Sound Transit continues to have knowledgeable leadership and staff capable of executing on the capital expansion program and agency operations.

Financial Highlights

- Sound Transit's financial statements show an increase in net position of \$2.0 billion in 2022 and 2021. The increase reflects continued progress on the voter approved capital expansion programs and highlights the agency's diversified tax revenues supported by the regional economic conditions. The 2021 increase is also due to the positive impact of federal COVID –19 grant programs.
- System expansion continued in all corridors (North, Central, South and East) and across all modes, most significantly light rail in 2022 and 2021. Capital assets increased 9.5% in 2022 as a result of \$1.8 billion of capital project spending related primarily to the Lynnwood, Federal Way, Redmond and East Link extension projects.
- Non-operating revenues, net of expenses, were \$2.3 billion, an 11.7% increase from 2021, primarily due to higher tax revenues, other revenues, and lower contributions to other governments, offset partially by higher investment expense in 2022, as well as bond defeasance expenses in 2021.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

- Capital contributions from federal, state and local funding arrangements were \$306.2 million, a net decrease from 2021 of \$180.0 million or 37.0%, primarily reflecting decreased grant revenue associated with Lynnwood, Federal Way and Tacoma Link extension projects.
- Total operating subsidy (loss from operations) increased by \$70.6 million or 12.6% to \$630.3 million primarily due to higher operations and maintenance expenses and growing depreciation partially offset by higher ridership and passenger fare revenues.

Overview of the Financial Statements

Sound Transit's financial statements are prepared in conformity with accounting principles generally accepted in the United States of America (GAAP). The 2022 and 2021 financial statements are presented using the economic resource measurement focus and accrual basis of accounting. As Sound Transit comprises a single proprietary fund, no fund level financial statements are shown.

In accordance with GAAP, all revenues are recognized in the period they are earned and expenses are recognized in the period they are incurred. All assets, deferred outflows of resources, liabilities and deferred inflows of resources associated with the operations of Sound Transit are included in the Statements of Net Position. Depreciation and amortization of capital and other assets is recognized in the Statements of Revenues, Expenses and Changes in Net Position.

The financial statements provide both long term and short-term information about Sound Transit's overall financial status as well as Sound Transit's net position, segregated by net investment in capital assets, restricted and unrestricted. Net position is the difference between Sound Transit's assets, deferred outflows of resources, liabilities and deferred inflows of resources and over time, may serve as a useful indicator of Sound Transit's financial position. The financial statements also include notes that provide additional information that is essential to a full understanding of the information provided.

Financial Analysis

Net Position

Sound Transit's net position represents the cumulative effect of the excess of revenues over expenses together with the impact of Sound Transit's financing decisions.

Sound Transit's total net position as of December 31, 2022 was \$17.9 billion, an increase of \$2.0 billion or 12.7% from 2021. Total assets increased \$2.6 billion or 13.8% and total liabilities increased \$587.4 million or 19.7%. The increase in total assets reflects the continued capital program spending primarily funded by tax revenues and federal grants. The increase in total liabilities primarily reflects increased Transportation Infrastructure Finance and Innovation Act (TIFIA) draws partially offset by bond payments.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

The table below summarizes Sound Transit's net position:

Statements of Net Position					
<i>(in millions)</i>	December 31			% Change	
	2022	2021	2020	2022-2021	2021-2020
Assets					
Current assets, excluding restricted assets	\$ 3,053.2	\$ 2,014.3	\$ 1,777.4	51.6%	13.3%
Restricted assets	102.3	99.1	110.6	3.3	(10.5)
Capital assets	17,023.0	15,550.1	13,984.1	9.5	11.2
Other non-current assets	1,314.7	1,221.9	1,018.0	7.6	20.0
Total assets	21,493.2	18,885.4	16,890.1	13.8	11.8
Deferred outflows of resources	6.3	7.9	29.7	(19.7)	(73.4)
Liabilities					
Current liabilities, excluding interest payable from restricted assets	574.6	504.7	440.6	13.9	14.5
Interest payable from restricted assets	19.8	17.9	30.3	10.7	(40.9)
Long-term debt	2,811.6	2,280.7	2,378.0	23.3	(4.1)
Other long-term liabilities	163.7	179.0	189.4	(8.5)	(5.5)
Total liabilities	3,569.7	2,982.3	3,038.3	19.7	(1.8)
Deferred inflows of resources	20.9	22.6	18.4	(7.6)	22.6
Net Position					
Net investment in capital assets	14,063.9	13,072.0	11,463.8	7.6	14.0
Restricted net position	96.3	90.7	76.9	6.1	18.0
Unrestricted net position	3,748.7	2,725.7	2,322.4	37.5	17.4
Total net position	\$ 17,908.9	\$ 15,888.4	\$ 13,863.1	12.7%	14.6%

Current assets, excluding restricted assets, increased 51.6% and 13.3% in 2022 and 2021, respectively. The increase in 2022 relates to higher cash and investments resulting from TIFIA draws and increased tax revenues that exceeded capital spending. The increase in 2021 was due to transfers of non-current assets to cash.

Capital assets increased 9.5% from 2021 and 11.2% between 2021 and 2020. Total capital project spending for 2022 was \$1,768.4 million, versus \$1,840.2 million in 2021, reflecting delayed construction activities on various Link extension projects.

Total capital spending for light rail in 2022 was \$1,596.7 million or 90.3% of total capital spending (\$1,705.7 million or 92.7% in 2021). Capital spending on Sounder and Regional Express projects, as a percentage of total capital spending in 2022, was 2.9% and 4.4%, respectively (2.8% and 1.5% in 2021).

Other non-current assets increased 7.6% or \$92.8 million and 20.0% or \$203.9 million in 2022 and 2021, respectively. The increase in 2022 and 2021 was primarily due to higher cash balances, which was moved to long term investments due to higher tax revenues.

Deferred outflows of resources includes the excess of the price paid on debt refunding and the net carrying amount of the old debt, which is amortized over the remaining life of the old debt or the new debt, whichever is shorter, and the unamortized deferred outflow of costs related to asset retirement obligations.

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Current liabilities, excluding interest payable from restricted assets, increased \$69.9 million or 13.9% in 2022 and increased \$64.1 million or 14.5% in 2021. The increase in 2022 and 2021 was primarily due to timing of spending on construction and operating costs.

Long-term debt increased \$530.9 million or 23.3% from 2021 mainly due to increased obligation in the form of a \$615.3 million TIFIA loan. This was offset by regular scheduled long-term debt payments. The decrease of \$97.3 million or 4.1% between 2021 and 2020 was mainly due to the net impact of long-term debt refunding, issuance and defeasance.

Deferred inflows of resources includes the deficit of the price paid on debt refunding and the net carrying amount of the old debt, which is amortized over the remaining life of the old debt or the new debt, whichever is shorter, and the unrecognized lease revenues related to leases in which the agency is the lessor.

Net investment in capital assets reflects investment in construction in progress, non-depreciable assets and depreciable assets, net of related debt used to support the capital program. Balances include capital asset related payables, bonds and debt under the TIFIA program, as well as lease related assets and liabilities. Net investment in capital assets increased 7.6% from 2021 and 14.0% between 2021 and 2020 as capital program spending continued to increase, net of debt.

Restricted net position is comprised of assets net of liabilities externally restricted by legal or contractual obligations for a specific purpose related to a third party.

Unrestricted net position is the remainder of assets and deferred outflows of resources, net of liabilities and deferred inflows of resources, not invested in capital assets nor contractually restricted for a specific purpose. Unrestricted net position increased 37.5% and 17.4% in 2021 and 2022, respectively as increase in cash and investments exceeded capital spending.

Changes in Net Position

Changes in net position reflect the excess or deficit of revenues over expenses for a given year.

In 2022, revenues exceeded expenses by \$2,020.5 million, a 0.2% decrease from 2021. In 2021, revenues exceeded expenses by \$2,025.3 million, an increase from the prior year of 9.7%. The 2022 decrease mainly reflects a decrease in federal capital and operating support contribution and higher operating expenses offset by higher tax revenue and passenger fares revenue. The 2021 increase primarily reflects higher tax revenues and an increase in federal capital and operating support contributions as a result of system expansion project advancements funded by federal grants and Coronavirus Response and Relief Supplemental Appropriations (CRSSA) funding, which offset reduced passenger fares revenues and long-term debt defeasance and refunding costs.

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Sound Transit's Statements of Revenue, Expenses and Changes in Net Position is summarized in the table below:

Changes in Net Position					
<i>(in millions)</i>					
	For the Year Ended December 31			% Change	
	2022	2021	2020	2022-2021	2021-2020
Operating revenues					
Passenger fares	\$ 45.1	\$ 28.1	\$ 30.8	60.3%	(8.5)%
Other	8.7	7.5	7.3	16.4	2.3
Total operating revenues	53.8	35.6	38.1	51.1	(6.4)
Operating expenses					
Total operating expenses, before depreciation	418.2	391.0	360.5	7.0	8.5
Depreciation and amortization	265.9	204.1	197.4	30.2	3.4
Total operating expenses	684.1	595.1	557.9	14.9	6.7
Loss from operations	(630.3)	(559.5)	(519.8)	12.6	7.6
Non-operating revenues, net of expenses	2,344.6	2,098.6	1,934.8	11.7	8.5
Income before capital contributions	1,714.3	1,539.1	1,415.0	11.4	8.8
Capital contributions	306.2	486.2	431.8	(37.0)	12.6
Change in net position	2,020.5	2,025.3	1,846.8	(0.2)	9.7
Total net position, beginning	15,888.4	13,863.1	12,016.3	14.6	15.4
Total net position, ending	\$ 17,908.9	\$ 15,888.4	\$ 13,863.1	12.7%	14.6%

Operating Revenues

Operating revenues are comprised of passenger fares and other revenues related to operations, such as advertising, rental of facilities, and other miscellaneous revenues.

Passenger Fare Revenue

Passenger fares are derived from the sale of Sounder commuter rail and Link light rail tickets at ticket vending machines (TVMs), fare box receipts on ST Express and use of One Regional Card for All (ORCA) products on all modes. Fares are charged on each service, except Tacoma Link. Passenger fare revenue increased 60.3% in 2022 and decreased 8.5% in 2021. The increase in 2022 was mainly driven by a full year of operation of the Northgate Link extension that opened in late 2021. The decrease in 2021 was primarily due to COVID-19, which impacted passenger fare revenues on ST Express and Sounder modes.

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Passenger fare revenue by mode are as follows:

Passenger Fare Revenue					
<i>(in millions)</i>					
	2022	2021	2020	% Change	
				2022-2021	2021-2020
Link	\$ 29.1	\$ 15.6	\$ 11.4	86.8%	37.2%
ST Express	12.0	9.8	13.7	22.2	(28.4)
Sounder	4.0	2.7	5.7	46.8	(52.6)
Total	\$ 45.1	\$ 28.1	\$ 30.8	60.4%	(8.5)%

Ridership

Sound Transit provided 32.1 million rides in 2022, an increase of 80.8%, compared to 17.8 million rides in 2021. Changes in ridership by mode were as follows:

- Link ridership increased 101.7% and 43.9% in 2022 and 2021, respectively. The increase in ridership in 2022 is primarily attributable to the full year of operating the Northgate Link extension.
- ST Express ridership increased 31.2% from 2021 and decreased 17.9% between 2021 and 2020. The increase in ridership in 2022 is attributable to easing of public health measures for COVID-19. The decline in ridership in 2021 was attributable to COVID-19 public health measures and continued remote work environment.
- Sounder ridership increased 72.9% from 2021 and decreased 42.0% between 2021 and 2020. The increase in ridership in 2022 are attributable to additional service for special events and increased usage of employer provided passes.

A summary of the ridership by year and mode of transportation are as follows:

Ridership					
<i>(in millions)</i>					
	2022	2021	2020	% Change	
				2022-2021	2021-2020
Link	24.0	11.9	8.3	101.7%	43.9%
ST Express	6.8	5.2	6.3	31.2	(17.9)
Sounder	1.3	0.7	1.3	72.9	(42.0)
Total	32.1	17.8	15.9	80.8%	11.8%

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Average Fare per Boarding (AFB)

The combined AFB decreased by 12.4% in 2022 across all modes due to ORCA Passport contract restructuring and lower fare payment compliance because of the temporary suspension of fare enforcement.

Average Fare per Boarding					
	2022	2021	2020	% Change	
				2022-2021	2021-2020
Link	\$ 1.23	\$ 1.35	\$ 1.43	(9.0)%	(5.6)%
ST Express	1.75	1.90	2.18	(8.2)	(12.8)
Sounder	3.17	3.75	4.51	(15.4)	(16.9)
Combined average fare per boarding	\$ 1.42	\$ 1.62	\$ 1.99	(12.4)%	(18.7)%

Other operating revenues

Other operating revenues consist of vehicle advertising, rental of facilities, and other miscellaneous revenues.

Operating expenses

Operating expenses (in millions)					
	2022	2021	2020	% Change	
				2022-2021	2021-2020
Operating expenses					
Operations and maintenance	\$ 381.5	\$ 358.1	\$ 332.3	6.5%	7.7%
Agency administration	16.7	15.6	15.1	6.7	3.7
Fare and regional planning	20.0	17.3	13.1	16.0	32.0
Depreciation, amortization	265.9	204.1	197.4	30.2	3.4
Total	\$ 684.1	\$ 595.1	\$ 557.9	14.9%	6.7%

Operating expenses are comprised of operations and maintenance costs, agency administration, fare and regional planning, depreciation and amortization. Major operations and maintenance expense categories consist of services, materials, utilities, insurance, taxes, purchased transportation, allocated overhead from general and agency administration divisions, short-term leases and rental expense. Purchased transportation includes amounts paid for the operation of Sound Transit's express bus service to Community Transit, King County Metro and Pierce Transit, for the operation of Link light rail and associated paratransit services to King County Metro and for the operation of Sounder commuter rail services to BNSF Railway Company (BNSF). Purchased transportation services accounts for 49.3% of operating expenses in 2022 (52.3% in 2021). Services are the next largest expenditure category and include the Sounder vehicle maintenance, contracted to the National Railroad Passenger Corporation (Amtrak), as well as various contracts for facility maintenance, policing services and security at Sound Transit's owned and shared facilities. Services were 21.3% in 2022 (19.7% in 2021) of total operating and maintenance expenses.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Operations and Maintenance Expenses by Mode

The following table presents operating and maintenance expenses by mode:

Operations and Maintenance Expenses by Mode					
<i>(in millions)</i>					
	2022	2021	2020	% Change	
				2022-2021	2021-2020
Link	\$ 188.4	\$ 160.9	\$ 144.3	17.1%	11.4%
ST Express	131.1	136.8	135.4	(4.2)	1.0
Sounder	62.0	60.4	52.6	2.6	15.0
Total	\$ 381.5	\$ 358.1	\$ 332.3	6.5%	7.7%

Link operations and maintenance expenses include both Link and Tacoma Link and increased \$27.5 million or 17.1% in 2022 and \$16.6 million or 11.4% in 2021. The main contributor to cost increases in 2022 is a full year of operation of the Northgate Link extension, which began service in late 2021. The majority of the cost increase in 2021 is due to expanded service with Northgate Link extension opening and increase in negotiated operator rates.

ST Express operations and maintenance expenses decreased \$5.7 million or 4.2% in 2022 and increased \$1.4 million or 1.0% in 2021. 2022 operating levels decreased mainly due to operator shortages while operating levels in 2021 were comparable to 2020.

Sounder operations and maintenance expenses increased \$1.6 million or 2.6% in 2022 and increased \$7.8 million or 15.0% in 2021. While the 2022 activity was comparable to 2021, the increase in 2021 was mainly due to higher insurance rates and fuel costs.

Agency Administration

Agency administration expenses are comprised of costs not allocated to capital projects or operations and include costs attributable to the general cost of government, such as the costs of the Chief Executive Office, Government Relations and Marketing. Agency administration expenses increased \$1.1 million or 6.7% and \$0.5 million or 3.7% in 2022 and 2021, respectively.

Fare and Regional Planning

Fare and regional planning expense increased \$2.7 million or 16.0% and \$4.2 million or 32.0% in 2022 and 2021, respectively. Increases in 2022 and 2021 were primarily due to continued growth in the ORCA team and increased consulting services across multiple fare and regional planning projects.

Depreciation and Amortization

Depreciation and amortization are comprised of non-cash expenses that reflect the reduction in the value of capital and intangible assets over time. Depreciation and amortization increased \$61.8 million or 30.2% in 2022 (\$6.7 million or 3.4% in 2021) reflecting increased expense related to the full year impact of capital assets placed in service in 2021, including assets such as the Northgate Link extension, Operations and Maintenance Facility East (OMFE), and new light rail vehicles.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Non-Operating Revenues and Expenses

Net non-operating revenues increased \$246.0 million or 11.7% in 2022 and \$163.8 million or 8.5% in 2021. The increases in 2022 were mainly due to higher overall tax revenues and other revenues, while decreases were primarily due to less interest expense, contributions to other governments and defeasance costs. The increases in 2021 were mainly due to an increase in sales and use tax and other revenues offset by long-term debt refunding and defeasance costs.

Non-Operating Revenue / Expenses					
<i>(in millions)</i>					
	2022	2021	2020	% Change	
				2022-2021	2021-2020
Non-operating revenues					
Sales and use tax	\$ 1,711.4	\$ 1,584.8	\$ 1,324.5	8.0%	19.7%
Motor vehicle excise tax	359.2	370.6	361.7	(3.1)	2.5
Property tax	163.7	157.7	155.3	3.8	1.5
Rental car tax	4.4	3.5	1.9	25.6	85.7
Investment income (loss)	(15.8)	(2.1)	45.3	661.7	(104.6)
Other revenues	277.3	248.8	209.6	11.5	18.7
Total	2,500.2	2,363.3	2,098.3	5.8	12.6
Non-operating expenses					
Interest expense	77.6	88.6	100.1	(12.4)	(11.5)
Loss on defeasance of bonds	-	72.4	-	(100.0)	100.0
Contributions to other governments	39.9	55.3	21.7	(27.8)	155.1
Other expenses	38.1	41.0	25.8	(7.1)	58.9
Contributions to affordable housing	-	6.8	11.0	(100.0)	(38.2)
Loss (gain) on disposal of assets	(0.1)	0.5	0.9	(119.2)	(48.3)
Impairment	0.1	0.1	4.0	-	(97.5)
Total	155.6	264.7	163.5	(41.2)	61.9
Non-operating revenues, net	\$ 2,344.6	\$ 2,098.6	\$ 1,934.8	11.7%	8.5%

Sales and use tax revenues increased by \$126.6 million or 8.0% in 2022 and increased \$260.3 million or 19.7% in 2021. The increases in 2022 and 2021 are mainly due to regional economic conditions and recovery from COVID-19.

Investment income (loss) increased \$13.7 million or 661.7% and \$47.4 million or 104.6% in 2022 and 2021, respectively. The decrease in investment income in 2022 and 2021 was mainly due to lower market rate conditions. Investment income includes the impact of market adjustments to fair market value at year-end and interest income from leasing transactions.

Other revenues are comprised primarily of funds received from federal agencies to support light rail and bus operations and in relation to the Build America Bond program. Other revenues increased in 2022 by \$28.5 million or 11.5% mainly due to funding from the American Rescue Plan (ARP) Act and increases in Sounder and Link light rail preventative maintenance grants. This is offset by a decrease in the CRRSA Act funding. Other revenues increased in 2021 by \$39.2 million or 18.7% mainly due to the \$179.6 million of CRRSA Act funding, offset by decreases in the Coronavirus Aid, Relief & Economic Security (CARES) Act funding from 2020.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Contributions to other governments decreased \$15.4 million or 27.8% in 2022 and increased \$33.6 million or 155.1% in 2021. The decrease in 2022 was mainly due to lower contributions with the completion of the Northgate Link extension in the prior year. The increases in 2021 were mainly due to contributions of \$25.4 million to the City of Seattle and \$4.9 million to King County Metro (KCM). Contributions to other governments and contributions to affordable housing are dependent upon the timing and scope of project activities. As such, there may be significant fluctuations from year to year depending upon the timing and scope of capital improvement or funding arrangements for other governments.

Interest expense is recognized in the period in which the cost is incurred. Interest expense includes interest from borrowing and leasing transactions. Total interest expense was \$77.6 million and \$88.6 million in 2022 and 2021, respectively. Decreases of \$11.0 million or 12.4% and \$11.5 million or 11.5% were due to overall lower interest rates on long-term debt and overall lower long-term debt balances in 2022 and 2021, respectively.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Capital Contributions

Capital contributions include federal grant funding and state and local contributions to Sound Transit. Capital contributions decreased in 2022 by \$180.0 million or 37.0% and increased by \$54.4 million or 12.6% in 2021 as a result of fluctuations in federal grants and the timing of utilization of Washington State Department of Transportation (WSDOT) land bank credits for temporary construction easements and airspace leases. The following table summarizes capital contributions by major category:

Capital Contributions					
<i>(in millions)</i>					
	2022	2021	2020	% Change	
				2022-2021	2021-2020
Federal	\$ 302.8	\$ 464.1	\$ 411.5	(34.8)%	12.8%
State and local governments	3.4	22.1	20.3	(84.5)	8.9
Total	\$ 306.2	\$ 486.2	\$ 431.8	(37.0)%	12.6%

Capital contributions of \$306.2 million in 2022 were \$180.0 million or 37.0% lower than 2021 primarily due to decrease in federal contributions of full funding grant agreements (FFGA) of \$168.9 million related to the Federal Way Link Extension and \$34.0 million related to the Tacoma Link Extension. This decrease was partially offset by increases of \$27.7 million of FFGA for Lynnwood Link Extension and \$10.3 million of grants related to Tacoma Dome Link Extension. Capital contributions of \$486.2 million in 2021 were \$54.4 million or 12.6% higher than 2020 primarily as a result of \$96.1 million in federal contributions related to the Federal Way Link Extension FFGA, \$21.9 million related to Tacoma Link Extension and \$18.5 million related to Downtown Redmond Link Extension. This increase was partially offset by decreases of \$29.3 million from Lynnwood Link Extension, \$24.8 million for Northgate Link Extension and \$17.3 million for a Bus Replacement grant.

Projects receiving federal funding in excess of \$5.0 million in 2022 included Lynnwood, and Tacoma Dome Link Extensions. In 2021, projects included Federal Way, Lynnwood, and Tacoma Dome Link Extensions.

State and local government contributions decreased \$18.7 million or 84.5% in 2022 and increased \$1.8 million or 8.9% in 2021. The decrease in 2022 was primarily driven by lower land bank agreement credits from the WSDOT with the completion of the Northgate Link Extension and lower local contributions towards the East Link Extension. The agency receives credit from WSDOT under a land bank agreement for funding improvement projects. Sound Transit recognizes land bank credits when they are used to fund the purchase or lease of WSDOT property necessary for transit projects (see also note 12). Contributions in 2021 were comparable to 2020.

\$3.1 million and \$17.0 million of WSDOT land bank credits were utilized to fund temporary construction easements and access rights related to various light rail extension projects in 2022 and 2021, respectively, and represent nearly all of the state and local government contributions for those years (see also note 12).

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Capital Assets

A summary of Sound Transit's capital assets is presented in the following table:

Capital Assets, net					
<i>(in millions)</i>					
	2022	December 31 2021	2020	% Change	
				2022-2021	2021-2020
Land	\$ 1,131.3	\$ 1,107.1	\$ 1,029.8	2.2%	7.5%
Permanent easements	552.0	550.1	549.4	0.4	0.1
Capital projects in progress	8,583.8	7,250.5	7,759.7	18.4	(6.6)
Total non-depreciable assets	10,267.1	8,907.7	9,338.9	15.3	(4.6)
Transit facilities, rail and heavy equipment	5,805.0	5,790.1	3,842.2	0.3	50.7
Access rights	286.0	298.9	311.8	(4.3)	(4.1)
Revenue vehicles	632.6	532.3	470.8	18.8	13.1
Other depreciable assets	32.3	21.1	20.4	52.9	3.7
Total depreciable assets	6,755.9	6,642.4	4,645.2	1.7	43.0
Total capital assets, net	\$17,023.0	\$15,550.1	\$13,984.1	9.5%	11.2%

In 2022, spending on capital projects in progress was \$1,768.4 million, while in 2021 it was \$1,840.2 million. The slight decrease in 2022 was mainly due to slower construction activities and ongoing reassessment on various Link extension projects. While project spending continued on major Link light rail extensions in 2021, the decrease in 2021 spending was due to the completion of the Northgate Link and OMFE projects, slower right of way acquisitions and delayed construction activities on the various Link extension and Bus Rapid Transit projects.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Capital projects with major spending activity in excess of \$5 million in 2022 and 2021 are summarized in the following table:

Year	Link	Souder	Regional Express/Stride
2022	Downtown Redmond Link Extension East Link Extension Everett Link Extension Federal Way Link Extension Hilltop Tacoma Link Extension Light Rail Vehicle Expansion Lynnwood Link Extension Northgate Link Extension Tacoma Dome Link Extension West Seattle-Ballard Link Extension	Fleet Expansion Puyallup Station Sumner Station	I-405 Bus Rapid Transit Bus Rapid Transit Stations Rapid Ride C and D
2021	Downtown Redmond Link Extension East Link Extension Federal Way Link Extension Hilltop Tacoma Link Extension Light Rail Vehicle Expansion Lynnwood Link Extension Northgate Link Extension Operations & Maintenance Facility East Tacoma Dome Link Extension West Seattle-Ballard Link Extension	Fleet Expansion Puyallup Station	I-405 Bus Rapid Transit Bus Rapid Transit Stations

See note 6 to the Financial Statements for additional information about Sound Transit's capital assets.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Long-Term Debt

A summary of Sound Transit's long-term debt is presented in the following table:

Long-Term Debt					
<i>(in millions)</i>					
	December 31			% Change	
	2022	2021	2020	2022-2021	2021-2020
Long-term debt					
Bonds payable	\$2,170.7	\$2,251.1	\$2,275.7	(3.6)%	(1.1)%
TIFIA Loans	702.9	87.7	156.6	701.9	(44.0)
Total long-term debt	\$2,873.6	\$2,338.8	\$2,432.3	22.9%	(3.8)%

Reductions in bonds payable in 2022 and 2021 are due to regularly scheduled principal payments. Under state law, issuance of bonds payable from any type of tax is subject to statutory debt limitations. Sound Transit is currently authorized to incur debt in an amount equal to 1.5% of the value of taxable property within the service area, without securing additional voter approval. With the approval of 60.0% of the region's voters, Sound Transit may incur aggregate indebtedness of up to 5.0% of the value of taxable property within the service area. Based on the 2021 assessed valuations for collection of 2022 taxes, Sound Transit's current approved remaining debt capacity is \$10.3 billion and its additional remaining debt capacity subject to voter approval is \$47.9 billion.

In 2022, Sound Transit borrowed an additional \$615.3 million under the Northgate Link agreement under the TIFIA loan program. As of December 31, 2022, the agency also has outstanding loans of \$87.7 million borrowed under the TIFIA OMFE agreement. In 2021, Sound Transit dissolved the existing TIFIA Master Credit Agreement and East Link Agreement, which required paying off the outstanding borrowings of \$156.6 million related to East Link, Northgate Link and the OMFE loans, and related accrued interest, and executed new individual TIFIA loan agreements related to Northgate Link, East Link, OMFE, Lynnwood Link, Federal Way Link and Downtown Redmond Link.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

BASIC FINANCIAL STATEMENTS

STATEMENTS OF NET POSITION

(in thousands)

	December 31	
	2022	2021
ASSETS		
Current assets		
Cash and cash equivalents (note 3)	\$ 1,137,953	\$ 1,133,604
Restricted assets (note 3)	84,665	79,446
Investments (note 3)	1,340,611	429,793
Taxes and other receivables (note 4)	524,045	404,842
Inventory, land held for disposition and prepaids	50,585	46,059
Total current assets	3,137,859	2,093,744
Non-current assets		
Restricted assets (note 3)	17,627	19,571
Investments (note 3)	959,714	858,961
Lease related assets, net (note 5)	354,955	362,980
Capital assets, net (note 6)	17,023,000	15,550,106
Total non-current assets	18,355,296	16,791,618
Total assets	21,493,155	18,885,362
DEFERRED OUTFLOWS OF RESOURCES		
Asset retirement obligations	2,521	2,493
Unamortized costs on bond refunding	3,821	5,405
Total deferred outflows of resources	6,342	7,898
LIABILITIES		
Current liabilities		
Accounts payable and accrued liabilities (note 7)	344,096	425,955
Unearned revenue	15,578	15,824
Interest payable	19,840	17,923
Current portion, lease related obligations (note 5)	11,358	11,339
Current portion, long-term debt (note 8)	62,005	58,105
Other claims and short-term obligations	141,510	4,772
Total current liabilities	594,387	533,918
Non-current liabilities		
Long-term debt (note 8)	2,811,627	2,280,688
Lease related obligations (note 5)	150,105	153,817
Other long-term obligations (note 9)	13,615	13,844
Total non-current liabilities	2,975,347	2,448,349
Total liabilities	3,569,734	2,982,267
DEFERRED INFLOWS OF RESOURCES		
Deferred gain on refunding	3,893	5,424
Unrecognized lease revenue	16,996	17,175
Total deferred inflows of resources	20,889	22,599
NET POSITION		
Net investment in capital assets	14,063,866	13,071,968
Restricted (note 10)	96,275	90,708
Unrestricted	3,748,733	2,725,718
Total net position	\$ 17,908,874	\$ 15,888,394

See accompanying notes to financial statements.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

(in thousands)

Year ended, December 31
2022 2021

Operating revenues

Passenger fares	\$ 45,133	\$ 28,148
Other operating revenue	8,708	7,479
Total operating revenues	53,841	35,627

Operating expenses

Operations and maintenance	381,481	358,076
Agency administration	16,690	15,643
Fare and regional planning	20,093	17,324
Depreciation, amortization and accretion	265,850	204,133
Total operating expenses	684,114	595,176
Loss from operations	(630,273)	(559,549)

Non-operating revenues (expenses)

Sales tax	1,711,443	1,584,850
Motor vehicle excise tax	359,205	370,634
Property tax	163,648	157,707
Rental car tax	4,386	3,492
Other revenues	277,289	248,715
Investment income (expense)	(15,754)	(2,069)
Interest expense	(77,641)	(88,639)
Loss on defeasance of bonds	-	(72,370)
Contributions to other governments	(39,889)	(55,251)
Other expenses	(38,091)	(41,632)
Contributions to affordable housing	-	(6,837)
Total non-operating revenues, net	2,344,596	2,098,600
Income before capital contributions	1,714,323	1,539,051

Federal capital contributions	302,740	464,142
State and local capital contributions	3,417	22,107
Total capital contributions	306,157	486,249
Change in net position	2,020,480	2,025,300
Total net position, beginning of year	15,888,394	13,863,094
Total net position, end of year	\$ 17,908,874	\$ 15,888,394

See accompanying notes to financial statements.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

STATEMENTS OF CASH FLOWS

(in thousands)

	Year ended, December 31	
	2022	2021
Cash flows from operating activities		
Cash receipts from fares	\$ 45,233	\$ 30,113
Cash receipts from other operating revenue	7,880	6,021
Payments to employees for wages and benefits	(91,090)	(57,938)
Payments to suppliers	(131,529)	(149,658)
Payments to transportation service providers	(220,269)	(165,419)
Net cash used by operating activities	(389,775)	(336,881)
Cash flows from non-capital financing activities		
Preventative maintenance grants received	271,401	241,736
Taxes received	2,221,751	2,079,676
Tax collection fees paid	(4,963)	(10,369)
Net cash provided by non-capital financing activities	2,488,189	2,311,043
Cash flows from capital and related financing activities		
Capital contributions from grants	260,002	542,614
Contributions to other government	(5,000)	(5,000)
Proceeds for betterments and recoverable costs	3,384	4,920
Proceeds from insurance recoveries and sale of assets	93	987
Proceeds from issuance of bonds	-	950,000
Proceeds from TIFIA loans	615,267	87,664
Payments for bond defeasance	-	(946,446)
Payments for bond principal	(58,105)	(54,300)
Payments for bond refunding	-	(11,584)
Payments for interest and bond related costs	(91,456)	(104,375)
Payments to employees capitalized to projects	(106,414)	(121,092)
Payments to suppliers for capital activities	(1,642,038)	(1,607,536)
Payments for TIFIA loans	-	(156,606)
Purchase of property	(24,317)	(80,838)
Payments for lease obligations	(14,179)	(26,303)
Receipts from lessees	2,239	3,082
Net cash used by capital and related financing activities	(1,060,524)	(1,524,813)
Cash flows from investing activities		
Investment income	35,833	21,106
Proceeds from sales or maturities of investments	645,147	1,791,465
Purchases of investments	(1,708,737)	(1,553,459)
Net cash used by investing activities	(1,027,757)	259,112
Net increase in cash and cash equivalents	10,133	708,461
Cash and cash equivalents		
Beginning of year	1,221,548	513,087
End of year	\$ 1,231,681	\$ 1,221,548
Cash and cash equivalents (note 3)		
Unrestricted	\$ 1,137,953	\$ 1,133,604
Current restricted	84,142	78,914
Non-current restricted	9,586	9,030
	\$ 1,231,681	\$ 1,221,548

See accompanying notes to financial statements.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

STATEMENTS OF CASH FLOWS, continued

(in thousands)

	Year ended, December 31	
	2022	2021
Loss from operations	\$ (630,273)	\$ (559,549)
Adjustments to reconcile loss from operations to net cash used by operating activities		
Increase in bad debt expense	(3)	(9)
Depreciation, amortization and accretion	265,850	204,133
Increase in inventory allowance	767	-
Increase in other expenses	(660)	(882)
Changes in operating assets and liabilities		
Increase in other receivables	(673)	(5,305)
Increase in inventory, prepaid and deposits	90	1,307
(Decrease) increase in accounts payable and accrued liabilities	(24,604)	20,089
(Decrease) increase in unearned revenue	(268)	3,339
(Decrease) in other current liabilities	(1)	(4)
Net cash used by operating activities	\$ (389,775)	\$ (336,881)

(in thousands)

	Year ended, December 31	
	2022	2021
Supplemental disclosures of non-cash operating, investing and financing activities		
Bond defeasance related to refunding	\$ -	\$ (10,521)
Bond issuance related to refunding	-	100,848
Bond issuance expense	-	(2,579)
Capital contribution from Land Bank	3,090	3,161
Contributions to other governments	(34,889)	(50,251)
Construction in progress in current liabilities	416,264	340,774
Decrease in fair value of investments	(64,262)	(17,641)
Additions to lease related assets, net	10,753	9,967
Additions to lease obligations, net	(10,753)	(24,778)
Additions to deferred inflows of resources, net	-	(1,074)
Spare parts previously capitalized	(4,973)	(8,789)
Start-up costs previously capitalized	(16,300)	(13,999)

See accompanying notes to financial statements.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

YEARS ENDED DECEMBER 31, 2022 AND 2021

1. ORGANIZATION AND REPORTING ENTITY

As provided under the Revised Code of Washington (RCW) Chapter 81.112 applicable to a regional transit authority, the Central Puget Sound Regional Transit Authority, a public corporation acting under the service name of Sound Transit, also referred to herein as “the agency”, was established in 1993. Sound Transit is implementing a high-capacity transportation system throughout parts of King, Pierce and Snohomish counties in the State of Washington through the design, construction and operation of a commuter rail (Sounder), light rail (Link and Tacoma Link), regional express bus system (ST Express) and bus rapid transit system (Stride).

Reporting Entity—Sound Transit is a special purpose government supported primarily through sales and use, motor vehicle excise, property and rental car taxes assessed in Sound Transit’s operating jurisdiction (the District). In addition, Sound Transit receives capital and operating funding from federal, state and local agencies.

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

Accounting principles generally accepted in the United States of America (GAAP) require the financial statements of the reporting entity to include the primary government, all organizations for which the primary government is financially accountable and other organizations that, by the nature and significance of their relationship with the primary government, would cause the financial statements to be incomplete or misleading if excluded. Based on these criteria, Sound Transit is considered a primary government and does not have any component unit relationships. Conversely, Sound Transit is not considered a component unit of any primary government.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The following summary of significant accounting policies is presented to assist the reader in interpreting the financial statements and should be considered an integral part of the financial statements.

Basis of Accounting— The accounts are maintained and financial statements are prepared using the economic resources measurement focus and accrual basis of accounting in accordance with GAAP. The Governmental Accounting Standards Board (GASB) is the accepted standard setting body for establishing governmental accounting and financial reporting principles. As Sound Transit comprises a single proprietary fund, no fund level financial statements are shown.

In accordance with GAAP, all revenues are recognized in the period in which they are earned and expenses are recognized in the period in which they are incurred. All assets, deferred outflows of resources, liabilities and deferred inflows of resources associated with the operation of Sound Transit are

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

included in the Statements of Net Position. Depreciation and amortization of capital assets are recognized in the Statements of Revenues, Expenses and Changes in Net Position.

Operating revenues are recognized in the period earned and consist primarily of passenger fares. Operating expenses are recognized in the period in which they are incurred and consist primarily of purchased transportation services.

Non-operating revenues, primarily tax revenues, are recorded in the period when the underlying transaction occurs on which the tax is imposed and include sales and use tax on goods and services, motor vehicle excise tax, property tax and rental car tax. Non-operating expenses are recognized in the period in which they are incurred and consist primarily of interest expense and contributions to other governments.

Sales, use and rental car taxes are collected on Sound Transit's behalf by the Washington State Department of Revenue and the motor vehicle excise tax by the Washington State Department of Licensing. Property tax is levied on a calendar year basis and is administered and collected by King, Pierce and Snohomish counties. Taxes are levied within the district at a rate of 1.4% for sales and use, 1.1% for motor vehicle excise and 0.8% on rental cars. In November 2016, voters approved an increase in the sales and use tax of 0.5%, an additional motor vehicle excise tax of 0.8%, both of which are included in the rates stated above, and a property tax levy rate up to \$0.25 per \$1,000 of assessed property value. The additional motor vehicle tax came into effect March 1, 2017 and the additional sales and use tax came into effect April 1, 2017. The first property tax levy was authorized for calendar year 2017.

Bond Discounts and Premiums— Bond discounts and premiums are recorded net to long-term debt and amortized using the effective interest rate method over the life of the related debt issuance. Deferred outflows of resources includes the excess of the price paid on debt refunding and the net carrying amount of the old debt, which is amortized over the remaining life of the old debt or the new debt, whichever is shorter. Deferred inflows of resources includes the deficit of the price paid on debt refunding and the net carrying amount of the old debt, which is amortized over the remaining life of the old debt or the new debt, whichever is shorter.

Capital Assets— Capital assets are stated at cost, except for capital assets contributed to Sound Transit, which are stated at the fair value on the date of contribution. Expenditures and contributions for additions and improvements with a value in excess of \$5,000 and a useful life of more than one year are capitalized. Maintenance, repairs and minor improvement costs are charged to operations as incurred. Depreciation and amortization of capital and intangible assets are recorded using the straight-line method applied to each asset over its estimated useful life, except for the amortization associated with leasehold improvements which is recognized over the shorter of the life of the asset and the remaining length of the related lease agreement.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

Estimated useful lives are shown in the following table:

	Estimated useful life
Access rights	5 – 100 years
Buildings and leasehold improvements	5 – 30 years
Furniture, equipment and vehicles	3 – 8 years
Revenue vehicles	12 – 40 years
Software	3 – 5 years
Transit facilities, rail and heavy equipment	6 – 150 years

On an annual basis, Sound Transit evaluates whether events or circumstances have occurred affecting capital assets that are other than temporary in nature and which could result in an impairment of those assets. Impairment is considered to have occurred if there is a large permanent decline in the asset's service utility and the event or circumstance is outside the normal life cycle of the asset. Impairment losses on assets that will no longer be used are measured based on the lower of carrying value and fair value of the affected asset. Impairment losses on assets that will continue to be used are measured using the method that best reflects the diminished service utility.

All qualifying costs, directly and indirectly, attributable to capital projects are capitalized. Capital projects in progress (CIP) balances include costs incurred for projects not yet in service and are segregated between assets in which Sound Transit maintains a continuing ownership interest and capital assets that will be transferred to other governments upon completion.

Access rights include costs incurred for, or rights acquired that allow, Sound Transit to operate its services in public and private right of ways. Access rights are amortized over the life of the underlying asset constructed or the term of the contractual agreement granting the related right.

Interest costs on funds borrowed through tax-exempt and taxable debt to finance the construction or acquisition of certain capital assets are expensed in the period in which they are incurred. Prior to 2019, interest costs were capitalized during the period of construction or acquisition and depreciated over the life of the related assets once placed into service.

Capital Contributions to Other Governments— Pursuant to capital improvement agreements, Sound Transit has provided funding to, or constructed assets for, various governments for transit-related capital improvements. Costs incurred to construct assets for other governments are capitalized and included in CIP until the asset is substantially completed and accepted, at which time the costs are transferred out of CIP and recorded as contributions to other governments.

Cash and Cash Equivalents— Cash and cash equivalents consist of cash on hand, demand deposits and short-term investments with maturities of three months or less at the time of purchase. Restricted cash and cash equivalents contain externally imposed legal and contractual obligations and are classified as current or non-current in accordance with their requirements.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

Compensated Absences— The agency provides a PTO program to eligible employees. Under the program, PTO is earned based on tenure and job level. PTO is payable at 100% upon employee termination. Certain accrued balances relating to the legacy programs will continue to be presented as liabilities until utilized or forfeited.

Environmental Remediation Obligations— Environmental remediation activities are reviewed annually to determine whether an obligating event has occurred, as defined by GASB Statement No. 49, *Accounting and Financial Reporting for Pollution Remediation Obligations*, when the liability should be accrued and whether the cost should be expensed or capitalized. Generally such costs are incurred in relation to properties that Sound Transit is preparing for use in operations, or in relation to properties acquired to support the construction of a project and which are subsequently resold. As such, these costs are recorded as incurred and capitalized to the project. Costs that are in excess of the property's fair market value, or that do not meet capitalization criteria under GAAP, are expensed as soon as a reasonable estimate can be obtained.

Indirect Cost Allocation— Indirect costs relate to the overall costs of running the agency and include employee costs, services, and information technology costs. These indirect costs are allocated to capital projects, operating activities, agency administration and fare and regional planning using overhead rates that are based primarily on departmental headcount and budgeted expenditures. Overhead rates are designed to allocate all agency overhead costs except for certain executive divisions and marketing costs.

Inventory— Inventory includes spare parts and is recorded at the lower of average purchase cost and net realizable value. Allowances for excess and obsolete parts are provided for spare parts currently identified as excess and obsolete. Allowances are reflected as a charge to operations and are based on management's estimate, which is subject to change. As of December 31, 2022 and 2021, inventory reflects an allowance of \$1.5 million and \$0.8 million, respectively.

Investment Valuation— Investments are stated at fair value.

Land Held for Disposition— Properties determined to be excess to Sound Transit's use, authorized by the Board for disposition and intended to be disposed of within one year are classified as land held for disposition. Pursuant to RCW 81.112.350, surplus properties are evaluated for suitability as housing as 80% of such properties must be offered for either transfer at no cost, sale, or long-term lease first to qualified entities that agree to develop affordable housing on the property, consistent with local land use and zoning laws. Properties meeting such criteria and subject to an agreement or request for proposal are reclassified to land held for disposition at carrying cost until such time as the disposition closes, at which time a contribution to affordable housing is recorded. Properties not disposed as part of the 80% requirement are valued at the lower of purchase cost or net realizable value.

New Accounting Pronouncements

In June 2022, the GASB issued Statement No. 101, *Compensated Absences*, for the reporting periods beginning after December 15, 2023. This statement requires that liabilities for compensated absences be recognized for (1) leave that has not been used and (2) leave that has been used but not yet paid in cash or settled through noncash means. A liability should be recognized for leave that has not been used if (a) the leave is attributable to services already rendered, (b) the leave accumulates, and (c) the leave is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means. Sound Transit is reviewing and considering applicability and potential for early adoption of the standard.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

In June 2022, the GASB issued Statement No. 100, *Accounting Changes and Error Corrections – An Amendment of GASB Statement No. 62*, for the reporting periods beginning after June 15, 2023. This Statement requires that (a) changes in accounting principles and error corrections be reported retroactively by restating prior periods, (b) changes to or within the financial reporting entity be reported by adjusting beginning balance of the current period and (c) changes in accounting estimates be reported prospectively by recognizing the change in the current period. Sound Transit is reviewing and considering the applicability and potential for early adoption of the standard.

In May 2020, the GASB issued Statement No. 96, *Subscription-Based Information Technology Arrangements (SBITAs)*, effective for reporting periods beginning after June 15, 2022. This statement provides guidance on the accounting for SBITAs based on the concept that certain SBITAs result in a right-to-use intangible asset and corresponding liability that should be recognized on the financial statements, that certain costs may be capitalizable and that governments should make certain relevant disclosures. Sound Transit plans to adopt the standard in 2023 and is evaluating the potential financial impact of the standard.

In March 2020, the GASB issued Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, effective for reporting periods beginning after June 15, 2022. This statement provides guidance on the accounting for partnerships involving the operation of nonfinancial assets in an exchange or exchange-like transaction and availability payment arrangements. Sound Transit has evaluated this pronouncement and potentially relevant arrangements, and determined it has no material arrangements to which this guidance applies.

Reclassifications— Certain reclassifications have been made to the 2021 financial statements to conform to the current year’s presentation.

Reserves— Sound Transit’s financial policies require the agency to maintain certain internal reserves as follows: an operating expense reserve in the amount of two months average annual spending expenses; a capital replacement reserve supported by a specific investment fund; and an emergency loss fund to cover retention, deductible or excess loss due to an uninsured loss or portion of loss. As these cash and investment reserves are derived from internal restrictions, they are included in unrestricted net position.

Restricted Net Position— Restricted net position consists of cash, cash equivalents and investments that contain externally imposed legal and contractual obligations. Assets comprising restricted net position are used in accordance with their requirements and where both restricted and unrestricted resources are available for use, restricted resources are used first and then unrestricted resources as they are needed.

Revenue and Expense Classification— Sound Transit distinguishes operating revenues and expenses from non-operating items in the preparation of its financial statements. Operating revenues and expenses generally result from providing passenger services in connection with Sound Transit’s principal ongoing operations. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

Tax Abatements—As of December 31, 2022 and 2021, Sound Transit has no direct tax abatement agreements wherein taxes are decreased for a particular payer which contribute to economic development or otherwise benefits the government or its citizens. In 2022 and 2021, Sound Transit collected property tax revenue through Snohomish, King and Pierce counties which have direct tax abatement agreements. However, the tax abatements do not result in reduction or loss of revenue to Sound Transit, pursuant to Washington State law, as these taxes are reallocated to other property taxpayers.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

Undivided Interests— Sound Transit participates in a joint operation (or undivided interest), jointly governed with six other agencies for the provision of a regional fare coordination system (One Regional Card for All, ORCA). Sound Transit reports its undivided interest in assets, liabilities, expenses and revenues of ORCA within its financial statements, as they are specifically identifiable to Sound Transit. ORCA does not meet the definition of a component unit as defined in GASB No. 61 – *The Financial Reporting Entity: Omnibus*.

Use of Estimates— The preparation of the financial statements in conformity with GAAP 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.

3. CASH, CASH EQUIVALENTS, INVESTMENTS AND RESTRICTED ASSETS

Cash and cash equivalents consist of cash on hand, demand deposits and short-term investments with maturities of three months or less at the time of purchase. Cash in the Local Government Investment Pool (LGIP) is managed by the Washington State Treasurer’s Office. Investments in the King County Investment Pool (KCIP) are managed by the King County Finance Division. The LGIP and the KCIP represent an interest in a group of securities and have no specific security subject to custodial risk.

Sound Transit’s bank deposits are covered by the Federal Deposit Insurance Corporation (FDIC) or by collateral held in a multiple financial institution collateral pool administered by the Washington Public Deposit Protection Commission (PDPC). All deposits not covered by the FDIC are covered by the PDPC. Cash, cash equivalents, investments and restricted assets consist of the following:

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

(in thousands)	December 31	
	2022	2021
Cash and cash equivalents - current		
LGIP *	\$ 1,125,702	\$ 1,124,341
FDIC or PDPC insured bank deposits	10,077	6,568
Cash on hand	2,174	2,695
	1,137,953	1,133,604
Restricted assets - current		
Cash and cash equivalents - LGIP	84,142	78,914
Investments - KCIP	523	532
	84,665	79,446
Investments - current	1,340,611	429,793
Restricted assets - non-current		
Cash and cash equivalents		
LGIP	1,148	593
FDIC or PDPC Insured Bank Deposits	436	435
Escrow funds	8,002	8,002
	9,586	9,030
Investments - Debt service and OCIP reserve	8,016	10,517
Other	25	24
	17,627	19,571
Investments - non-current	959,714	858,961
Total cash, cash equivalents, investments and restricted assets	\$ 3,540,570	\$ 2,521,375

* The balance includes amounts set aside in satisfaction of Sound Transit's financial policies for an operating expense reserve and an emergency loss fund.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

All surplus cash is invested in accordance with Washington State statute and an Asset and Liability Management policy approved by Sound Transit's Board. Qualifying investments under this policy include obligations of the United States government, Treasury and Agency securities, bankers' acceptances, certificates of deposit, corporate bonds & commercial paper, general obligation municipal bonds and repurchase agreements. Sound Transit's policy and monitoring program addresses common deposit and investment risks as described below, with detailed information by investment type presented in the tables that follow. Duration is presented in years.

Sound Transit holds a significant amount of investments that are measured at fair value on a recurring basis, within the following hierarchy:

- Level 1 – inputs are quoted prices (unadjusted) for identical assets or liabilities in active markets that a government can access at the measurement date
- Level 2 – inputs other than quoted prices included within Level 1 that are observable for an asset or liability, either directly or indirectly
- Level 3 – inputs are unobservable inputs for an asset or liability

Unrestricted investments consist of the following:

<i>(in thousands)</i>						
	2022			2021		
	Total	Level 1	Level 2	Total	Level 1	Level 2
Investments – current						
Commercial Paper	\$ 79,084	\$ -	\$ 79,084	\$ 79,934	\$ -	\$ 79,934
KCIP *	15,528	-	-	15,778	-	-
U.S. Agency Securities	383,493	-	383,493	49,992	-	49,992
U.S. Treasury Securities	814,159	814,159	-	209,318	209,318	-
Municipal Bonds	-	-	-	-	-	-
Corporate Bonds	48,347	-	48,347	74,771	-	74,771
Total investments – current	1,340,611	814,159	510,924	429,793	209,318	204,697
Investments – non-current						
Investments – undesignated						
U.S. Agency Securities	183,457	-	183,457	144,468	-	144,468
U.S. Treasury Securities	315,621	315,621	-	285,782	285,782	-
Municipal Bonds	14,035	-	14,035	11,680	-	11,680
Corporate Bonds	111,099	-	111,099	57,991	-	57,991
Total investments - undesignated	624,212	315,621	308,591	499,921	285,782	214,139
Investments – capital replacement						
U.S. Agency Securities	157,793	-	157,793	191,485	-	191,485
U.S. Treasury Securities	87,490	87,490	-	74,969	74,969	-
Municipal Bonds	34,989	-	34,989	39,275	-	39,275
Corporate Bonds	55,230	-	55,230	53,311	-	53,311
Total investments – capital replacement	335,502	87,490	248,012	359,040	74,969	284,071
Total investments – non-current	\$ 959,714	\$ 403,111	\$ 556,603	\$ 858,961	\$ 360,751	\$ 498,210

* The KCIP is valued using amortized cost basis and is not included in the fair value hierarchy.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

Restricted investments consist of the following:

(in thousands)	2022			2021		
	Total	Level 1	Level 2	Total	Level 1	Level 2
Restricted assets - current						
KCIP *	\$ 523	\$ -	\$ -	\$ 532	\$ -	\$ -
Total restricted assets - current	523	-	-	532	-	-
Restricted assets - non-current						
Municipal bonds	2,535	-	2,535	2,973	-	2,973
U.S. Agency securities	5,481	-	5,481	7,544	-	7,544
Total restricted assets - non-current	\$ 8,016	\$ -	\$ 8,016	\$10,517	\$ -	\$ 10,517

* The KCIP is valued using amortized cost basis and is not included in the fair value hierarchy.

U.S Treasury securities are classified as Level 1 and are valued using prices in active markets for identical assets. Commercial paper, U.S. Agency securities, municipal bonds and corporate bonds are classified as Level 2 and are valued using inputs that are observable but not actively using the market approach.

The KCIP is valued using amortized cost basis. The objective of the KCIP investment policy is to invest public funds in a manner which will preserve the safety and liquidity of all investments while obtaining a reasonable rate of return. The redemption period for the KCIP is one to ten days, depending on the dollar amount redeemed.

Interest Rate Risk— Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. The agency manages duration as means of mitigating its exposure to interest rate risk. The greater the duration of a bond, or portfolio of bonds, the greater its price volatility will be in response to a change in interest rates and vice versa. Sound Transit policy limits its maximum weighted portfolio duration to three years.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

Modified duration

(in thousands)

	2022			2021		
	Total	Duration	Percent of total	Total	Duration	Percent of total
Investments – current						
Commercial Paper	\$ 79,084	0.25	5.9%	\$ 79,934	0.33	18.6%
KCIP	15,528	0.99	1.2%	15,778	1.24	3.7%
U.S. Agency Securities	383,493	0.50	28.6%	49,992	0.59	11.6%
U.S. Treasury Securities	814,159	0.73	60.7%	209,318	1.04	48.7%
Corporate Bonds	48,347	0.76	3.6%	74,771	0.46	17.4%
Total investments - current	1,340,611	0.64	100.0%	429,793	0.76	100.0%
Investments – non-current						
Investments – undesignated						
U.S. Agency Securities	183,457	1.63	29.4%	144,468	1.22	28.9%
U.S. Treasury Securities	315,621	2.20	50.6%	285,782	2.64	57.2%
Municipal Bonds	14,035	1.36	2.2%	11,680	1.54	2.3%
Corporate Bonds	111,099	2.30	17.8%	57,991	2.78	11.6%
Total investments - undesignated	624,212	2.03	100.0%	499,921	2.22	100.0%
Investments – capital replacement						
U.S. Agency Securities	157,793	2.41	47.0%	191,485	2.06	53.4%
U.S. Treasury Securities	87,490	3.94	26.1%	74,969	4.58	20.9%
Municipal Bonds	34,989	2.79	10.4%	39,275	3.80	10.9%
Corporate Bonds	55,230	2.26	16.5%	53,311	3.29	14.8%
Total investments – capital replacement	\$ 335,502	2.82	100.0%	\$ 359,040	2.96	100.0%
Total investments – non-current	\$ 959,714			\$ 858,961		

Specific identification

(in thousands)

	December 31		Maturity	Call Date
	2022	2021		
Restricted assets - non-current				
Debt service reserve				
Municipal bonds:				
Georgia State GO Unlimited BAB	\$ 2,535	\$ 2,973	11/1/2027	11/24/2009*
Federal Home Loan Mortgage Corporation	4,855	4,968	8/24/2023	
	7,390	7,941		
OCIP reserve				
U.S. agency securities:				
Federal Home Loan Mortgage Corporation	626	1,025	3/15/2023	
Federal National Mortgage Association	-	1,551	7/15/2022	
	626	2,576		
	\$ 8,016	\$ 10,517		

* Continuously callable from this date forward

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

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 issues. The investment policy sets forth maximum concentration guidelines. At both December 31, 2022 and 2021, Sound Transit portfolios were within these guidelines.

Investment Type Per Investment Policy	Maximum
Treasury securities and investments in the LGIP	100%
Total U.S. Agency securities	75%
Single U.S. Agency and investments in the KCIP	50%
Repurchase agreements, general obligation bonds, PDPC financial institution sponsored investment accounts	25%
Deposit bank notes	20%
Certificates of deposit, bankers' acceptances, reverse repurchase agreements and A1/P1 commercial paper	10%

Credit Risk— Credit risk is the chance that an issuer will fail to pay principal or interest in a timely manner, or that negative perceptions of the issuer's ability to make these payments will cause the price of the investment to decline. As of December 31, 2022 and 2021, all Treasury, U.S. Agency, general obligation bonds and commercial paper securities are rated in one of the four highest credit rating categories of a nationally recognized statistical rating organization. After a bond has been purchased, if it is downgraded below one of the three highest ratings, a case-by-case review is conducted to determine the reason for the downgrade and to evaluate whether or not to continue to hold the bond. The LGIP and KCIP are unrated.

Custodial Credit Risk— Custodial credit risk is the risk that, in the event of the failure of the counterparty, Sound Transit would not be able to recover the value of its investment or collateral securities that are in the possession of an outside party. All investments purchased by Sound Transit are held and registered in Sound Transit's name in the trust or safekeeping department of a financial institution as established by a written third party safekeeping agreement between Sound Transit and the financial institution.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

4. TAXES AND OTHER RECEIVABLES

Taxes and other receivables consist of the following:

(in thousands)	December 31	
	2022	2021
Taxes receivable	\$ 339,641	\$ 322,497
Grants receivable	105,165	59,080
Accounts receivable, net	61,273	5,554
Due from other governments	11,296	13,931
Interest receivable	6,670	3,780
	<u>\$ 524,045</u>	<u>\$ 404,842</u>

Amounts due from other governments include amounts due from ORCA for fare revenues and reimbursable administration expenses (see also note 12) and amounts reimbursable under other interlocal agreements for operating expenses or capital contributions for transit facilities and betterments. Payment terms are generally defined in the various agreements with other governments and range from 21 to 60 days. Where payment terms are not defined by agreement, they are due in accordance with the terms specified on the invoice, which is generally 30 days.

5. LEASES

Sound Transit, as lessee, has entered into various leases for office space, parking, land, storage and equipment with lease terms expiring between 2023 and 2056, with some leases containing options to renew.

As lessor, Sound Transit has entered into leases for commercial space and land for use in transportation-oriented development. Sound Transit's activities as lessor are generally intended to be temporary and relate mainly to property held for a period of time between acquisition for right of way, and other system assets and facilities, through the completion of construction of the related assets and eventually disposition of surplus property.

Sound Transit adopted GASB Statement No. 87, *Leases*, in 2020 with a conversion date of January 1, 2019. In accordance with the adopted standard, the agency, as a lessee, is required to recognize intangible right-of-use assets and corresponding lease liabilities, and as a lessor, lease receivables and deferred inflows of resources, for all leases that are not considered short-term. Sound Transit has adopted the following policies to assist in determining lease treatment according to the standard (unless otherwise specified, the following policies pertain to agreements in which Sound Transit acts as lessee, and agreements in which Sound Transit acts as lessor):

Basis of lease classification – Leases that meet the following requirements will not be considered short-term: (1) the maximum possible lease term(s) is non-cancelable by both lessee and lessor, and is more than 12 months, and (2) the monthly lease payment is greater than \$5 thousand.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

Term – At the time of lease commencement or conversion, the term of the lease will include possible extension periods that are deemed to be reasonably certain given all available information, regarding the likelihood of renewal. For extension periods without explicit rent payment amounts in the lease agreement, the agency included an increase of 3% to prior rent payment amounts on an annual basis.

Discount rate – Unless explicitly stated in the lease agreement, known by the agency, or the agency is able to determine the rate implicit within the lease, the discount rate used to calculate lease right-of-use assets and liabilities in the case of agreements in which Sound Transit acts as lessee, or deferred inflow of resources and related lease receivable, in the case of agreements in which Sound Transit acts as lessor, will be the agency's tax exempt market borrowing rate for 30 year fixed terms at the end of each year, which will be the rate utilized for the next calendar year. The 30 year fixed tax exempt borrowing rate at December 31, 2021 was 3.06% and at December 31, 2020 was 2.79% and was used for applicable leases beginning in 2022 and 2021, respectively.

Prepaid lease payments – Prepaid lease payments related to leases wherein Sound Transit acts as lessee, are not included in right-of-use assets until such time as the lease term commences.

Variable payments – Variable payments based on the future performance of the lessee or lessor or usage of the underlying asset are not included in the measurement of lease assets or liabilities. For the years ended December 31, 2022 and 2021, all leases are based on fixed payments and do not have variable payment components.

Residual value guarantees – There were no residual guarantees included in the measurement of lease assets and liabilities, or deferred inflow of resources and lease receivables, for the years ended December 31, 2022 and 2021.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

Lease related assets by major class of underlying assets consist of the following:

<i>(in thousands)</i>	2022 Beginning balance	Additions	Reductions	Transfers / adjustments	2022 Ending balance
Right-of-use assets					
Office buildings	\$ 95,412	\$ -	\$ -	\$ -	\$ 95,412
WSDOT land access rights (airspace leases)	29,471	5,722	-	359	35,552
Land	5,902	-	-	(359)	5,543
Warehouse space	6,968	-	-	-	6,968
Equipment	1,451	-	-	-	1,451
Total right-of-use assets	139,204	5,722	-	-	144,926
Accumulated amortization					
Office buildings	(32,111)	(10,628)	-	-	(42,739)
WSDOT land access rights (airspace leases)	(1,678)	(1,037)	-	12	(2,703)
Land	(1,811)	(806)	-	-	(2,617)
Warehouse space	(1,907)	(730)	-	-	(2,637)
Equipment	(1,252)	(199)	-	-	(1,451)
Total accumulated amortization	(38,759)	(13,400)	-	12	(52,147)
Total right-of-use assets, net	100,445	(7,678)	-	12	92,779
Prepaid lease payments					171,497
Lease-leaseback investment account asset					68,551
Lease receivables					22,128
Total lease related assets, net					\$ 354,955

<i>(In thousands)</i>	2021 Beginning balance	Additions	Reductions	Transfers / adjustments	2021 Ending balance
Right-of-use assets					
Office buildings	\$ 97,513	\$ -	\$ (2,101)	\$ -	\$ 95,412
WSDOT land access rights (airspace leases)	14,494	14,977	-	-	29,471
Land	10,151	-	(4,249)	-	5,902
Warehouse space	6,968	-	-	-	6,968
Equipment	1,422	29	-	-	1,451
Total right-of-use assets	130,548	15,006	(6,350)	-	139,204
Accumulated amortization					
Office buildings	(22,603)	(10,977)	1,469	-	(32,111)
WSDOT land access rights (airspace leases)	(1,056)	(622)	-	-	(1,678)
Land	(1,329)	(860)	378	-	(1,811)
Warehouse space	(1,160)	(747)	-	-	(1,907)
Equipment	(822)	(430)	-	-	(1,252)
Total accumulated amortization	(26,970)	(13,636)	1,847	-	(38,759)
Total right-of-use assets, net	103,578	1,370	(4,503)	-	100,445
Prepaid lease payments					174,278
Lease-leaseback investment account asset					67,237
Lease receivables					21,020
Total lease related assets, net					\$ 362,980

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

As lessee, the agency recognized \$13.4 million and \$13.6 million of lease related amortization expense in the years ended December 31, 2022 and 2021, respectively. The agency also recognized \$3.6 million and \$3.9 million of lease related interest expense in the years ended December 31, 2022 and 2021, respectively.

As lessor, the agency recognized \$1.2 million and \$1.0 million in lease related interest revenue in the years ended December 31, 2022 and 2021, respectively. The agency also recognized revenues from lease related deferred inflows of resources of \$0.2 million in the years ended December 31, 2022 and 2021.

Lease related obligations consist of the following:

<i>(in thousands)</i>	December 31	
	2022	2021
Lease liabilities	\$ 90,307	\$ 96,496
Lease-leaseback obligations	68,551	67,237
Accrued lease interest	2,160	978
Deposits held as lessor	445	445
Amounts due within one year	(11,358)	(11,339)
Total lease related obligations	\$ 150,105	\$ 153,817

Minimum lease payments, excluding lease-leaseback obligations, through 2056 are as follows:

<i>(in thousands)</i>			
	Principal Payments	Interest Payments	Total Payments
Year ending December 31			
2023	\$ 10,809	\$ 3,208	\$ 14,017
2024	8,084	2,871	10,955
2025	7,640	2,546	10,186
2026	7,204	2,272	9,476
2027	7,790	1,982	9,772
2028-2032	27,905	5,608	33,513
2033-2037	1,655	3,572	5,227
2038-2042	6,742	2,899	9,641
2043-2047	5,509	1,926	7,435
2048-2052	4,102	1,149	5,251
2053-2056	5,027	554	5,581
	\$ 92,467	\$ 28,587	\$ 121,054

Lease-Leaseback— In May 2001, Sound Transit entered into a transaction to lease 22 rail passenger cab and coach cars and 5 locomotives (the head lease) to an investor and simultaneously sublease the vehicles back from the investor (the sublease). Under these transactions, Sound Transit maintains the right to continued use and control of the assets through the end of the leases and is required to insure and maintain the assets. The current lease expires on September 17, 2040.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

The vehicles had a fair market value of \$61.3 million with a book value of \$37.7 million at closing. Sound Transit received a prepayment equivalent to the net present value of the head lease obligations totaling \$61.3 million. From those proceeds, \$50.4 million was deposited with AIG-FP Special Finance Ltd. to partially meet Sound Transit's obligations under the sublease payments. In addition, \$5.7 million was deposited with AIG Matched Funding Corp. and invested in securities, issued or guaranteed by the United States government, to meet the remaining obligations under the sublease. The remaining \$4.9 million (net of closing costs of \$363 thousand) was retained by Sound Transit and recorded as non-operating revenues during the year ended December 31, 2001.

The net present value of the future sublease payments has been recorded as a long-term lease obligation. The agreements with AIG-FP Special Finance Ltd. and AIG Matched Funding Corp. have been structured to meet all future obligations under the sublease when due and, as such, the corresponding investment account has been recorded to equal the sublease obligations. As of December 31, 2022 and 2021, the fair value of the underlying securities was sufficient to satisfy the current required value as set forth in the related agreements.

Net changes in the lease-leaseback sublease are shown in the following table:

<i>(in thousands)</i>	December 31	
	2022	2021
Net sublease, January 1	\$ 67,237	\$ 66,014
Accrued interest	5,032	4,941
Less payment	(3,718)	(3,718)
Net sublease, December 31	\$ 68,551	\$ 67,237

In late 2022, Sound Transit was informed that a party to the agreement, AIG Financial Products Corp., had declared bankruptcy. The bankrupt entity was previously subject to a waiver agreement and temporary waiver of delivery of required items letter with the Owner Participant, Lessor, Lender, and Debt Payment Undertaker. The role of the bankrupt entity in the transactions was to provide a financial guaranty of Sound Transit's obligations under the sublease. The deposits made in 2001 with AIG-FP Special Finance Ltd. and AIG Matched Funding Corp. continue to perform and are projected to fully meet Sound Transit's obligations under the sublease. As such, both Sound Transit and the investor intend to continue with the transaction despite the bankruptcy of the entity.

Sound Transit, together with AIG and the other parties to the agreement, are in the process of replacing the bankrupt entity and amending the agreements. If negotiations are not satisfactorily concluded, the investor could demand a termination payment from Sound Transit of approximately \$8.3 million (as of December 31, 2022).

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

6. CAPITAL ASSETS

Capital assets are summarized as follows:

<i>(in thousands)</i>	2022				2022
	Beginning	Additions	Disposals /	Transfers	Ending
	balance		reductions		balance
Non-depreciable assets					
Land	\$ 1,107,058	\$ -	\$ -	\$ 24,316	\$ 1,131,374
Permanent easements	550,063	-	-	1,940	552,003
Capital projects in progress:					
Sound Transit - tangible	7,198,131	1,733,484	(22,493)	(350,109)	8,559,013
Sound Transit - intangible	50,477	14,864	(7,184)	(40,696)	17,461
Other governments - tangible	2,010	20,057	(14,896)	120	7,291
Total non-depreciable assets	8,907,739	1,768,405	(44,573)	(364,429)	10,267,142
Depreciable assets					
Access rights	555,536	4,978	-	-	560,514
Buildings and leasehold improvements	197,747	-	-	1,858	199,605
Furniture, equipment and vehicles	30,111	-	(292)	5,626	35,445
Revenue vehicles	909,842	-	(733)	146,704	1,055,813
Software	34,875	-	-	11,109	45,984
Transit facilities, rail and heavy equipment	6,732,619	-	-	201,268	6,933,887
Total depreciable assets	8,460,730	4,978	(1,025)	366,565	8,831,248
Accumulated depreciation					
Access rights	(256,655)	(17,880)	-	-	(274,535)
Buildings and leasehold improvements	(26,950)	(5,602)	-	-	(32,552)
Furniture, equipment and vehicles	(23,435)	(4,292)	292	(224)	(27,659)
Revenue vehicles	(377,576)	(46,601)	733	206	(423,238)
Software	(34,399)	(3,246)	-	(291)	(37,936)
Transit facilities, rail and heavy equipment	(1,099,348)	(180,433)	-	311	(1,279,470)
Total accumulated depreciation	(1,818,363)	(258,054)	1,025	2	(2,075,390)
Total depreciable assets, net	6,642,367	(253,076)	-	366,567	6,755,858
Total capital assets, net	\$ 15,550,106	\$1,515,329	\$ (44,573)	\$ 2,138	\$17,023,000

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

<i>(in thousands)</i>	2021				2021
	Beginning	Additions	Disposals /	Transfers	Ending
	balance		reductions		balance
Non-depreciable assets					
Land	\$ 1,029,832	\$ 41	\$ (7,580)	\$ 84,765	\$ 1,107,058
Permanent easements	549,407	-	-	656	550,063
Capital projects in progress:					
Sound Transit - tangible	7,719,888	1,809,306	(46,027)	(2,285,036)	7,198,131
Sound Transit - intangible	29,501	20,976	-	-	50,477
Other governments - tangible	10,341	9,923	(18,254)	-	2,010
Total non-depreciable assets	9,338,969	1,840,246	(71,861)	(2,199,615)	8,907,739
Depreciable assets					
Access rights	555,536	-	-	-	555,536
Buildings and leasehold improvements	41,444	-	-	156,303	197,747
Furniture, equipment and vehicles	26,878	-	(535)	3,768	30,111
Revenue vehicles	822,136	-	(14,358)	102,064	909,842
Software	35,243	-	-	(368)	34,875
Transit facilities, rail and heavy equipment	4,801,886	-	(3,028)	1,933,761	6,732,619
Total depreciable assets	6,283,123	-	(17,921)	2,195,528	8,460,730
Accumulated depreciation					
Access rights	(243,753)	(12,902)	-	-	(256,655)
Buildings and leasehold improvements	(24,022)	(4,420)	-	1,492	(26,950)
Furniture, equipment and vehicles	(21,577)	(2,885)	535	492	(23,435)
Revenue vehicles	(351,373)	(41,312)	14,358	751	(377,576)
Software	(32,277)	(2,458)	-	336	(34,399)
Transit facilities, rail and heavy equipment	(964,946)	(133,707)	2,376	(3,071)	(1,099,348)
Total accumulated depreciation	(1,637,948)	(197,684)	17,269	-	(1,818,363)
Total depreciable assets, net	4,645,175	(197,684)	(652)	2,195,528	6,642,367
Total capital assets, net	\$ 13,984,144	\$1,642,562	\$ (72,513)	\$ (4,087)	\$15,550,106

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

7. ACCOUNTS PAYABLE AND ACCRUED LIABILITIES

Accounts payable and accrued liabilities consist of the following:

(in thousands)	December 31	
	2022	2021
Accrued liabilities	\$ 198,889	\$ 307,195
Due to other governments	71,869	67,129
Accounts payable	39,685	22,321
Accrued salaries, wages and benefits	33,335	29,040
Retainage payable	318	270
	\$ 344,096	\$ 425,955

8. LONG-TERM DEBT

Sound Transit's long-term debt is comprised of three categories: Prior Bonds, Parity Bonds and Second Tier Junior Obligations borrowed pursuant to the Transportation Infrastructure Finance and Innovation Act (TIFIA Loans). All bond issuances and borrowings are considered public debt. Prior Bonds have first claim upon the local option taxes of sales and use, rental car, and MVET. Parity Bonds are subordinate to the Prior Bonds and also have claim upon the local option taxes of sales and use, rental car, and MVET. TIFIA Loans are subordinate to both Prior Bonds and Parity Bonds and have claim on the local option taxes of sales and use, rental car, and MVET, as well. Proceeds from bond issues are used for funding Sound Transit's capital program or refunding prior bond issues. As of December 31, 2022 and 2021, Sound Transit had no direct borrowings.

As of December 31, 2022 and 2021, total outstanding long-term debt is as follows:

(in thousands)		
	2022	2021
Long-term debt		
Bonds payable		
Prior bonds	\$ 234,730	\$ 268,155
Parity bonds	1,716,480	1,741,160
Premium	220,312	242,956
Discount	(821)	(1,142)
Total bonds payable	2,170,701	2,251,129
TIFIA Loans	702,931	87,664
Total debt	2,873,632	2,338,793
Amounts due within one year	(62,005)	(58,105)
Total long-term debt	\$ 2,811,627	\$ 2,280,688

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

Bonds Payable (Prior and Parity)

<i>(in thousands)</i>	2022 Beginning balance	Additions	Reductions	2022 Ending balance	Amounts due within one year
Bonds payable					
Series 1999	\$ 206,365	\$ -	\$ (25,535)	\$ 180,830	\$ 26,750
Series 2009P-2T	61,790	-	(7,890)	53,900	8,175
Series 2009S-2T	300,000	-	-	300,000	-
Series 2012S-1	7,440	-	(7,440)	-	-
Series 2015S-1	22,185	-	-	22,185	-
Series 2015S-2A	75,000	-	-	75,000	-
Series 2015S-2B	75,000	-	-	75,000	-
Series 2016S-1	392,175	-	(8,215)	383,960	8,630
Series 2021S-1	869,360	-	(9,025)	860,335	18,450
	2,009,315	-	(58,105)	1,951,210	62,005
Plus unamortized premium	242,956	-	(22,644)	220,312	
Less unamortized discount	(1,142)	-	321	(821)	
Total bonds payable	\$ 2,251,129	\$ -	\$ (80,428)	\$ 2,170,701	\$ 62,005

<i>(in thousands)</i>	2021 Beginning balance	Additions	Reductions	2021 Ending balance	Amounts due within one year
Bonds payable					
Series 1999	\$ 230,630	\$ -	\$ (24,265)	\$ 206,365	\$ 25,535
Series 2009P-2T	69,455	-	(7,665)	61,790	7,890
Series 2009S-2T	300,000	-	-	300,000	-
Series 2012P-1	118,545	-	(118,545)	-	-
Series 2012S-1	70,330	-	(62,890)	7,440	7,440
Series 2015S-1	789,940	-	(767,755)	22,185	-
Series 2015S-2A	75,000	-	-	75,000	-
Series 2015S-2B	75,000	-	-	75,000	-
Series 2016S-1	400,000	-	(7,825)	392,175	8,215
Series 2021S-1	-	869,360	-	869,360	9,025
	2,128,900	869,360	(988,945)	2,009,315	58,105
Plus unamortized premium	148,886	184,313	(90,243)	242,956	
Less unamortized discount	(2,132)	-	990	(1,142)	
Total bonds payable	\$ 2,275,654	\$ 1,053,673	\$ (1,078,198)	\$ 2,251,129	\$ 58,105

Excluding unamortized premium and discount, Sound Transit had a total of \$1,951.2 million Prior and Parity Bonds outstanding at December 31, 2022, compared to \$2,009.3 million at December 31, 2021. A total of \$58.1 million and \$988.9 million of principal payments, including payments made to refund and defease certain issuances, were made in 2022 and 2021, respectively.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

In 2021, the agency executed the following transactions to leverage market conditions and decrease overall cost of debt:

- On October 1, 2021, the agency defeased \$55.8 million in par value of the 2012S-1 series bonds and \$767.8 million in par value of the 2015S-1 series bonds with cash on hand.
- On October 21, 2021, the agency remarketed \$75.0 million in par value of its variable rate 2015S-2A series bonds. This remarketing resulted in a reduction in the variable interest pricing spread from SIFMA +30bps to SIFMA +20bps.
- On November 4, 2021, the agency refunded \$111.1 million in par value of the 2012P-1 series bonds. The net carrying amount of the refunded debt exceeded the reacquisition price by \$5.7 million. This is reported in the statement of net position as a deferred inflow of resources and will be amortized through 2028. This current refunding was undertaken to reduce total debt service payments by \$29.3 million over the life of the bonds, resulting in an economic gain (difference between the present values of the old and new debt service payments) of \$15.8 million.
- On November 4, 2021, the agency issued a total of \$869.4 million in par value as the 2021S-1 series of bonds. \$84.7 million of this par amount facilitated the refunding of the 2012P-1 series and the remaining \$784.7 million of the 2021S-1 series were new improvement bonds.

Sound Transit maintains certain minimum deposit accounts pursuant to Sound Transit Board resolutions, the Prior Master Bond Resolution and the Parity Master Bond Resolution, to meet debt service requirements. A Prior Bond Account and a Parity Bond Account are funded with monthly deposits so that the balance will be sufficient to pay the interest, or principal and interest, next coming due on the bonds (see also note 3).

The following tables set forth average coupon and effective rates, rating agency information, principal payment commencement dates, fair value and minimum deposits currently restricted for debt service related to bonds.

Prior Bonds— Debt service requirements for Prior Bonds are payable in February and August of each year and are secured by local option taxes.

(in millions)								Principal and interest restricted	
	Issue date	Average rate	Ratings		Principal Payment begins	Fair value*			
		Coupon	Moody's	S&P		2022	2021	2022	2021
Series 1999	Dec 1, 1998	4.75 - 5.25%	Aaa	AAA	Feb 1, 2006	\$206.7	\$228.4	\$30.3	\$ 29.6
Series 2009P-2T	Sep 29, 2009	4.85 - 5.15%	Aaa	AAA	Feb 1, 2020	62.0	68.1	9.3	9.2

* Estimated using quoted market prices

Sound Transit is also required, by covenant, to maintain a common debt service reserve account for all Prior Bonds. The common debt service reserve requirement for these bonds is met by a surety policy in the amount of \$31.7 million purchased in 1999, a \$7.9 million cash reserve, funded at the time the 2009P-2T bonds were issued (see also note 3). Sound Transit is required to value, at market, the investments held in debt service reserve accounts annually and to make up any deficiency within six months after the date of the valuation. As of December 31, 2022, and 2021, the market value of the Prior debt service reserve exceeded the required reserve amount. Reserve account proceeds are invested in municipal and US agency bonds.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

Additionally, Sound Transit has created a Bond Account to pay and secure the payment of the bonds. The Bond Account is pledged to the payment of bonds and is a trust account for the owners of the bonds. For as long as any bonds remain outstanding, the agency has pledged to pay into the Bond Account from local option taxes: (i) approximately equal monthly deposits such that the amounts projected to be on deposit on the next interest payment date will be sufficient to pay the interest scheduled to become due and redemption premium, if any, on outstanding bonds; and (ii) approximately equal monthly deposits such that the amounts projected to be on deposit on the next principal payment date will be sufficient to pay maturing principal for bonds.

Parity Bonds— Debt service requirements for Parity Bonds are payable in May and November each year and are secured by local option taxes.

(in millions)

	Issue date	Average Rate	Ratings		Principal Payment begins	Fair value*		Principal and interest restricted	
		Coupon	Moody's	S&P		2022	2021	2022	2021
Series 2009S-2T	Sep 29, 2009	5.49%	Aa1	AAA	Nov 1, 2029	\$ 310.9	\$ 411.4	\$ 2.7	\$ 2.7
Series 2012S-1	Aug 22, 2012	3.25 - 5.00%	Aa1	AAA	Nov 1, 2016	-	77.7	-	7.5
Series 2015S-1	Sep 10, 2015	4.00 - 5.00%	Aa1	AAA	Nov 1, 2018	23.3	25.4	0.2	0.2
Series 2015S-2A	Sep 10, 2015	Var	Aa1	AAA	Nov 1, 2041	147.9	150.8	0.2	0.2
Series 2015S-2B	Sep 10, 2015	Var	Aa1	AAA	Nov 1, 2041	-	-	0.2	0.2
Series 2016S-1	Dec 19, 2016	5.00%	Aa1	AAA	Nov 1, 2021	411.1	464.8	11.8	11.5
Series 2021S-1	Nov 04, 2021	2.60 - 5.00%	Aa1	AAA	Nov 1, 2022	889.6	1,073.0	24.7	15.1

* Estimated using quoted market prices

There are no externally imposed legal or contractual obligations requiring Sound Transit to establish a reserve account for Parity Bonds.

Sound Transit makes monthly deposits into a Parity Bond Account from pledged taxes so that the balance therein will be sufficient to pay: (i) the interest, or principal and interest, next coming due on the Parity Bonds and (ii) regularly scheduled payments under Parity Payment Agreements.

Long-term Bond Requirements

Long-term bond requirements are displayed in the table below:

(in thousands)

Year ending December 31	Principal	Interest *	Total
2023	\$ 62,005	\$ 90,315	\$ 152,320
2024	77,870	87,274	165,144
2025	81,875	83,376	165,251
2026	85,775	79,318	165,093
2027	89,880	75,049	164,929
2028-2032	343,225	322,298	665,523
2033-2037	365,770	240,906	606,676
2038-2042	419,930	133,209	553,139
2043-2047	340,170	48,332	388,502
2048-2052	84,710	4,443	89,153
	\$ 1,951,210	\$ 1,164,520	\$ 3,115,730

* Does not deduct 35% Build America Bonds subsidy on the interest payments.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

The American Recovery and Reinvestment Act of 2009 created the Build America Bond (BAB) program, which authorized state and local governments to issue BABs as taxable bonds in 2009 and 2010 to finance any capital expenditures for which they otherwise could issue tax-exempt municipal bonds. Issuers receive a direct federal subsidy payment for a portion of their borrowing costs paid to investors of BABs. The direct federal subsidy, once earned, is considered a non-exchange transaction, separate from the interest payments made, and is recorded in other non-operating revenue when Sound Transit makes its interest payment. Sound Transit received subsidies of \$5.9 million and \$7.0 million, in 2022 and 2021, respectively. The 2009P-2T bonds and the 2009S-2T bonds are Build America Bonds.

Second Tier Junior Obligations (TIFIA Loans)

TIFIA loans are second tier junior obligations and as such, are subordinate to both the Parity and Prior bonds. The TIFIA loans are governed by individual credit agreements, the details of which are presented below.

<i>(in thousands)</i>							
	Year executed or refinanced	Credit line	Interest rate	Final maturity	Drawn amount	Interest	2022 Ending balance
TIFIA loans							
East Link Extension	2021	\$1,330,000	1.91%	2058	\$ -	\$ -	\$ -
Northgate Link Extension	2021	615,300	1.91%	2056	615,267	1,964	617,231
OMFE	2021	87,700	1.91%	2055	87,664	280	87,944
Lynnwood Link Extension	2021	657,900	1.91%	2059	-	-	-
Federal Way Link Extension	2021	629,500	1.91%	2059	-	-	-
Downtown Redmond Link Extension	2021	521,000	1.91%	2059	-	-	-
Total TIFIA loans		\$3,841,400			\$702,931	\$2,244	\$705,175

The following table sets forth TIFIA loan activity for the years ended December 31, 2022 and 2021:

<i>(in thousands)</i>				
	2022 Beginning balance	Additions	Reductions	2022 Ending balance
TIFIA loans				
Northgate Link Extension	\$ -	\$ 615,267	\$ -	\$ 615,267
OMFE	87,664	-	-	87,664
Total TIFIA loans	\$ 87,664	\$ 615,267	\$ -	\$ 702,931

<i>(in thousands)</i>				
	2021 Beginning balance	Additions	Reductions	2021 Ending balance
TIFIA loans				
East Link Extension	\$ 50,000	\$ -	\$ (50,000)	\$ -
Northgate Link Extension	81,606	-	(81,606)	-
OMFE	25,000	87,664	(25,000)	87,664
Total TIFIA loans	\$ 156,606	\$ 87,664	\$ (156,606)	\$ 87,664

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

In July 2022, Sound Transit borrowed an additional \$615.3 million under the Northgate Link agreement. In September 2021, Sound Transit dissolved the existing TIFIA Master Credit Agreement and East Link Loan Agreement, which required paying off the outstanding borrowings of \$156.6 million related to East Link, Northgate Link and the Operations and Maintenance Facility East (OMFE) loans, and related accrued interest, and executed new individual TIFIA loan agreements related to Northgate Link, East Link, OMFE, Lynnwood Link, Federal Way Link and Downtown Redmond Link. In November 2021, \$87.7 million was borrowed under the OMFE agreement. The transaction resulted in available credit of \$3.8 billion and secured a 1.91% interest rate for all loans.

Each agreement obligates Sound Transit to make interest-only payments for five years. After five years, Sound Transit will make semi-annual principal payments plus interest on the outstanding balance as outlined in each of the individual loan amortization schedules. From 2040 through final maturity, principal and interest are payable in equal semi-annual installments. The final maturity of the loans range from 2055 to 2059. The principal of each TIFIA loan may be prepaid without penalty at any time.

As of December 31, 2022, the agency had outstanding TIFIA loans with principal balances of \$702.9 million and accrued interest of \$2.2 million. Principal and interest on the loans is payable semi-annually in May and November of each year commencing November 1, 2025. As of December 31, 2022, Sound Transit had not yet borrowed funds under any other loan programs.

9. OTHER LONG-TERM OBLIGATIONS

Other long-term obligations include provisions for asset retirement obligations, uninsured losses related to Sound Transit's risk management program, employee compensated absences and deferred compensation as follows:

<i>(in thousands)</i>						
	2022 Beginning balance	Additions, accretion and changes in estimates	Reductions	2022 Ending balance	Amounts due within one year *	Total other long-term obligations
Asset retirement obligations	\$ 4,544	\$ 253	\$ -	\$ 4,797	\$ -	\$ 4,797
Uninsured losses	2,739	26	(26)	2,739	761	1,978
Compensated absences	18,774	16,268	(5,370)	29,672	22,832	6,840
Total other long-term obligations	<u>\$ 26,057</u>	<u>\$ 16,547</u>	<u>\$ (5,396)</u>	<u>\$ 37,208</u>	<u>\$ 23,593</u>	<u>\$ 13,615</u>

<i>(in thousands)</i>						
	2021 Beginning balance	Additions, accretion and changes in estimates	Reductions	2021 Ending balance	Amounts due within one year *	Total other long-term obligations
Asset retirement obligations	\$ 4,533	\$ 10	\$ -	\$ 4,544	\$ -	\$ 4,544
Uninsured losses	2,739	182	(182)	2,739	762	1,977
Compensated absences	16,903	11,095	(9,224)	18,774	11,451	7,323
Total other long-term obligations	<u>\$ 24,175</u>	<u>\$ 11,287</u>	<u>\$ (9,406)</u>	<u>\$ 26,057</u>	<u>\$ 12,213</u>	<u>\$ 13,844</u>

* Amounts due within one year are included in current liabilities under the line items Accounts payable and accrued liabilities, and Other claims and short-term obligations.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

Asset Retirement Obligations (ARO)— In the course of entering into agreements with other governments and rail providers to construct Sound Transit’s capital assets, certain agreements contain clauses that impose a legal burden on Sound Transit to remove all or a portion of those constructed assets at the termination of those agreements. The ARO liability is measured based on estimated costs to fulfill Sound Transit’s ARO developed by internal resources with in-depth knowledge of construction and demolition costs and adjusted annually for inflation. The corresponding deferred outflow of resources is amortized over the estimated remaining useful lives of the associated tangible capital assets and ranges from 38 to 48 years. There are no assets required to be restricted for the payment of these liabilities nor is there any legally required funding or assurance provisions associated with the AROs.

Risk Management— In the ordinary course of planning, building and operating its regional transit systems and services, Sound Transit is exposed to various types of risks and exposures of loss including: torts; theft of, damage to and destruction of assets; errors and omissions; job related injuries to persons; natural disasters; and environmental occurrences.

Sound Transit has established a comprehensive risk management and insurance program to mitigate the potential for loss and for the administration of claims through a combination of commercial insurance and coverage under partner agency operating agreements. Sound Transit’s agency operations and rail operations insurance policies are written on an occurrence or claims made basis, with a specific deductible or self-insured retention, renewing annually. Agency operation policies renew on May 1st and rail operation policies renew on November 1st. Worker’s compensation is insured through the state of Washington.

For certain larger capital projects, Sound Transit utilizes Owner Controlled Insurance Programs (OCIP’s) to address general liability, builders risk and contractors’ pollution liability claims related to project construction carried out by Sound Transit’s third party contractors, as well as professional liability and completed operations coverage. While Sound Transit is directly responsible for payment of deductibles to the insurers, it has further transferred its risk of loss through its construction contracts, requiring contractors covered by these programs to be responsible for 100% of the deductible on general liability and pollution liability claims (\$100 thousand and \$250 thousand respectively) and the first \$250 thousand of any builders risk loss.

Self-insured liabilities are recorded when probable that a loss has occurred and the amount can be reasonably estimated and includes estimates for claims that have been incurred but not yet reported. As actual liabilities depend on a number of complex factors the process used in estimating the claims liability does not necessarily result in an exact amount. Every five years, Sound Transit engages an actuary to prepare an independent actuarial analysis and to prepare an actuarial report in order to estimate its total insurance claim exposure under all of its insurance and risk management programs. The insurance claim amount estimated to be paid within the next year is included in other claims and short-term obligations.

Compensated Balances— Amounts estimated to be paid within the next year are included in accounts payable and accrued liabilities.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

10. RESTRICTED NET POSITION

Restricted net position consists of the following:

<i>(in thousands)</i>		
	2022	2021
Debt service	\$ 68,149	\$ 66,799
Contractual arrangements	28,126	23,909
	\$ 96,275	\$ 90,708

11. EMPLOYEE BENEFITS

Sound Transit provides a defined contribution money purchase plan and trust (401(a) Plan) to its employees. Empower Retirement is the plan's administrator and trustee. This plan is a fixed employer system, and membership in the system includes all full time Sound Transit employees. The vesting schedule of the plan is 20% immediately upon employment, 40% after one year of service, 60% after two years, 80% after three years and 100% after four years. Employees are responsible for directing the investment of their contributions and Sound Transit's contributions.

Eligible employees are required to participate in the plan on the first day of employment. The amount of covered payroll during 2022 and 2021 was \$144.9 million and \$134.5 million, respectively, and total payroll was \$146.3 million and \$134.9 million, respectively. The required contribution rates, expressed as a percentage of covered payroll, and required Sound Transit contributions during 2022 and 2021 were as follows:

	Contribution rate		Contributions	
			<i>(in thousands)</i>	
	2022	2021	2022	2021
Employer	12%	12%	\$ 17,392	\$ 16,142
Employee	10	10	14,494	13,452
Total	22%	22%	\$ 31,886	\$ 29,594

12. COMMITMENTS, CONTINGENCIES AND OTHER MATTERS

In the ordinary course of its operations, Sound Transit enters into a number of agreements with other governmental and quasi-governmental agencies, including: the operation and maintenance of buses and trains that it has purchased; right of way access and use; planning, building and operation of its facilities; and collection of its taxes. With the exception of Tacoma Link light rail, all services are operated by partner agencies. A summary of significant agreements follows:

ST Express— Agreements have been entered into with King County Metro, Community Transit and Pierce Transit for the operations and maintenance of bus service, covering vehicle maintenance, operations, coordination of service planning, revenue processing, customer service, personnel and performance standards, and information and compliance reporting. The agreements set forth the process for annual financial authorization for service and the basis of compensation, substantially comprised of a

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

baseline cost rate for purchased transportation, as well as fuel and other costs provided for, but not included, as part of the baseline. Baseline cost rates, including allocated costs, are established by no later than December 15th for the upcoming year and are reconciled to actual incurred costs by no later than March 31st of the year following. The current agreements with Community Transit and Pierce Transit are for 4 years, expiring December 31, 2025. The current agreement with King County is for 5 years, expiring December 31, 2024.

Link Light Rail— Sound Transit contracts with King County Metro for the operation and maintenance of its light rail service, operating between the Angle Lake and the Northgate stations. The agreement sets forth the process for annual financial authorization for service and the basis of compensation, substantially comprised of a baseline cost rate for purchased transportation, as well as other costs provided for, but not included, as part of the baseline. Baseline cost rates, including allocated costs, are established by no later than December 15th for the upcoming year and are reconciled to actual incurred costs by no later than March 31st of the year following. The current 2009 agreement expired on July 2014 and has been extended thereafter, currently through December 31, 2023.

Sound Transit has also entered into the following agreements related to light rail or station operations:

Downtown Seattle Transit Tunnel (DSTT) Agreement— This agreement with King County and City of Seattle provides for cost sharing with regard to the maintenance and operation in the DSTT in exchange for the right to use the tunnel for light rail operations. Sound Transit's ongoing obligations include reimbursement of maintenance costs and cost-sharing for future capital repairs or replacements as they arise. Subsequent to December 31, 2022, Sound Transit acquired ownership of the DSTT from King County on April 19, 2023 (see Note 13).

Light Rail Agreements— Sound Transit has entered into a variety of agreements to secure the permanent right to operate light rail in the right of way (under, upon and over streets and property) owned by various municipalities and other entities throughout the region. The cost of public right of way improvements have been capitalized to rail access rights and include those costs necessary to operate light rail service, such as costs to acquire real property and relocate existing residents and businesses, as well as certain improvements to the right of way required under those agreements.

Sounder— Agreements have been entered into with BNSF for the operation of Sounder commuter rail service and with Amtrak for operation and maintenance of the locomotives, cab and coach cars (rolling stock). Service between Everett and Seattle and Seattle and Tacoma is on rail right of way owned and operated by BNSF.

South Line— Service between Seattle and Lakewood is provided by BNSF under a 40-year service agreement that expires in 2040. The agreement establishes the compensation paid to BNSF for train crews, maintenance of way and other expensed incurred in the operation of the Sounder Service and is based on actual cost of crew, dispatch and management, as well as cost for performance incentives. Upon expiration of the service agreement, Sound Transit's use of BNSF track will be bound by a dormant Joint Use Agreement for BNSF's Seattle-Tacoma corridor.

North Line— BNSF operates daily commuter rail between Seattle and Everett for Sound Transit under a service agreement. The service agreement expires in December 2030. Upon expiration of

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

the service agreement, Sound Transit's use of BNSF track will be bound by a dormant Joint Use Agreement for BNSF's Seattle-Everett corridor.

Rolling Stock— In 2000, Sound Transit leased the initial portion of its rolling stock to Amtrak for \$1. Under the agreement, Amtrak is obligated to repair, maintain and service the rolling stock at Amtrak's maintenance facility in return for payment by Sound Transit. By separate agreement, Amtrak subleased this rolling stock to BNSF for operation of Sounder Service. Both lease agreements are for a 40-year term, expiring in 2040.

Maintenance Service Agreement— In 2016 Sound Transit entered into an amended agreement with Amtrak, under which Sound Transit pays a flat monthly fixed price dependent upon the number of one-way trips and train sets in operation for a baseline set of operating assumptions. A negotiated rate is also established for additional service above the baseline operating plan. This agreement is renewed from time to time.

First Hill Streetcar—In October 2010, Sound Transit agreed to fully fund \$132.8 million of the costs necessary to design, construct and operate the First Hill Streetcar that was established in the November 2009 Funding and Cooperative Agreement, of which \$5.0 million is payable annually through 2023 for annual operations and maintenance expenses. The City of Seattle owns and operates the First Hill Streetcar facilities and vehicles.

Land Bank Agreement— Sound Transit entered into an agreement called the Land Bank Agreement with WSDOT in July 2000 which was restated in December 2003. The purpose of the agreement is to establish a framework within which WSDOT can, from time to time, convey portions of WSDOT property through lease or sale to Sound Transit for non-highway use in consideration for Sound Transit's funding of highway purpose improvements. In August 2010, as part of the Umbrella Agreement with WSDOT to complete the R8A Project, the land bank agreement was extended to 2080. Sound Transit will continue to earn land bank credits for constructing projects containing highway improvements and use credits on projects that are located within the public highway right of way through July 2080.

Sound Transit has light rail guideways located on WSDOT property governed under multiple 20-year and 40-year airspace leases issued under the Land Bank Agreement. These airspace leases have options to renew for an additional 20 to 35 years. Should Sound Transit and WSDOT not enter into a new agreement at the end of the leases, property interests revert to WSDOT. At December 31, 2022, the value of the unused land bank credits that have not been conveyed by WSDOT to Sound Transit was \$90.9 million. This value is not recorded in the financial statements as there is not sufficient certainty that the credit will be utilized.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

The following table provides information on additions to and uses of credits accruing to the benefit of Sound Transit in 2022 and 2021:

<i>(in millions)</i>	2022	2021
Balance in Land Bank, beginning of year	\$ 82.4	\$ 96.5
Additions:		
I-90 Two-Way Transit & HOV	-	2.9
Northgate	2.7	-
East Link	8.9	-
Draws:		
Temporary Construction Airspace Lease (TCAL):		
Downtown Redmond Link	(3.1)	(3.1)
Federal Way Link	-	(0.2)
East Link	-	(4.4)
Northgate Link	-	(0.3)
Airspace Lease:		
Northgate Link	-	(8.4)
Tacoma Link	-	(0.6)
Balance in Land Bank, end of year	\$ 90.9	\$ 82.4

Amended and Restated Agreement for Regional Fare Coordination System (One Regional Card for All, ORCA)— In April 2009, Sound Transit entered into an amended agreement to operate and maintain ORCA, a system that establishes a common, non-cash fare system throughout seven participating transit agencies' service areas and commits the agencies to using ORCA for a minimum of ten years. In June 2019, Sound Transit entered into an agreement to plan and implement activities necessary to transition the legacy ORCA system, as established in 2009, to the next generation ORCA system, and agreed with the other parties, to keep the 2009 amended agreement in place until termination of the legacy ORCA vendor contract. In May 2022, the existing ORCA system was transitioned to the next generation system. Each agency shares in operating and maintaining ORCA in accordance with the agreement. Sound Transit's proportionate share of ORCA operating and maintenance costs were 27.5% and 26.9% in 2022 and 2021, respectively.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

Sound Transit's proportionate share of ORCA's assets, liabilities, revenues and expenses are presented in these financial statements as follows (2022 based on preliminary information available at year-end):

(in thousands)	December 31	
	2022	2021
Assets		
Current assets		
Cash and cash equivalents	\$ 18,452	\$ 18,452
Accounts receivable	8,568	8,568
Total assets	27,020	27,020
Liabilities		
Current liabilities		
Accounts payable and accrued liabilities	11,441	11,441
Unearned revenue	15,579	15,579
Total liabilities	27,020	27,020
Net position	\$ -	\$ -
Total operating revenues	\$ 44,305	\$ 23,703
Total expenses	\$ 4,022	\$ 2,266

Purchases— At December 31, 2022 and 2021, Sound Transit had outstanding construction commitments of approximately \$2.5 billion and \$3.1 billion, respectively.

Grants— Sound Transit participates in several federal, state and local grant programs that are governed by various rules and regulations of the grantor agencies. Costs charged to the respective grant programs are subject to audit and adjustment by the grantor agencies; therefore, to the extent that Sound Transit has not complied with the rules and regulations governing the grants, refunds of any money received may be required and the collectability of any related receivable at December 31, 2022 and 2021 may be impaired. In the opinion of management, there are no significant contingent liabilities relating to noncompliance with the rules and regulations governing the respective grants; therefore, no provision has been recorded in the accompanying financial statements for such contingencies.

Claims— In the ordinary course of business, Sound Transit has been named as a defendant in a number of lawsuits relating to contractual matters. Although the ultimate outcome, if any, of these matters is presently unknown, management has evaluated all claims and potential claims and, where that exposure is probable and estimable, has reflected in the accounts of Sound Transit its best estimate of the exposure.

13. SUBSEQUENT EVENT

Management has evaluated events and transactions that have occurred after December 31, 2022 through May 5, 2023, the date these financial statements were issued.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Financial Statements, continued

On April 19, 2023, Sound Transit acquired ownership of the Downtown Seattle Transit Tunnel (DSTT) per agreement with King County and City of Seattle. Sound Transit is working to determine the appropriate value at which to recognize the contributed assets.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

SUPPLEMENTAL SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS Year Ended DEC 31, 2022

Assistance Listing Number	Award Identification	Federal Grantor/Pass Through Grantor/ Program Title	Federal Award Expended	Cluster Name	Amounts Passed Through to Subrecipients
Federal Transit Cluster					
U.S. Department of Transportation					
20.500	WA-03-0237	Federal Transit_Capital Investment Grants	\$ 495,324	Federal Transit Cluster	\$ -
20.500	WA-2019-001	Federal Transit_Capital Investment Grants	180,761,092	Federal Transit Cluster	-
20.500	WA-2018-013	Federal Transit_Capital Investment Grants	8,450,381	Federal Transit Cluster	-
20.500	WA-2020-001	Federal Transit_Capital Investment Grants	70,834,023	Federal Transit Cluster	-
20.500	WA-2021-004	Federal Transit_Capital Investment Grants	164,680	Federal Transit Cluster	-
20.507	WA-2018-082	Federal Transit_Formula Grants	1,718,683	Federal Transit Cluster	-
20.507	WA-2020-002	Federal Transit_Formula Grants	1,450,086	Federal Transit Cluster	-
20.507	WA-2021-123	Federal Transit_Formula Grants	3,612,229	Federal Transit Cluster	-
20.507	WA-2021-140	Federal Transit_Formula Grants	232,899	Federal Transit Cluster	-
20.507	WA-2021-141	COVID-19 Federal Transit_Formula Grants	230,064,218	Federal Transit Cluster	-
20.507	WA-2022-064	Federal Transit_Formula Grants	21,404,923	Federal Transit Cluster	-
20.507	WA-2022-086	Federal Transit_Formula Grants	10,290,197	Federal Transit Cluster	-
20.525	WA-2020-086	State of Good Repair Grants Program	753,019	Federal Transit Cluster	-
20.525	WA-2022-072	State of Good Repair Grants Program	11,083,189	Federal Transit Cluster	-
20.525	WA-2022-087	State of Good Repair Grants Program	29,303,946	Federal Transit Cluster	-
20.526	WA-2022-055	Bus and Bus Facilities Formula Program	1,438,436	Federal Transit Cluster	-
Total U.S. Department of Transportation			572,057,325		-
Total Federal Transit Cluster			572,057,325		-
Federal Highway Administration					
20.223	TIFIA-2017-1004A	Transportation Infrastructure Finance and Innovation Act (TIFIA) Program	702,930,515		-
Total Federal Highway Administration			702,930,515		-
Other Federal Awards					
U.S. Department of Homeland Security					
97.075	EMW-2017-RA-00018	Rail and Transit Security Grant Program	662,138		
97.075	EMW-2019-RA-00014	Rail and Transit Security Grant Program	805,258		-
97.075	EMW-2020-RA-00022	Rail and Transit Security Grant Program	419,874		-
Total U.S. Department of Homeland Security			1,887,270		-
Total Other Federal Awards			1,887,270		-
Total Expenditures of Federal Awards			\$ 1,276,875,110		\$ -

See accompanying notes to the Supplemental Schedule of Expenditures of Federal Awards

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

Notes to Supplemental Schedule of Expenditures of Federal Awards

1. BASIS OF PRESENTATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accompanying schedule of expenditures of federal awards (the "Schedule") includes the federal grant activity of Sound Transit under programs of the federal government for the year ended December 31, 2022. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*. Because the schedule presents only a selected portion of the operations of Sound Transit, it is not intended to and does not present the net position, changes in net position or cash flows of Sound Transit.

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Timing may differ from financial statements based on the timing of when expenditures have met all allowability criterion. Such expenditures are recognized following, as applicable, either the cost principles in OMB Circular A-87, *Cost Principles for State, Local, and Indian Tribal Governments*, or the cost principles contained in Title 2 U.S. CFR *Uniform Guidance*, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Negative amounts shown on the Schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years.

Sound Transit utilizes local funds prior to requesting reimbursement from federal funds. Upon receipt of federal funds, Sound Transit reimburses local funds that were utilized for expenditures for federal programs. Expenditures incurred before a federal grant is executed are included as Federal Award Expended on the Schedule in the year the grant is executed.

2. INDIRECT COST RATE

Sound Transit has elected not to use the de minimis 10% indirect cost rate as allowed by CFR 200.214.

3. LOAN PROGRAMS

In September 2021, Sound Transit dissolved the existing TIFIA Master Credit Agreement and East Link Loan Agreement, which required paying off the outstanding borrowings of \$156.6 million related to East Link (\$50 million), Northgate Link (\$81.6 million) and the Operations and Maintenance Facility East (OMFE) loans (\$25 million), and related accrued interest, and executed new individual TIFIA loan agreements related to Northgate Link, East Link, OMFE, Lynnwood Link, Federal Way Link and Downtown Redmond Link. The transaction resulted in available credit of \$3.8 billion and secured a 1.91% interest rate for all loans. In November 2021, \$87.7 million was borrowed under the OMFE agreement. In July 2022, \$615.2 million was borrowed under the Northgate Link agreement. As of December 31, 2022, Sound Transit had total outstanding TIFIA borrowings of \$702.9 million.

4. FEDERAL FINANCIAL ASSISTANCE

Pursuant to the Single Audit Act and Uniform Guidance Compliance Supplement, the federal financial assistance is defined as assistance provided by a federal agency, either directly or indirectly, in the form of grants, contracts, cooperative agreements, loans, loan guarantees, property, interest subsidies,

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

insurance, or direct appropriations. Accordingly, nonmonetary federal assistance is included in federal financial assistance and, therefore, is reported on the Schedule, if applicable. Federal financial assistance does not include direct federal cash assistance to individuals. Solicited contracts between the state and federal government for which the federal government procures tangible goods or services are not considered to be federal financial assistance.

5. MAJOR PROGRAMS

The Single Audit Act and Uniform Guidance establish criteria to be used in defining major federal financial assistance programs. Major programs for Sound Transit are those programs selected for testing by the auditor using a risk assessment model, as well as certain minimum expenditure requirements, as outlined in Uniform Guidance. Programs with similar requirements may be grouped into a cluster for testing purposes.

6. FEDERAL AWARDS PASSED THROUGH TO SUBRECIPIENTS

Sound Transit does not have any federal awards passed through to subrecipients as of December 31, 2022.

Report of Independent Auditors on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

Finance and Audit Committee
Board of Directors
Central Puget Sound Regional Transit Authority

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Central Puget Sound Regional Transit Authority ("Sound Transit"), which comprise the statement of net position as of December 31, 2022, and the related statements of revenues, expenses, and changes in net position and cash flows for the year then ended, and the related notes to the financial statements, and have issued our report thereon dated May 5, 2023.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered Sound Transit's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Sound Transit's internal control. Accordingly, we do not express an opinion on the effectiveness of Sound Transit's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether Sound Transit's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

A handwritten signature in cursive script that reads "Moss Adams LLP".

Seattle, Washington

May 5, 2023

Report of Independent Auditors on Compliance for Each Major Federal Program and Report on Internal Control Over Compliance as Required by the Uniform Guidance

Finance and Audit Committee
Board of Directors
Central Puget Sound Regional Transit Authority

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited Central Puget Sound Regional Transit Authority's ("Sound Transit") compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of Sound Transit's major federal programs for the year ended December 31, 2022. Sound Transit's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, Sound Transit complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2022.

Basis for Opinion on the Major Federal Programs

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of Sound Transit and to meet our other ethical responsibilities, in accordance with 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 opinion on compliance for the major federal program. Our audit does not provide a legal determination of Sound Transit's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to Sound Transit's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on Sound Transit's compliance based on our audit. 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, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about Sound Transit's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, 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 Sound Transit's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of Sound Transit's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of Sound Transit's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

A handwritten signature in cursive script that reads "Moss Adams LLP".

Seattle, Washington
May 5, 2023

Schedule of Findings and Questioned Costs

Section I - Summary of Auditor's Results

Financial Statements

Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP:

Unmodified

Internal control over financial reporting:

- Material weakness(es) identified? ☐ Yes ☒ No
- Significant deficiency(ies) identified? ☐ Yes ☒ None reported

Noncompliance material to financial statements noted?

☐ Yes ☒ No

Federal Awards

Internal control over major federal programs:

- Material weakness(es) identified? ☐ Yes ☒ No
- Significant deficiency(ies) identified? ☐ Yes ☒ None reported

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)?

☐ Yes ☒ No

Identification of major federal programs and type of auditor's report issued on compliance for major federal programs:

Assistance Listing Number(s)	Name of Federal Program or Cluster	Type of Auditor's Report Issued on Compliance for Major Federal Programs
20.500, 20.507, 20.525, 20.526	Federal Transit Cluster	Unmodified
20.223	Transportation Infrastructure Finance and Innovation Act (TIFIA) Program	Unmodified

Dollar threshold used to distinguish between type A and type B programs:

\$ 3,830,625

Auditee qualified as low-risk auditee?

☒ Yes ☐ No

Section II - Financial Statement Findings

None reported

Section III - Federal Award Findings and Questioned Costs

None reported

Prior Year Summary Schedule of Findings

None.