

An aerial photograph of Seattle, Washington, showing the city's urban landscape, the waterfront, and the surrounding mountains. Mount Rainier is visible in the distance under a clear blue sky. The text "Port of Seattle 2022 Financial Performance Report" is overlaid in white.

Port of Seattle 2022 Financial Performance Report

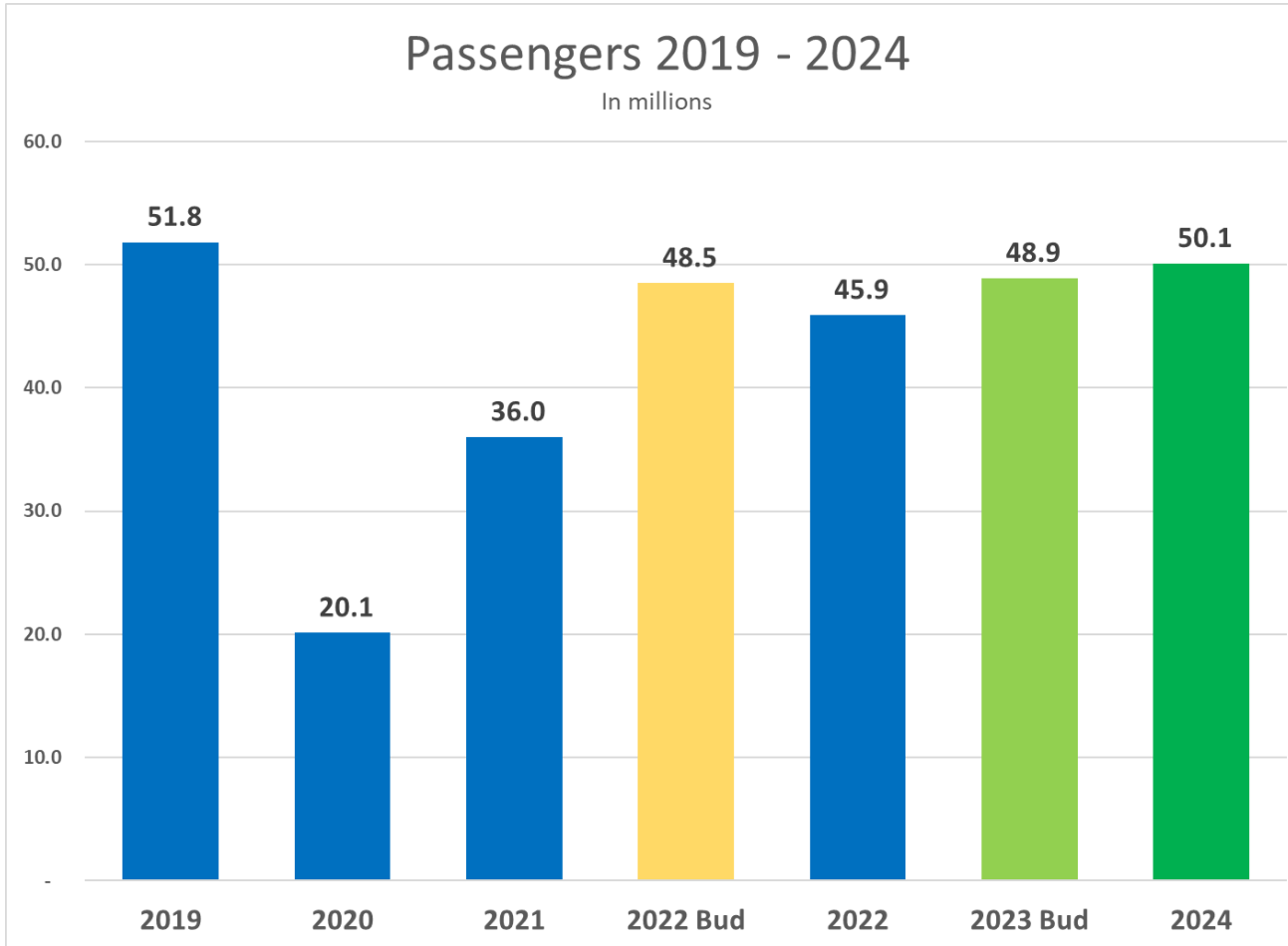
Key Highlights

- Strong financial performance in 2022 due to prudent budgeting and careful cost management
- 2022 SEA passenger levels were below budget and 11.4% lower than 2019
- 2022 cruise season had a record 295 sailings and over 1.3 million passengers
- Operating revenues were \$43.3M over budget mainly due to higher revenues from Public Parking, Rental Cars, and NWSA Distributable Income
- Operating expenses were \$23.4M below budget mainly due to a \$15.6M non-cash expense credit related accounting for the Port's public pension plans through the Department of Retirement Systems (DRS). Without the credit, operating expenses were just \$7.8M under budget
- Many tables exclude the pension expense credit for greater transparency of actual performance

Aviation Division

2022 Financial Performance Report

Passenger Recovery Forecast



	Annual Change	Vs. 2019
2020	-61.2%	-61.2%
2021	79.1%	-30.5%
2022	27.5%	-11.4%
2023	6.5%	-5.7%
2024	2.5%	-3.3%

- 2022 actuals lower than 2022 budget
- 2023 is not much higher than 2022 Budget
- Near 2019 passenger level by 2025

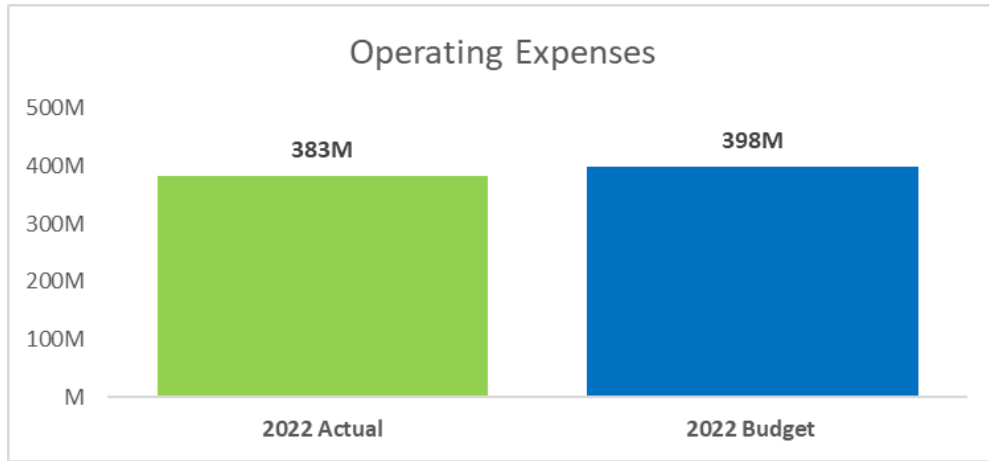
Federal Covid Relief Grants Strengthen Financial Performance

<i>Figures in \$000s</i>	Actual YE 2022	Budget YE 2022	Variance
Revenues			
Aeronautical	402,540	394,963	7,578
Non-Aeronautical	256,613	240,820	15,793
Total Revenues	659,153	635,783	23,370
Total O&M Expenses	394,990	397,622	2,632
DRS Pension True-up Exp	(12,286)	-	12,286
Total O&M Expenses with Pension True-up	382,704	397,622	14,919
NOI w/o Pension True-up	264,163	238,160	26,003
NOI with Pension True-up	276,449	238,160	38,289
Federal Relief	129,848	98,000	31,848
Concessions Relief	19,501	21,419	(1,918)
NOI (after Federal Relief Grants) with Pension True Up	425,797	357,579	68,218
<u>Key Measures</u>			
Non-Aero NOI (in \$000s)	135,483	114,047	21,436
CPE (\$)	16.09	14.82	(1.27)
Debt Service Coverage	2.64	2.03	0.61
<u>Other Information</u>			
ADF Balance (in \$000s)	494,064	464,000	30,064
Capital Spending (in \$000s)	311,631	527,917	216,286

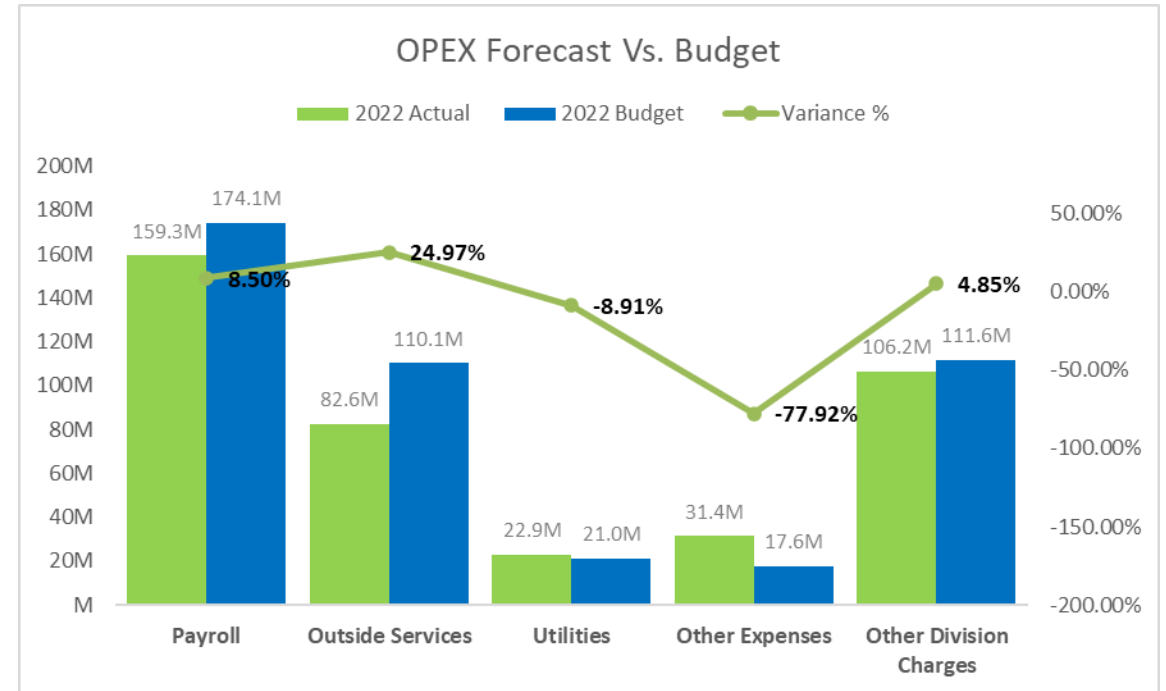
Business/Financial Highlights

- Passenger level below budget
- Non-aero revenues recovering and exceeded budget
- O&M savings vs. budget
- Utilized Federal relief grants to exceed objectives for debt service coverage and ADF balance growth
- SLOA IV extension approved by Commission

Operating Expenses Summary



\$14.9M or 3.75% Favorable



Major Drivers:

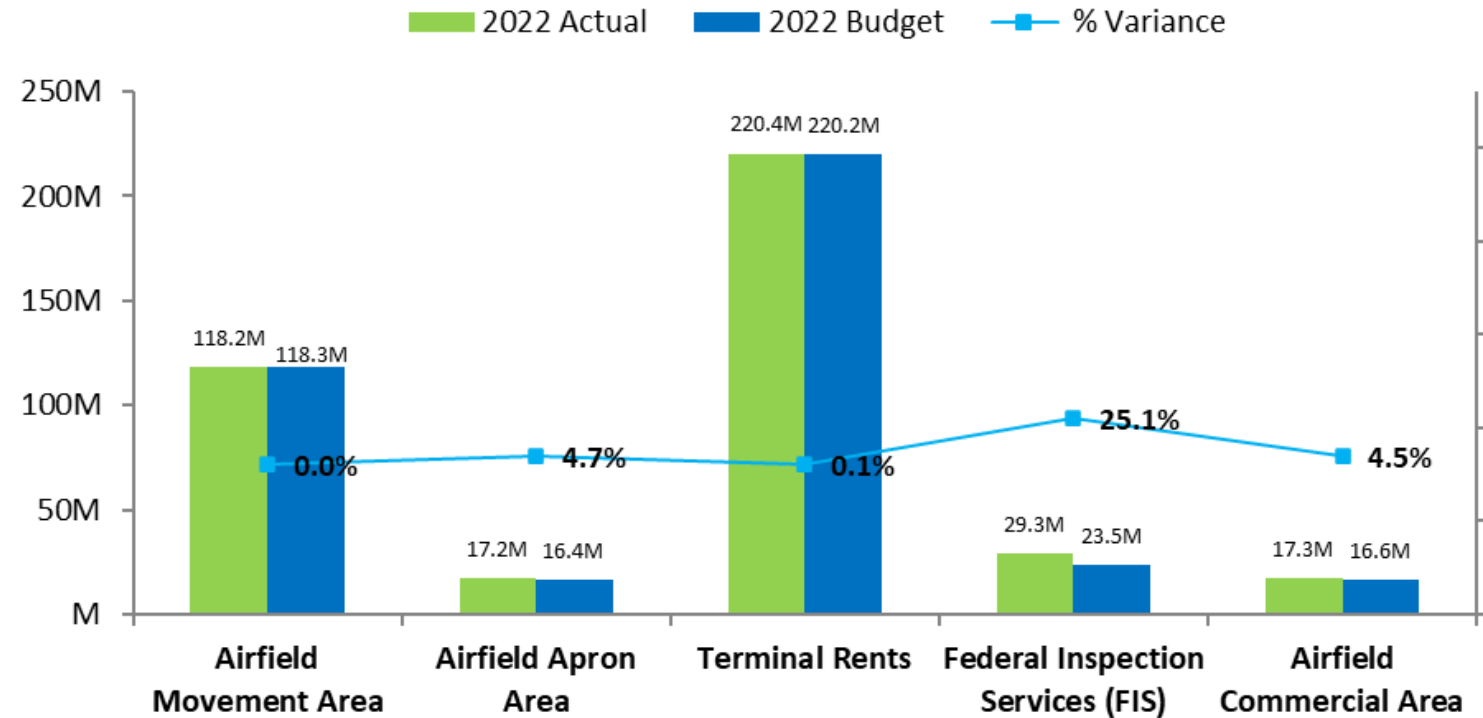
- Primary driver is due to \$27.5M under-spend in Outside Services - delays in the Airline Realignment work, and \$12.3M Pension Credit True-Up; offset by \$17.4M over-run due to less Charging to Capital and \$7.5M over-run in other Expenses (includes snow impact, chiller 6 repair, and water main leak)

Aeronautical Revenue

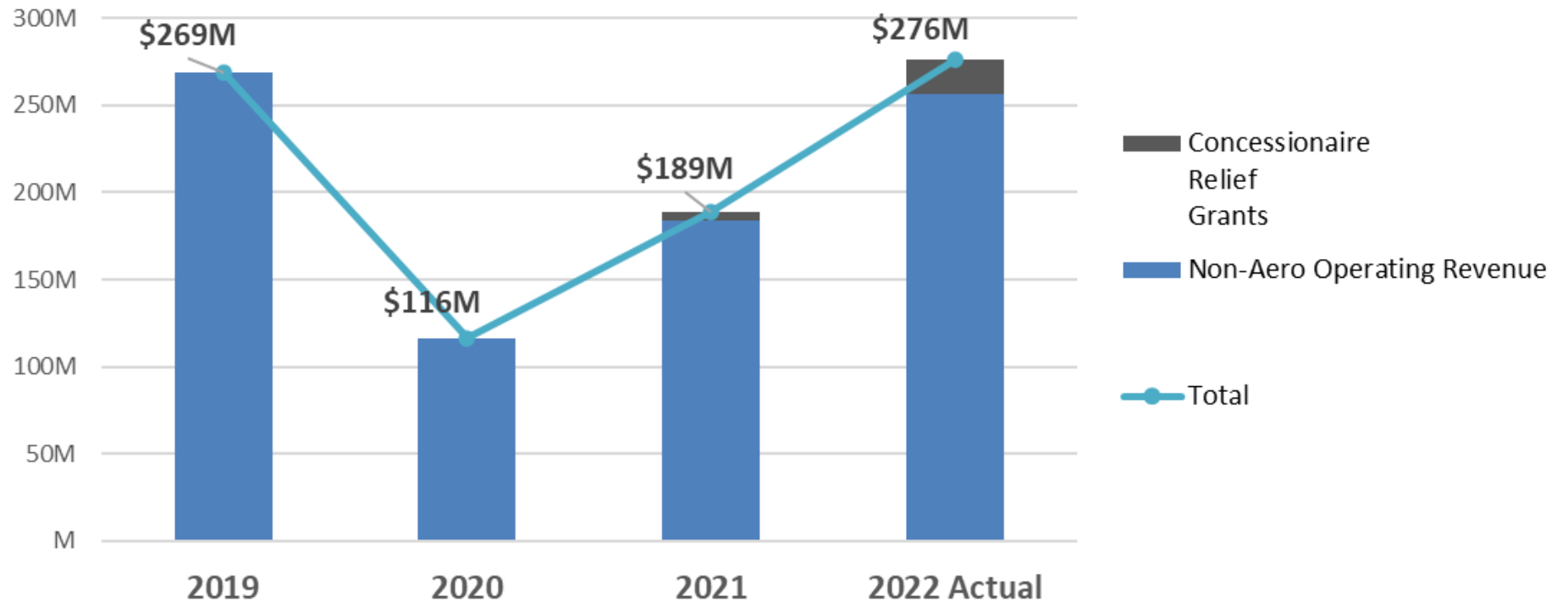
Actual
\$403M

↑ 0.5%

Budget
\$395M



Non-Aero Revenue YoY with Covid Concessions Grant Impact



Note: ARPA = \$19.5M federal Concessionaire Relief grant funds



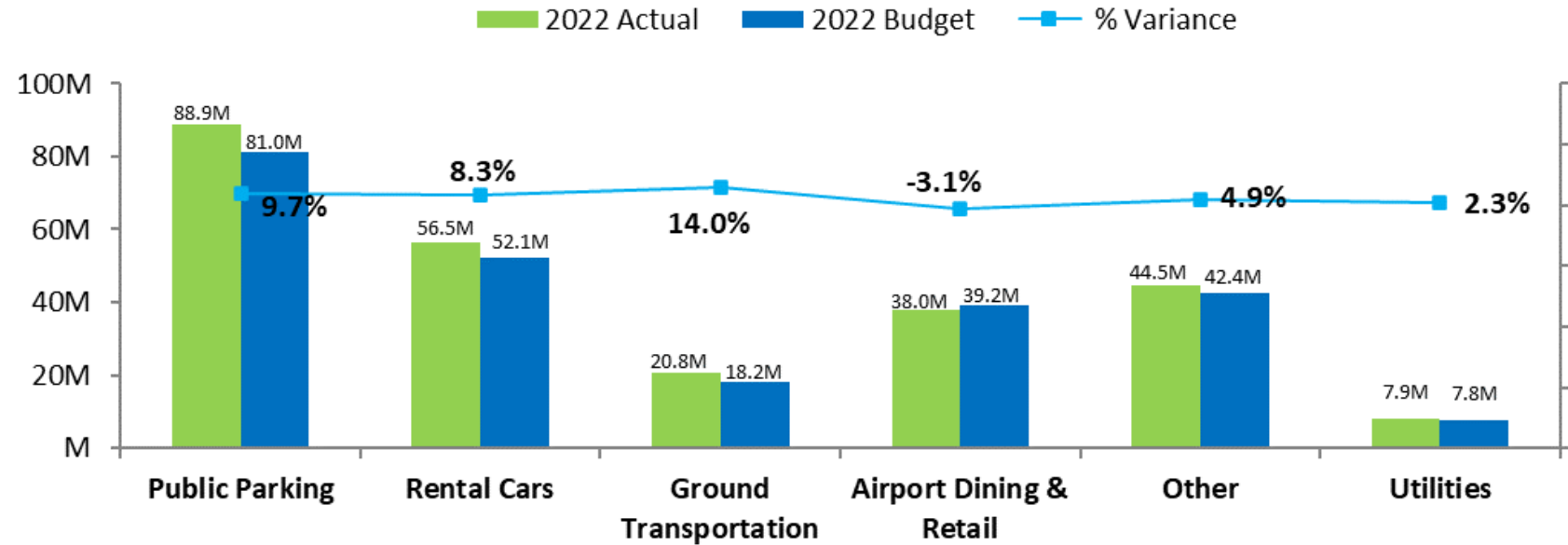
Non-Aeronautical Revenues

Reflects Operating Revenue which has been reduced by Covid grant rent credits

Actual
\$256.6M

↑ 6.6%

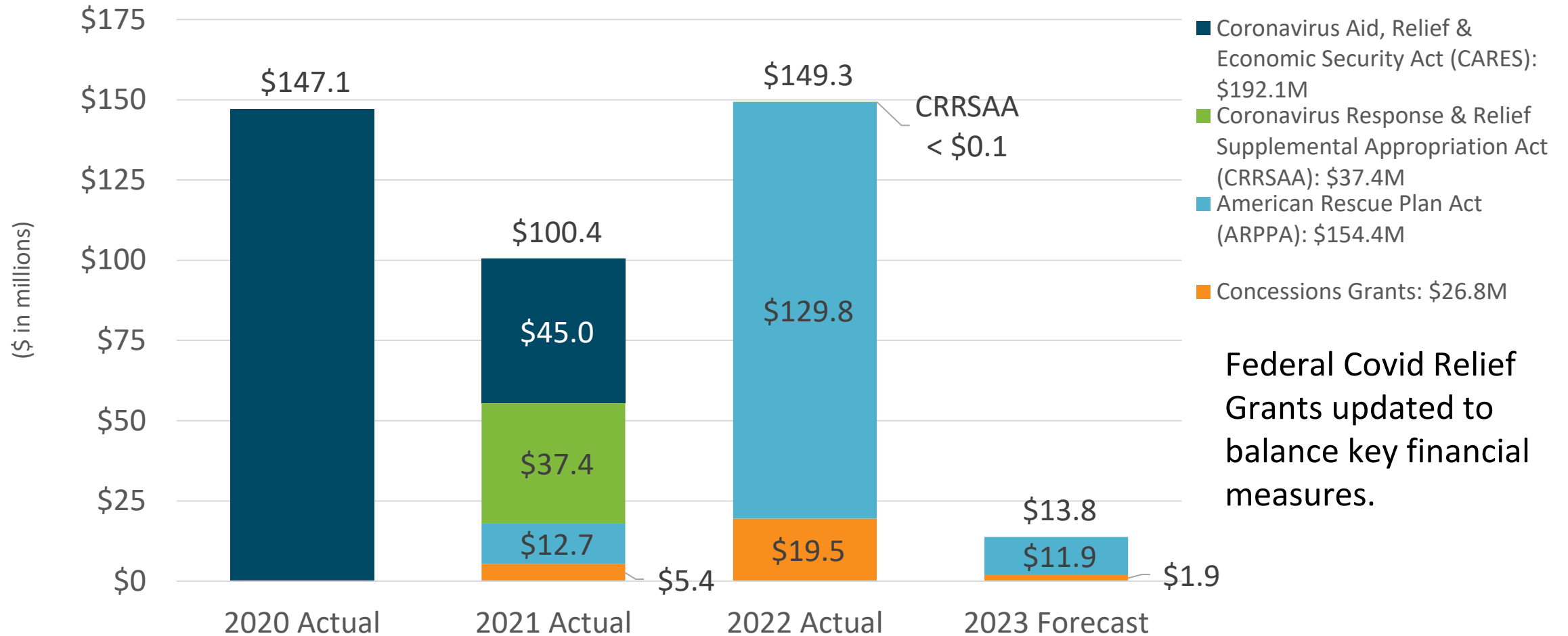
Budget
\$240.8M



Most Non-Aero activity closely aligned with PAX volume recovery

Federal Covid Relief Grant Summary

Total Grants \$410.6M



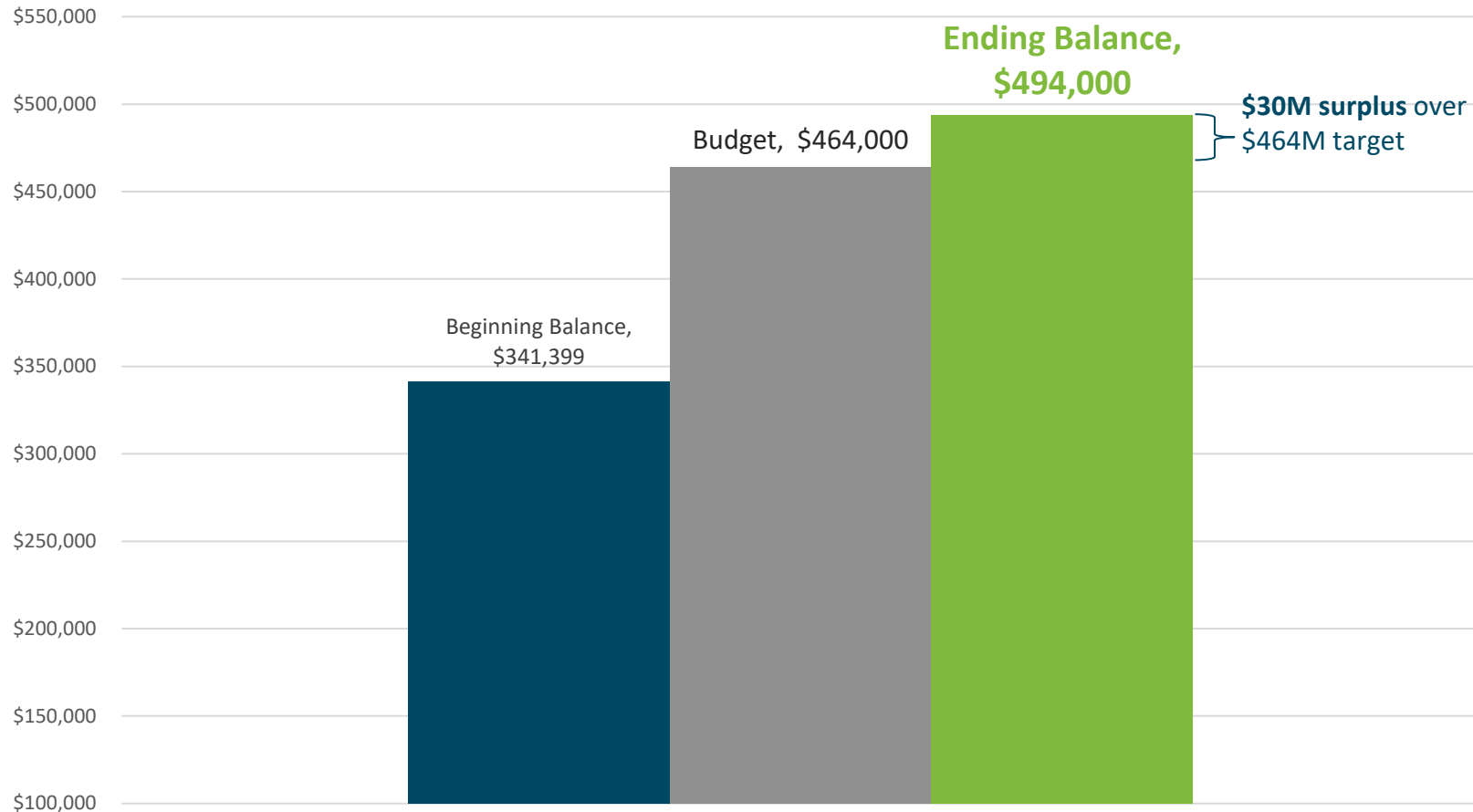
DS Coverage is higher than budget & 1.40x target

	in \$000's	2022 Actual	2022 Budget	Variance
Net Operating Income (NOI)	\$	276,190	\$ 238,161	\$ 38,029
Federal Covid Relief Grants Non-op		24,477	15,200	9,277
Federal Covid Relief Grants Concession Rent		21,419	21,419	-
CFC Excess & other non-operating income		696	(4,506)	5,202
Available for debt service	\$	322,781	\$ 270,274	\$ 52,507
Gross debt service (net of cap i)		316,133	316,930	797
CFC offset		(18,696)	(18,696)	-
PFC offset		(69,681)	(82,223)	(12,542)
Federal Covid Relief Grants DS offset		(105,371)	(82,800)	22,571
Net Debt Service	\$	122,385	\$ 133,211	\$ 10,826
Debt Service Coverage		2.64	2.03	0.61

Note: DS Coverage is airport only debt service coverage, calculated in accordance with airline agreement.

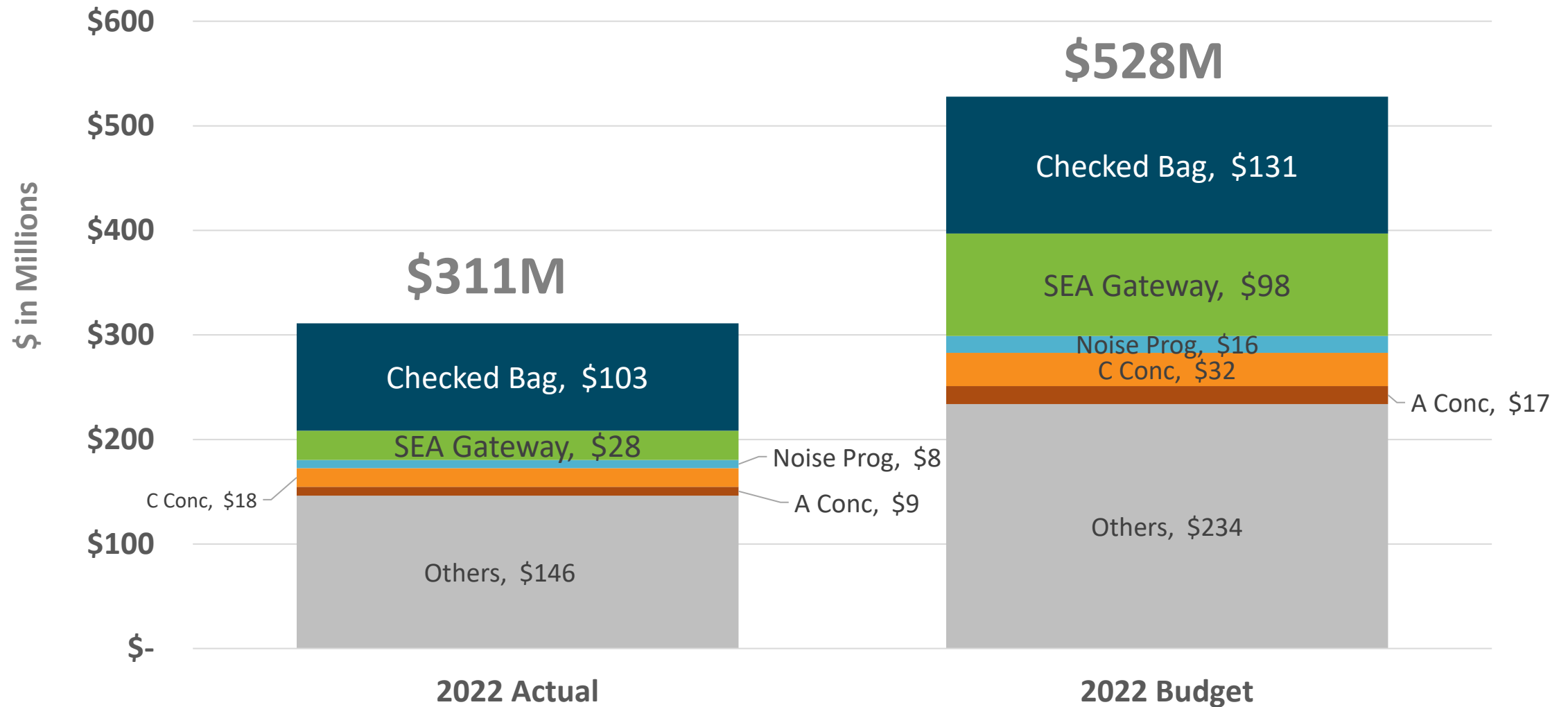
- **Available for debt service is \$52M higher than budget due to:**
 - Higher Non-aero revenue & lower O&M resulted from pension true-up
 - **\$9M more Federal Covid Relief grants** applied as non-operating income
 - Other non-operating income is \$5M higher (higher ADF interest income & lower CFC excess)
- **Net Debt service is lower by \$10M**
 - **\$22M more Federal Covid Relief grants** applied to reduce debt service
 - Partially offset **by \$12M less PFC offsets**

Airport Development Fund Balance



- Ending balance of \$494M exceeding target of \$464M (14 months of O&M in 2022) by \$30M
- Federal Covid relief grant use shifted from 2021 to 2022
- ADF funded capital projects is \$10M less than budget
- \$18M favorable operating cash flow driven by higher non-aero revenue
- \$2M less PY SLOA settlement

2022 Capital Spending: 60% of Budget



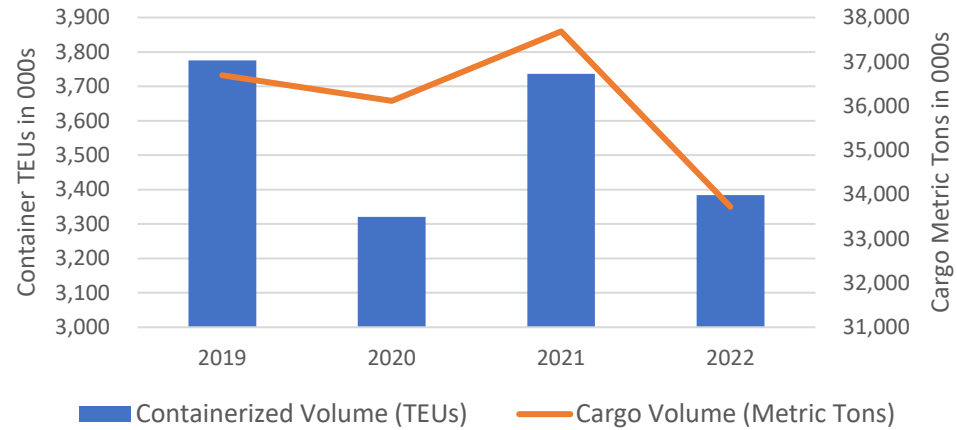
Seaport

2022 Q4 Financial Performance Report

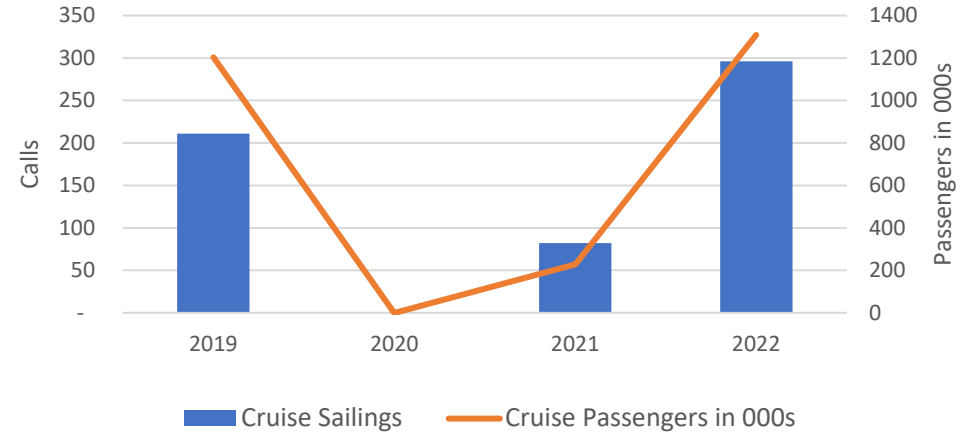


Seaport Key Metrics

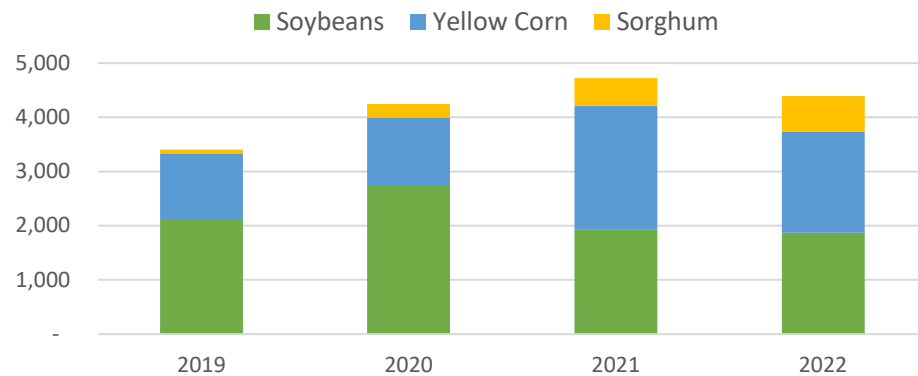
NWSA Container and Cargo Volumes



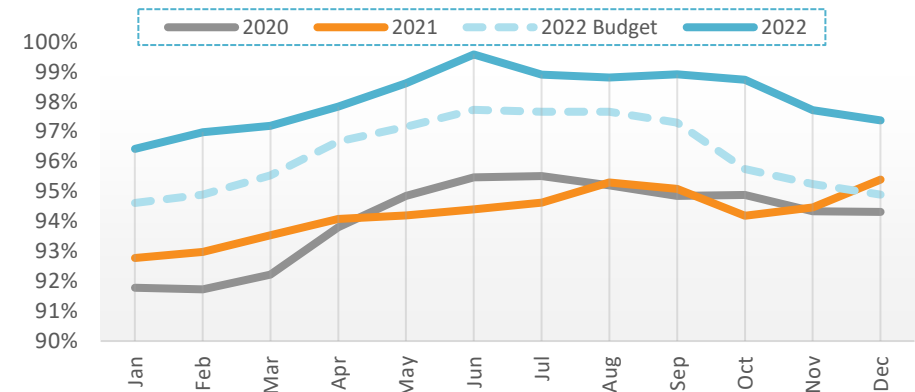
Cruise Calls and Passengers



Grain Volumes in Metric Tons (000s)



Occupancy at Shilshole Bay Marina



Seaport Financial Performance Summary

	2021	2022	2022	Fav (UnFav)		Incr (Decr)	
				Actual vs. Budget		Change from 2021	
				Variance			
\$ in 000's	Actual	Actual	Budget	\$	%	\$	%
Revenues							
Maritime	48,738	71,365	59,137	12,227	21%	22,626	46%
Economic Development Division	9,498	17,734	18,769	(1,035)	-6%	8,236	87%
Joint Venture	54,842	55,381	47,899	7,482	16%	539	1%
Total Revenue	113,079	144,480	125,806	18,674	15%	31,401	28%
Expenses							
Maritime	47,784	59,556	57,865	(1,691)	-3%	11,772	25%
Economic Development Division	20,560	24,200	28,301	4,102	14%	3,640	18%
Joint Venture	2,390	2,539	1,727	(812)	-47%	149	6%
Total Expense	70,734	86,295	87,894	1,599	2%	15,561	22%
NOI Before Excluding Pension	42,345	58,185	37,912	20,272	53%	15,840	37%
Pension Adjustments	9,536	3,538	0	3,538		(5,997)	-63%
NOI Before Stormwater Utility	51,881	61,723	37,912	23,811	63%	9,843	19%
Stormwater Utility Revenues	6,260	6,840	6,768	72	1%	580	9%
Stormwater Utility Expenses	4,544	5,658	6,266	608	10%	1,114	25%
Stormwater Utility NOI	1,716	1,183	502	681	136%	(533)	-31%
Total Non-Aviation Business NOI	53,597	62,906	38,414	24,491	64%	9,309	17%

Revenues

- Maritime - Better than expected Cruise Season along with improved occupancy at terminals, piers and marinas.
- EDD – Return for Conference Centers Q2-Q4.
- Joint Venture – Higher Alliance income from lower expenses and T46 temporary use.

Expenses

- Maritime - Increase from 2021 austerity measures and unplanned Capital to Expense of \$1.5M.
- EDD - Conference & Event Centers cost controls and shift of EDD Grants to 2-year cycle.
- Joint Venture - unplanned environmental liability at T5.

Maritime Division

2022 Q4 Financial Performance Report

Maritime Division

Financial Summary

<i>Figure in \$000s</i>	Actual	Budget	Variance
Revenues			
Fishing, Commercial, & Recreational Marinas	24,544	22,659	1,885
Cruise	30,469	20,574	9,895
Maritime Portfolio Mgmt.	10,550	9,986	565
Grain / Other	5,801	5,919	(118)
Total	71,365	59,137	12,227
O&M Expense			
Direct	23,416	22,087	(1,329)
Support Services	18,426	18,975	548
Central Services and Other	17,714	16,804	(910)
Total	59,556	57,865	(1,691)
NOI Before Pension Impact	11,808	1,272	10,536
<i>Pension Impact</i>	<i>2,566</i>	<i>0</i>	<i>2,566</i>
NOI After Pension Impact	14,375	1,272	13,103
Capital Spending	12,097	23,521	11,424

Business Highlights

- Fishing, Commercial and Recreational Marinas process improvements generating high occupancies.
- Cruise - highest # of sailings in its history.
- Fishermen's Terminal driving Direct expense variance: Capital to Expense (Gateway Project) and Legal.
- P66 shore power project delays driving capital underspend.
- Agreed to purchase more than 240,000 therms of renewable natural gas across approximately 36 waterfront buildings.

Maritime 2022 Financial Highlights

Excludes the impact of Pension Adjustments

Net Operating Income is \$10.5M favorable to budget and \$11.9M above 2021

- Revenue is \$12.2M above budget and \$22.6M better than 2021 driven primarily by return of Cruise and to a lesser degree the early return of the fishing fleet & better occupancy rates.
- Expenses \$1.7M or 3% unfavorable to budget driven primarily by \$1.5M in capital to expense and unplanned legal costs. Expenses up \$11.7M Y/Y due to moving off 2021 austerity measures.

- Capital spending was \$12.1M, or 51% of \$23.5M budget

	2020	2021	2022	2022	Fav (UnFav) Actual vs. Budget Variance		Incr (Decr) Change from 2021	
\$ in 000's	Actual	Actual	Actual	Budget	\$	%	\$	%
Total Revenues	42,111	48,738	71,365	59,137	12,227	21%	22,626	46%
Total Operating Expense	52,357	47,784	59,556	57,865	(1,691)	-3%	11,772	25%
Net Operating Income	(10,246)	954	11,808	1,272	10,536	-828%	10,854	-1138%
Depreciation	17,624	17,718	17,980	17,510	(470)	-3%	262	1%
Net Income	(27,870)	(16,764)	(6,172)	(16,238)	10,066	62%	10,592	63%

Note: Totals excluding impact of pension adjustment

Stormwater Utility

	2020	2021	2022	2022	Fav (UnFav) Actual vs. Budget Variance		Incr (Decr) Change from 2021	
\$ in 000's	Actual	Actual	Actual	Budget	\$	%	\$	%
Revenue								
NWSA	1,422	1,662	829	1,391	(562)	-40%	(833)	-50%
Tenants Revenue	3,171	3,159	4,321	3,884	437	11%	1,162	37%
Port Non-tenants Revenue	1,781	1,439	1,690	1,493	198	13%	251	17%
Total Revenues	6,374	6,260	6,840	6,768	72	1%	580	9%
Expenses								
SWU Direct	1,377	1,052	1,524	1,607	83	5%	472	45%
Maintenance Expenses	2,441	2,622	2,995	3,592	596	17%	374	14%
Central Waterfront PM	21	5	32	13	(19)	-143%	26	522%
Environmental & Sustainability	56	47	29	46	16	36%	(18)	-38%
Environmental Finance	26	22	34	12	(22)	-181%	12	55%
Other Central Services	821	796	1,044	997	(47)	-5%	248	31%
Total Expenses	4,742	4,544	5,658	6,266	608	10%	1,114	25%
NOI Before Depreciation	1,632	1,716	1,183	502	680	135%	(534)	-31%
Depreciation	1,240	1,285	1,272	1,297	25	2%	(12)	-1%
NOI After Depreciation	392	431	(90)	(795)	705	-89%	(521)	-121%

- Expenses are under due to open SWU maintenance team positions driving payroll savings and pushing out project work.
- No Pension True up
- SWU Fund Balance as of 12/31 is \$5.2M or 76% of revenue. The reserve fund balance target is 50%

Northwest Seaport Alliance Summary

NWSA Operating Income <i>Before GASB 87 Adjustment</i>				Fav (UnFav) Budget Variance		Incr (Decr) Change from 2021	
\$ in 000's	2021 Actual	2022 Actual	Budget	\$	%	\$	%
Operating Revenue	202,466	208,308	206,842	1,466	1%	5,842	3%
Operating Expense	88,692	91,102	98,817	7,715	8%	2,410	3%
Operating Income*	113,774	117,206	108,025	9,181	8%	3,432	3%
Depreciation	14,969	20,941	23,370	2,429	10%	5,972	40%
Net Operating Income	98,805	96,265	84,655	11,610	14%	(2,540)	-3%
Cargo TEUs	2,992,120	2,649,542				(342,578)	-11.4%
Cargo Volume (Metric Tons)	36,115,724	33,721,501				(2,394,223)	-6.6%
<i>*Excludes Depreciation</i>							

Revenue

- \$1.5M above from higher breakbulk volumes offset by lower intermodal revenue and no incremental T18 MAG.
- \$5.8M higher than 2021:
 - T46 Revenue increased in 2022 due to 3 new leases
 - Breakbulk increased in 2022
 - Reduction at T18 - SSA hit MAG early and APL lease termination in 2021, but not 2022

Operating Expense

- \$7.7M favorable to budget due to timing of maintenance projects and lower administrative costs
- \$2.4M higher than 2021 related to breakbulk longshore labor & variable costs in the South Harbor

Joint Venture 2022 Financials

\$ in 000's	2021	2022	2022	Fav (UnFav)		Incr (Decr)	
	Actual	Actual	Budget	Actual vs. Budget		Change from 2021	
				Variance			
				\$	%	\$	%
Revenue							
NWSA Distributable Revenue	55,643	55,353	49,440	5,913	12%	(290)	-1%
Contra Joint Venture Revenue	(1,952)	(1,949)	(1,991)	41	-2%	2	0%
Subtotal Distributable Revenue from NWSA	53,691	53,403	47,449	5,954	13%	(288)	-1%
Other Service Revenue Tenant Reimbursements	366	825	450	375	83%	458	125%
Port Revenue from NWSA Facilities	430	1,153	0	1,153	N/A	723	168%
Total Revenues	54,487	55,381	47,899	7,482	16%	894	2%
Expenses							
Maintenance Expenses	592	569	574	5	1%	(24)	-4%
JV Direct	1,157	1,082	193	(889)	-460%	(74)	-6%
Security	74	182	179	(3)	-2%	107	
Environmental & Sustainability	178	271	333	62	19%	94	53%
Cost Recovery	105	166	260	94	36%	61	58%
Seaport Project Management	34	129	49	(80)	-164%	96	286%
Central Services / Other	251	140	139	(1)	-1%	(111)	-44%
Total Expenses	2,390	2,539	1,727	(812)	-47%	149	6%
NOI Before Depreciation	52,097	52,842	46,172	(6,670)	-14%	745	1%
Legacy Depreciation for NWSA Facilities	14,997	14,744	14,896	151	1%	(253)	-2%
NOI After Depreciation	37,101	38,098	31,277	6,821	22%	997	3%

Home Port Activities

Revenues:

- NWSA Distributable Revenue ~\$6M higher than budget
- Contra Revenue includes Q4 T46 crane lease (\$41.3K)
- Other Service Revenue above budget from increased tenant reimbursable Maintenance work
- Port Revenue from NWSA Facilities– temporary usage on POS leased section of T46 including PCMC and PMA

Expenses:

- JV Direct – Unplanned \$600K Environmental Liability at T5 & Higher utilities
- Lower allocations

Note: Totals do not include Pension Credit of \$682K in 2021 and \$278K in 2022.

Economic Development Division

2022 Q4 Financial Performance Report



Economic Development Division

Financial Summary

<i>Figures in \$000s</i>	Actual	Budget	Variance
Revenues	17,734	18,769	(1,035)
O&M Expense			
EDD & Maritime	13,066	15,518	2,452
Maintenance	3,836	4,201	364
Diversity in Contracting	186	168	(19)
Tourism	1,737	1,750	13
EDD Grants	105	1,500	1,395
Central Services and Other	5,270	5,165	(105)
Total	24,200	28,301	4,102
NOI Before Pension Impact	(6,466)	(9,532)	3,066
<i>Pension Impact</i>	695	0	695
NOI After Pension Impact	(5,771)	(9,532)	3,761
Capital Spending	8,987	10,483	1,496

Business Highlights

- Maintained 95% occupancy with significant renewal activity.
- Conference and Event Centers generated a 29% gross margin. Highest ever.
- EDD Grants spent 9% of \$1.2M King County matching grant program. A result of a change in 2022 to a 2-year cycle. Spend will increase significantly in 2023 as cities complete their 2-year projects.

- Completed tourism recovery initiative with State of Washington tourism.

Economic Development 2022 Financial Highlights

Excludes the impact of Pension Adjustments

2022 Net Operating Income \$3.1M favorable to budget and \$4.6M higher than 2021

- Revenue unfavorable to budget by \$1M and \$3.6M higher than 2021 as Conference and Event Centers and parking revenues accelerated after a slow first quarter impacted by lingering COVID variants.
- Expenses favorable to budget by \$4.1M lower conference expenses and timing of EDD Grant spending. Expenses are up by \$3.6M Y/Y due to returning Conference & Event Center volumes and payroll related costs
- Favorable Pension Adjustment of \$.7M in 2022 vs \$2.2M in 2021.
- Capital spending was \$9M or 86% of \$10.5M budget.

	2020	2021	2022	2022	Fav (UnFav) Actual vs. Budget Variance		Incr (Decr) Change from 2021	
\$ in 000's	Actual	Actual	Actual	Budget	\$	%	\$	%
Total Revenues	9,470	9,498	17,734	18,769	(1,035)	-6%	8,236	87%
Total Operating Expense	21,382	20,560	24,200	28,301	4,102	14%	3,640	18%
Net Operating Income	(11,912)	(11,062)	(6,466)	(9,532)	3,066	32%	4,596	42%
Depreciation	3,611	3,841	3,954	3,741	(213)	-6%	113	3%
Net Income	(15,523)	(14,903)	(10,420)	(13,273)	2,853	21%	4,483	30%

Note: Totals excluding impact of pension adjustment

Central Services

2022 Financial Performance Report

Central Services

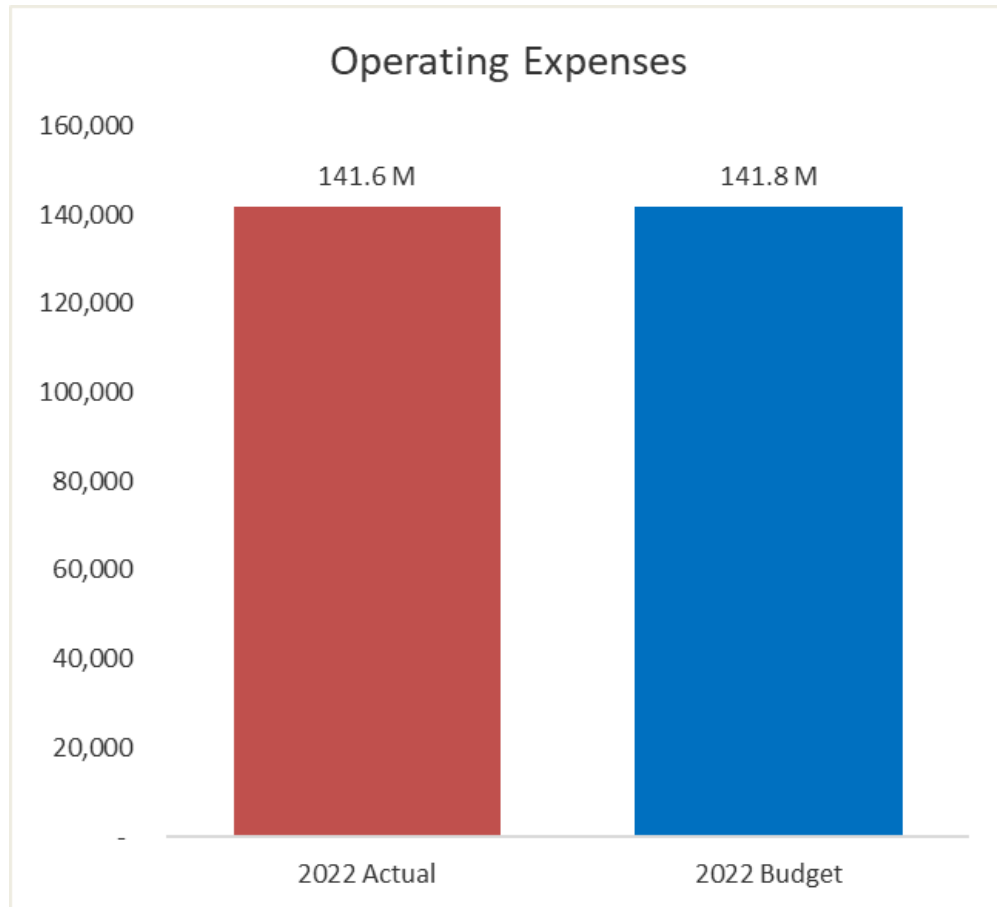
Financial Summary

\$ in 000's	Actual	Budget	Variance
Revenues	2,538	186	2,352
Core Central Support Services	97,503	96,677	(826)
Police	33,487	32,746	(741)
Engineering/PCS	10,593	12,334	1,741
Total O&M Expenses w/o Pension True-up	141,583	141,756	174
DRS Pension True-up Credit	(6,666)	-	6,666
Total O&M Expenses with Pension True-up	134,917	141,756	6,839
Capital Spending	6,278	10,889	4,611

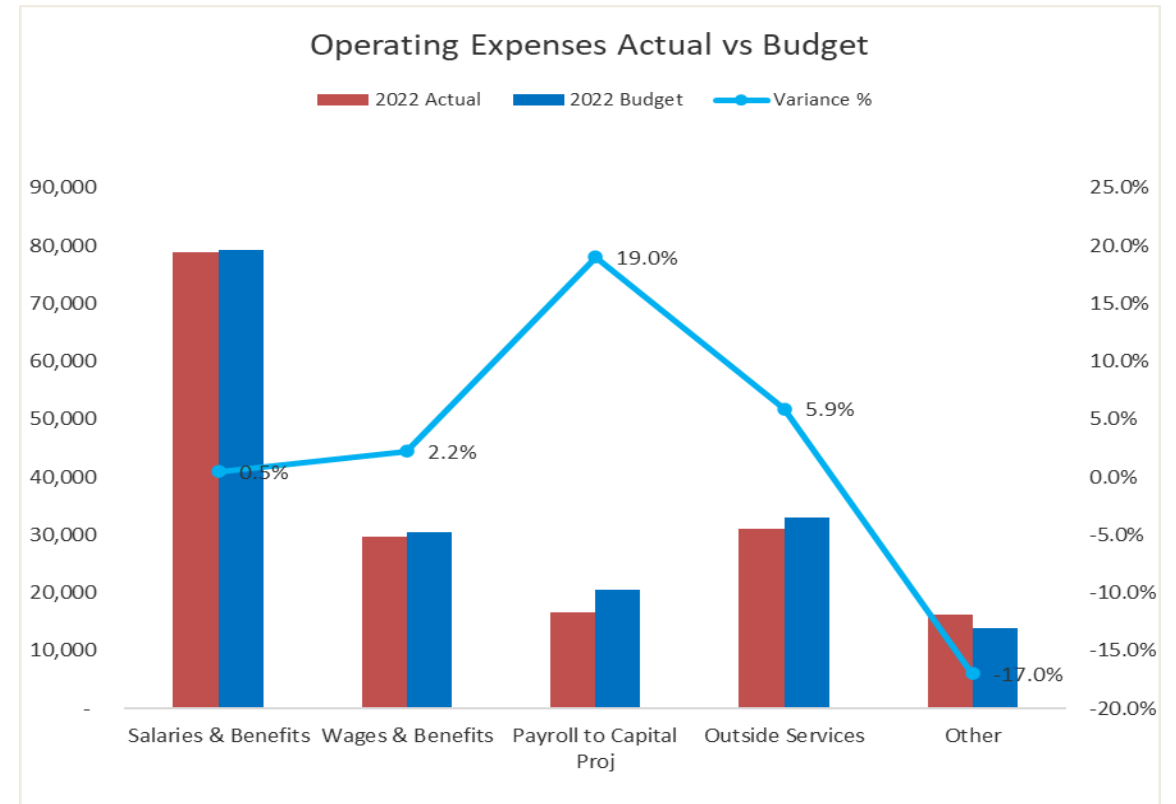
Business Highlights

- Completed and signed Port of Seattle and **Muckleshoot Indian Tribe MOA**.
- Participated in United Nations Conference of the Parties meeting (**COP27**).
- Launched Round 3 of the **South King County Community Impact Fund Environmental Grants** Program.
- Celebrated the **50th Anniversary** of the Port of Seattle Police Department.

Operating Expenses Summary

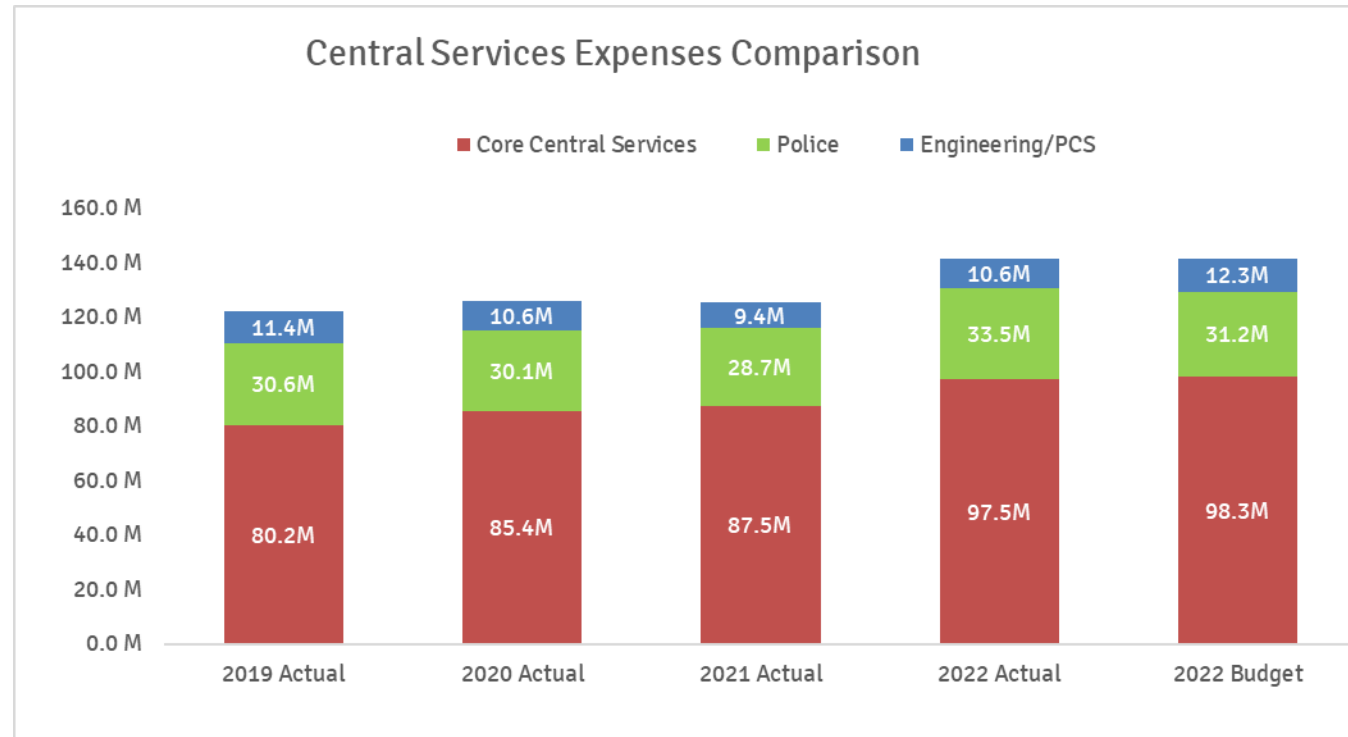


\$174K or 0.1% Favorable



- Salaries & Wages: **\$1.1M** under budget
- Payroll Capital Projects: **\$3.9M** less than budget
- Outside Services: **\$2.0M** under budget
- Other Expense: **\$2.3M** over budget

Central Services Financial Highlights



2022 Total Operating Expenses are \$174K favorable to the budget due to:

- Lower Payroll, Outside Services, and Travel and Other Employee Expenses.
- Partially offset by higher General Expenses and less charges to Capital Projects

2022 Total Operating Expenses are \$16.1M higher compared to 2021 due to:

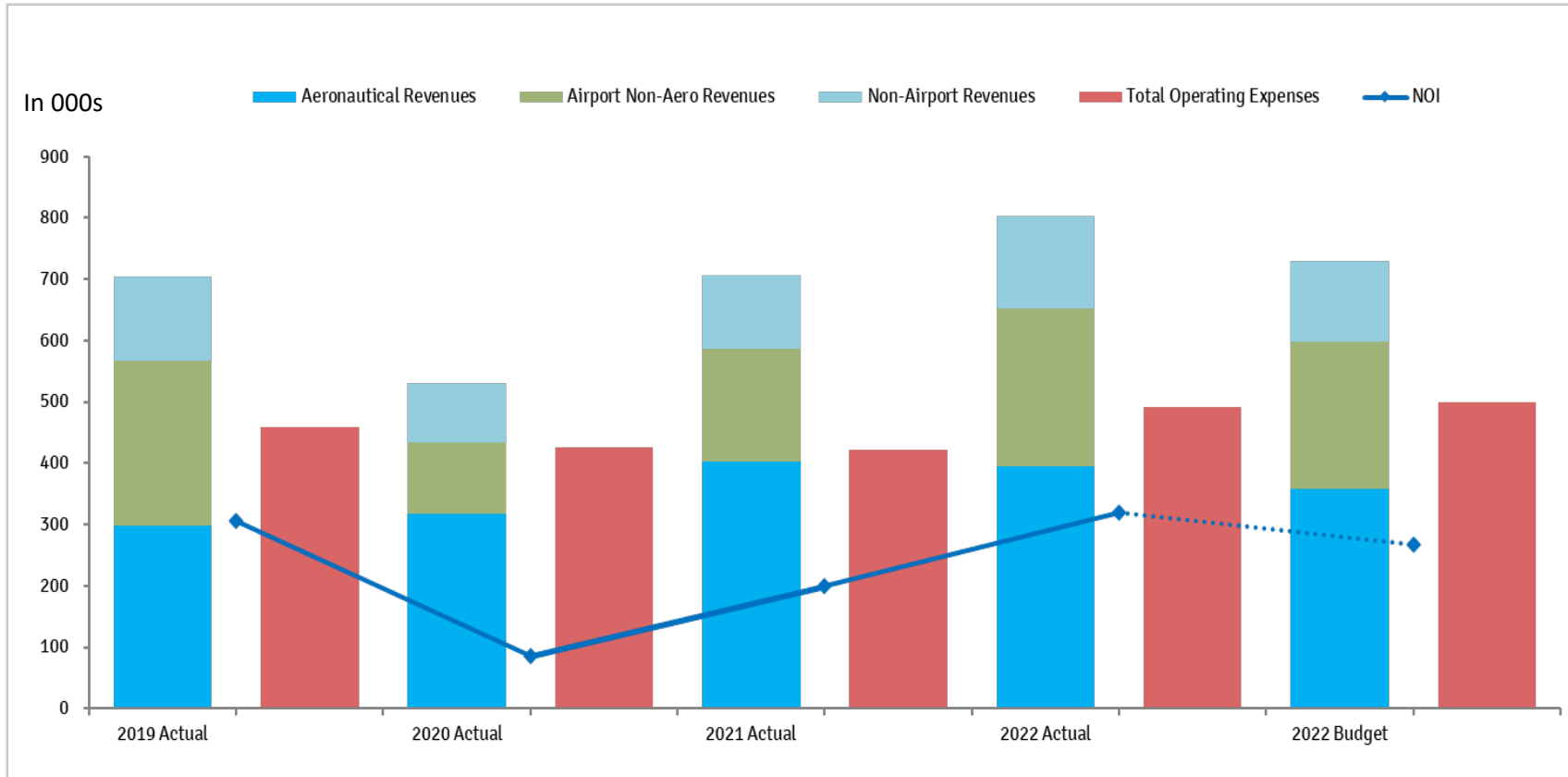
- Higher Outside Services costs due to increased Software Licenses
- Higher Equipment spending due to delayed PC refresh from prior year
- Higher Travel and Other Employee Expenses
- Higher General Expenses
- Higher spending is partially offset by more charges to Capital Projects

Port Wide

2022 Financial Performance Report

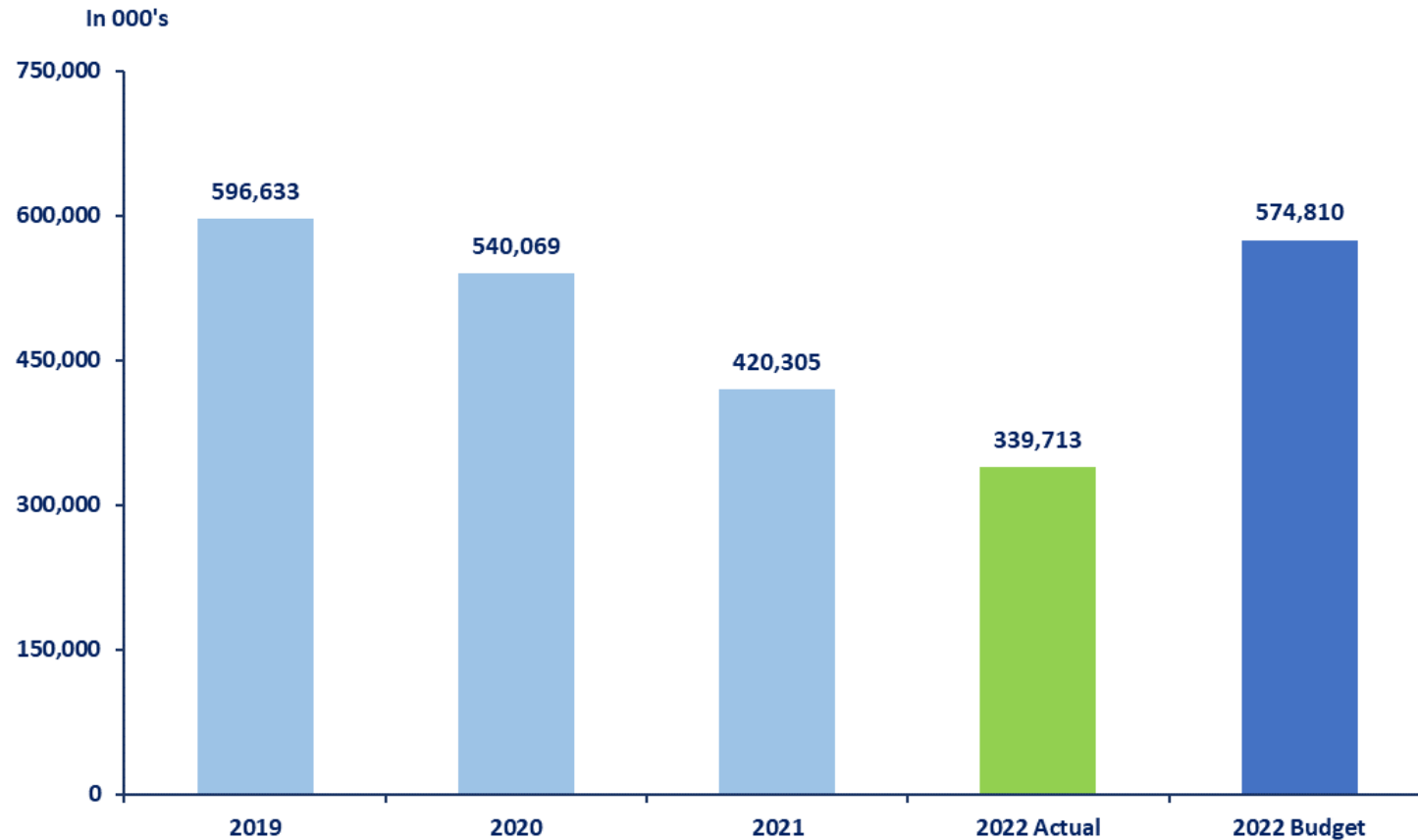


Port Wide Financial Summary



- Total Operating Revenues: \$43.3M higher than budgeted
- Total Operating Expenses (w/o the \$15.6M pension credit): \$7.8M favorable to budget
- NOI before Depreciation: \$51.0M favorable to budget
- The Port invested over \$11.6M in 17 Community Programs in 2022

Portwide Capital Spending



- Total 2022 capital spending was \$339.6M, 59.1% of the budget

Aviation Division Appendix

2022 Financial Performance Report

Airport Activity

	2020 YE	2021 YE	2022 YE
Total Passengers (000's)			
Domestic	18,689	34,485	41,582
International	1,357	1,669	4,382
Total	20,045	36,154	45,964
Operations	296,048	374,510	401,351
Landed Weight (In Millions of lbs.)			
Cargo	2,713	2,920	2,745
All other	23,664	23,664	26,333
Total	26,378	26,584	29,079
Cargo - Metric Tons			
Domestic freight	351,339	366,312	335,512
International & Mail freight	101,157	132,428	120,777
Total	452,496	498,740	456,289

2022 Annual Passenger volume:

- 2022 annual passenger volume is 27.1% higher than full year 2021.
- Total passenger volume is recovering however passenger volume was still 11.3% lower for full year 2022 than pre-pandemic volumes in 2019.

Month summary (Dec 2022 vs. Dec 2021)

Airline	Code	Current pax	Market share	Previous pax	Pax % diff
Alaska Airlines (rollup)	AS	2,001,981	53.8%	1,744,951	14.7%
Delta Air Lines (rollup)	DL	920,131	24.7%	808,267	13.8%
United Airlines (rollup)	UA	186,075	5.0%	181,741	2.4%
American Airlines (rol..	AA	168,421	4.5%	181,048	-7.0%
Southwest Airlines (r..	WN	124,947	3.4%	135,030	-7.5%

Aviation Financial Summary

Financial Summary (\$ in 000's)	2019	2020	2021	2022	2022	2022	2022	Fav(UnFav) Actual vs. Budget Variance		Incr/(Decr) Change erom 2021	
	Actual	Actual	Actual	Actual	Forecast	Revised Budget	Budget	\$	%	\$	%
Operating Revenue											
Aeronautical Revenues	357,598	297,909	317,513	402,540	397,024	394,963	394,963	7,578	1.9%	85,028	26.8%
Non-Aeronautical Revenues (before Concessions Relief)	269,037	116,473	189,173	276,113	270,852	240,820	262,239	13,874	5.3%	86,940	46.0%
Concessions Relief	-		(5,355)	(19,501)	(21,169)		(21,419)	1,918	-9.0%	(14,146)	264.2%
Total Operating Revenues	626,636	414,382	501,332	659,153	646,707	635,783	635,783	23,370	3.7%	157,822	31.5%
Total Operating Expenses	348,432	343,787	341,679	394,990	389,526	397,622	397,622	2,632	0.7%	53,311	15.6%
Net Operating Income	278,204	70,595	159,652	264,163	257,181	238,160	238,160	26,003	10.9%	104,511	65.5%
Concessions Relief			5,355	19,501	21,169	-	21,419	(1,918)	-9.0%	14,146	264.2%
NOI (without Concessions Relief)		70,595	165,007	283,664	278,350	238,160	259,579	24,084	9.3%	118,657	71.9%
CPE	12.86	26.50	15.93	16.09	16.09	14.82	14.82	(1.27)	-8.5%	0.15	1.0%
Non-Aero NOI (\$ in 000s)	(163)	93,175	131,145	131,145	123,848	114,047	106,940	24,205	22.6%	-	0.0%
Enplaned passengers (in 000s)	25,874	10,037	18,073	22,966	22,966	26,667	24,259	(1,292)	-5.3%	4,893	27.1%
Capital Expenditures (in 000s)	579,135	573,598	504,073	311,631	311,631	527,917	527,917	216,286	41.0%	(192,442)	-38.2%

Note: Includes Pension Credit True-Up

Key Performance Measures

	2020	2021	2022	2022	Fav(UnFav) Actual vs. Budget Variance		Incr/(Decr) Change from 2021	
	Actual	Actual	Actual	Approved Budget	\$	%	\$	%
Key Performance Metrics								
Cost per Enplanement (CPE)	26.50	15.93	16.09	14.82	(1.27)	-8.5%	0.15	1.0%
Non-Aeronautical NOI (in 000's) ¹	6,671	93,175	131,145	106,940	24,205	22.6%	37,970	40.8%
Other Performance Metrics								
O&M Cost per Enplanement	32.82	16.28	17.20	16.39	(0.81)	-4.9%	0.92	5.6%
Non-Aero Revenue per Enplanement	11.60	10.17	11.17	9.93	1.25	12.6%	1.00	9.9%
Debt per Enplanement (in \$)	326	198	193	140	(53)	-37.6%	(5)	-2.6%
Debt Service Coverage	1.40	1.69	2.64	2.03	0.61	30.0%	0.95	56.2%
Days cash on hand (10 months = 304 days)	327	423	457	426	31	7.2%	34	7.9%
Aeronautical Revenue Sharing (\$ in 000's)	1	-	-	-	-	0.0%	-	0.0%
Activity (in 000's)								
Enplanements	10,037	18,073	22,966	24,259	(1,292)	-5.3%	4,893	27.1%
Total Passengers	20,045	36,154	45,964	48,517	(2,553)	-5.3%	9,810	27.1%

Aviation Expense YE Summary

Total Airport Expense Summary (\$ in 000's)	2019	2020	2021	2022	2022	Fav(UnFav) Actual vs. Budget Variance		Incr/(Decr) Change from 2021	
	Actual	Actual	Actual	Actual	Budget	\$	%	\$	%
Operating Expenses									
Payroll	150,643	159,805	157,207	168,389	167,505	(884)	-0.5%	11,181	7.1%
Outside Services	68,162	63,922	62,382	75,700	101,757	26,057	25.6%	13,318	21.3%
Utilities	18,180	15,695	20,175	22,880	21,008	(1,871)	-8.9%	2,704	13.4%
Other Expenses	3,966	3,341	1,519	15,141	(5,074)	(20,215)	398.4%	13,622	896.7%
Total Airport Direct Charges	240,951	242,764	241,284	282,110	285,197	3,087	1.1%	40,826	16.9%
Environmental Remediation Liability	15,900	(2,361)	1,583	(1,274)	985	2,259	229.4%	(2,857)	-180.5%
Capital to Expense	2,089	2,588	1,254	2,356	-	(2,356)		1,102	87.9%
Total Exceptions	17,989	227	2,837	1,081	985	(96)	-9.8%	(1,755)	-61.9%
Total Airport Expenses w/o Pension True-Up	265,533	242,990	244,121	283,191	286,182	2,991	1.0%	39,071	16.0%
Corporate	60,659	73,261	71,550	80,452	78,940	(1,512)	-1.9%	8,902	12.4%
Police	24,587	24,265	23,473	27,660	27,658	(2)	0.0%	4,188	17.8%
Maritime/Economic Development/Other	4,245	3,271	2,536	3,687	4,842	1,155	23.9%	1,150	45.4%
Total Charges from Other Divisions	89,491	100,796	97,558	111,799	111,440	(358)	-0.3%	14,240	14.6%
Total Operating Expenses w/o Pension True-Up	355,024	343,787	341,679	394,990	397,622	2,632	0.7%	53,311	15.6%
DRS Pension True-up Exp	(13,629)	(14,107)	(47,462)	(12,286)	-	12,286		35,176	-74.1%
Total Operating Expenses with Pension True-Up	341,396	329,680	294,217	382,704	397,622	14,919	3.8%	88,487	30.1%

Mid-Year Requests – status update

Updated as of October 13, 2022

Status	Date Approved	Mid-Year Request	Request Type	Requesting Org	F&B Analyst	Requested Amount	Forecast Impact
Approved	12/16/2021	CheckPoint 2 Xovis Senor Update	Critical to Security	3840	Kelsey	48,000	48,000
	12/17/2021	Zone 1 Ticketing Baggage Scales	Regulatory Requirement	3840	Kelsey	170,100	170,100
		Zone 7 Common Use Conversion	Regulatory Requirement	3840	Kelsey	77,371	59,000
	2/10/2022	2021 Garage Fire Repair Project	Other Unplanned Expenses	4550	Dandan	491,000	491,000
	2/18/2022	SAMP NTP ER - Expert Advisory Services	Regulatory Requirement	4580	Robert	80,000	80,000
		SAMP NTP ER - Limited Duration FTE	Discretionary (Compelling Business Case)	4580	Robert	102,200	102,200
	2/25/2022	Event Management Software Upgrade for AV Conf Ctr	Other Unplanned Expenses	4572	Frances	20,120	3,920
		Skytrax Appreciation & Awareness	Other Unplanned Expenses	3325	Kelsey	30,000	30,000
	3/1/2022	North SeaTac Park 55-Acre Parcel	Commissions Approved Initiatives	4580	Robert	76,000	76,000
	3/28/2022	U00336 MMR Building Expense	Required by an Approved Captial Proj	4550	Dandan	225,000	225,000
	4/13/2022	Ongoing PFAS Investigations	Response to Safety and Health	4580	Robert	150,000	150,000
	4/24/2022	The Landing Deaccession Central Terminal	Discretionary (Compelling Business Case)	4100	Hannah	100,000	0
	5/4/2022	Employee Services Ctr Expense	Required by an Approved Captial Proj	4550	Dandan	165,000	0
		Central Terminal Curtain Wall Safety Offset	Response to Safety and Health	4550	Dandan	268,000	90,560
	5/10/2022	Remote Office Security	Discretionary (Compelling Business Case)	3610	Frances	192,216	172,312
	5/25/2022	Customer Care Emergency Supplies	Discretionary (Compelling Business Case)	3325	Kelsey	20,000	16,000
		Upper Drive Asphalt Repair	Critical Utilities or Maintenance Repair	4560	Jessica	61,000	15,000
	6/9/2022	Pathfinders Relocation to AOB	Required by an Approved Captial Proj	4550	Dandan	49,000	0
	8/2/2022	TSA Exit Lane Support	Critical to Security	3341	Rasmus	500,000	500,000
	8/9/2022	Safety Act Applicaton Development	Critical to Security	3340	Rasmus	64,960	64,960
		CCTV Portable Security Trailers	Critical to Security	3341	Rasmus	32,166	32,166
	9/7/2022	Chiller 6 Major Repairs	Critical Utilities or Maintenance Repair	4595	Anthony	500,000	350,000
Defacto	12/31/2020	IAF Oversized Baggage	Prior Year Approved Request	3840	Kelsey	39,000	39,000
Grand Total						\$ 3,461,133	\$ 2,715,218
Approved Total						\$ 3,422,133	\$ 2,676,218

Mid-Year Requests – status update, ctd.

Approved to complete before year-end 2022:

Budget Request ID	Description	Approved Amount
3325_23_02	SEA Seasonal Decor	70,000
3840_23_12	Privacy Screens Renewal & Replacement	42,820
3840_23_14	Stanchion Belt Logo Refresh	113,789
3840_23_16	Replace CUSE Bag Sizer Graphics	18,000
3412_23_01	Toll Plaza Office Chairs	8,000
3430_23_01	RCF Bus Driver Seats	130,500
3430_23_02	On Spot Chains for RCF Buses	72,500
3450_23_02	Ground Transportation Cameras	10,000
4540_23_02	ACE - Airport Finance Program (Training)	36,200
4572_23_03	FAC: AOB Surface Hub Replacement	90,000
3343_23_01	COOP - Credential Center Alternate Location - ***RESILIENCY***	30,000
4400_23_09	Alerting Enabling Project	65,000
4400_23_10	Painting Project	63,000
4400_23_11	Tablet Command	39,200
4400_23_12	Diagnostic Tools for Mechanic	15,000
4593_23_02	2 Lifts for AVM Shared Lift Program	36,000
4593_23_03	5 Light Plant Replacements	85,000
4594_23_02	New Laser Printers	24,000
4594_23_04	Bag Tag Printers at CUSE gates	78,000
4594_23_06	LED STS Train Car & Station Signs	42,000
4594_23_07	STS Parts Washers	24,000
4595_23_10	Fall Protection Equipment	53,025
4595_23_12	Furniture and Equipment Acquisition	20,000
4595_23_13	Furniture and Equipment Acquisition	20,000
4100_23_04	Art Appraisal	75,000
3360_23_03	Noise 101 Training Consultant	20,000
4580_23_01	Salmon Safe Recertification	18,000
4580_23_13	Air Quality Program Audit	35,000
Items to be completed in 2022		1,334,034

Budget Request ID	Description	Approved Amount
Partial Moves to 2022:		
4200_23_01	Construction Communications "Upgrade SEA"	200,000
4530_23_02	On-Call Planning	225,000
4594_23_03	Common Use Developmental Expense Purchases	25,000
4580_23_04	Land Stewardship Goals & Tree Development Standards	20,000
Work to begin in 2022, cost portion to be completed by 12/31/2022		470,000

In addition to the regularly approved mid-year requests listed on the previous slide, the items listed on the current slide were approved for 2022 expense during the 2023 Budget Review Panel presentations. These items were originally submitted as part of the 2023 budget, but it was determined they could be accomplished in 2022 and were worthy of approval and accelerated completion.

The total amount approved for these items is \$1,804,034.

Aeronautical Business YE

Aeronautical NOI (\$ in 000's)	2020	2021	2022	2022	Fav(UnFav) Actual vs. Budget Variance		Incr/(Decr) Change from 2021	
	Actual	Actual	Actual	Budget	\$	%	\$	%
Rate Base Revenues								
Airfield Movement Area	84,906	88,061	118,240	118,291	(1,956)	-1.7%	28,274	32.1%
Airfield Apron Area	22,016	17,146	17,211	16,439	(761)	-4.6%	(1,469)	-8.6%
Terminal Rents	205,283	184,625	220,399	220,174	(1,819)	-0.8%	33,730	18.3%
Federal Inspection Services (FIS)	8,616	10,978	29,347	23,468	6,462	27.5%	18,952	172.6%
Total Rate Base Revenues	320,821	300,810	385,197	378,373	1,926	0.5%	79,488	26.4%
Airfield Commercial Area	17,633	16,702	17,343	16,590	136	0.8%	24	0.1%
Subtotal before Revenue Sharing	338,454	317,513	402,541	394,963	2,062	0.5%	79,512	25.0%
Revenue Sharing	1	-	-	-	-		-	
Total Aeronautical Revenues	338,455	317,513	402,541	394,963	2,062	0.5%	79,512	25.0%
Total Aeronautical Expenses	219,878	203,573	261,574	270,850	15,675	5.8%	51,601	25.3%
Aeronautical NOI	118,577	113,940	140,967	124,113	17,737	14.3%	27,910	24.5%
Debt Service	(62,607)	(80,554)	(101,159)	(99,789)	(1,370)	1.4%	(20,605)	25.6%
Net Cash Flow	55,970	33,385	39,808	24,324	16,367	67.3%	7,306	21.9%

Aero Cost Drivers

\$ in 000's	2021 Actual	2022 Budget	2022 Actual	Impact on Aero Revenues Budget vs Actual	
				\$	%
O&M	198,065	263,196	254,734	(8,461)	-3.2%
Federal Relief Grants O&M	(2,571)	(12,700)	(36)	12,664	-99.7%
Net O&M	195,494	250,496	254,698	4,203	1.7%
Debt Service Before Offsets	187,134	235,151	235,348	197	0.1%
Debt Service PFC Offset	(54,076)	(79,803)	(68,713)	11,090	-13.9%
Federal Relief Grants Debt Service	(58,878)	(58,975)	(67,912)	(8,937)	15.2%
Net Debt Service	74,180	96,373	98,723	2,350	2.4%
Amortization	32,511	33,699	33,664	(35)	-0.1%
Space Vacancy	(1,102)	(1,613)	(1,068)	545	-33.8%
TSA Operating Grant and Other	(687)	(218)	(1,116)	(898)	411.3%
Rate Base Revenues	300,397	378,736	384,902	6,165	2%
Commercial area	16,702	16,590	17,343	753	5%
Total Aero Revenues	317,099	395,327	402,245	6,918	2%

2022 Actual to 2022 Budget

O&M – \$8.4M lower most savings from delay in Airline Realignment timing (\$7.2M) , plus aero direct pension credit impact of (\$2.8M) and allocations of pension credit from other areas. Savings are partially offset by small increases in other areas (primarily AAA from snow)

Federal Relief Grants Aero Portion:

- **Debt Service Impact** - Reducing \$68M from Rate Base (grants were adjusted between O&M and DS offset)

PFC Offset – Reduced the PFC contribution due to balancing with grants and saving for future years to balance financial goals

Non-Aeronautical Revenue Overview

- **Airport Dining & Retail (ADR) revenue** – reflects steady ADR recovery in 2022, partially slowed by delayed opening of large joint restaurant concepts: *Salty's and Brewtop Social* in the central terminal food court. Slower ADR revenue recovery in 2021 & 2022 also reflected ongoing labor shortages which impacted concessionaire ability to serve returning passenger volumes.
- **Parking revenue** – demand for parking continued to outpace the recovery of passenger volumes. Tariff parking rate increase in 2022 was well received and did not reduce demand for close in parking.
- **Rental Car revenue** – remained high in 2022 due to elevated rental rates from continued constraints in fleet availability for some operators, partially offset by lower CFC collections. In 2023, fleet shortages are expected to largely resolved which will shift rental car revenue toward lower more stabilized concession fee levels, while CFC earnings are expected to rebound in 2023.
- **Ground Transportation (GT)** – GT trip activity recovered more slowly during the pandemic, due to a strong shift in customer preference away from share-ride transportation options. This trend began to ease in 2022 with an increased demand for TNCs as well as a smaller rebound in demand for taxi operations.
- **Commercial properties** – In-flight Kitchen revenue recovered strongly in 2022, outpacing the recovery in passenger volumes and returning international travel.
- **Non-Airline Terminal Leased Space** – 2022 revenue growth over prior year primarily driven by AIClear concession revenue growth. Modest increases in other space rent were not impacted by recovery in passenger volume.
- **Airport clubs & lounges** – recovery in lounge revenue has been slower than other Non-Aero lines of business primarily due to the slower recovery in international passenger volumes.

Non-Aeronautical Business YE

(Operating Revenue which has been reduced by grant rent credits)

Passenger Volume increased by 27.1% compared to prior year

O&D Passenger Volume increased by 29.4% compared to prior year

Non-Aeronautical NOI (\$ in 000's)	2020	2021	2022	2022	Fav(UnFav) Actual vs. Budget Variance		Incr/(Decr) Change from 2021	
	Actual	Actual	Actual	Budget	\$	%	\$	%
Non-Aeronautical Revenues								
Public Parking	34,502	64,104	88,899	81,028	7,871	9.7%	24,795	38.7%
Rental Cars	16,637	34,740	56,473	52,138	4,335	8.3%	21,733	62.6%
Ground Transportation	6,557	11,947	20,804	18,242	2,562	14.0%	8,858	74.1%
Airport Dining & Retail	25,418	35,565	36,581	37,829	(1,248)	-3.3%	1,016	2.9%
Other	33,359	37,463	53,856	51,582	2,273	4.4%	16,393	43.8%
Total Non-Aeronautical Revenues	116,473	183,819	256,613	240,820	15,793	6.6%	72,794	39.6%
Total Non-Aeronautical Expenses	109,802	90,644	121,130	126,773	5,276	4.2%	30,486	33.6%
Non-Aeronautical NOI¹	6,671	93,175	135,483	114,047	21,436	18.8%	42,308	45.4%
Less: CFC Surplus	(6,834)	-	(4,338)	(7,107)	2,769	-39.0%	(4,338)	
Adjusted Non-Aeronautical NOI	(163)	93,175	131,145	106,940	24,205	22.6%	37,970	40.8%
Debt Service	(33,065)	(27,096)	(21,263)	(33,372)	12,109	-36.3%	5,833	-21.5%
Net Cash Flow	(33,229)	66,079	109,882	73,568	36,313	49.4%	43,803	66.3%

(1) Includes Federal Relief for Concessions

2022 Actuals to 2021 Actuals

Non-Aero Revenue (reduce by grants):

- All Non-Aero lines of business were impacted by COVID-19, with Non-Aero businesses experiencing different rates of recovery in the pandemic environment.
- Landside revenue continues to recover strongly, especially in Parking, Rental Car, and GT due to high demand from returning passengers.
- ADR revenue reflects reduction in operating revenue due to Federal concessionaire relief grants, which are offset by non-operating grant revenue (cashflow neutral), along with the delay of opening the new Salty's Restaurant.
- Other revenue reflects the delay of the AMEX Lounge opening and lower lounge visits so far this year, partially offset by strong performances in In-Flight Kitchen revenue and AIClear concession revenue.

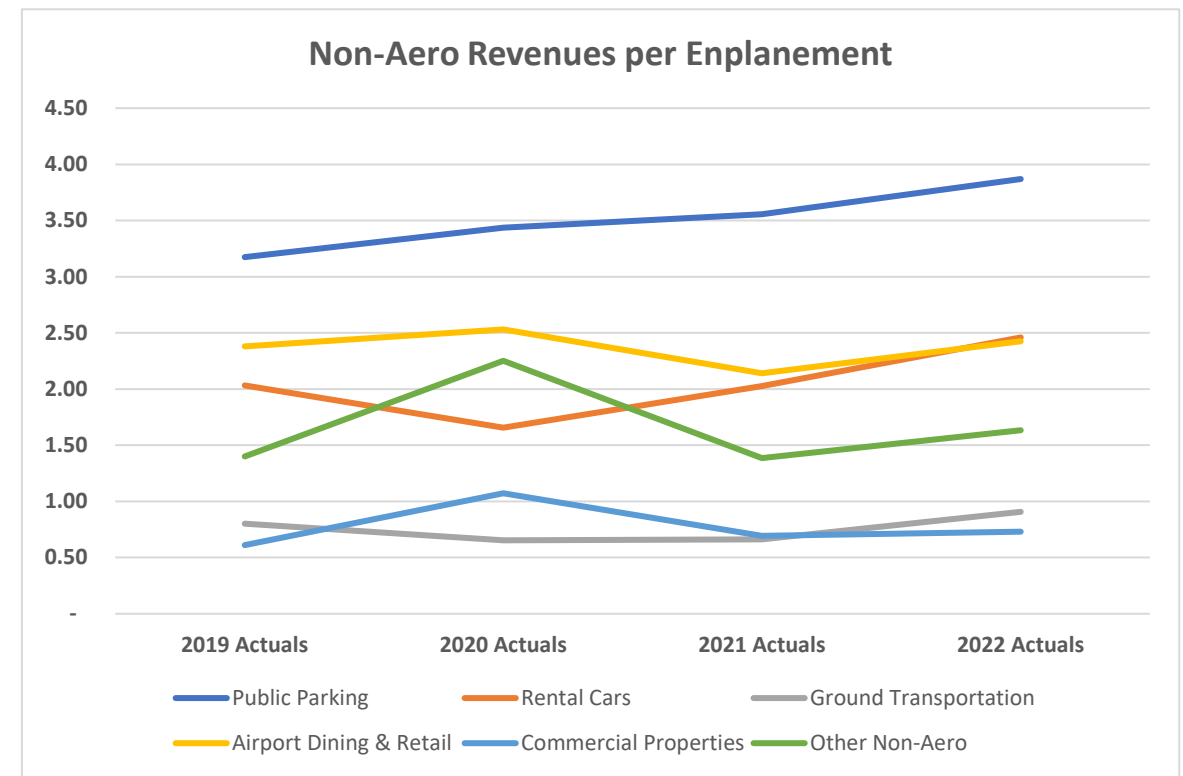
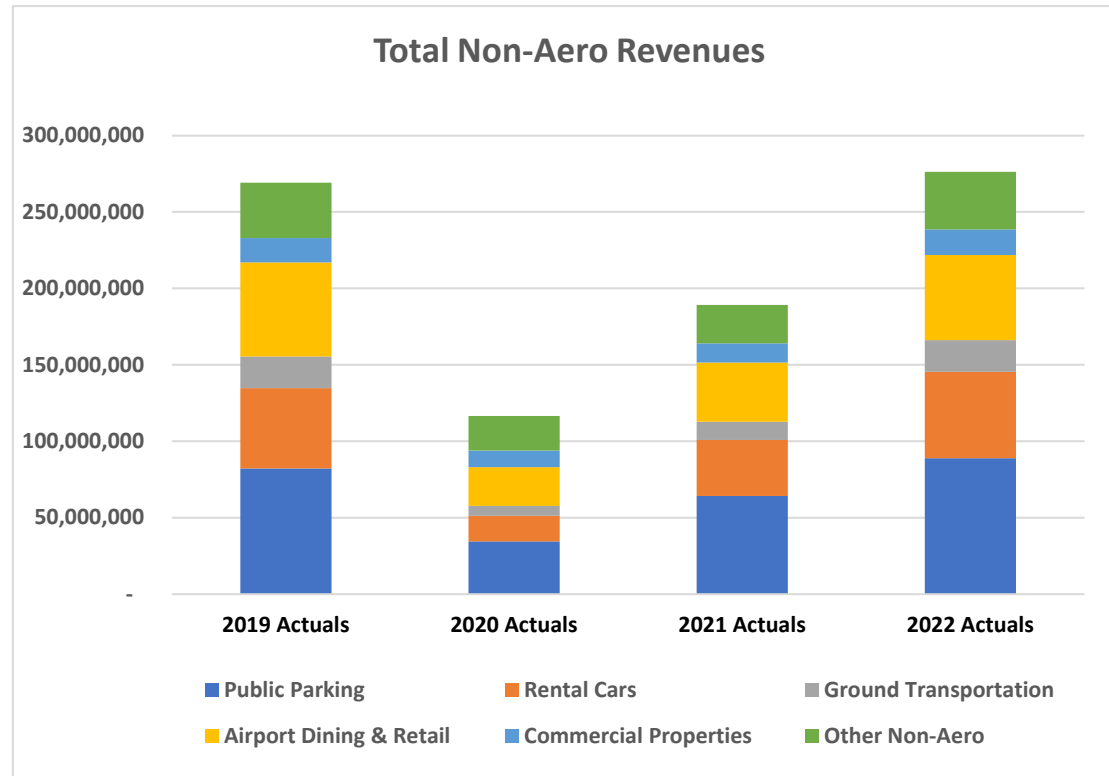
Non-Aeronautical Business YE

(Actual Business Recovery shown prior to revenue reductions for grant rent credits)

Non-Aeronautical Revenue Recovery Trend by Year (\$ in 000's)	2019 Actual	2020 Actual	2021 Actual	2022 Actual	2022 Budget	Incr/(Decr) Change from 2022 Actual v. 2022 Budget \$ %		Fav(UnFav) 2022 Actual v. 2019 Actual Variance \$ %	
Non-Aeronautical Revenues									
Public Parking	82,125	34,502	64,289	88,899	81,028	7,871	9.7%	6,774	8.2%
Rental Cars	52,567	16,637	36,612	56,473	52,138	4,335	8.3%	3,906	7.4%
Ground Transportation	20,765	6,557	11,947	20,804	18,242	2,562	14.0%	39	0.2%
Airport Dining & Retail	61,615	25,418	38,693	55,719	59,248	(3,530)	-6.0%	(5,896)	-9.6%
Commercial Properties	15,773	10,766	12,520	16,747	15,371	1,376	9.0%	974	6.2%
Non-Airline Terminal Leased Space	6,398	5,816	6,159	6,954	7,334	(381)	-5.2%	556	8.7%
Clubs and Lounges	10,274	2,043	3,478	8,688	8,972	(284)	-3.2%	(1,586)	-15.4%
Utilities	7,431	5,672	6,350	7,943	7,765	178	2.3%	512	6.9%
Other Non-Aero Revenue	12,091	9,062	9,072	13,932	12,140	1,792	14.8%	1,841	15.2%
Total Non-Aeronautical Revenues BEFORE grants	269,037	116,473	189,120	276,159	262,239	13,920	5.3%	7,121	2.6%
less Concession Relief grants	-	-	(5,301)	(19,546)	(21,419)	1,873	-8.7%	(19,546)	
Non-Aeronautical Operating Revenue	269,037	116,473	183,819	256,613	240,820	15,793	6.6%	(12,425)	-4.6%
Total Enplanements	25,874	10,037	18,073	22,966	24,259	(1,292)	-5.3%	(2,908)	-11.2%
<i>International Enplanements</i>	<i>2,858</i>	<i>664</i>	<i>821</i>	<i>2,185</i>	<i>1,855</i>	<i>330</i>	<i>17.8%</i>	<i>(673)</i>	<i>-23.5%</i>
<i>O&D Enplanements</i>	<i>18,163</i>	<i>6,614</i>	<i>12,073</i>	<i>15,617</i>	<i>17,224</i>	<i>(1,607)</i>	<i>-9.3%</i>	<i>(2,546)</i>	<i>-14.0%</i>

Non-Aero Revenue Recovery by Business Unit

(Actual Business Recovery shown prior to revenue reductions for grant rent credits)



- **Non-Aero revenue from concession fees and trip activity recovered strongly in 2022.** Parking, Rental Car and Ground Transportation business performance shows the strongest recovery. Airport Dining & Retail revenue recovery was slower due to ongoing tenant staffing challenges and construction delays on the new Salty's restaurant location. Other Non-Aero lines of business reflect the unequal business recovery being experienced by Non-Aeronautical businesses during the extended pandemic recovery cycle.
- **Space Rent revenue from real estate leases was relatively unaffected** by changes in passenger volumes over the past several years.

Public Parking – YE Revenue

O&D Passenger Volume increased by 29.4% compared to prior year

Revenue Summary (in \$000s)	2020	2021	2022	2022	Fav/(UnFav) Budget Variance		Inc/(Dec) from Prior Year Actuals	
<i>Org(s): 3420-Public Parking, Class: Top Level</i>	Actual	Actual	Actual	Budget	\$ Var	% Var	\$ Change	% Change
Operating Revenue								
Drive-Up Parking (General/Terminal Direct)	27,157	47,994	70,648	61,759	8,889	14.4%	22,654	47.2%
Pre-Booked Parking	2,935	11,268	11,050	13,200	(2,150)	-16.3%	(218)	-1.9%
Parking Garage Revenue (excluding Programs)	30,092	59,262	81,698	74,959	6,739	9.0%	22,436	37.9%
Premier Corporate Parking	449	0	0	0	0	0.0%	0	0.0%
Kontrol Kards/AVI Tags	16	9	11	0	11	0.0%	2	25.9%
Passport Parking	2,738	2,758	4,097	2,910	1,187	40.8%	1,339	48.5%
Total Parking Garage Revenue	33,294	62,029	85,806	77,869	7,937	10.2%	23,778	38.3%
Badge Fees	3	0	0	0	0	0.0%	0	0.0%
Doug Fox Off-Site Parking	1,186	2,594	2,885	3,141	(256)	-8.2%	291	11.2%
General Space Rental	18	18	18	18	0	0.0%	0	0.0%
Space Rental	1,204	2,612	2,903	3,159	(256)	-8.1%	291	11.1%
Other Service Revenues	1	1	1	0	1	0.0%	(0)	-26.6%
Total Operating Revenues	34,502	64,642	88,710	81,028	7,682	9.5%	24,068	37.2%
<i>Total Enplanements</i>	<i>10,037</i>	<i>18,073</i>	<i>22,966</i>	<i>24,259</i>	<i>(1,292)</i>	<i>-5.3%</i>	<i>4,893</i>	<i>27.1%</i>
<i>O&D %</i>	<i>65.9%</i>	<i>66.8%</i>	<i>68.0%</i>	<i>71.0%</i>	<i>-3.0%</i>	<i>-4.2%</i>	<i>0</i>	<i>1.8%</i>
<i>O&D Enplanements</i>	<i>6,614</i>	<i>12,050</i>	<i>15,617</i>	<i>17,224</i>	<i>(1,607)</i>	<i>-9.3%</i>	<i>3,567</i>	<i>29.6%</i>

2022 Actuals vs. 2021 Actuals

Combined Parking Garage Revenue (before Parking Programs) increased 37.9% compared to prior year reflects continued strong customer preference for close-in self parking.

- **General/Terminal Direct Parking – \$22.7M, or 47.2% increase** due to strong customer preference towards parking and increased rate (effective 4/1) driving revenue.
- **Pre-Booked Parking – (\$218k), or -1.9% decrease** due to ~2,000 closed stalls for significant parts of 2022 (garage fire, continued NEPL usage, etc.)

Passport Parking – \$1.3M, or 48.5% favorable continued utilization by airport tenants, program rate increase driving 2022 revenue growth.

Public Parking – YE Revenue Metrics

Public Parking Revenue Metrics	2020	2021	2022	2022	Fav/(UnFav) Budget Variance		Inc/(Dec) from Prior Year Actuals	
	Actual	Actual	Actual	Budget	\$ Var	% Var	\$ Change	% Change
<i>Revenue per O&D Enplanement</i>								
Drive-Up Parking (General/Terminal Direct)	\$ 4.11	\$ 3.98	\$ 4.52	\$ 3.59	\$ 0.94	26.2%	\$ 0.54	13.6%
Pre-Booked Parking	\$ 0.44	\$ 0.94	\$ 0.71	\$ 0.77	\$ (0.06)	-7.7%	\$ (0.23)	-24.3%
Parking Garage (excluding Programs)	\$ 4.55	\$ 4.92	\$ 5.23	\$ 4.35	\$ 0.88	20.2%	\$ 0.31	6.4%
Passport Parking	\$ 0.41	\$ 0.23	\$ 0.26	\$ 0.17	\$ 0.09	55.3%	\$ 0.03	14.6%
Premier Corporate Parking	\$ 0.07	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
Total Garage Revenue per O&D Enplanement	\$ 5.03	\$ 5.15	\$ 5.49	\$ 4.52	\$ 0.97	21.5%	\$ 0.35	6.7%
Doug-Fox Off-Site Parking	\$ 0.18	\$ 0.22	\$ 0.18	\$ 0.18	\$ 0.00	1.3%	\$ (0.03)	-14.2%
All Other Parking Revenue	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	0.0%	\$ (0.00)	-6.0%
Total Parking per O&D Enplanement	\$ 5.22	\$ 5.36	\$ 5.68	\$ 4.70	\$ 0.98	20.7%	0	5.9%
<i>Total Enplanements</i>	10,037	18,073	22,966	24,259	(1,292)	-5.3%	4,893	27.1%
<i>O&D %</i>	65.9%	66.8%	68.0%	71.0%	-3.0%	-4.2%	0	1.8%
<i>O&D Enplanements</i>	6,614	12,050	15,617	17,224	(1,607)	-9.3%	3,567	29.6%

Public Parking Key Metrics – 2022 Actuals compared to 2021 Actuals:

- **Combined Parking Garage revenue (before Parking Programs)** growth compared to prior year reflects continued strong customer preference for close-in self parking and April 2022 rate increase impacting garage tariff rates
- **Passport Parking Program revenue** growth reflects continued demand from airport tenants for close-in employee parking
- **Doug Fox revenue per O&D passenger** reflects lower rental rates earned in 2022 on record gross sales reported by tenant. New lease agreement executed in mid-2022 has a slightly lower percentage rent fee structure.

Rental Cars – YE Revenue

Revenue Summary (in \$000s) <i>Org(s): 3430-Rental Cars, Class: Top Level</i>	2020	2021	2022	2022	Fav/(UnFav) Budget Variance		Inc/(Dec) from Prior Year Actuals	
	Actual	Actual	Actual	Budget	\$ Var	% Var	\$ Change	% Change
Operating Revenue								
<u>Concession Revenue & Metrics</u>								
Transactions/O&D Enplanement	7.85%	6.86%	6.93%	7.00%	-0.08%	-1.1%	0.07%	1.0%
Total Transactions	519	826	1,082	1,206	(124)	-10.3%	255	30.9%
Average Ticket Price	\$ 235.57	\$ 366.87	\$ 366.59	\$ 265.00	\$ 101.59	38.3%	\$ (0.28)	-0.1%
Gross Sales by Operators	122,372	303,133	396,532	319,590	76,942	24.1%	93,399	30.8%
Car Rental - Concession Revenues	12,531	28,623	40,045	31,958	8,087	25.3%	11,422	39.9%
<u>CFC Revenue Summary</u>								
Average Length of Stay	4.93	4.90	4.85	4.80	0.05	0.9%	(0.06)	-1.2%
Total Transaction Days	2,560	4,050	5,241	5,789	(548)	-9.5%	1,191	29.4%
CFC Rate per Transaction Day	\$ 6.00	\$ 6.50	\$ 7.00	\$ 7.00	\$ -	0.0%	\$ 0.50	7.7%
CFC Revenue Earned	15,362	26,326	36,687	40,523	(3,836)	-9.5%	10,360	39.4%
Debt Service Reserve Requirement	(24,019)	(24,273)	(24,461)	(24,411)	(51)	0.2%	(188)	0.8%
CFC Operating Revenue	0	2,018	12,171	16,112	(3,942)	-24.5%	10,153	503.1%
Land Rental	3,996	4,006	4,152	3,975	177	4.5%	146	3.6%
Space Rental	23	8	4	7	(3)	-40.3%	(4)	-49.5%
Other Service Revenues	86	86	102	86	15	17.7%	16	18.3%
Total Operating Revenues	16,637	34,740	56,473	52,138	4,335	8.3%	21,732	62.6%
<i>Total Enplanements</i>	<i>10,037</i>	<i>18,073</i>	<i>22,966</i>	<i>24,259</i>	<i>(1,292)</i>	<i>-5.3%</i>	<i>4,893</i>	<i>27.1%</i>
<i>O&D %</i>	<i>65.9%</i>	<i>66.8%</i>	<i>68.0%</i>	<i>71.0%</i>	<i>-3.0%</i>	<i>-4.2%</i>	<i>0</i>	<i>1.8%</i>
<i>O&D Enplanements</i>	<i>6,614</i>	<i>12,050</i>	<i>15,617</i>	<i>17,224</i>	<i>(1,607)</i>	<i>-9.3%</i>	<i>3,567</i>	<i>29.6%</i>

2022 Actuals vs. 2021 Actuals

RCF Concession Revenue – \$11.4M, or 39.9% increase

High rental rates persisted as operators continued to deal with fleet variability. Although transactions remained low, RCF Concession Revenue was driven by high ticket prices.

CFC Operating Revenue – \$10.2M increase

Transaction Days continued to rebound in 2022, increasing by \$10.2M over 2021 level, despite continued constraints in vehicle availability.

Ground Transportation – YE Revenue

O&D Passenger Volume increased by 29.4% compared to prior year

Revenue Summary (in \$000s)	2020	2021	2022	2022	Fav/(UnFav) Budget Variance		Inc/(Dec) from Prior Year Actuals	
<i>Org(s): 3450-Ground Transportation, Class: Top Level</i>								
	Actual	Actual	Actual	Budget	\$ Var	% Var	\$ Change	% Change
Operating Revenue								
Space Rental	37	(11)	3	3	(0)	0.0%	14	-130.3%
On Demand Taxis	857	1,588	2,872	2,067	805	39.0%	1,284	80.8%
Charter Buses	27	49	217	317	(99)	-31.4%	168	345.1%
Prearranged Limos/For Hire Veh	209	301	259	304	(45)	-14.7%	(42)	-13.9%
TNC For Hire Vehicles	4,032	7,986	15,384	13,312	2,071	15.6%	7,398	92.6%
Airporters	22	36	42	44	(2)	-4.1%	6	17.8%
Courtesy Cars	877	1,879	1,890	1,979	(89)	-4.5%	12	0.6%
Shared Ride Vans	8	17	23	51	(29)	-55.9%	6	36.1%
Belled-In Taxis	12	10	10	15	(4)	-30.5%	0	4.3%
On Demand Limos	371	0	0	0	0	0.0%	0	0.0%
Parcel Carriers (Landside)	29	25	24	50	(26)	-51.8%	(1)	-2.3%
Airport Transportation Fees	6,445	11,889	20,722	18,139	2,583	14.2%	8,832	74.3%
Other Service Revenues	76	68	80	100	(20)	-20.3%	11	16.3%
Total Operating Revenues	6,557	11,947	20,804	18,242	2,562	14.0%	8,858	74.1%
<i>Total Enplanements</i>	<i>10,037</i>	<i>18,073</i>	<i>22,966</i>	<i>24,259</i>	<i>(1,292)</i>	<i>-5.3%</i>	<i>4,893</i>	<i>27.1%</i>
<i>O&D %</i>	<i>65.9%</i>	<i>66.8%</i>	<i>68.0%</i>	<i>71.0%</i>	<i>-3.0%</i>	<i>-4.2%</i>	<i>0</i>	<i>1.8%</i>
<i>O&D Enplanements</i>	<i>6,614</i>	<i>12,050</i>	<i>15,617</i>	<i>17,224</i>	<i>(1,607)</i>	<i>-9.3%</i>	<i>3,567</i>	<i>29.6%</i>

2022 Actuals vs 2021 Actuals

Total Ground Transportation: \$8.9M, or 74.1% increase

Major Revenue Drivers

- TNC's - \$7.4M, or 92.6% increase indicates increased customer confidence in shared ride options
- On Demand Taxis – \$1.28M, or 80.8% favorable. Taxis have seen a stronger than expected recovery in 2022, with Trips/O&D 43% higher than budget.

Ground Transportation – YE Trips

GT Trip Activity (in 000s)	2020	2021	2022	2022	Fav/(UnFav) Budget Variance		Inc/(Dec) from Prior Year Actuals	
	Actual	Actual	Actual	Budget	\$ Var	% Var	\$ Change	% Change
<u>Ground Transportation Trips</u>								
On Demand Taxis	150	272	493	344	149	43.1%	221	81.2%
TNC Drop-Offs*	0	1,154	1,962	1,682	280	16.6%	807	69.9%
TNC Pick-Ups	640	957	1,679	1,378	301	21.9%	723	75.5%
TNC Total	640	2,111	3,641	3,060	581	19.0%	1,530	72.5%
On Demand Limos	12	0	0	0	0	0.0%	0	0.0%
Belled In Taxis	2	3	5	4	1	13.1%	1	47.2%
Pre-Arranged Limos	87	118	203	125	78	62.6%	86	72.8%
Courtesy Cars	557	782	947	1,050	(103)	-9.8%	165	21.1%
All other Operators	28	21	78	34	43	126.5%	57	268.4%
Total GT Trips	1,464	3,306	5,366	4,618	748	16.2%	2,060	62.3%
<u>GT Trips per O&D Enplanement</u>							0	0.0%
On Demand Taxis	2.3%	2.3%	3.2%	2.0%	1.2%	57.9%	9	39.8%
TNC Pick-Ups	9.7%	7.9%	10.8%	8.0%	2.8%	34.4%	28	35.4%
Trips per O&D Enplanement (Compensatory)	11.9%	10.2%	13.9%	10.0%	3.9%	39.1%	37	36.4%
<i>Total Enplanements</i>	<i>10,037</i>	<i>18,073</i>	<i>22,966</i>	<i>24,259</i>	<i>(1,292)</i>	<i>-5.3%</i>	<i>4,893</i>	<i>27.1%</i>
<i>O&D %</i>	<i>65.9%</i>	<i>66.8%</i>	<i>68.0%</i>	<i>71.0%</i>	<i>-3.0%</i>	<i>-4.2%</i>	<i>0</i>	<i>1.8%</i>
<i>O&D Enplanements</i>	<i>6,614</i>	<i>12,050</i>	<i>15,617</i>	<i>17,224</i>	<i>(1,607)</i>	<i>-9.3%</i>	<i>3,567</i>	<i>29.6%</i>

*TNC Drop-Off fees did not take effect until 01/2021

2022 Actuals vs 2021 Actuals

GT Trip Activity

Total Ground Transportation trip activity increased 62.3%,

Major Activity Drivers

TNC's/On Demand Taxi – High trip numbers as customers return to TNC's and taxis as a preferred method of transportation.

Airport Dining & Retail – YE Revenue

(Operating Revenue has been reduced by grant rent credits)

Revenue Summary (in \$000s) <i>Org(s): 3650-Airport Dining and Retail, Class: Top Level</i>	2020	2021	2022	2022	Fav/(UnFav) Budget Variance		Inc/(Dec) from Prior Year Actuals	
	Actual	Actual	Actual	Budget	\$ Var	% Var	\$ Change	% Change
Operating Revenue								
Duty Free Revenue	1,842	548	449	2,643	(2,195)	-83.0%	(99)	-18.1%
Food and Beverage Revenue	9,709	16,979	17,646	28,728	(11,082)	-38.6%	666	3.9%
Retail Revenue	6,328	11,865	10,779	17,213	(6,434)	-37.4%	(1,086)	-9.2%
Concession Services Revenue	1,728	2,060	2,015	2,129	(114)	-5.3%	(45)	-2.2%
Advertising Revenue	4,285	3,237	4,553	7,162	(2,609)	-36.4%	1,316	40.7%
All Other Revenue	1,527	1,227	1,016	1,372	(356)	-25.9%	(211)	-17.2%
Total Operating Revenues	25,418	35,916	36,458	59,248	(22,790)	-38.5%	542	1.5%
<i>Total Enplanements</i>	<i>10,037</i>	<i>18,073</i>	<i>22,966</i>	<i>24,259</i>	<i>(1,292)</i>	<i>-5.3%</i>	<i>4,893</i>	<i>27.1%</i>
<i>International Enplanements</i>	<i>664</i>	<i>821</i>	<i>2,185</i>	<i>1,855</i>	<i>330</i>	<i>17.8%</i>	<i>1,364</i>	<i>166.0%</i>

2022 Actuals vs. 2021 Actuals

Some components of ADR – Food & Beverage and Retail – have recovered more quickly than others. ADR revenues tied closely to international passenger volumes (Duty Free and Services) continued to lag due to the slower recovery of international travel.

- **Duty Free:** Reflects the lower MAG/percentage rent structure of the new leases, and slower recovery of international passenger volume.
- **Food & Beverage and Retail:** steady recovery Food & Beverage revenue during 2022, partially slowed by delayed opening of large joint restaurant concepts: Salty's and Brewtop Social in the central terminal food court.
- **Services:** Reflects the lower percentage rent structure of the new foreign currency exchange lease agreement, other service revenue holds steady.
- **Advertising:** Business spending on Advertising still experiencing slower recovery, compounded by lower ad space availability in 2022.

Airport Dining & Retail – YE Revenue

(Operating Revenue has been reduced by grant rent credits)

Sales Per Total Enplanement (SPE) Summary <i>Org(s): 3650-Airport Dining and Retail, Class: Top Level</i>	2020	2021	2022	2022	Fav/(UnFav) Budget Variance		Inc/(Dec) from Prior Year Actuals	
	Actual	Actual	Actual	Budget	\$ Var	% Var	\$ Change	% Change
Operating Revenue								
Duty Free	0.47	0.31	0.49	0.60	(0.11)	-18.5%	0.18	57.1%
Food & Beverage	7.86	8.39	9.39	8.92	0.47	5.3%	1.01	12.0%
Retail	4.07	4.55	5.16	4.72	0.43	9.2%	0.60	13.3%
Services	0.49	0.36	0.67	0.43	0.25	57.7%	0.31	84.1%
SPE - ADR	12.90	13.62	15.71	14.67	1.04	7.1%	2.10	15.4%

Revenue per Total Enplanement (RPE) Summary <i>Org(s): 3650-Airport Dining and Retail, Class: Top Level</i>	2020	2021	2022	2022	Fav/(UnFav) Budget Variance		Inc/(Dec) from Prior Year Actuals	
	Actual	Actual	Actual	Budget	\$ Var	% Var	\$ Change	% Change
Operating Revenue								
Duty Free	0.18	0.03	0.02	0.11	(0.09)	-82.1%	(0.01)	-35.5%
Food & Beverage	0.97	0.94	0.77	1.18	(0.42)	-35.1%	(0.17)	-18.2%
Retail	0.63	0.66	0.47	0.71	(0.24)	-33.9%	(0.19)	-28.5%
Services	0.17	0.11	0.09	0.09	(0.00)	0.0%	(0.03)	-23.0%
RPE - ADR	1.95	1.74	1.34	2.09	(0.75)	-35.7%	(0.40)	-22.7%

2022 Actuals vs. 2021 Actuals

Sales per Enplanement (SPE) on Retail and Services are improving as passenger volumes (both domestic & international) return. SPE growth is slower for Duty Free, as this line of business has recovered more slowly than others.

Revenue per Enplanement (RPE) on Retail and Services is increasing as tiered rents reach higher tiers in 2022. Duty Free reflects a lower RPE due to the renegotiated lease with a lower MAG / Percentage Rent Structures.

Non-Aero Commercial Properties – YE Revenue

Revenue Summary (in \$000s)	2020	2021	2022	2022	Fav/(UnFav) Budget Variance		Inc/(Dec) from Prior Year Actuals	
<i>Org(s): 3630-Non-Aero Commercial Properties, Class: Top Level</i>								
	Actual	Actual	Actual	Budget	\$ Var	% Var	\$ Change	% Change
Operating Revenue								
Land Rental	5,267	5,208	5,259	5,471	(212)	-3.9%	50	1.0%
Space Rental	942	836	1,133	759	375	49.4%	297	35.5%
In-Flight Kitchen Revenue	3,990	5,989	9,842	8,689	1,152	13.3%	3,853	64.3%
Other Service Revenues	566	613	452	452	0	0.0%	(160)	-26.2%
Operating Grant Revenues	0	0	0	0	0	0.0%	0	0.0%
Total Operating Revenues	10,765	12,646	16,686	15,371	1,315	8.6%	4,040	31.9%
<i>Total Enplanements</i>	<i>10,037</i>	<i>18,073</i>	<i>22,966</i>	<i>24,259</i>	<i>(1,292)</i>	<i>-5.3%</i>	<i>4,893</i>	<i>27.1%</i>
<i>International Enplanements</i>	<i>664</i>	<i>821</i>	<i>2,185</i>	<i>1,855</i>	<i>330</i>	<i>17.8%</i>	<i>1,364</i>	<i>166.0%</i>

2022 Actuals vs. 2021 Actuals

COVID-19 impact to Non-Aero Commercial Properties revenue is primarily limited to In-Flight Kitchen concession revenue.

In-Flight Kitchen Revenue reflects strong growth in 2022 with continued recovery in overall passenger volumes, specifically benefitting from the stronger international passenger recovery which typically drives a larger segment of In-Flight Kitchen demand.

Land/Space Rent revenues are primarily fixed rates per sq.ft. and were therefore relatively unaffected by COVID-19 passenger volume declines/recovery.

Clubs & Lounges

Revenue Summary (in \$000s) <i>Org(s): 3690-Club International Lounge, Class: Top Level</i>	2020	2021	2022	2022	Fav/(UnFav) Budget Variance		Inc/(Dec) from Prior Year Actuals	
	Actual	Actual	Actual	Budget	\$ Var	% Var	\$ Change	% Change
Operating Revenue								
Space Rental	2,043	3,477	8,680	8,972	(293)	-3.3%	5,202	149.6%
Total Operating Revenues	2,043	3,477	8,680	8,972	(293)	-3.3%	5,202	149.6%
<i>Total Enplanements</i>	<i>10,037</i>	<i>18,073</i>	<i>22,966</i>	<i>24,259</i>	<i>(1,292)</i>	<i>-5.3%</i>	<i>4,893</i>	<i>27.1%</i>
<i>International Enplanements</i>	<i>664</i>	<i>821</i>	<i>2,185</i>	<i>1,855</i>	<i>330</i>	<i>17.8%</i>	<i>1,364</i>	<i>166.0%</i>

2022 Actuals vs. 2021 Actuals

COVID-19 impacts to Port-owned common use Clubs & Lounges reflect overall decline in international passenger volume.

Both the South Satellite lounge and the Concourse A lounges were closed in mid-March 2020 due to the decline in passengers and social distancing requirements.

SSAT Lounge was able to reopen in 2020, but Concourse A Lounge remained closed until June 2021.

Both lounges (SSAT and Concourse A) were fully open and operational for all of 2022. Our SSAT Lounge moved into a newly vacated lounge space that doubled capacity capabilities in May 2022.

2022 Capital Expenditures

	2022 Actual	2022 Budget	2022 POF	Bud vs. Fcst	
\$ in 000's				\$	%
SEA Gateway ⁽¹⁾	28,068	97,849	38,575	69,781	71.3%
Baggage Optimization ⁽²⁾	102,674	130,600	104,000	27,926	21.4%
C Concourse Expansion ⁽³⁾	17,853	31,576	50,155	13,723	43.5%
Checkpoint 1 Relocation ⁽⁴⁾	1,341	14,122	20,388	12,781	90.5%
NS NSAT Renov NSTS Lobbies ⁽⁵⁾	6,980	19,270	27,347	12,290	63.8%
Upgrades STS Train Control ⁽⁶⁾	5,882	17,278	15,117	11,396	66.0%
Concourse A Expansion ⁽⁷⁾	9,134	17,138	13,986	8,004	46.7%
SSAT Infrastructure HVAC ⁽⁸⁾	839	7,719	6,077	6,880	89.1%
Terminal Security Enhancements ⁽⁹⁾	3,677	9,506	6,147	5,829	61.3%
Seating Repl. And Elec.Infr ⁽¹⁰⁾	1,667	7,411	5,352	5,744	77.5%
All Other	133,516	242,872	323,478	109,356	45.0%
Subtotal	311,631	595,341	610,622	283,710	47.7%
CIP Cashflow Mgmt Reserve	-	(67,424)	(95,810)	(67,424)	100.0%
Total Spending	311,631	527,917	514,812	216,286	41.0%

(1) Start of Phase A construction has been delayed by approximately 6 months. It was due to pending design evaluations and final decisions for revising key elements of the Program scope requested by Alaska Airlines that deviates from the original PDD.

(2) Work has been delayed by approximately 6 months due to material/supply delays & delay in IAF opening

(3) Underspending because the baseline was overloaded due to the incorrect cost loading of the schedule. Cash flow has been updated to reflect GCCM design and construction phasing sequencing

(4) Design contract modifications took longer to complete than expected resulting in delayed spending.

(5) Underrun due to PCS shortfall in work completion, Scarsella construction delays due to equipment delivery and various underruns in LOE projections for Port Staff.

(6) NTP delayed 7 months due to negotiation delays experienced while manufacturer was in the middle of a merger.

(7) 2022 Plan based off an estimate of receiving & payment of TRA submittals from inception to current efforts. Submittals for current efforts are now consistently coming in. Delta began construction in September 2022.

(8) Returned savings this year and final contractor payments have caused delays to original spending plan

(9) Underrun due to updates in contractor's schedules

(10) Budget was set with unknown payment terms for seating procurement

Maritime Division Appendix

2022 Financial Performance Report

Maritime 2022 Financial Summary

	2020	2021	2022	2022	Fav (UnFav) Actual vs. Budget Variance		Incr (Decr) Change from 2021	
\$ in 000's	Actual	Actual	Actual	Budget	\$	%	\$	%
Ship Canal Fishing & Operations	4,704	4,240	4,592	4,211	381	9%	352	8%
Elliott Bay Fishing & Commercial Operation	5,752	5,618	5,975	4,717	1,257	27%	356	6%
Recreational Boating	12,611	12,851	13,978	13,731	247	2%	1,127	9%
Cruise	3,824	9,517	30,469	20,574	9,895	48%	20,952	220%
Grain	5,142	6,112	5,792	5,900	(108)	-2%	(321)	-5%
Maritime Portfolio Management	10,074	10,392	10,550	9,986	565	6%	158	2%
Other	4	7	10	19	(9)	NA	2	33%
<i>Pension Revenue Adjustment</i>	0	(408)	170	0	170	NA	578	NA
Total Revenue	42,111	48,331	71,534	59,137	12,397	21%	23,204	48%
Expenses								
Maritime (Excl. Maint)	16,676	13,951	17,706	16,022	(1,684)	-11%	3,755	27%
Economic Development	4,549	4,559	5,710	6,065	355	6%	1,151	25%
Total Direct	21,225	18,510	23,416	22,087	(1,329)	-6%	4,906	27%
Maintenance Expenses	12,353	11,326	13,213	14,624	1,412	10%	1,887	17%
Envir Services & Planning	2,947	2,018	3,120	2,542	(578)	-23%	1,103	55%
Seaport Finance & Cost Recovery	1,072	1,163	1,087	1,096	9	1%	(76)	-7%
Waterfront Project Management	1,144	342	1,007	712	(295)	-41%	665	195%
Total Support Services	17,518	14,849	18,426	18,975	548	3%	3,578	24%
IT	2,888	2,695	3,223	3,349	126	4%	529	20%
Police Expenses	3,131	3,064	3,662	3,495	(167)	-5%	598	20%
External Relations	1,242	1,222	1,552	1,654	102	6%	330	27%
Other Central Services	6,035	7,109	8,908	8,021	(888)	-11%	1,799	25%
Aviation Division / Other	318	336	368	285	(83)	-29%	32	10%
Total Central Services / Other	13,614	14,426	17,714	16,804	(910)	-5%	3,288	23%
Total Expense before Pension Adjustment	52,357	47,784	59,556	57,865	(1,691)	-3%	11,772	25%
<i>Pension Expense Adjustment</i>	<i>(2,129)</i>	<i>(7,070)</i>	<i>(2,396)</i>	0	2,396	NA	4,674	66%
Total Expense	50,228	40,714	57,160	57,865	705	1%	16,446	40%
<i>NOI excluding Pension Adjustments</i>	<i>(10,246)</i>	954	11,808	1,272	10,536	828%	10,854	1138%
NOI Before Depreciation	(8,117)	7,616	14,375	1,272	13,103	1030%	6,758	89%
Depreciation	17,624	17,718	17,980	17,510	(470)	-3%	262	1%
NOI After Depreciation	(25,741)	(10,101)	(3,606)	(16,238)	12,632	78%	6,496	64%

Variance from Budget (Excluding Pension)

- Revenue \$12.2M favorable:
 - Ship Canal – Increase occupancy.
 - Elliott Bay Fishing & Commercial – higher volumes, early return of fishing fleet
 - Recreational Boating – Higher occupancy and increased utilities.
 - Cruise – More sailings.
- Operating Exp. \$1.7M unfavorable:
 - Direct – Payroll savings offset by Capital to Expense at Fishermen's Terminal.
 - Support Services – Open FTEs & project delays.
 - Central Services – Unbudgeted legal fees.

Marine Maintenance Overall

Marine Maintenance					
\$ in 000s	2021	2022	2022	Bud Var F/(U)	
Expenses	Actual	Actual	Budget	\$	%
Payroll	19,881	20,329	23,063	2,735	12%
Outside Services	673	890	1,739	849	49%
Travel & Other Employee Exp	24	87	136	49	36%
Charges to Capital	(1,219)	(953)	(1,343)	(390)	29%
Other / Equipment Expense	3,449	4,723	4,347	(376)	-9%
Total Expenses	22,809	25,075	27,942	2,867	10%

Outside Services underbudget due to delayed project spending

- T91 Shared: Arc Flash Study (\$200K) and Roadway Subsidence Repair (\$30K)
- T46 NWSA/JV: Switchgear Testing & Repair, Substation Testing (\$300K)
- T91 Maritime Ops: Fender Maintenance (\$93K)
- P66 Cruise: conveyance work (\$30K)
- Police: T30 1st floor refresh (\$16K)

Equipment Expense:

SBM: Fuel & Equipment Rental \$450K+

Reimbursable revenue over budget by \$319K (38%) and \$312 higher than 2021

- 72% NWSA

17 Vacant Positions as of 12/31/22:

- Facility Manager II (2)
- Intake Admin Specialist
- Fleet Asset Project Manager
- Painter
- Plumber (2)
- Wireman
- Millwright
- Driver/Hostler (2)
- Auto Machinist
- Carpenter
- Clean Team (2)
- Landscaper
- SWU Team

*12 positions unfilled as of 2/16/23

Marine Maintenance Overhead

	2021	2022	2022	Bud Var		21 vs. 22	
<u>Overhead Expenses</u>	Actual	Actual	Budget	\$	%	\$	%
Wages & Benefits	5,941	6,571	6,893	322	5%	630	11%
Salaries & Benefits	3,852	3,480	3,812	332	9%	(372)	-10%
Outside Services	72	184	536	352	66%	112	157%
General Expenses	66	80	40	(41)	-103%	14	21%
Equipment & Supplies	745	1,002	1,178	176	15%	257	35%
Travel & Training	23	87	136	49	36%	64	281%
Utilities	235	246	210	(36)	-17%	10	4%
Other	(636)	151	452	302	67%	787	-124%
Total MM Overhead	10,297	11,801	13,257	1,456	11%	1,504	15%

- Payroll
 - Decrease due to several unfilled Represented and Non-represented positions.
- Outside Services
 - Services for Maximo improvements/enhancements (\$177K) did not occur due to staff capacity and timeliness of filling positions. Services for HVAC Improvements expense project (\$147K) did not occur. Engineering services for MMNO SWU (\$18K) not used.
- General Expenses
 - Variance due to Non-Litigated Injuries & damages and Auto Body Damage repair expenses (\$34K) related to Port truck vs RV incident that occurred during Q1.
- Equipment & Supplies
 - Lower spending on Maintenance materials for Employee Training/Development and Safety/Health Costs.
- Travel & Other Employee Exp
 - Decrease in Registrations for employee training/development and travel associated expenses.
- Utilities
 - Increase in costs are usage related – tenants and boaters are using more than budgeted, rate related – inflation, oil shortage driving up kW rates higher than budgeted and/or combo of both.
- Other
 - Decrease of Maintenance support on Capital projects.

Waterfront PM

Waterfront Project Management					
\$ in 000s	2021	2022	2022	Bud Var F/(U)	
Expenses	Actual	Actual	Budget	\$	%
Payroll	3,551	4,895	6,039	1,144	19%
Outside Services	11	261	25	(236)	-948%
Travel & Other Employee Exp	8	32	59	27	46%
Charges to Capital	(2,290)	(2,729)	(4,437)	(1,707)	38%
Other / OH Allocations	23	76	87	11	13%
Total Expenses	1,303	2,534	1,774	(761)	-43%

Major Variances:

- The high variance in payroll is due to 8 vacant positions
- Charges to Capital projects have been less than estimated due to the learning curve on new hires and more admin support (time charged to subclass 6260 is higher).
- SMWKS Construction contract payments charged to Org 6260, budgeted in Maintenance.

Key Project Milestones:

- FT ADA Compliance Project reached substantial completion
- T91 Phase 1 Uplands Development Project at 30% design
- P66 Roof Upgrade Project reached substantial completion
- T106 CBP Improvement Project executed design-build contract
- East Marginal Way Grade Separation Structure Electrical Restoration reached substantial completion
- T46 Crane Maintenance executed construction contract
- SBM X Dock Project at 100% design
- P17 Bulkhead Repairs executed emergency construction contract



Environmental & Sustainability

Business Highlights 2022 Q04

- i. Maritime and Economic Development Divisions agreed to purchase more than 240,000 therms of renewable natural gas from Puget Sound Energy to replace fossil natural gas across approximately 36 waterfront buildings resulting in an estimated reduction of 1,291 metric tons of CO₂ (nearly 50% of the Port's maritime scope 1 emissions) each year of program participation.
- ii. In 2022, Port staff completed 12 waterfront lighting audits, including exterior lighting at 6 locations, light poles at 1 location, 4 Port-managed interiors, and 1 tenant-managed interior. Due to access issues, not all tenant spaces were audited in 2022 and will be considered for future years. 2022 Audits inform a capital lighting replacement program.
- iii. Maritime and Economic Development and Aviation Divisions selected a vendor as part of competitive procurement process to purchase an Energy Management System expected to come online in 2023 as the first step in modernizing waterfront building energy management and data collection.
- iv. Funded the Port's share of the Puget Sound Air Emissions Inventory, managed by NWSA, on track to be completed in 2024, which will support ongoing implementation of climate strategies and action
- v. The Port sponsored and hosted an in-person Green Corridor First Mover meeting.
- vi. Launched a Waterfront Electric Vehicle Charging Infrastructure study in partnership with Marine Maintenance to identify future charging locations for port vehicles.
- vii. Executed and completed a contract with Cascadia Consulting for a first phase in development of an ongoing community engagement program related to climate, air, and environmental justice issues.
- viii. Negotiated a settlement agreement with Waste Management (\$200,000) and with Exxon Mobile (\$1,200,000) for remedial action costs at T91 both paid in 1st quarter 2023. (Not in 2022 Financials)
- ix. Completed Baseline Year Monitoring at the Duwamish River People's Park and Shoreline Habitat.
- x. Initiated Terminal 25 S habitat design contract.
- xi. Continued participation in development of a regional hydrogen hub proposal.
- xii. Continued support of over 78 projects (capital value over \$320 Million/initiatives/planning studies)

Maritime Environment & Sustainability

	2020	2021	2022	2022	Fav (UnFav) Actual vs. Budget Variance		Incr (Decr) Change from 2021	
\$ in 000's	Actual	Actual	Actual	Budget	\$	%	\$	%
Expenses								
Salaries & Benefits	2,295	2,197	3,028	2,769	(259)	-9%	831	38%
Wages & Benefits	(210)	18	13	11	(2)	-20%	(5)	-26%
Payroll to Cap/Govt/Envrs Proj	888	884	753	1,244	492	40%	(131)	-15%
Equipment Expense	16	15	68	10	(57)	-552%	53	347%
Utilities	9	1	1	-	(1)	NA	(0)	-22%
Supplies & Stock	4	13	6	2	(4)	-251%	(7)	-54%
Outside Services	1,576	926	1,427	1,235	(192)	-16%	501	54%
Travel & Other Employee Exps	22	19	105	47	(57)	-121%	86	453%
Telecommunications	16	16	18	13	(5)	-41%	2	12%
Property Rentals	-	11	-	-	-	NA	(11)	-100%
Promotional Expenses	8	3	11	15	4	25%	8	275%
Worker's Compensation Expense	3	4	5	4	(1)	-37%	1	29%
General Expenses	171	4	56	3	(53)	-1822%	52	1230%
Overhead Allocations	-	0	(4)	(0)	4	-71998%	(4)	-1025589513989000%
Charges to Cap/Govt/Envrs Proj	(1,394)	(1,343)	(1,265)	(1,685)	(420)	25%	78	-6%
Total w/o DRS Pension True-up	3,404	2,769	4,223	3,668	(555)	-15%	1,454	52%
DRS Pension True-up Exp	-	(699)	(313)	-	313	NA	385	-55%
Total with DRS Pension True-up	3,404	2,070	3,909	3,668	242	7%	1,839	89%

Maritime Environment & Sustainability Variances

- New staff charging to overhead resulting in lower charges to capital and ERL projects
- Outside Services over due to Derelict Vessels
- Pension True-up

Outside Services Spending for 2022

Program	Program Description	2022 Actual	2022 Approved Budget	Budget Variance Dollars	%	Comments
Org 1350						
9180	Air	72,448	395,000	322,552	82%	Lighting Upgrade Project delay?
9184	EMIS Maintenance	7,445	20,000	12,555	63%	
9186	Permitting	195,199	110,000	(85,199)	-77%	
9193	Solid/Hazardous Waste	530,666	219,000	(311,666)	-142%	Derelict Vessels Costs - \$311K
9194	NonAV Storm&Surface Water Bis	0	0	0	0%	
9196	Habitat	300,113	330,000	29,887	9%	
	No Program	322,304	130,874	(191,430)	-146%	
1350 Subtotal		1,428,175	1,204,874	(223,301)	-18.5%	
Org 6250						
3813	No Program	(1,408)	30,235	31,643	105%	
6250 Subtotal		(1,408)	30,235	31,643	105%	
Total		1,426,767	1,235,109	(191,658)	-15.5%	

Notes:

Favorable variance of 127K for Software Lics & Maintenance agreements due to delays in EMIS and Energy Mgmt procurements.

Maritime Cost Recovery

Grants					YTD Received
Site	Q1	Q2	Q3	Q4	Total
LD	(536,268)	(18,951)	(97,422)	-	(652,641)
EWV		-	-	(902,291)	(902,291)
T115N	(3,072)	(2,858)	(1,932)	-	(7,863)
T115 Plant 1	(39,852)	(17,308)	(31,037)		(88,197)
T91	-	-	-	-	-
Lora Lake	(5,309)	-	-	-	(5,309)
Subtotal	(584,501)	(39,118)	(130,391)	(902,291)	(1,656,301)
Insurance					
T91	-	-	-	(364,634)	(364,634)
Settlement - Crosby	-	(39,167)	(21,250)	(21,250)	(81,667)
Settlement - Lockheed Martin	(1,200,000)	-	-	-	(1,200,000)
Subtotal	(1,200,000)	(39,167)	(21,250)	(385,884)	(1,646,300)
MOAs					
LD	(360)	(2,693)	(1,314)	(137,230)	(141,596)
T117 Sediments	(10,662)	(25,938)	(7,085)	(12,281)	(55,966)
EWV	(14,813)	(164,578)	(166,876)	(28,255)	(374,522)
T108	(39,896)	(28,778)	(96,277)	(344,427)	(509,379)
T115 Plant 1	-	(1,676)	-	(417)	(2,092)
Subtotal	(65,732)	(223,662)	(271,552)	(522,609)	(1,083,556)
Total	(1,850,234)	(301,947)	(423,193)	(1,810,784)	(4,386,157)

NWSA grants 4.72M

Clean Vessel Sewage Pumpout grant 0.017M

Cruise

\$ in 000s	2021	2022	2022	Bud Var	
<u>Revenue by Facility:</u>	Actual	Actual	Budget	\$	%
P66 Cruise	4,758	7,023	7,262	(239)	-3%
P66 Vessel Ops	110	112	62	50	80%
T91 Cruise	4,437	22,946	12,911	10,035	78%
Utilities	212	388	339	49	14%
Total Revenue	9,517	30,469	20,574	9,895	48%
<u>Dept Expenses:</u>					
Staff	394	648	709	61	9%
Outside Services	324	1,228	1,102	(127)	-11%
General Expenses	2,377	2,137	2,503	367	15%
Equipment & Supplies	115	303	207	(95)	-46%
Utilities	27	408	449	41	9%
<u>Support Services:</u>					
Maintenance	2,200	2,298	2,604	305	12%
Project Management	77	159	161	2	1%
Environmental & Planning	241	652	474	(178)	-38%
Economic Development	540	405	466	62	13%
Police/Security	1,090	1,244	1,147	(98)	-9%
Other/Central Services	3,284	4,051	4,162	111	3%
Total Expense	10,670	13,533	13,985	452	3%
NOI Before Depreciation	(1,153)	16,936	6,589	10,347	157%
Depreciation	5,986	5,976	5,958	18	0%
NOI After Depreciation	(7,139)	10,960	631	10,329	1637%

Occupancy and Sailings -

- Actual average occupancy around 77% vs 75% budget assumption
- Actual sailings - 295 vs budgeted sailings – 205
- Actual passengers -- 1.3M vs budgeted passengers – 907K

Variance from Budget

- Revenues
 - \$9.9M higher due to more sailings than budgeted
 - Higher occupancies for large ships at T91 on tariff (e.g., Ovation & Quantum of the Seas)
- Expenses
 - \$452K less than budget –
 - \$370K NCL sublease (General Expenses)
 - Support & Central Services - \$204K less than budget
 - \$528K expense transfer to AV pending for Port Valet
 - \$2M budgeted - \$1.1M actual expenses (Outside Services)

Variance from 2021

- Revenue significantly higher in 2022 related to partial season in 2021 vs full season in 2022
- Increased utilization of Port Valet leading to higher expenses in 2022 because of more robust season/more sailings

Recreational Boating

\$ in 000's

	2021	2022	2022	Bud Var	
	Actual	Actual	Budget	\$	%
Revenue by Facility:					
Shilshole Bay Marina	11,584	12,541	12,410	131	1%
Harbor Island Marina	432	493	468	24	5%
Bell Harbor Marina	338	414	346	68	20%
Utility Sales Revenue	497	530	506	24	5%
Total Revenue	12,851	13,978	13,731	247	2%
Dept Expenses:					
Staff	2,212	2,340	2,387	46	2%
Outside Services	22	133	40	(94)	-237%
General Expenses	70	134	127	(7)	-5%
Equipment & Supplies	85	27	64	37	58%
Utilities	1,085	1,282	1,223	(59)	-5%
Support Services:					
Maintenance	2,418	3,590	3,331	(258)	-8%
Project Management	108	250	182	(68)	-37%
Environmental & Planning	409	457	376	(81)	-22%
Economic Development	335	272	354	82	23%
Police/Security	1,034	1,195	1,176	(19)	-2%
Other/Central Services	3,532	4,380	4,538	(29)	-10%
Total Expense	11,311	14,060	13,797	(263)	-2%
NOI Before Depreciation	1,541	(82)	(67)	(16)	-24%
Depreciation	3,251	3,274	3,229	(45)	-1%
NOI After Depreciation	(1,711)	(3,357)	(3,296)	(61)	-2%

Occupancy

- SBM, HIM and BHM occupancies are 1.83%, 5.00% and 10.22% favorable to the budget, respectively.
- SBM, HIM and BHM occupancies are 3.60%, 7.14% and 5.29% increase from 2021, respectively.

Variance from Budget

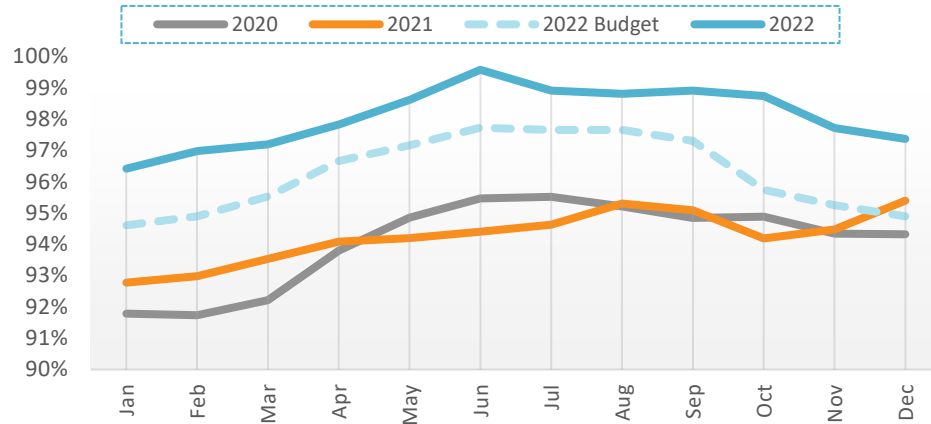
- Total Revenue of \$247K favorable to the budget primarily due to \$200K in moorage revenue due to higher occupancy, \$69K Derelict Vessels revenue, and SBM sale of electricity \$32K favorable; Offset by (\$64K) in Live-aboard revenue due to lower interest
- Due to 1 vacant position, staff-related expenses were \$46K favorable, due to supply shortage, dock carts purchasing was delayed by the supplier, which contributed \$37K favorable in Equipment & Supplies; Offset by (\$94K) unfavorable in Outside Services related to generators due to SBM power outage

Variance from 2021

- 5% moorage rates increase, higher occupancy, and Derelict Vessels payment contributed \$1,009K or a 9% revenue increase;
- Higher utility expenses and a power outage at SBM contributed \$309K direct operating expense increase

Recreational Boating Occupancy

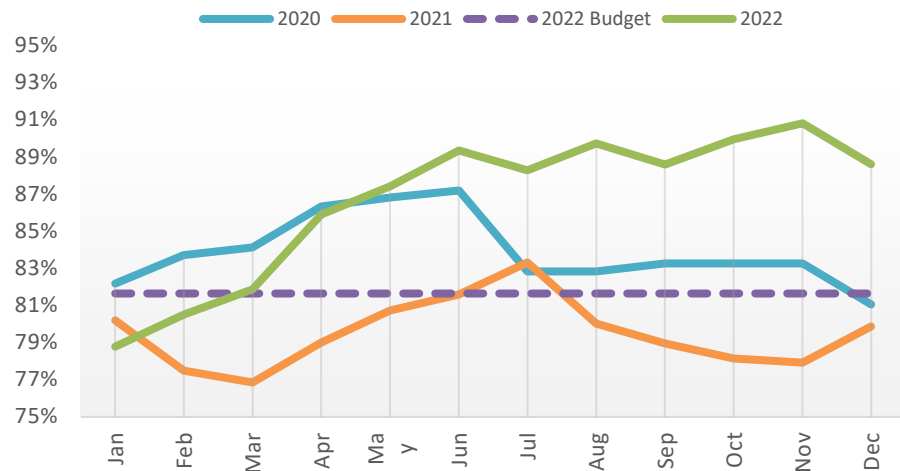
Occupancy at Shilshole Bay Marina



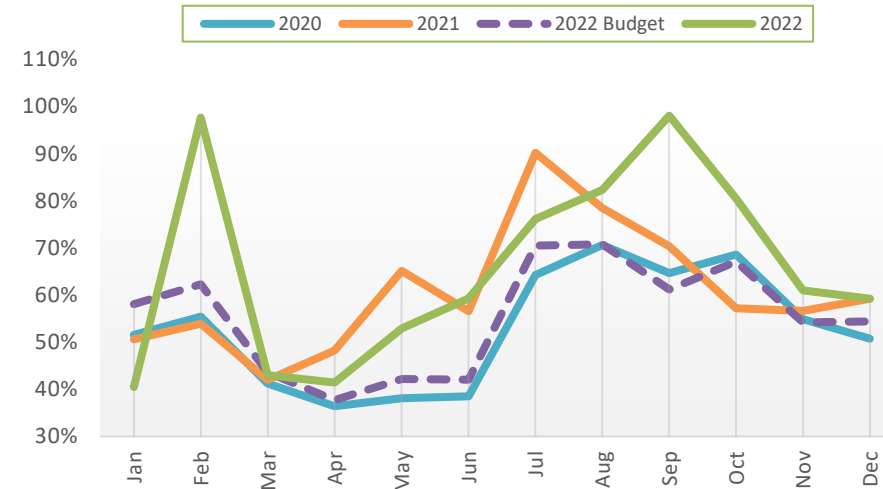
Occupancy

- SBM, HIM and BHM occupancies are 1.83%, 5.00% and 10.22% favorable to the budget, respectively.
- SBM, HIM and BHM occupancies are 3.60%, 7.14% and 5.29% increase from 2021, respectively.

Occupancy at Harbor Island Marina



Occupancy at Bell Harbor Marina



Elliott Bay Fishing & Commercial

\$ in 000's

	2021	2022	2022	Bud Var	
	Actual	Actual	Budget	\$	%
Revenue by Facility:					
T-91 Fishing Related	2,826	2,848	2,187	661	30%
T-91 Vessel Operations	617	628	605	23	4%
Kellogg Island – Moorage	373	399	384	15	4%
Terminal 25 Docks	357	418	391	27	7%
Terminal 18 North - Dolphins	279	325	210	115	55%
Pier 34 Dolphins	192	240	213	27	13%
Other (P2, P28, P69, T46,T108)	267	336	206	130	63%
Utility Sales Revenue	706	781	521	259	50%
Total Revenue	5,618	5,975	4,717	1,257	27%
Dept Expenses:					
Staff	629	641	680	39	6%
Outside Services	15	17	22	5	24%
General Expenses	92	162	89	(73)	-81%
Equipment & Supplies	1	2	5	3	66%
Utilities	1,092	1,562	1,547	(15)	-1%
Support Services:					
Maintenance	1,222	1,293	1,832	539	29%
Project Management	24	98	87	(11)	-12%
Environmental & Planning	155	246	229	(17)	-7%
Economic Development	274	104	149	45	30%
Police/Security	614	656	788	132	17%
Other/Central Services	1,631	2,232	2,038	(29)	-10%
Total Expense	5,749	7,012	7,465	453	6%
NOI Before Depreciation	(131)	(1,038)	(2,748)	1,710	62%
Depreciation	3,283	3,459	3,182	(277)	-9%
NOI After Depreciation	(3,415)	(4,496)	(5,930)	1,433	24%

Occupancy

- Elliott Bay Occupancy increased 5% from 74% to 79%

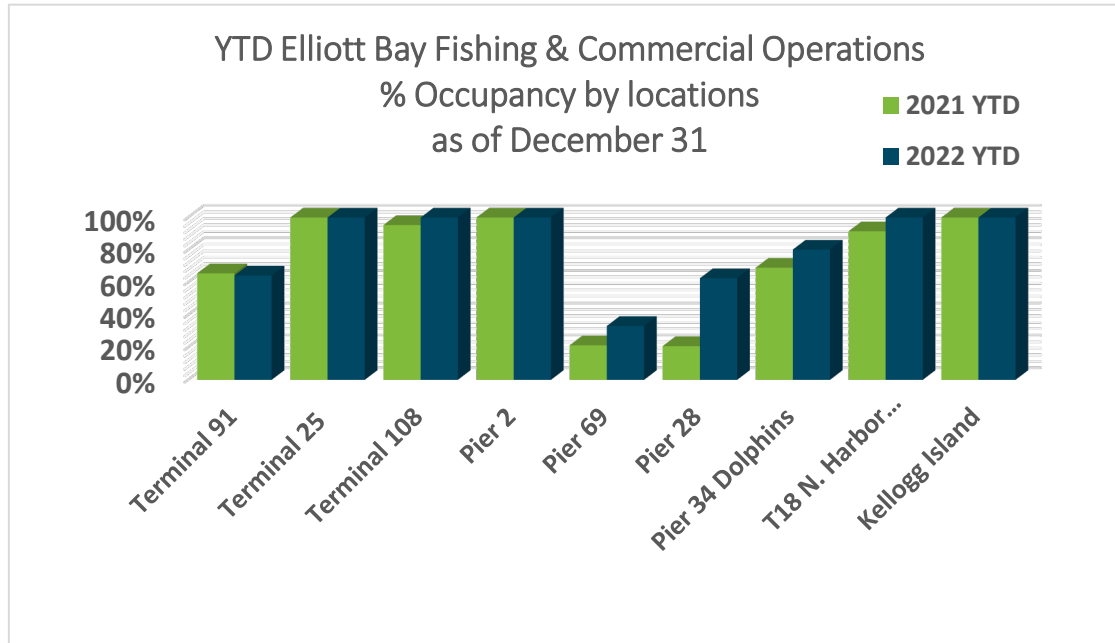
Variance from Budget

- \$1,257K favorable revenue primarily related to \$969K favorable in Moorage & Dockage Fees to the budget related to the following activities: the 2022 fishing quota was reduced by 19%, leading to some fishing fleets returning 2 weeks early, some fleets stayed longer for maintenance repair, OTB is paying tariff rate without a lease agreement, one-time customer, Beyel Brothers staying from Jan to April 2022
- Unfavorable in Bad Debt expenses related to a one-time customer, Beyel Brothers, and unfavorable in B&O taxes due to higher favorable revenue. Favorable employee-related expenses partially offset these unfavorable results due to 1 vacant position.

Variance from 2021

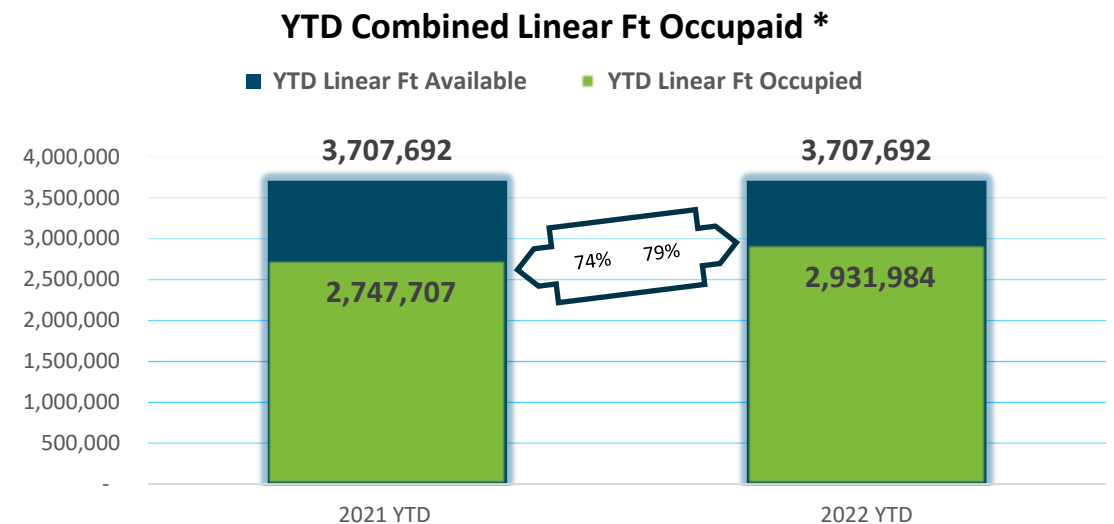
- 5% rate increase in 2022, new customer (Global Diving & Salvage), and OTB is paying tariff rate without a lease agreement contributed \$356K or a 6% total revenue increase
- The operating expenses increase was primarily due to utility expense increase in Electricity, water, and sewer, as well as the Bad debt expense increase

Elliott Bay Fishing & Commercial Occupancy



Occupancy

- Elliott Bay Occupancy increased 5% from 74% to 79%
 - % Occupied includes an allowance for lines and vessel spacing that varies by facility
 - P69: One time customer, Beyel Brothers, departure delayed by USCG
 - P28: New customer, Global Diving & Salvage
 - Spot moorage/dockage under TT5: T108, P28, P34, T18 N



* Combined Occupied numbers are weighted average by relative facility

Ship Canal Fishing & Operations

\$ in 000's

	2021 Actual	2022 Actual	2022 Budget	Bud Var	
				\$	%
Revenue by Facility:					
FT Commercial	2,309	2,535	2,419	116	5%
FT RecBoating	714	766	650	116	18%
Salmon Bay Marina	885	949	901	48	5%
Maritime Industrial Center	159	170	144	26	18%
Utility Sales Revenue	173	172	97	76	78%
Total Revenue	4,240	4,592	4,211	381	9%
Dept Expenses:					
Staff	1,081	1,109	1,347	238	18%
Outside Services	22	22	20	(3)	-14%
General Expenses	150	149	24	(125)	-530%
Equipment & Supplies	24	28	51	23	46%
Utilities	813	880	781	(98)	-13%
Support Services:					
Maintenance	1,781	2,267	2,570	302	12%
Project Management	57	175	103	(72)	-70%
Environmental & Planning	174	543	248	(295)	-119%
Economic Development	231	52	72	19	27%
Police/Security	464	508	495	(14)	-3%
Other/Central Services	1,679	2,128	2,048	(29)	-10%
Total Expense	6,475	7,863	7,758	(104)	-1%
NOI Before Depreciation	(2,235)	(3,271)	(3,547)	277	8%
Depreciation	2,366	2,361	2,352	(10)	0%
NOI After Depreciation	(4,600)	(5,632)	(5,899)	267	5%

Occupancy

- Overall monthly occupancy rate increased about 1% from 2021
 - ✓ MIC down 1.0%, ✓ SaBM up 1.6%
 - ✓ FT RecBoating up 1.1% ✓ FT Fishing down -0.5%

Variance from Budget

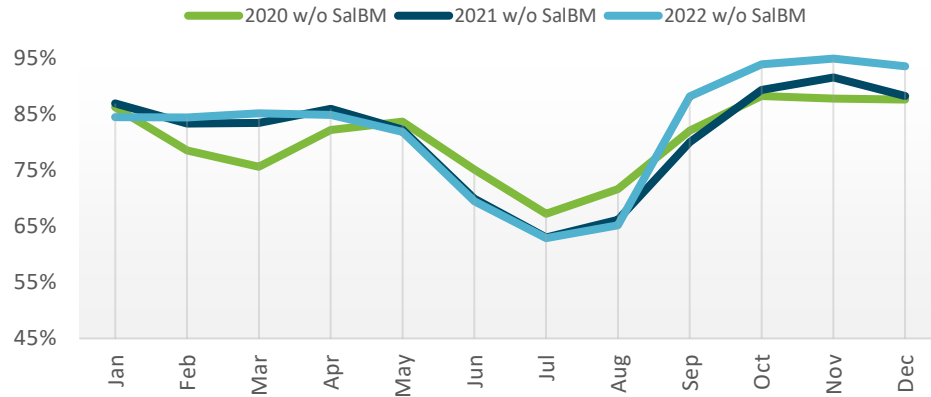
- Favorable revenue primarily due to higher occupancy
- 2 vacant positions at FT contributed to favorable operating expenses; Offset by unfavorable in legal reserve for anticipating injury lawsuit at FT, as well as that in utility expenses

Variance from 2021

- 3% rate increase at FT & MIC and 5% at FT RecBoating and SaBM, as well as higher occupancy in 2022, contributed revenue increase
- Direct Operating Expenses increased primarily due to an increase in Bad Debt, legal reserve for anticipating injury lawsuit at FT, and utility expenses. The increasing results were partially offset by decreased in staff-related to 2 vacant positions in 2022.

Ship Canal Fishing & Commercial Occupancy

Occupancy at Fishermen's Terminal

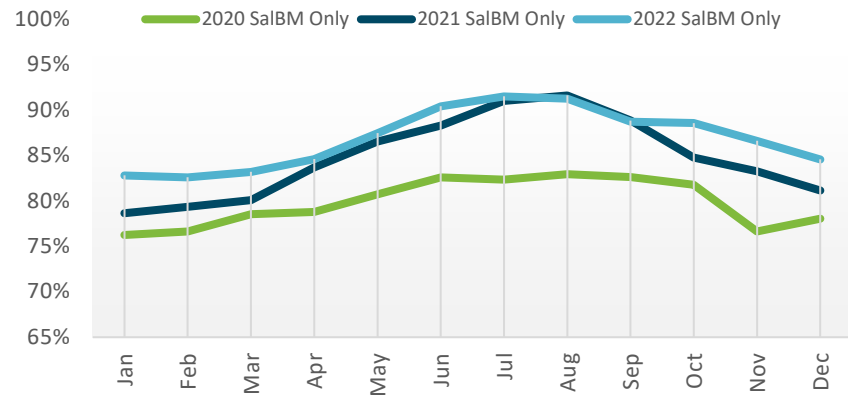


Occupancy

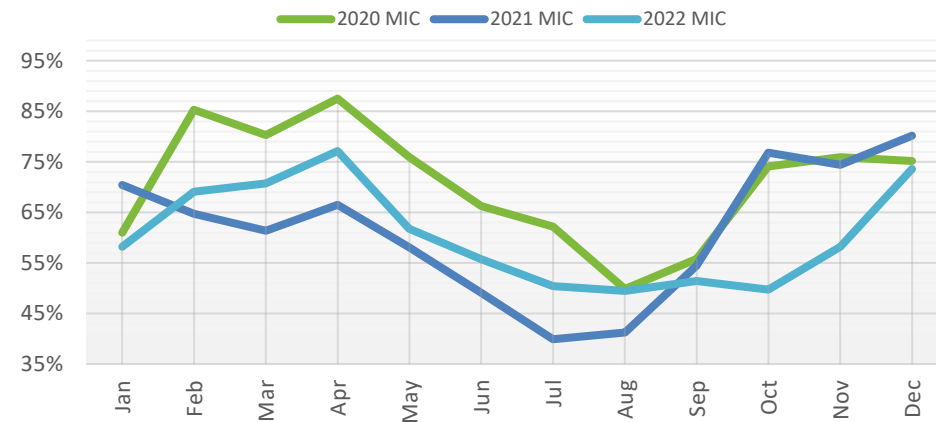
- Overall monthly occupancy rate increased about 1% from 2021

- ✓ MIC down 1.0%,
- ✓ SaBM up 1.6%
- ✓ FT RecBoating up 1.1%
- ✓ FT Fishing down -0.5%

Occupancy at Salmon Bay



Occupancy at Maritime Industrial Center



Maritime Portfolio Management

Maritime Portfolio Management

\$ in 000s

	2021	2022	2022	Bud Var	
	Actual	Actual	Budget	\$	%
Revenue by Facility:					
Terminal 91	4,009	4,073	3,773	300	8%
Terminal 106	237	282	247	34	14%
FT Office & Retail	2,296	2,194	2,136	58	3%
MIC Uplands	495	575	560	16	3%
Salmon Bay Marina Uplands	73	77	43	34	80%
SBM Office & Retail	567	565	587	(22)	-4%
Other (T108, T115)	168	178	167	10	6%
Utilities	2,549	2,607	2,473	134	5%
Total Revenue	10,392	10,550	9,986	565	6%
Dept Expenses:					
Staff	306	402	473	71	15%
Outside Services	255	53	793	739	93%
General Expenses	119	462	101	(361)	-356%
Equipment & Supplies	2	40	0	(40)	-13334%
Utilities	2,173	3,046	2,903	(142)	-5%
Support Services:					
Maintenance	2,483	3,140	3,944	804	20%
Project Management	50	273	137	(136)	-100%
Environmental & Planning	227	381	323	(59)	-18%
Police/Security	883	1,005	990	(15)	-1%
Other/Central Services	2,968	5,621	4,114	(1,507)	-37%
Total Expense	9,465	14,423	13,778	(645)	-5%
NOI Before Depreciation	927	(3,873)	(3,793)	(80)	-2%
Depreciation	2,501	2,471	2,481	10	0%
NOI After Depreciation	(1,574)	(6,344)	(6,274)	(70)	-1%
DRS Pension True-up Exp	(145)	(81)	0	81	NA

Occupancy

- Marina Office & Retail: 87%
- Maritime Industrial: 98%

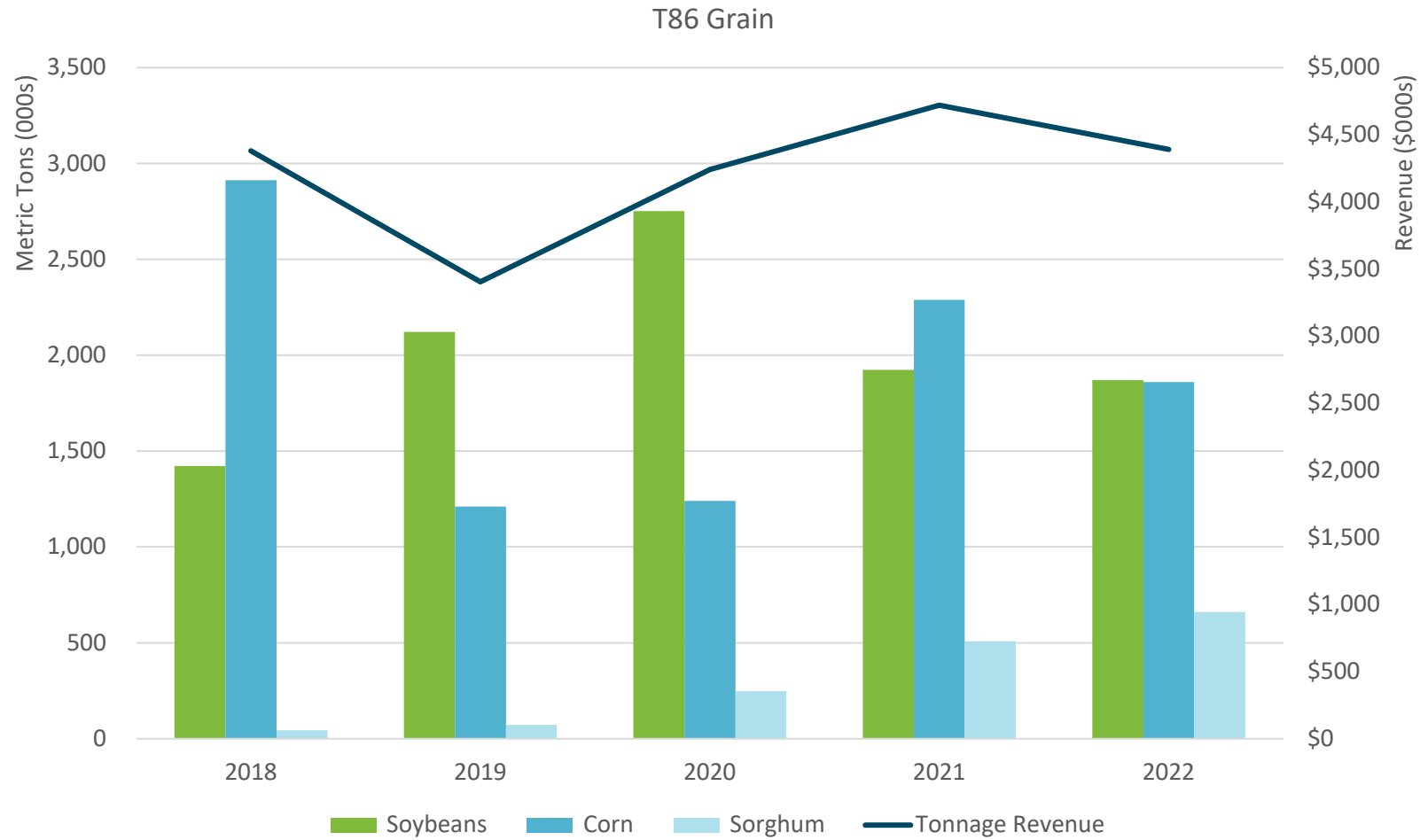
Variance from Budget

- Revenues \$565K favorable to the budget:
 - T91: Higher space rental revenue – delay in Lineage’s departure \$257K.
 - FT: Higher than anticipated lease revenue from Fishing Vessel Owners \$209K – expected fully vacancy in budget – see bad debt below
- Expenses (\$645K) unfavorable to the budget:
 - Capital to expense related to FT Gateway Building (\$1.2M), bad debt expense related to FVO (\$252K) and Duke’s (\$105K), and utilities (\$142K). This is partially offset by the following.
 - Maintenance \$804K favorable: wages & benefits \$416K, divisional allocations \$318K, and maintenance materials \$83K. Mainly FT.
 - Outside Services \$739K favorable: unspent TI and broker’s fee related to MIC \$215K and FT \$189K, preparation for leasing at T91 \$280K and roof condition assessment at T106 \$50K.
 - 2022 Pension Expense Adjustment \$81K favorable; \$64K lower than prior year.

Variance from 2021

- Revenue up \$158K; Space Rental at MIC, T91, and T106 (construction base rent).
- Expense up \$4,958K; capital to expense related to FT Gateway Building \$1.2M; higher than prior year Utilities \$873K, Corporate Allocations \$756K, Maintenance Expense \$657K, and bad debt expense \$342K mainly related to FVO and Duke’s.

Terminal 86



2022 Total Revenue: \$5.8M

Base Revenue: \$750K

Dept Expenses Flat: \$70K to \$80K
- Majority B&O Taxes

Depreciation: \$250K Flat

Maritime Capital 2022

\$ in 000's	2022 Actual	2022 Forecast	2022 Budget	2022 POF	Budget vs Forecast	
					\$	%
P66 Shore Power	2,362	2,362	7,582	7,500	5,220	69%
T117 Restoration	2,901	2,901	5,346	2,502	2,445	46%
MD Video Camera Pro	0	0	1,400	1,400	1,400	100%
T91 Berth 6&8 Redev	879	879	1,235	1,334	356	29%
FT Maritime Innovation Center	1,009	1,009	1,222	1,317	213	17%
FT ADA Compliance	1,251	1,251	1,138	1,385	(113)	-10%
SBM Dock X Pier Replacement	184	184	1,000	833	816	82%
P90E Timber Pile Caps	39	39	909	837	870	96%
MD Fleet	1,020	1,020	2,670	2,085	1,650	62%
MD Small Projects	851	851	2,445	2,246	1,594	65%
All Other Project	1,601	1,601	7,371	11,744	5,770	78%
Subtotal	12,097	12,097	32,318	33,183	20,221	63%
CIP Cashflow Mgmt Reserve	0	0	(8,797)	(9,775)	(8,797)	100.0%
Total Maritime	12,097	12,097	23,521	23,408	11,424	48.6%

Projects with Significant Variances

P66 Shore Power– Significant project schedule and budget reset to account for permitting concerns, continuing supply chain delays, and construction cost escalations.

P90E Timber Pile Caps– Construction delayed for one year due to Construction Management resource constraint.

SBM Dock X Pier Replacement- Construction delayed due to SDCl permitting.

MD Video Camera- Project on hold while scope refined to account for removal of Port Security Grant project.

FT Gateway (All other projects)- Actuals to date expensed (\$1.6M).

Economic Development Division Appendix

2022 Q4 Financial Performance Report



EDD 2022 Financials

	2020	2021	2022	2022	Fav (UnFav) Actual vs. Budget Variance		Incr (Decr) Change from 2021	
\$ in 000's	Actual	Actual	Actual	Budget	\$	%	\$	%
Revenue	7,808	7,384	8,886	8,470	415	5%	1,501	20%
Conf & Event Centers	1,662	2,114	8,848	10,299	(1,451)	-14%	6,735	319%
Total Expense before Pension Adjustmen	9,470	9,498	17,734	18,769	(1,035)	-6%	8,236	87%
Pension Revenue Adjustment		(204)	65					
Total Revenue	9,470	9,294	17,799	18,769	(970)	-5%	8,505	92%
Expenses								
Portfolio Management	3,143	3,737	3,653	3,905	252	6%	(84)	-2%
Conf & Event Centers	4,440	3,124	6,563	9,018	2,455	27%	3,439	110%
P69 Facilities Expenses	268	268	230	228	(2)	-1%	(37)	-14%
RE Dev & Planning	230	231	299	246	(52)	-21%	67	29%
EconDev Expenses Other	974	736	1,058	842	(216)	-26%	321	44%
Maintenance Expenses	3,055	3,769	3,836	4,201	364	9%	68	2%
Maritime Expenses (Excl Maint)	1,117	862	1,263	1,279	15	1%	401	47%
Total EDD & Maritime Expenses	13,227	12,727	16,902	19,719	2,817	14%	4,176	33%
Diversity in Contracting	162	253	186	168	(19)	-11%	(66)	-26%
Tourism	991	1,877	1,737	1,750	13	1%	(140)	-7%
EDD Grants	778	889	105	1,500	1,395	93%	(785)	-88%
Total EDD Initiatives	1,931	3,019	2,028	3,418	1,390	41%	(991)	-33%
Total Central Services & Aviation	6,225	4,814	5,270	5,165	(105)	-2%	456	9%
Total Expense before Pension Adjustmen	21,382	20,560	24,200	28,301	4,102	14%	3,640	18%
Pension Expense Adjustment	(771)	(2,396)	(629)	0	629	NA	1,766	-74%
Total Expense	20,611	18,164	23,571	28,301	4,731	17%	5,406	30%
NOI Before Depreciation & Pension Adj.	(11,912)	(11,062)	(6,466)	(9,532)	3,066	32%	4,596	42%
Pension NOI Adjustment	771	2,192	695	0	(695)	NA	(1,497)	-68%
NOI Before Depreciation	(11,141)	(8,870)	(5,771)	9,532	(15,303)	161%	3,099	35%
Depreciation	3,611	3,841	3,954	3,741	(213)	-6%	113	3%
NOI After Depreciation	(14,752)	(12,711)	(9,725)	(13,273)	3,548	27%	2,986	23%

Revenue Variance from Budget

- Lower Conference Center volumes in Q1. Higher parking.

Expense Variance Budget

- Conference and Event center volumes and cost controls driving improved margin.
- Open Maintenance Positions.
- Econ Dev Expenses Other - Maritime Blue booked here but budgeted in EDD Grants.
- Open Maintenance positions.
- EDD Grants – Moved to 2-yr cycle.

Revenue Variance from 2022

- Return of Conferences and Parking.

Expense Variance from 2022

- Conference and Event center volumes
- Variable costs.
- General Payroll increases.

Portfolio Management 2022 Financials

	2021	2022	2022	Fav(UnFav) Actual vs. Budget Variance		Incr/(Decr) Change from 2021	
\$ in 000's	Actual	Actual	Budget	\$	%	\$	%
Central Harbor	6,320	7,471	7,243	228	3%	1,151	18%
T-91 Uplands	1,241	1,321	1,188	133	11%	80	6%
Conference & Events Centers	1,910	8,914	10,299	(1,385)	-13%	7,004	367%
Foreign Trade Zone	25	25	30	(5)	-17%	0	0%
Total Revenue	9,496	17,730	18,760	(1,030)	-5%	8,235	87%
Expenses							
PM Outside Services	832	663	782	119	15%	(169)	-20%
PM Direct	6,018	9,548	12,141	2,593	21%	3,530	59%
EDD Other	1,031	1,557	1,798	241	13%	526	51%
MD Direct	282	287	300	13	4%	5	2%
Total Direct	8,163	12,054	15,021	2,967	20%	3,891	48%
Maintenance Expenses	3,753	3,806	4,201	395	9%	53	1%
Enviromental & Sustainability	137	288	261	(27)	-10%	150	110%
Seaport Finance & Cost Recovery	334	419	533	114	21%	85	26%
Seaport Project Management	97	225	184	(41)	-22%	127	131%
Total Support Services	4,321	4,737	5,179	442	9%	416	10%
Total Central Services/Other	4,801	5,257	5,133	(124)	-2%	456	9%
Total Expense w/o Pension True-up	17,285	22,048	25,333	3,285	13%	4,763	28%
DRS Pension True-up Exp	(268)	(115)	0	115	NA	153	-57%
Total Expense with Pension True-up	17,017	21,933	25,333	3,400	13%	4,916	29%
NOI Before Depreciation with Pension True-up	(7,521)	(4,203)	(6,572)	2,370	36%	3,318	44%
Depreciation	3,836	3,943	3,738	(205)	-5%	106	3%
NOI After Depreciation with Pension True-up	(11,357)	(8,145)	(10,310)	2,165	21%	3,212	28%

Variance from Budget

- Revenue unfavorable to budget due to slower than anticipated recovery in Conference & Events Centers.
- Expenses lower than budget due to lower Conference & Events Centers volumes.

Variance from 2021

- Uptick in business activity at Conference & Events Centers and Bell Street Parking Garage after the restrictions lifted.
- Expenses up from higher Conference & Events Centers volumes.

COVID-19 Impact to 2022

- Loss of revenues from BHICC due to COVID-19 variants threatened the business travel/group meeting plans for many firms early in the year and continued concerns of health and safety.

- Includes non-alliance & upland real-estate at Tsubota, T-91 (General), T-86, P-69, Bell Street Garage, Smith Cove Conference Center, Bell Harbor International Conference Center, World Trade Center, Foreign Trade Zone, Pier 2, T-34, and T-102.

EDD Capital 2022

	2022 Actual	2022 Forecast	2022 Budget	2022 POF	Budget vs Forecast	
\$ in 000's					\$	%
P69 Underdock Utility Rpl	2,487	2,487	2,678	2,600	191	7%
CW Bridge Elev Modernization	2,253	2,253	2,352	2,000	99	4%
P66 Roof Upgrades	1,323	1,323	1,559	752	236	15%
T91 Uplands Dev Phase 1	754	754	1,404	1,484	650	46%
WTCW Roof Replacement	278	278	1,099	1,570	821	75%
WTC HVAC Replacement	1,346	1,346	1,020	2,739	(326)	-32%
Tenant Improvements -Capital	0	0	501	300	501	100%
BHICC Interior Modernization	152	152	310	4	158	51%
EDD Technology Projects	0	0	250	250	250	100%
EDD Small Projects	368	368	669	620	301	45%
All Other Projects	26	26	1,046	1,750	1,020	98%
Subtotal	8,987	8,987	12,888	14,069	3,901	30%
CIP Cashflow Mgmt Reserve	0	0	(2,405)	(3,554)	(2,405)	100%
Total Economic Development	8,987	8,987	10,483	10,515	1,496	14%

P69 Under dock Utility- project delayed due to material and purchase delays, including preconstruction submittals.

WTC HVAC Replacement- project acceleration completed.

Roof Project - at substantial completion.

T91 Uplands Phase 1- At 30% design. Added infrastructure investment.

Central Services Appendix

2022 Financial Performance Report



Central Services Business Events

- Completed and signed Port of Seattle and **Muckleshoot Indian Tribe MOA**.
- Participated in United Nations Conference of the Parties meeting (**COP27**).
- Managed Port of Seattle participation in **Kobe sister city/sister port trip** and Seattle Chamber International Leadership Mission.
- Launched Round 3 of the **South King County Community Impact Fund Environmental Grants Program**.
- Celebrated the **50th Anniversary** of the Port of Seattle Police Department.
- Supported Green Cities Days in SeaTac, Burien and Des Moines with tree planting events.
- Hosted Working with the **Port 101** small business seminar and Fall in Love with Maritime job fair at the Duwamish River Community Hub.
- Launched **South Park flood relief** support effort at the Duwamish River Community Hub.

Central Services Financial Highlights

\$ in 000's	2020 Actual	2021 Actual	2022 Actual	2022 Budget
Total Operating Revenues	2,512	(233)	2,538	186
Core Central Support Services	85,386	87,451	97,503	98,254
Police	30,071	28,678	33,487	31,169
Engineering/PCS	10,606	9,391	10,593	12,334
TOTAL w/o DRS Pension True-up Credit	126,063	125,521	141,583	141,756
DRS Pension True-up Credit	(8,588)	(29,768)	(6,666)	-
TOTAL w/ DRS Pension True-up Credit	117,476	95,753	134,917	141,756

2022 Total Operating Expenses are \$174K favorable to the budget due to:

- Delay in contract spending and delays in hiring vacant positions; offset by higher Litigated Injuries & Damages, Insurance Expense , and lower charges to Capital Projects

2022 Total Operating expenses are \$16.1M higher compared to 2021 due to:

- Higher Outside Services costs due to more projects in 2022 and increases to Software Licenses & Maint Agreements
- Higher Equipment spending in 2022 due to delayed PC Refresh from 2021
- Higher Travel and Other Employee Expenses from increased training
- Higher 2022 spending is partially offset by lower Property Rentals and more charges to Capital Projects

Central Services Expense by Category

	2020	2021	2022	2022	Fav (UnFav) Actual vs. Budget Variance		Incr (Decr) Change from 2021	
\$ in 000's	Actual	Actual	Actual	Budget	\$	%	\$	%
Salaries & Benefits	71,672	71,603	78,779	79,169	391	0.5%	7,176	10.0%
Wages & Benefits	28,384	27,981	29,719	30,401	682	2.2%	1,738	6.2%
Payroll to Capital Projects	17,325	16,737	16,628	20,532	3,904	19.0%	(109)	-0.7%
Equipment Expense	2,219	1,627	2,982	3,159	177	5.6%	1,356	83.3%
Supplies & Stock	888	812	992	1,037	45	4.3%	180	22.1%
Outside Services	30,687	29,301	31,079	33,029	1,949	5.9%	1,779	6.1%
Travel & Other Employee Expenses	1,437	1,038	1,950	2,767	817	29.5%	912	87.9%
Insurance Expense	2,550	3,344	4,115	3,608	(507)	-14.1%	771	23.0%
Litigated Injuries & Damages	719	200	3,354	-	(3,354)	0.0%	3,154	1576.9%
Other Expenses	3,109	3,015	2,777	3,253	476	14.6%	(238)	-7.9%
Charges to Capital Projects/Overhead Alloc	(32,926)	(30,136)	(30,793)	(35,198)	(4,405)	12.5%	(656)	2.2%
TOTAL w/o DRS Pension True-up	126,063	125,521	141,583	141,756	174	0.1%	16,062	12.8%
DRS Pension True-up Credit	(8,588)	(29,768)	(6,666)	-	6,666	0.0%	23,102	-77.6%
TOTAL w/ DRS Pension True-up	117,476	95,753	134,917	141,756	6,839	4.8%	39,164	40.9%

- Insurance Expense higher due to increased premiums
- Charges to Capital unfavorable to budget due to delay of some capital projects

Central Services Capital Spending

\$ in 000's	2022	2022	2022	Budget Variance	
	Actual	Budget	Plan of Finance	\$	%
Engineering Fleet Replacement	695	2,065	1,465	1,370	66.3%
Services Tech - Small Cap	1,563	1,500	1,500	(63)	-4.2%
Infrastructure - Small Cap	991	1,500	1,500	509	33.9%
Phone System Upgrade	552	1,414	1,000	862	61.0%
Radio Microwave Redund. Loop	1	1,040	1,040	1,039	99.9%
Office Wi-Fi Refresh	506	1,039	1,300	533	51.3%
Corporate Fleet Replacement	490	901	645	411	45.6%
Other (note 1)	1,480	5,830	4,844	4,350	74.6%
Subtotal	6,278	15,289	13,294	9,011	58.9%
CIP Cashflow Adjustment	0	(4,400)	(3,900)	(4,400)	100.0%
TOTAL	6,278	10,889	9,394	4,611	42.3%

Note:

(1) "Other" includes remaining ICT projects and small capital projects/acquisitions.

Port wide Appendix

2022 Financial Performance Report

Port Wide Financial Summary

	2020	2021	2022	2022	Fav (UnFav) Actual vs. Budget Variance		Incr (Decr) Change from 2021	
\$ in 000's	Actual	Actual	Actual	Budget	\$	%	\$	%
Aeronautical Revenues	297,909	317,513	402,540	394,963	7,578	1.9%	85,028	26.8%
Airport Non-Aero Revenues	116,473	183,819	256,613	240,820	15,793	6.6%	72,794	39.6%
Non-Airport Revenues	96,446	120,689	150,977	131,072	19,905	15.2%	30,288	25.1%
Total Operating Revenues	510,828	622,020	810,130	766,854	43,276	5.6%	188,110	30.2%
Total O&M Expenses w/o Pension True-up	425,904	422,372	491,377	499,146	7,769	1.6%	69,005	16.3%
DRS Pension True-up Exp	(17,223)	(57,716)	(15,638)	-	15,638	0.0%	42,078	-72.9%
Total O&M Expenses with Pension True-up	408,681	364,656	475,739	499,146	23,407	4.7%	111,083	30.5%
Depreciation	180,086	190,683	232,236	196,757	(35,479)	-18.0%	41,553	21.8%
NOI After Depreciation w/o Pension True-up	(95,163)	8,965	86,517	70,952	15,565	21.9%	77,552	865.0%
NOI After Depreciation with Pension True-up	(77,939)	66,681	102,155	70,952	31,203	44.0%	35,474	53.2%

- Total Operating Revenues: \$43.3M favorable to the budget and \$188.1M higher than 2021
- Total Operating Expenses: \$7.8M favorable to the budget and \$69.0M higher than 2021 without the DRS Pension Credit.
- NOI after Depreciation: \$15.6M favorable to the budget and \$77.6M higher than 2021 without the DRS Pension Credit.

Non-Airport Financial Summary

	2020	2021	2022	2022	Fav (UnFav) Actual vs. Budget Variance		Incr (Decr) Change from 2021	
\$ in 000's	Actual	Actual	Actual	Budget	\$	%	\$	%
NWSA Distributable Revenue	38,782	55,998	55,353	49,440	5,913	12.0%	(645)	-1.2%
Maritime Revenues	42,111	48,331	71,534	59,137	12,397	21.0%	23,204	48.0%
EDD Revenues	9,470	9,294	17,799	18,769	(970)	-5.2%	8,505	91.5%
SWU & Other	6,083	7,066	6,291	3,725	2,566	68.9%	(776)	-11.0%
Total Operating Revenues	96,446	120,689	150,977	131,072	19,905	15.2%	30,288	25.1%
Total O&M Expenses w/o Pension True-up	82,117	80,693	96,387	101,524	5,137	5.1%	15,694	19.4%
DRS Pension True-up Exp	(3,116)	(10,254)	(3,351)	-	3,351	0.0%	6,902	-67.3%
Total O&M Expenses with Pension True-up	79,001	70,439	93,036	101,524	8,488	8.4%	22,596	32.1%
Depreciation	37,674	37,841	37,994	37,485	(509)	-1.4%	153	0.4%
NOI After Depreciation w/o Pension True-up	(23,346)	2,155	16,596	(7,937)	24,533	-309.1%	14,441	670.1%
NOI After Depreciation with Pension True-up	(20,230)	12,409	19,948	(7,937)	27,884	-351.3%	7,539	60.8%

- Non-Airport Operating Revenue is \$19.9M favorable due to higher revenues from Cruise, Fishing & Operations, NWSA Distributable Revenues, and unbudgeted Police Revenues; offset by lower revenues from Grain and Conference & Event Center.
- Non-Airport Operating Expenses are \$5.1M lower than budget due vacant positions, delay in implementing program initiatives, and travel and other employee expenses.

Port Wide Operating Revenues Summary

	2020	2021	2022	2022	Fav (UnFav) Actual vs. Budget Variance		Incr (Decr) Change from 2021	
\$ in 000's	Actual	Actual	Actual	Budget	\$	%	\$	%
Aeronautical Revenues	297,909	317,513	402,540	394,963	7,578	1.9%	85,028	26.8%
Public Parking	34,502	64,104	88,899	81,028	7,871	9.7%	24,795	38.7%
Rental Cars - Operations	16,637	32,722	44,302	36,026	8,276	23.0%	11,580	35.4%
Rental Cars - Operating CFC	-	2,018	12,171	16,112	(3,942)	-24.5%	10,153	503.1%
ADR & Terminal Leased Space	31,234	41,607	43,126	45,164	(2,037)	-4.5%	1,519	3.7%
Ground Transportation	6,557	11,947	20,804	18,242	2,562	14.0%	8,858	74.1%
Employee Parking	8,848	9,006	10,645	10,472	173	1.7%	1,639	18.2%
Airport Commercial Properties	10,766	12,520	16,747	15,371	1,376	9.0%	4,227	33.8%
Airport Utilities	5,672	6,350	7,943	7,765	178	2.3%	1,593	25.1%
Clubs and Lounges	2,043	3,478	8,688	8,972	(284)	-3.2%	5,210	149.8%
Cruise	3,824	9,517	30,469	20,574	9,895	48.1%	20,952	220.1%
Recreational Boating	12,611	12,851	13,978	13,731	247	1.8%	1,127	8.8%
Fishing & Operations	10,456	9,859	10,566	8,928	1,638	18.3%	708	7.2%
Grain	5,142	6,112	5,792	5,900	(108)	-1.8%	(321)	-5.2%
Maritime Portfolio Management	10,074	10,392	10,550	9,986	565	5.7%	158	1.5%
Central Harbor Management	7,791	7,561	8,791	8,431	360	4.3%	1,231	16.3%
Conference & Event Centers	1,662	1,910	8,914	10,299	(1,385)	-13.5%	7,004	366.7%
NWSA Distributable Revenue	38,782	55,998	55,353	49,440	5,913	12.0%	(645)	-1.2%
Other	6,318	6,555	9,851	5,451	4,400	80.7%	3,296	50.3%
Total Operating Revenues (w/o Aero)	212,919	304,507	407,590	371,892	35,698	9.6%	103,082	33.9%
TOTAL	510,828	622,020	810,130	766,854	43,276	5.6%	188,110	30.2%

Port Wide Operating Expense Summary

\$ in 000's	2020	2021	2022	2022	Fav (UnFav) Actual vs. Budget Variance		Incr (Decr) Change from 2021	
	Actual	Actual	Actual	Budget	\$	%	\$	%
Salaries & Benefits	147,623	144,953	159,305	161,106	1,801	1.1%	14,352	9.9%
Wages & Benefits	137,054	134,738	146,887	142,787	(4,100)	-2.9%	12,149	9.0%
Payroll to Capital Projects	29,759	28,979	27,020	38,797	11,777	30.4%	(1,959)	-6.8%
Outside Services	103,637	99,482	116,790	147,647	30,857	20.9%	17,308	17.4%
Utilities	22,017	26,236	31,202	29,024	(2,178)	-7.5%	4,967	18.9%
Equipment Expense	10,331	6,863	12,477	10,914	(1,563)	-14.3%	5,614	81.8%
Supplies & Stock	9,894	9,368	11,549	9,403	(2,147)	-22.8%	2,181	23.3%
Travel & Other Employee Expenses	2,764	2,031	4,400	5,673	1,273	22.4%	2,369	116.6%
Third Party Mgmt Op Exp	5,201	4,994	8,985	12,300	3,316	27.0%	3,991	79.9%
B&O Taxes	3,332	4,120	5,406	5,295	(111)	-2.1%	1,286	31.2%
Other Expenses	11,806	15,640	21,475	16,750	(4,725)	-28.2%	5,836	37.3%
Charges to Capital Projects/Overhead Alloc	(57,515)	(55,031)	(54,120)	(80,550)	(26,430)	32.8%	912	-1.7%
TOTAL w/o DRS Pension True-up	425,904	422,372	491,377	499,146	7,769	1.6%	69,005	16.3%
DRS Pension True-up Credit	(17,223)	(57,716)	(15,638)	-	15,638	0.0%	42,078	-72.9%
TOTAL w/ DRS Pension True-up	408,681	364,656	475,739	499,146	23,407	4.7%	111,083	30.5%

- Payroll expenses were \$9.5M below budget primarily due to vacant positions.
- Outside Services were \$30.9M favorable to budget due to project delays.
- Travel & Other Employee Expenses were \$1.3M lower than budget.
- Charges to Capital Projects were lower by (\$26.4M) due to delays in Capital Projects.

Comprehensive Financial Summary

	2020	2021	2022	2022	Fav (UnFav) Actual vs. Budget Variance		
(\$ in 000's)	Actual	Actual	Actual	Budget	\$	%	Explanation
<u>Revenues</u>							
1. Operating Revenues	510,828	622,020	810,130	766,854	43,276	5.6%	
2. Tax Levy	76,196	78,311	80,785	81,037	(251)	-0.3%	In line with budget
3. PFCs	34,637	72,845	88,284	90,521	(2,237)	-2.5%	Lower enplanements than budgeted
4. CFCs	15,429	24,271	24,461	24,411	51	0.2%	In line with budget
5. Fuel Hydrant	6,886	7,010	7,451	7,022	429	6.1%	Due to higher land assessed value
6. Non-Capital Grants & Donations	149,913	105,988	156,546	130,345	26,200	20.1%	More federal grants than budgeted
7. Capital Contributions	20,909	47,632	38,116	39,121	(1,005)	-2.6%	In line with budget
8. Interest Income	41,406	(5,386)	(50,735)	10,928	(61,663)	-564.3%	Due to unrealized loss on investments
Total	856,203	952,693	1,155,038	1,150,239	4,799	0.4%	
<u>Expenses</u>							
1. O&M Expense	425,904	422,372	491,377	499,146	7,769	1.6%	
2. DRS Pension True-up Credit	(17,223)	(57,716)	(15,638)	-	15,638	0.0%	Unbudgeted DRS pension credit
3. Depreciation	180,086	190,683	232,236	196,757	(35,479)	-18.0%	More new assets came into service
4. Revenue Bond Interest Expense	133,149	132,925	140,838	154,036	13,198	8.6%	Lower rates and issuance costs than budgeted
5. GO Bond Interest Expense	11,850	11,004	11,877	14,701	2,824	19.2%	Lower rates and issuance costs than budgeted
6. Public Expense	6,658	9,769	8,282	14,073	5,791	41.1%	Due to delay of West Seattle Bridge payment
7. Non-Op Environmental Expense	5,971	7,495	1,296	10,700	9,404	87.9%	Due to project delays
8. Other Non-Op Rev/Expense	24,704	21,201	60,159	2,247	(57,911)	-2577.1%	Due to retirement & loss of sale of assets
Total	771,098	737,734	930,426	891,660	(38,766)	-4.3%	
Special Item	-	34,907	-	-	-	0.0%	
Change In Net Assets	85,105	180,053	224,612	258,579	(33,967)	-13.1%	

Community Programs Summary

Program (\$ in \$000)	2021 Actual	2022 Actual	2022 Budget	Fav (UnFav) Actual vs. Budget Variance		Incr (Decr) Change from 2021	
				\$	%	\$	%
1) Energy & Sustainability Fund	160	35	160	125	78.0%	(125)	-78.1%
2) Airport Community Ecology (ACE) Fund	154	89	135	46	34.1%	(65)	-42.2%
3) South King County Community Impact Fund (SKCCIF)	848	1,111	2,195	1,084	49.4%	262	30.9%
4) Duwamish Valley Community Equity Program	304	545	387	(158)	-40.7%	241	79.4%
5) EDD Partnership Grants	771	102	1,200	1,098	91.5%	(669)	-86.7%
6) Tourism Marketing Support Program	1,917	1,743	1,750	8	0.4%	(175)	-9.1%
7) Airport Spotlight Ad Program	269	322	466	145	31.0%	52	19.4%
8) City of SeaTac Community Relief	1,400	1,400	1,400	-	0.0%	-	0.0%
9) Maritime Blue (formerly Maritime Innovation Center)	118	145	150	5	3.3%	27	22.5%
10) Workforce Development	4,031	3,122	4,390	1,268	28.9%	(908)	-22.5%
11) High School Internship Program	317	317	496	179	36.1%		0.1%
12) Diversity in Contracting	1,092	1,382	1,836	454	24.7%	290	26.5%
13) Equity, Diversity & Inclusion	1,149	1,284	1,366	82	6.0%	135	11.7%
14) Sustainable Aviation Fuels & Air Emissions Program	-	116	200	84	41.9%	116	n/a
15) Low Carbon Fuel Standard Support	87	29	110	81	73.5%	(58)	-66.4%
16) Sustainable Eco-Tourism Conference	-	75	75	-	0.0%	75	n/a
17) Regional Small Business Partnerships	-	-	150	150	100.0%	-	n/a
TOTAL w/o DRS Pension True-up Credit	12,375	11,554	16,142	4,589	28.4%	(821)	-6.6%
DRS Pension Credit True Up	(532)	(218)	-	218	n/a	314	-59.0%
TOTAL w/ DRS Pension True-up Credit	11,843	11,336	16,142	4,806	29.8%	(507)	-4.3%

- SKCCIF Cycle 2 offered multi-year agreements (released in Feb/Apr). Year 1 spending costs lower than anticipated.
- Some cities did not renew their EDD Partnership grants in 2022 but will most likely renew in 2023.
- Delay in implementing the Youth Maritime Career Launch program. A portion of the budget was utilized by the Duwamish River Green Jobs Program (adjusted the DVCEP actuals to reflect this).
- DIC-Payroll savings, less spending in Outside Services, and less sponsorships than anticipated.

Port Wide Capital Spending Summary

\$ in 000's	2022	2022	2022	Budget Variance	
	Actual	Budget	POF	\$	%
Aviation	311,631	527,917	514,812	216,286	41.0%
Maritime	12,097	23,521	23,408	11,424	48.6%
Economic Development	8,987	10,483	10,515	1,496	14.3%
Central Services & Other (note 1)	6,998	12,889	11,013	5,891	45.7%
TOTAL	339,713	574,810	559,748	235,097	40.9%

Note:

(1) "Other" includes 100% Port legacy projects in the North Harbor and Storm Water Utility Small Capital projects.