

Q4 2023 Financial Performance Report



Port of Seattle®

Key Highlights

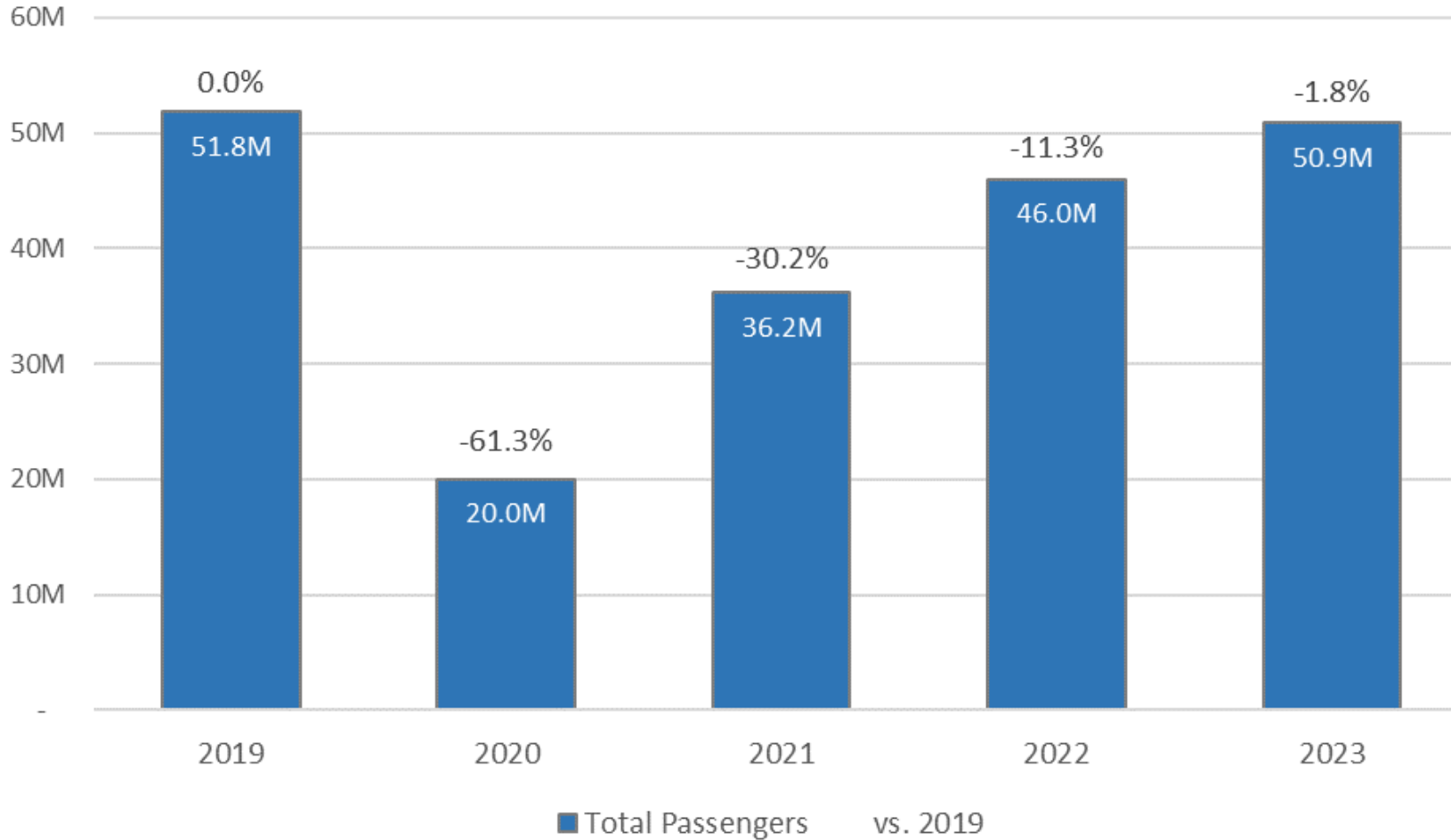
- Financial performance was strong in 2023 reflecting continued economic recovery
- Airport passengers grew 10.7% over 2022 and were 1.8% lower than 2019
- 2023 cruise season posted a record 1.78 million passengers, 25% above budget
- Airport Non-Aero Revenues were 10.3% over budget and 27.3% higher than 2022
- Non-Airport Revenues were 6.8% above budget and 8% higher than 2022
- Operating expenses were \$16.3M below budget mainly due to a \$28.7M 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 \$12.4M over budget
- Total Port capital spending was \$480.2 million, 88.9% of budget

Aviation Division

2023 Q4 Financial Performance Report

Passenger Growth Rebounding

by Year vs. 2019 Pre-Pandemic level



Passengers (millions)	
2019 Actual	51.8
2020 Actual	20.0
2021 Actual	36.2
2022 Actual	46.0
2023 Actual	50.9
2023 Budget	48.9

1.8% ↓

compared to 2019

2023 activity exceeded budget expectation by 2M passengers

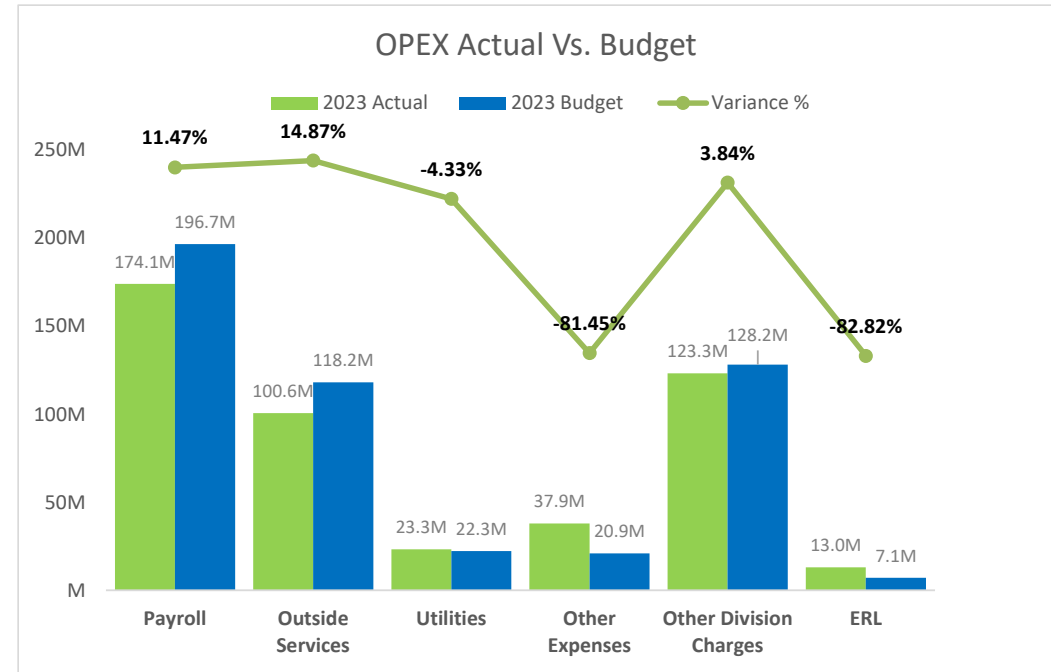
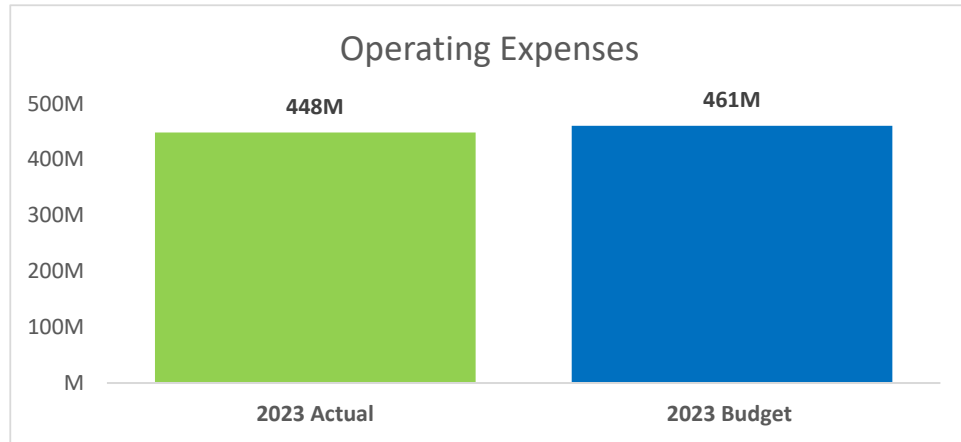
2023 Financial Summary

Business/Financial Highlights

- **2023 Passenger totals: 50.9M**
 - 1.8% lower than 2019
- **Aero Revenue \$479.7M**
 - Lower than budget by \$25.3M primarily driven by Aero share of pension credit and lower debt service charged to Aero rates due to capital project schedule delays
- **Non-Aero Revenue \$326.6M**
 - Exceeded budget by \$30.5M primarily driven by strong performance in Landside lines of business

<i>Figures in \$000s</i>	Actual	Budget	Variance
Revenues			
Aeronautical	479,697	504,948	(25,251)
Non-Aeronautical	326,592	296,102	30,490
Total Revenues	806,289	801,051	5,239
Total O&M Expenses	471,946	460,535	(11,410)
DRS Pension True-up Exp	(23,572)	-	23,572
Total O&M Expenses with Pension True-up	448,374	460,535	12,162
NOI w/o Pension True-up	334,344	340,515	(6,171)
NOI with Pension True-up	357,916	340,515	17,400
Federal Relief	11,900	10,000	1,900
Concessions Relief	1,918	-	1,918
NOI (after Federal Relief Grants) w/ Pension True Up	371,734	350,515	21,218
<u>Key Measures</u>			
Non-Aero NOI (in \$000s)	188,669	156,216	32,454
CPE (\$)	17.52	19.29	1.77
Debt Service Coverage	2.02	1.87	0.15
<u>Other Information</u>			
ADF Balance (in \$000s)	655,058	576,000	79,058
Capital Spending (in \$000s)	444,072	485,572	41,500

Operating Expenses Summary



Charges to Capital (not shown on graph) are \$8.7M lower than budget

\$12.2M / 2.6% under budget

Major Drivers:

Full Year 2023 operating expenses are closely aligned to the Budget, ending the year 2.6% lower than budget primarily due to the \$24M pension credit (operating expenses were 2.5% higher than budget before the pension credit).

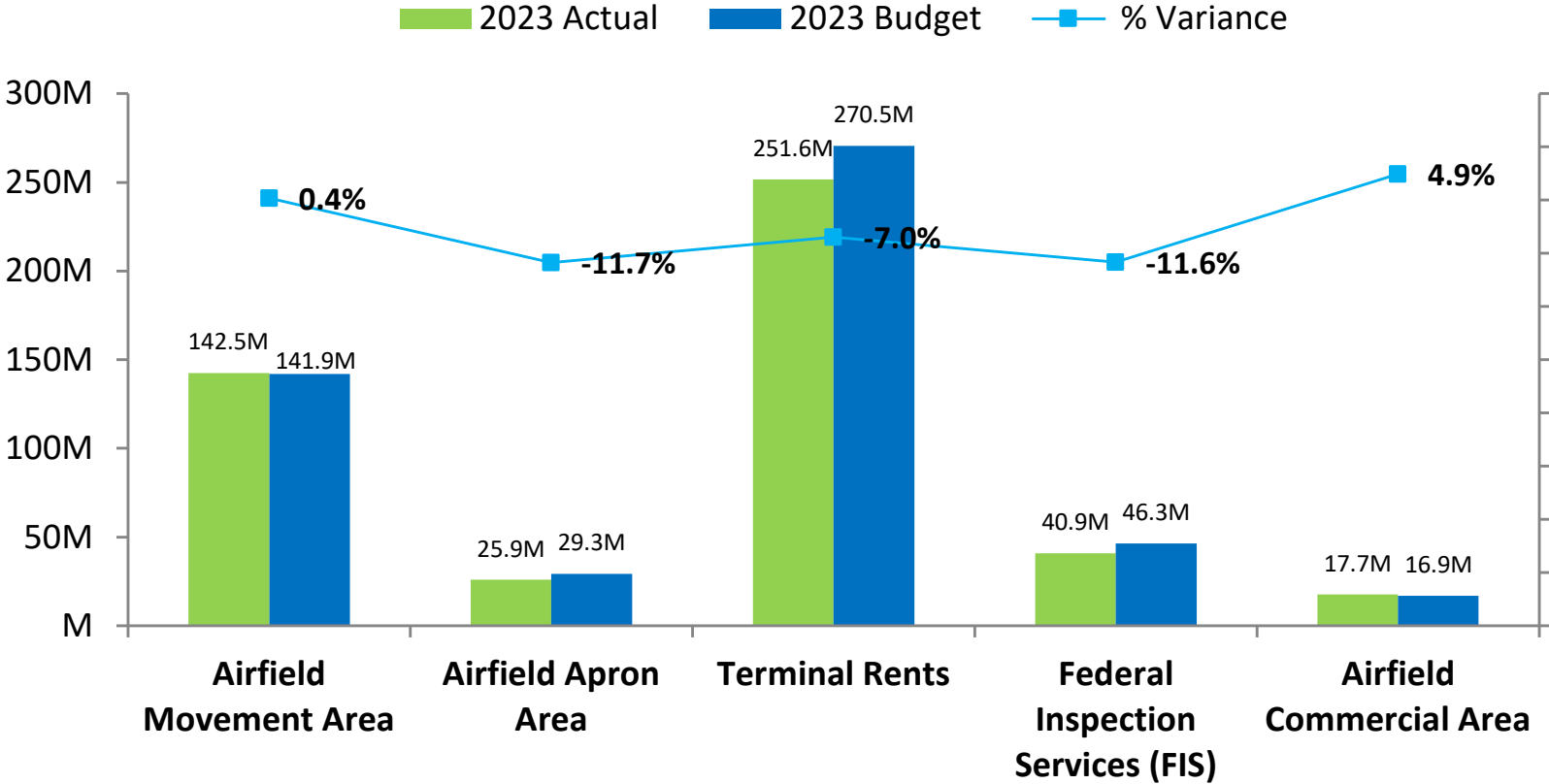
- **Payroll** – \$22.6M lower than budget primarily due to the \$24M pension credit
- **Other Expenses** - \$17M higher spending (increased spending in legal services and maintenance materials) is fully offset by lower spending in Outside Services (\$18M)
- **Environmental Remediation Liability (ERL)** - \$6M of additional environmental remediation costs
- **Charges to Capital** – lower than expected (\$8.7M) due to position vacancies (staffing capacity) and schedule changes in capital program work.

Aeronautical Revenue

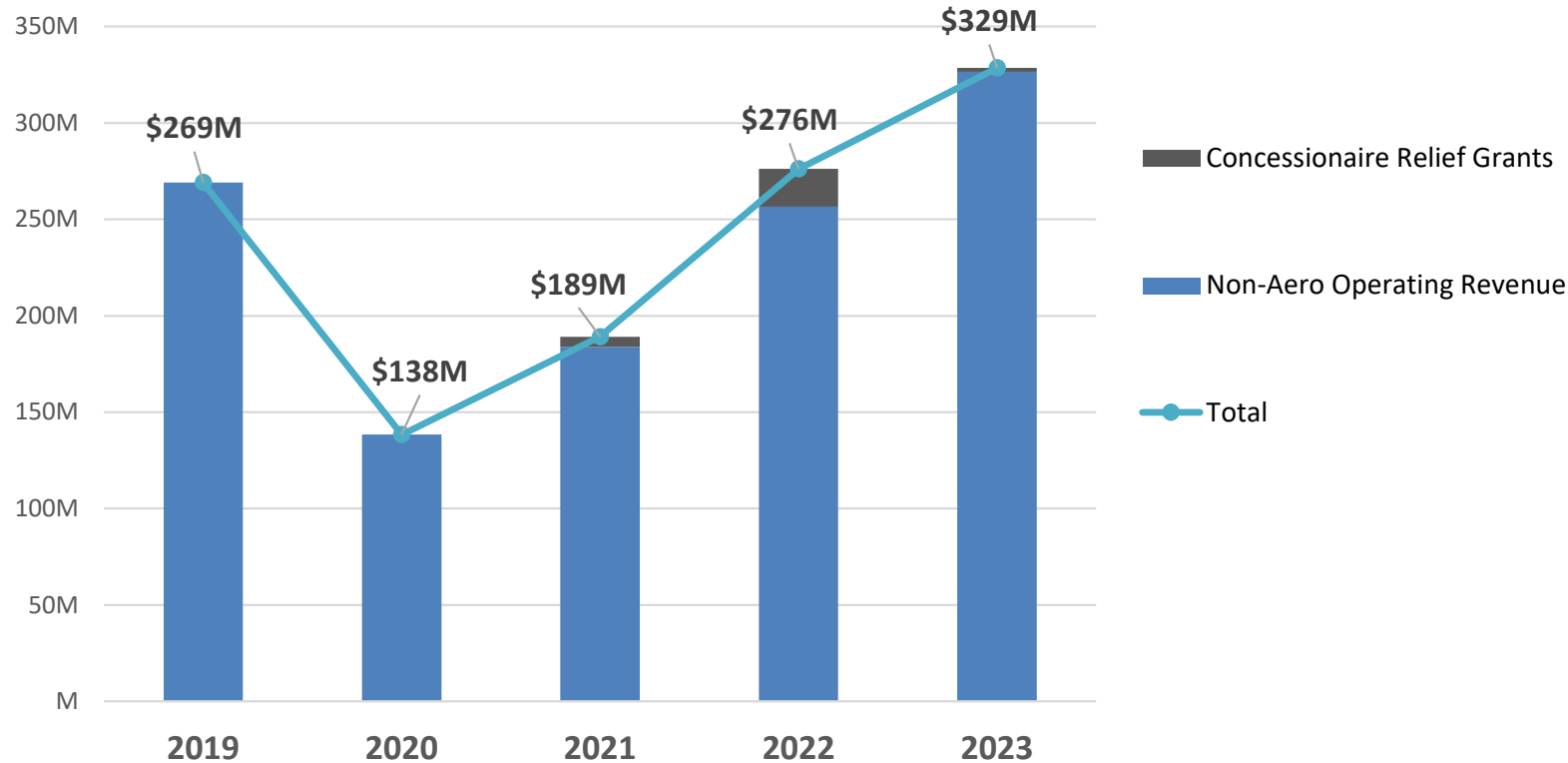
Actuals
\$480M

↓ -5.0%

Budget
\$505M



Non-Aero Revenue YoY with Concessions Grant Impact



- 2023 Non-Aero revenue is 22% higher than pre-pandemic (2019) level
- Higher 2023 Non-Aero revenue per enplanement of \$12.95 is significantly higher than pre-pandemic level of \$10.40 in 2019

Note: Remaining ARPA \$1.9M federal Concessionaire Relief grant funds applied to ADR tenants in 2023

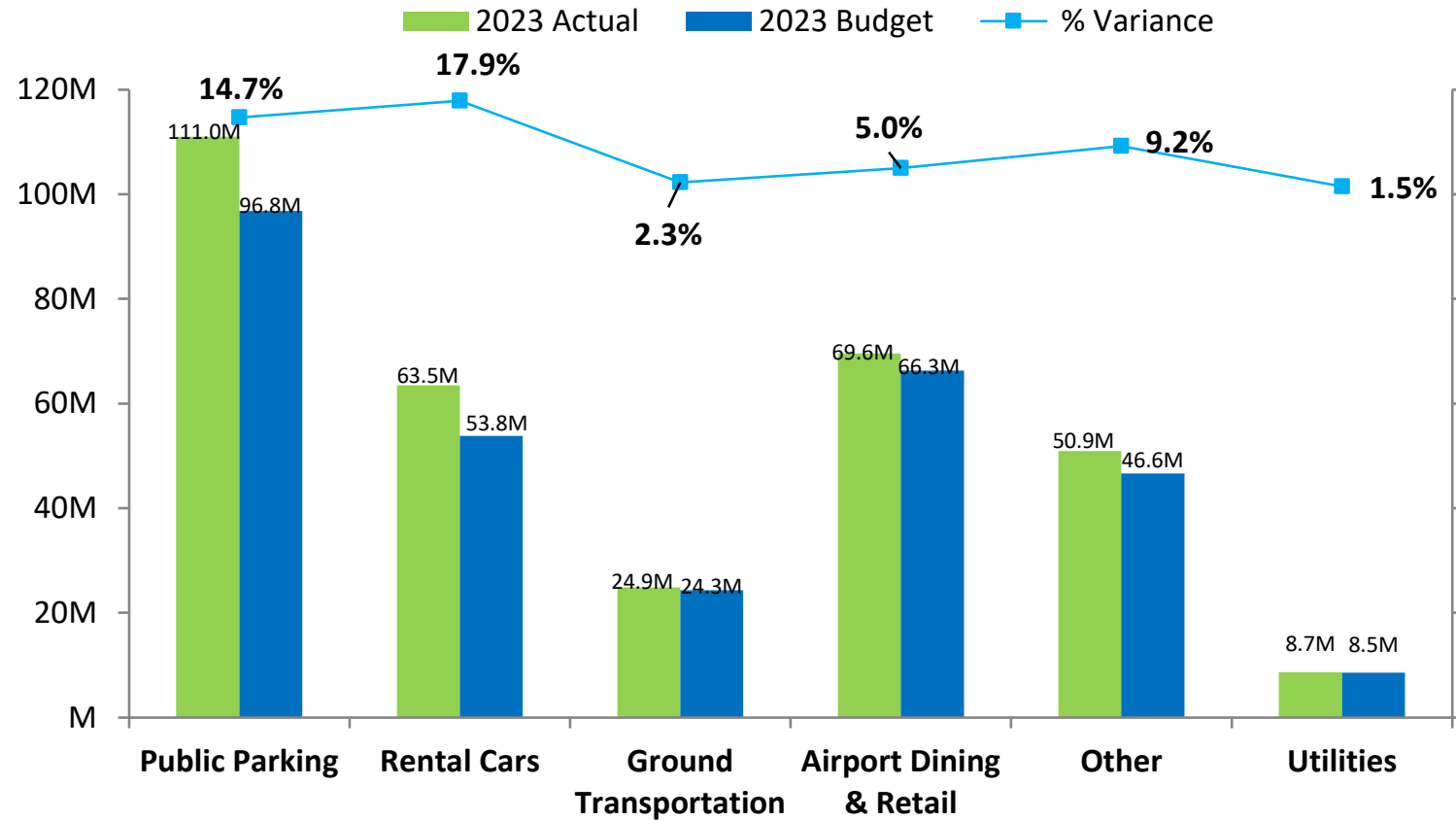
Non-Aeronautical Revenues

Reflects Real Business Performance BEFORE reduction by Concessionaire Relief grant rent credits

Actuals
\$328.5M

↑ 10.9%

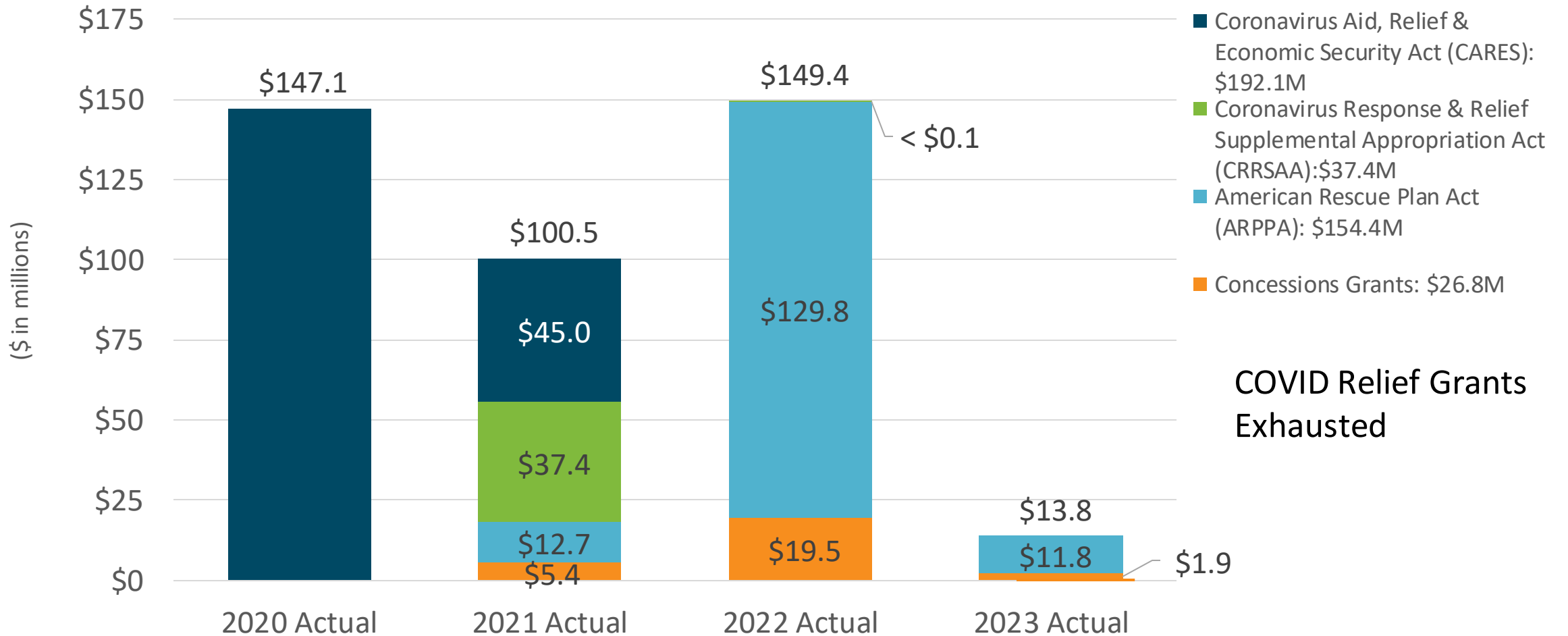
Budget
\$296.4M



Final \$1.9M in Concessionaire Relief grant rent credits (ARPA grant) applied to qualified ADR tenants in 2023

Federal Relief Grant Summary

Total Grants \$410.6M



Debt Service Ratio is better than budget & above 1.40x target

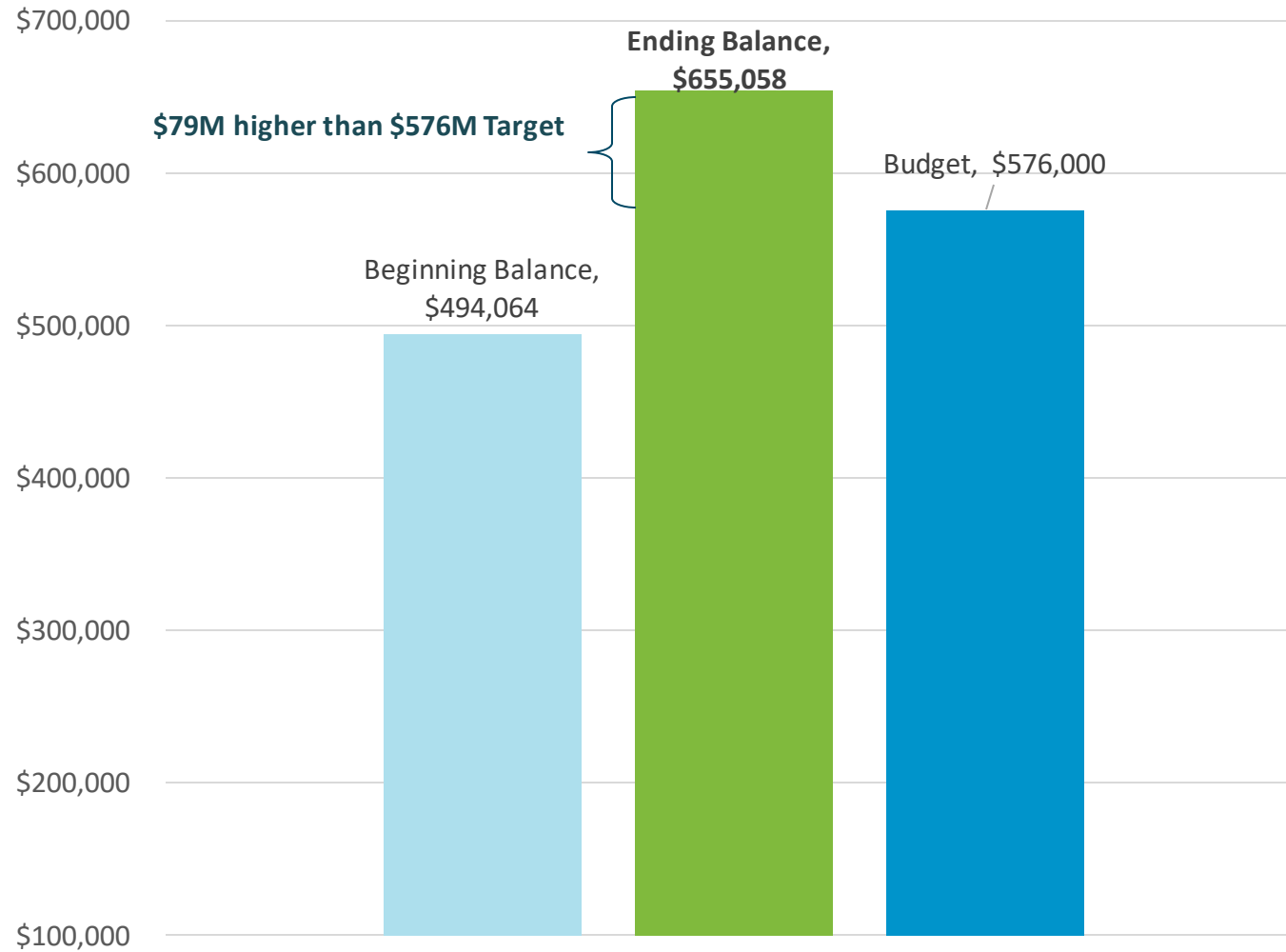
	in \$000's	2022 Actual	2023 Actual	2023 Budget	Variance
Revenues					
Aero		402,540	479,697	504,949	(25,252)
Non-aero		256,613	326,592	296,102	30,490
Total Revenues		659,153	806,289	801,051	5,238
O&M		(382,704)	(448,374)	(460,535)	12,161
Net Operating Income					
		276,449	357,916	340,515	17,402
Federal Relief Grants Non-op		24,477	1,855	-	1,855
Concession Rent Relief Grants		21,419	1,918	250	1,668
CFC Excess		(4,338)	(7,560)	(4,427)	(3,133)
Other net non-operating		5,034	15,920	13,635	2,285
Available for debt service		323,040	370,049	349,973	20,077
Debt Service					
Gross debt service (net of cap i)		316,133	308,981	316,397	(7,416)
CFC offset		(18,696)	(24,657)	(24,658)	1
PFC offset		(69,681)	(91,427)	(95,000)	3,573
Federal Relief Grants DS offset		(105,371)	(9,993)	(9,997)	4
Net Debt Service		122,385	182,904	186,743	(3,839)
Debt Service Coverage		2.64	2.02	1.87	0.15

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

- **Available for debt service is higher due to:**
 - 1) \$30M higher non-aero revenues than budget
 - 2) O&M was \$12M lower than budget primarily due to pension credit
 - 3) Aero revenues was \$25M lower than budget as lower debt service charges are not included in rate base due to delay in assets completion and pension credit
- Net Debt Service is \$4M lower due higher interest income earned on debt service reserve fund.

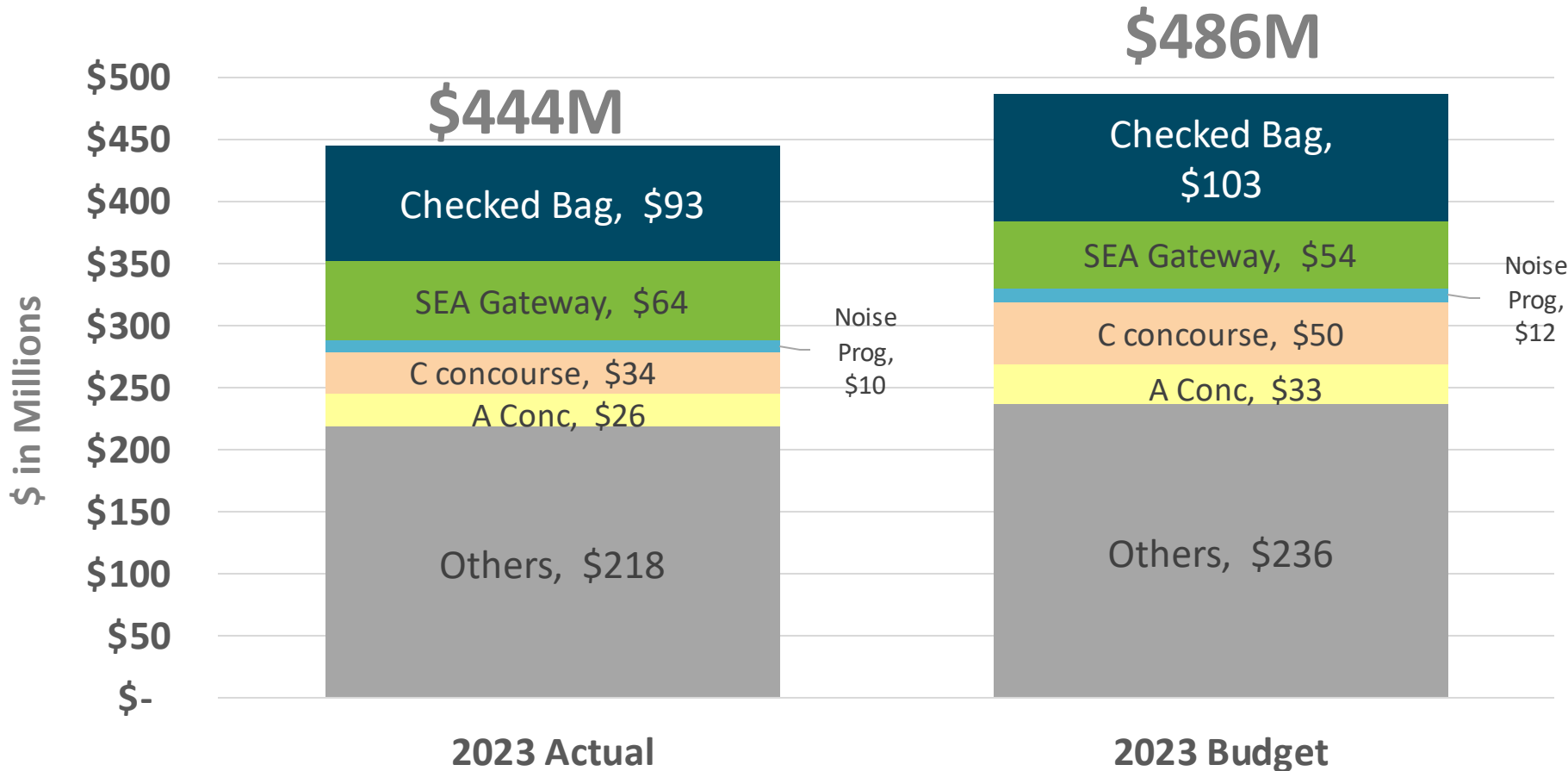
Airport Development Fund Balance

\$ in 000's



- Ending balance of \$655M exceeding target of \$576M (15 months of O&M in 2023) by \$79M.
- Exceeded target due to higher net operating income.
- ADF funded \$48M in capital projects.
- Higher year-end fund balance was retained for use of \$47M credit payable to airlines for Signatory Lease Operating Agreement (SLOA) rates settlement in 2024.

2023 Capital Spending: 91% of Budget



- Most mega projects are progressing on schedule
- Higher spend in SEA Gateway project due to more timely invoicing than assumed in budget
- Schedule delays caused variance in other (smaller) projects

AV Capital -2024 Spend Forecast

\$ in 000's

Category	2023 Actual	POF 2024	Budget 2024	5Y Total	Project Total
Mega Total	201,360	367,366	322,651	1,837,198	5,685,419
Business Need Total	106,904	170,717	152,478	592,785	971,769
Renewal & Replacement Total	105,733	206,901	151,901	817,096	1,528,039
Reserve/Cash Flow Adjustment Total	-	(129,920)	12,000	407,829	2,988,407
Regulatory Total	19,605	70,606	38,719	353,709	397,987
SAMP Design Total	450	1,214	-	173,717	300,000
Noise Total	10,020	30,712	4,635	66,401	208,834
Grand Total	444,072	717,597	682,384	4,248,734	12,080,454

Project Categories:

Mega: Projects with over \$300M budget

NSAT and IAF projects have been completed

Business Need: Based on identified business need or opportunity

Regulatory: Projects needed to meet regulatory requirements

Renewal & Replacement: Projects to replace assets that are at the end of useful lives

Noise: sound insulation projects

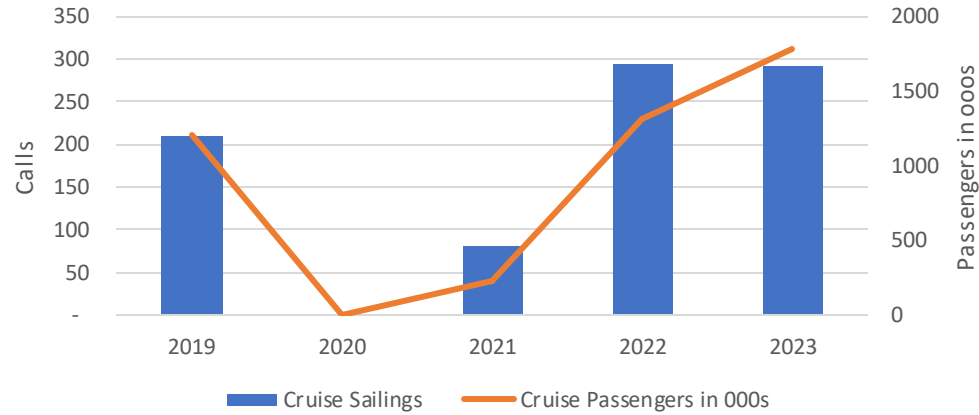
SAMP Design: SAMP preliminary planning/design projects

Seaport

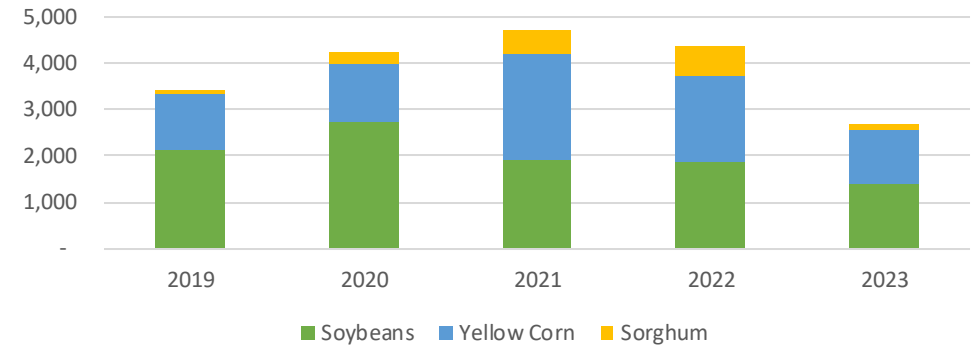
2023 Q4 Financial Performance Report

Seaport Key Metrics Through Q4

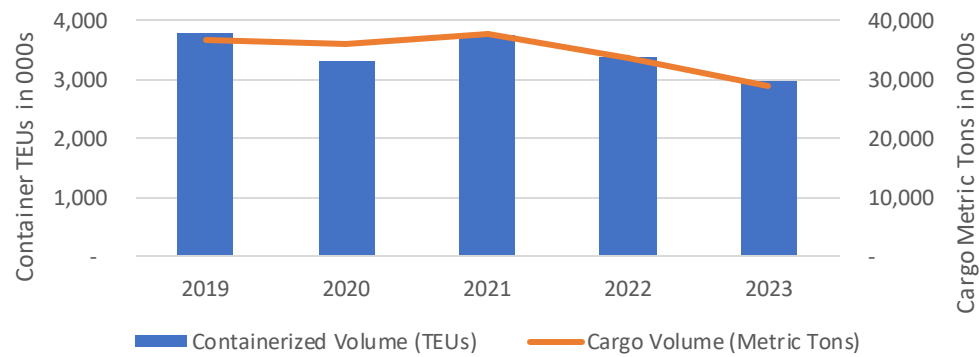
Cruise Calls and Passengers



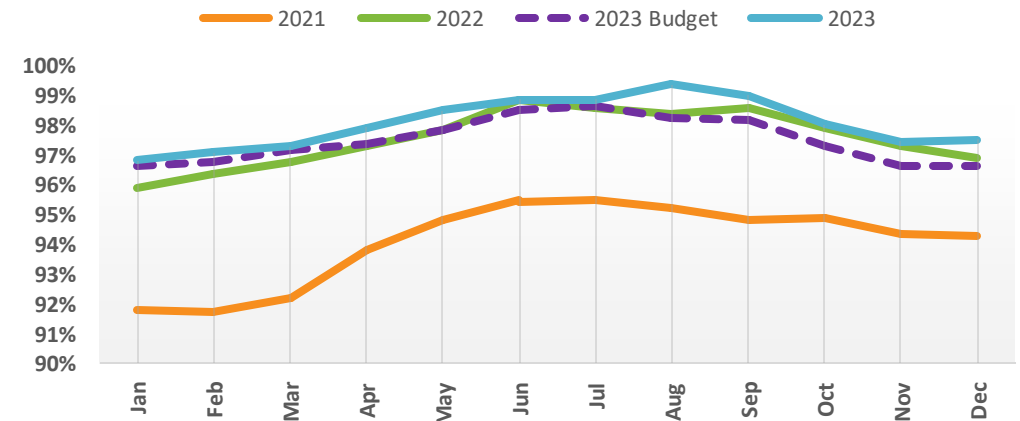
Grain Volumes in Metric Tons (000s)



NWSA Container and Cargo Volumes



Occupancy at Shilshole Bay Marina



Cruise & Boating better than expected. Cargo facing challenges.

Seaport Performance Summary

	2021	2022	2023	2023	Actual vs. Budget		Change from 2022	
	Actual	Actual	Actual	Budget	Variance		\$	%
\$ in 000's					\$	%	\$	%
Maritime	48,331	71,534	82,410	75,875	6,534	9%	10,875	15%
Economic Development Division	9,294	17,799	17,215	22,201	(4,986)	-22%	(584)	-3%
Joint Venture	54,487	55,381	57,636	49,010	8,627	18%	2,255	4%
Total Operating Revenues	112,112	144,715	157,261	147,086	10,175	7%	12,546	9%
Maritime	47,784	59,556	70,402	66,121	(4,281)	-6%	10,846	18%
Economic Development Division	20,560	24,213	26,661	30,149	3,488	12%	2,449	10%
Joint Venture	2,390	2,539	3,466	2,148	(1,319)	-61%	927	37%
Total O&M Expenses w/o Pension True-up	70,734	86,308	100,530	98,418	(2,112)	-2%	14,222	16%
DRS Pension True-up Exp	(9,466)	(3,303)	(5,100)	0	5,100		(1,797)	-54%
Total O&M Expenses with Pension True-up	63,658	85,544	98,896	100,565	1,670	2%	13,352	16%
NOI before Depreciation w/o Pension True-up	41,378	58,407	56,731	48,668	8,063	17%	(1,676)	-3%
NOI before Depreciation with Pension True-up	48,454	59,171	58,365	46,521	11,845	25%	(806)	-1%
Depreciation	36,556	36,678	37,008	36,064	944	3%	330	1%
NOI After Depreciation w/o Pension True-up	4,822	21,729	19,723	12,604	7,119	56%	(2,006)	-9%
NOI After Depreciation with Pension True-up	11,898	22,493	21,357	10,456	10,901	104%	(1,136)	-5%

Revenues - \$10.2M or 7% better than budget

- Better than expected waterside occupancy.
- Record Cruise Season, Grain and Conference Center Challenges.
- JV/NWSA- Early revenue recognition, increased volumes from Canada Strike.

Expenses \$2.1M or 2% above budget

- Unplanned remediation expense of \$3M tied to T91 Berth 6&8 and MINC.
- Volume driven underspend at Conference Centers (\$4.1M).
- Environmental Liability Expense for Joint Venture.

MD/EDD Capital – 2024 Spend Forecast

Primary LOB	Project	Status*	2023 Actual	POF 2024	Budget 2024	5Y Total	Project Total
Cruise	P66 Shore Power	5	10,770	27,752	25,085	29,312	41,000
	T91 New Cruise Gangway	5	125	3,040	2,090	8,826	9,000
	P66 Fender Replacement	5	1,942	2,382	2,800	4,221	7,616
	P66 New Cruise Passenger Gangway	2	0	950	35	5,950	6,000
Fishing, Commercial & Rec Boating	T91 Berth 6 & 8 Redevelopment	5	945	19,223	21,931	72,594	75,600
	FT NW Dock West Improvements	2	0	270	40	39,450	56,000
	FT S Wall Fender Replacement	2	0	0	0	2,700	24,700
	T91 P90/91 Dock Rehab	2	0	800	305	21,150	21,200
	Harbor Mooring Dolphins	3	0	0	0	17,460	18,000
	FT W Wall N Fender Replacement	2	0	0	0	9,000	16,500
	HIM Dock-E Improvements	5	562	2,350	1,920	4,243	5,350
Real Estate	T91 Uplands Dev Phase I	4	1,631	18,409	2,650	78,315	82,471
	FT Maritime Innovation Center	5	778	14,789	7,384	25,695	29,320
	P69 Concrete Dock Rehabilitation	2	0	1,000	90	26,995	27,000
	T91 Uplands Phase II Infrastructure	2	0	500	0	10,250	10,350
	P66 Grand Staircase Replacement	2	0	50	100	8,338	8,338
	P69 HVAC System Modernization	2	0	100	110	7,974	7,974
	MIC Electrical Replacements	4	521	411	2,203	6,511	7,179
	P66 Retail HVAC Upgrade	3	1	0	0	6,869	6,928
	Bell Street Bridge Refresh	2	0	0	0	5,353	5,353
Environmental	Smart Electric Meters	2	1	667	180	10,746	10,883
	Waterfront EV Infrastructure	3	0	230	155	4,772	4,817
	Mid-Cap		7,708	27,860	16,744	71,228	
	Small		1,326	3,669	3,284	9,969	
	Fleet		1,761	5,428	4,963	20,228	
	Reserves/Cash Flow Adjustment			(24,694)	(13,956)	70,703	
	Total		28,071	105,186	78,113	578,992	

Project Categories: Large >\$5M, Mid \$1M to \$5M, Small <\$300K

*Status: 5=Construction, 4=Design, 3=Pre-Design, 2=Business Plan Prospective

5Y & Project Totals based on 2024 Capital Plan

Maritime Division

2023 Q4 Financial Performance Report

Maritime Financial Highlights

Net Operating Income is \$2.3M higher than budget and slightly better than 2022

- Revenue is \$6.5M better than budget and \$10.9M above 2022 driven by increased cruise and moorage occupancy, offset by reduced grain volumes.
- Expenses \$4.3M over budget driven by \$3M in environmental remediation at T91 and FT along with Police, Legal, and Maintenance. Expenses up \$10.9M Y/Y primarily due to payroll and remediation.
- Capital spending was \$21.9M or 68% of the \$32.3M budget. WPM - Execution rate ramped to 79% in Q4, ending 2023 at 72%.

\$ in 000's	2021	2022	2023	2023	Actual vs. Budget Variance		Change from 2022	
	Actual	Actual	Actual	Budget	\$	%	\$	%
Cruise	9,517	30,469	41,726	34,445	7,281	21%	11,258	37%
Fishing, Recreational, and Commercial Moorage	22,710	24,544	27,145	25,400	1,745	7%	2,600	11%
Portfolio Management	10,392	10,550	10,263	10,192	71	1%	(287)	-3%
Grain / Other	5,711	5,971	3,275	5,838	(2,563)	-44%	(2,696)	-45%
Total Revenues	48,331	71,534	82,410	75,875	6,534	9%	10,875	15%
Total O&M Expenses w/o Pension True-up	47,784	59,556	70,402	66,121	(4,281)	-6%	10,846	18%
DRS Pension True-up Exp	(7,070)	(2,396)	(3,649)	0	3,649		(1,253)	52%
Total O&M Expenses with Pension True-up	40,714	57,160	66,753	66,121	(632)	-1%	9,593	17%
NOI before Depreciation w/o Pension True-up	546	11,978	12,008	9,755	2,253	23%	29	0%
NOI before Depreciation with Pension True-up	7,616	14,375	15,657	9,755	5,902	61%	1,282	9%
Depreciation	17,718	17,980	18,193	17,456	(737)	-4%	213	1%
NOI After Depreciation w/o Pension True-up	(17,172)	(6,002)	(6,185)	(7,701)	1,516	20%	(183)	-3%
NOI After Depreciation with Pension True-up	(10,101)	(3,606)	(2,536)	(7,701)	5,165	67%	1,070	-30%

Stormwater Utility

\$ in 000's	2021	2022	2023	2023	Actual vs. Budget		Change from 2022	
	Actual	Actual	Actual	Budget	Variance \$	%	\$	%
Revenue								
NWSA	1,662	829	1,078	1,005	73	7%	249	30%
Tenants Revenue	3,159	4,321	4,113	4,355	(242)	-6%	(208)	-5%
Port Non-tenants Revenue	1,439	1,690	1,721	1,721	0	0%	31	2%
Total Revenues	6,260	6,840	6,913	7,082	(168)	-2%	73	1%
Expenses								
SWU	1,052	1,524	1,516	1,755	239	14%	(8)	0%
Maintenance Expenses	2,622	2,995	3,854	3,471	(383)	-11%	859	29%
Central Waterfront PM	5	32	18	20	3	12%	(14)	-44%
Environmental & Sustainability	41	27	33	49	16	32%	6	23%
Environmental Finance	22	34	20	33	14	41%	(14)	-42%
Other Central Services	803	1,047	1,007	1,015	8	1%	(41)	-4%
Total Expenses	4,544	5,658	6,447	6,343	(104)	-2%	789	14%
NOI Before Depreciation	1,716	1,183	466	738	(272)	-37%	(716)	-61%
Depreciation	1,285	1,272	1,263	1,216	(47)	-4%	(10)	-1%
NOI After Depreciation	431	(90)	(797)	(478)	(319)	67%	(707)	787%

- Maintenance cost up from full staff and higher proportion of utility work compared to industrial permit work.
- Reserve balance above the 6 months of operating expenses.

Northwest Seaport Alliance Summary

NWSA Operating Income <i>Before GASB 87 Adjustment</i>	Year-to-Date		Budget Variance		Change from 2022		
	2022	2023					
\$ in 000's	Actual	Actual	Budget	\$	%	\$	%
Operating Revenue	208,308	238,438	233,534	4,904	2%	30,130	14%
Operating Expense	91,051	106,637	112,760	6,123	5%	15,586	17%
Operating Income*	117,257	131,801	120,774	11,027	9%	14,544	12%
Depreciation	20,992	21,277	23,953	2,676	11%	285	1%
Net Operating Income	96,265	110,524	96,821	13,703	14%	14,259	15%
Cargo TEUs	3,384,018	2,974,416				(409,602)	-12.1%
Cargo Volume (Metric Tons)	33,723,712	28,896,283				(4,827,429)	-14.3%

**Excludes Depreciation*

Revenue - \$4.9 above budget

- Break bulk - \$4.1M above from unbudgeted military vessels.
- Container \$1.3M above budget with lower volume driven intermodal revenue in the South Harbor offset by timing of a MAG payment at T18.
- Y/Y revenue up from higher rent, Coast Guard lease, and Auto & breakbulk revenue growth.

Operating Expense - \$6.5M below budget

- Variance to budget is from lower Maintenance and volume driven expenses in the South Harbor.
- Y/Y - \$15.2M higher from Maintenance, Crane Rehab, and Operation & Security expenses to support growth in breakbulk and Autos.

Joint Venture Q4 2023 Financials

	2022	2023	2023	Actual vs. Budget		Change from 2022	
	Actual	Actual	Budget	\$	%	\$	%
\$ in 000's							
Revenue							
NWSA Distributable Revenue	55,353	57,685	50,305	7,380	15%	2,333	4%
Contra Joint Venture Revenue	(1,949)	(1,865)	(2,030)	165	-8%	84	-4%
Subtotal Distributable Revenue from NWSA	53,403	55,820	48,275	7,544	16%	2,417	5%
Other Service Revenue Tenant Reimbursements	825	753	569	184	32%	(71)	-9%
Port Revenue from NWSA Facilities	1,153	1,063	165	898	N/A	(90)	-8%
Total Operating Revenues	55,381	57,636	49,010	8,627	18%	2,255	4%
Expenses							
Maintenance Expenses	569	678	630	(47)	-8%	109	19%
JV Direct	1,082	1,402	98	(1,304)	-1333%	319	29%
Security	182	202	198	(4)	-2%	20	
Environmental & Sustainability	271	566	657	91	14%	295	109%
Seaport Finance & Cost Recovery	166	247	272	26	9%	80	48%
Seaport Project Management	129	51	75	25	33%	(79)	-61%
Central Services / Other	140	322	217	(105)	-49%	183	131%
Total O&M Expenses w/o Pension True-up	2,539	3,466	2,148	(1,319)	-61%	927	37%
DRS Pension True-Up	(278)	(283)	0				
Total O&M Expenses with Pension True-up	2,261	3,183	2,148	(1,035)	-48%	922	41%
NOI Before Depreciation	53,120	54,453	46,862	7,591	16%	1,334	3%
Legacy Depreciation for NWSA Facilities	14,744	14,683	14,627	(56)	0%	(61)	0%
NOI After Depreciation	38,376	39,770	32,235	7,535	23%	1,395	4%

Home Port Activities

Revenues:

- NWSA Distributable Revenue higher than budget due early revenue recognition & increased volumes from Canada strike
- Port Revenue from NWSA Facilities higher from unbudgeted Pacific Crane Maintenance lease at T46.

Expenses

- Unbudgeted T5 environmental reserve adjustment expense

Economic Development Division

2023 Q4 Financial Performance Report

Economic Development Financial Highlights

Net Operating Income \$330K below budget and \$2.5M lower than 2022.

- Revenue unfavorable to budget by \$5M and \$.6M lower than 2022. Higher than anticipated conference cancellations partially offset by uptick in demand at the Bell Street Garage.
- Expenses favorable to budget by \$3.5M driven by less conferences than budgeted and less tenant improvements. Expenses are up by \$2.4M Y/Y due to prior year change in Economic Development Grant cycle from 1yr to 2yrs and increased payroll expenses.
- Capital Spending of \$6.1M was 76% of Budget.

	2021	2022	2023	2023	Actual vs. Budget		Change from 2022	
	Actual	Actual	Actual	Budget	\$	%	\$	%
\$ in 000's								
Revenue - Parking and Leasing	7,384	8,886	10,477	9,722	755	8%	1,592	18%
Conf & Event Centers	1,910	8,914	6,738	12,479	(5,741)	-46%	(2,176)	-24%
Total Revenues	9,294	17,799	17,215	22,201	(4,986)	-22%	(584)	-3%
Total O&M Expenses w/o Pension True-up	20,560	24,213	26,661	30,149	3,488	12%	2,449	10%
DRS Pension True-up Exp	(2,396)	(629)	(1,168)	0	1,168		(538)	86%
Total O&M Expenses with Pension True-up	18,164	23,584	25,494	30,149	4,655	15%	1,910	8%
NOI before Depreciation w/o Pension True-up	(11,266)	(6,414)	(9,446)	(7,948)	(1,498)	19%	(3,033)	47%
NOI before Depreciation with Pension True-up	(8,870)	(5,784)	(8,279)	(7,948)	(330)	4%	(2,494)	43%
Depreciation	3,841	3,954	4,132	3,982	(150)	-4%	179	5%
NOI After Depreciation w/o Pension True-up	(15,107)	(10,367)	(13,579)	(11,930)	(1,648)	-14%	(3,211)	-31%
NOI After Depreciation with Pension True-up	(12,711)	(9,738)	(12,411)	(11,930)	(481)	-4%	(2,673)	27%

Central Services

2023 Q4 Financial Performance Report

Central Services

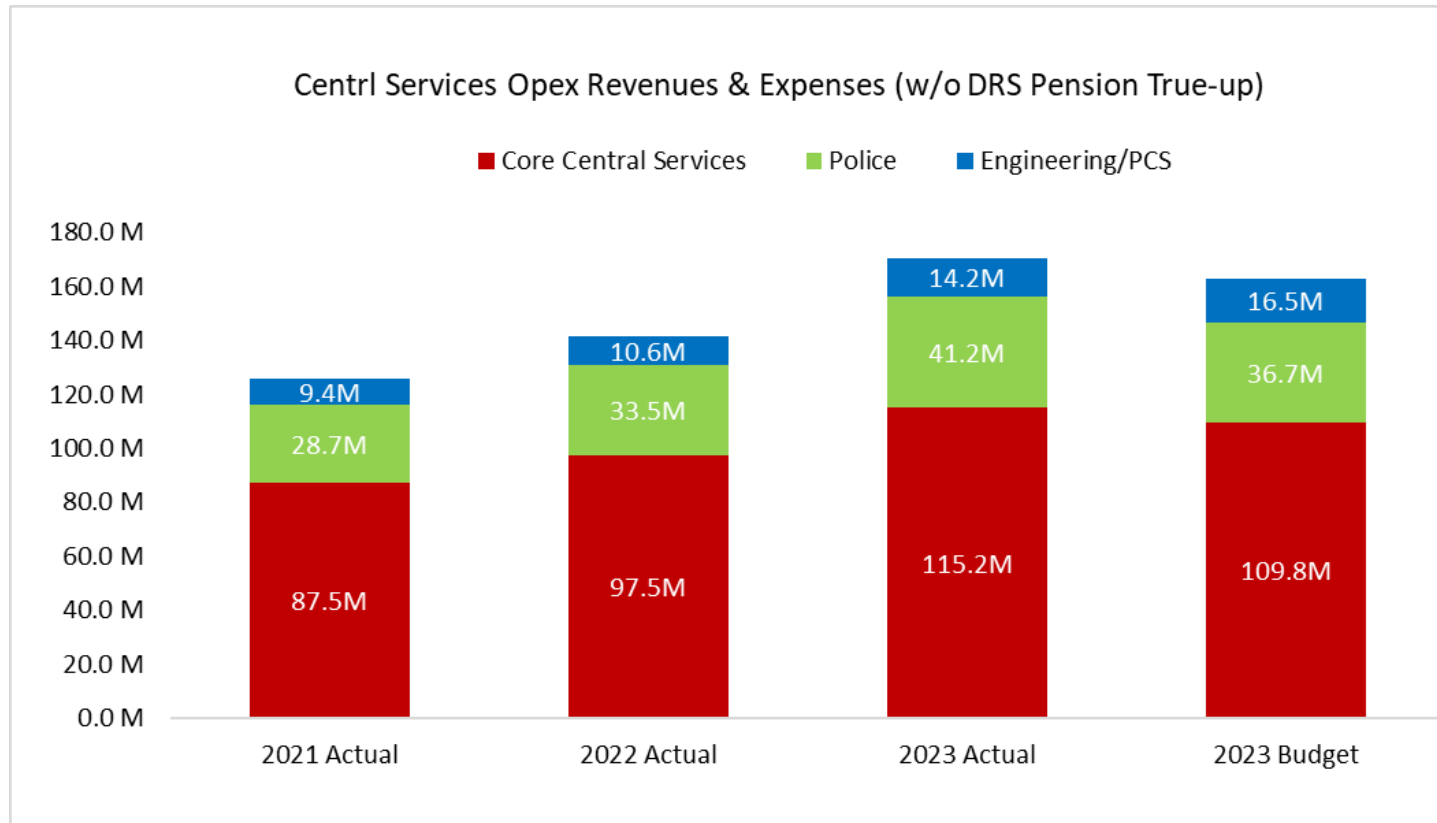
Financial Summary

\$ in 000's	Actual	Budget	Variance
Revenues	(216)	155	(371)
Core Central Services	115,169	109,752	(5,417)
Police	41,164	36,673	(4,490)
Engineering/PCS	14,241	16,478	2,237
Total O&M Expenses w/o Pension True-up	170,574	162,903	(7,671)
DRS Pension True-up Credit	(14,479)	-	14,479
Total O&M Expenses with Pension True-up	156,094	162,903	6,809
Capital Spending	8,250	13,178	4,928

Business Highlights

- Hosted numerous community engagement and business events to further Port objectives.
- Held several Career Awareness Programs.
- Convened a government-to-government meeting with the Muckleshoot Indian Tribal Council.
- Attended and delivered remarks at the Seattle Chamber Regional Leadership Conference.
- Hosted graduation event for the inaugural Youth Maritime Career Launch class of 37 youth.

Central Services Financial Highlights



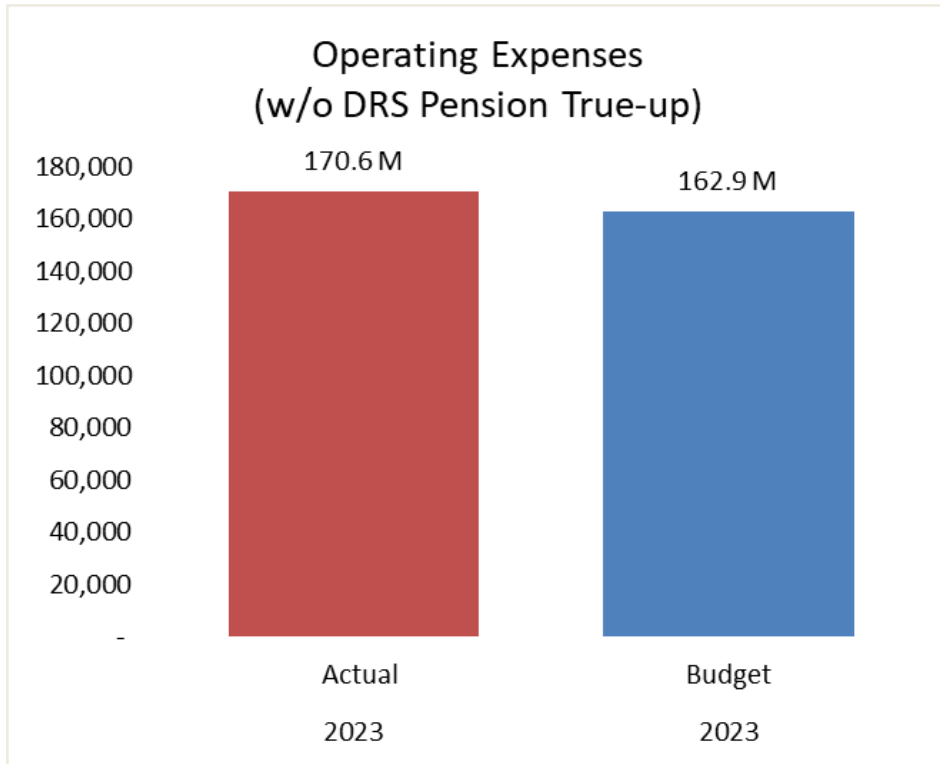
2023 Total Operating Expenses are **\$7.7M above** budget due to:

- Higher Outside Legal Expense, Unanticipated Litigated Injuries & Damages, and less Charges to Capital Projects

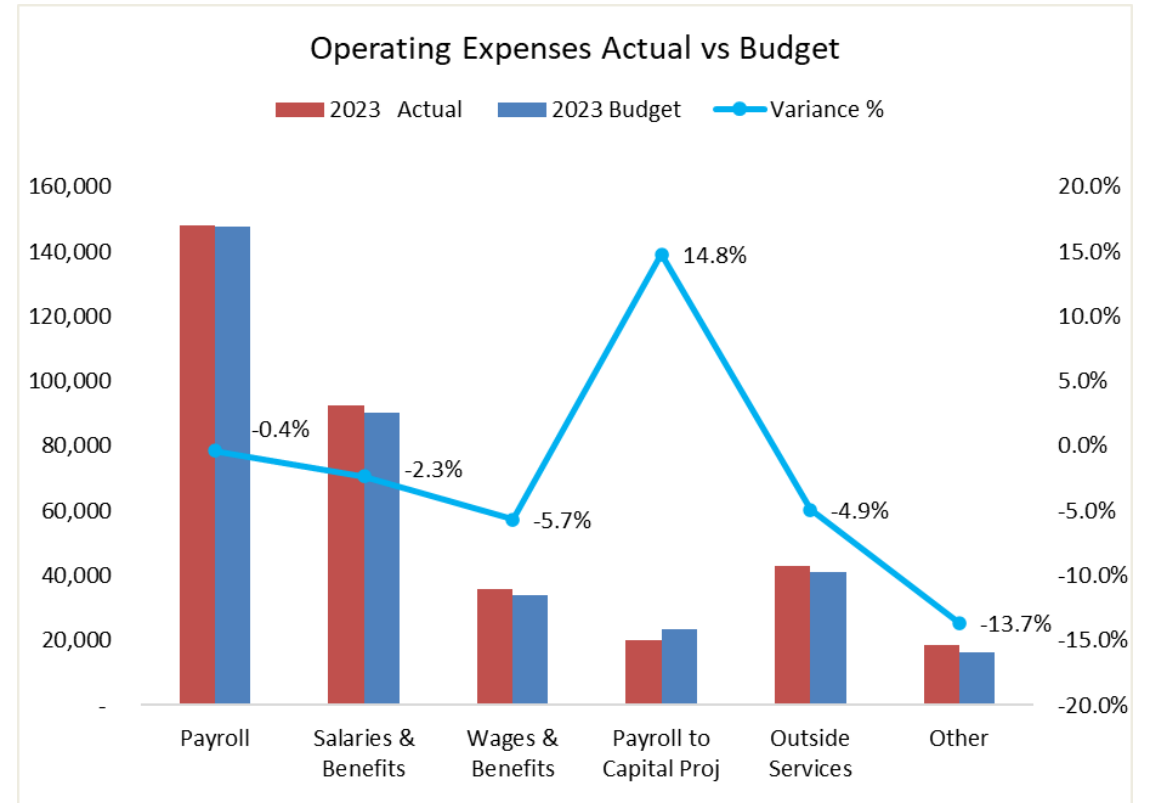
2023 YTD Total Operating Expenses are **\$29.0M higher** compared to 2022 due to:

- Higher Payroll and Outside Services, partially offset by more Charges to Capital Projects

Operating Expenses Summary



(\$7.7M) or 4.7% above budget

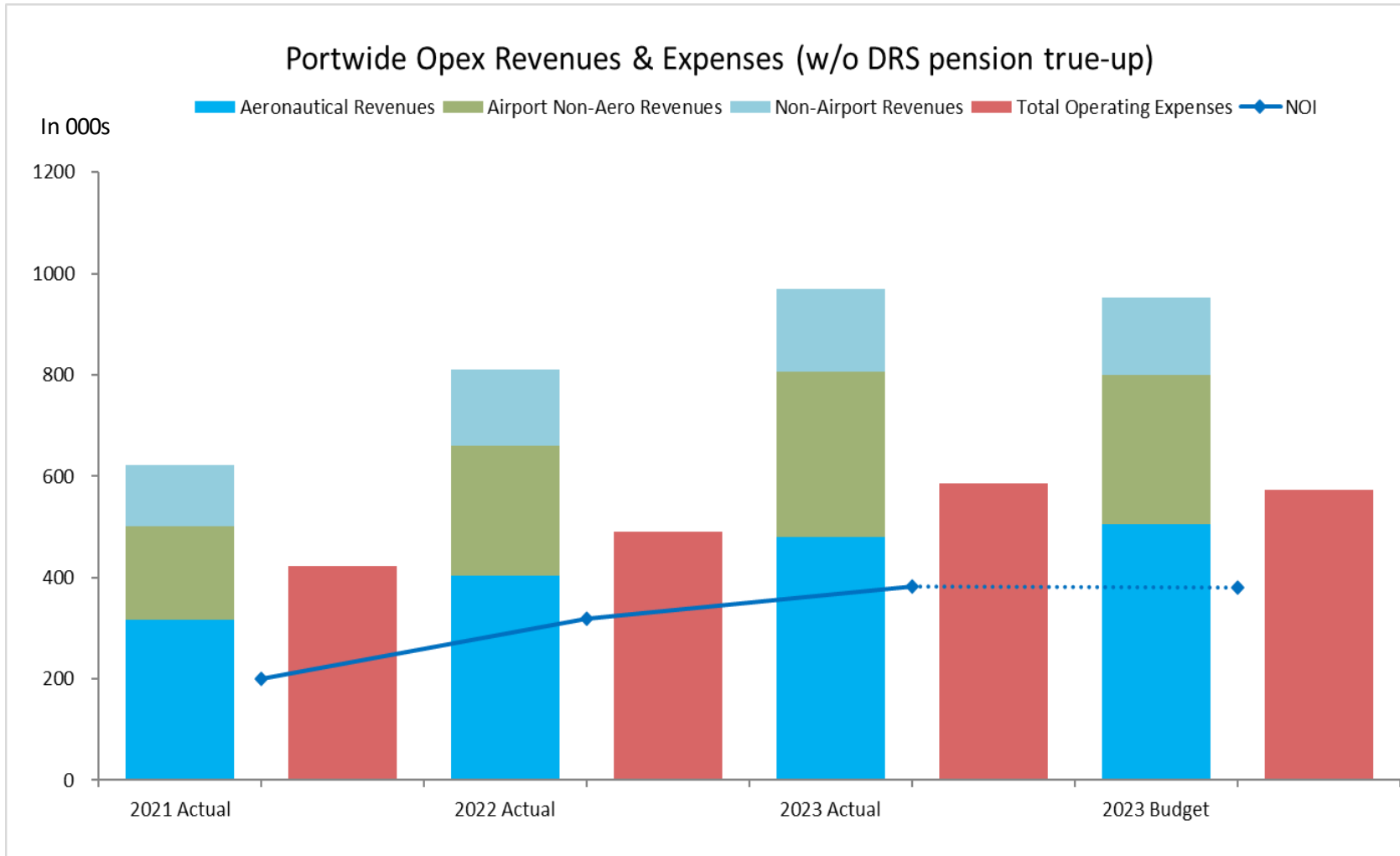


- Payroll Expenses **\$566K** higher than budget
- Outside Services **\$2.0M** over budget
- Litigated Injuries & Damages **\$2.9M** above budget
- Travel & Other Employee Expenses **\$827K** under budget
- Charges to Capital Projects **\$2.9M** less than budget

Port Wide

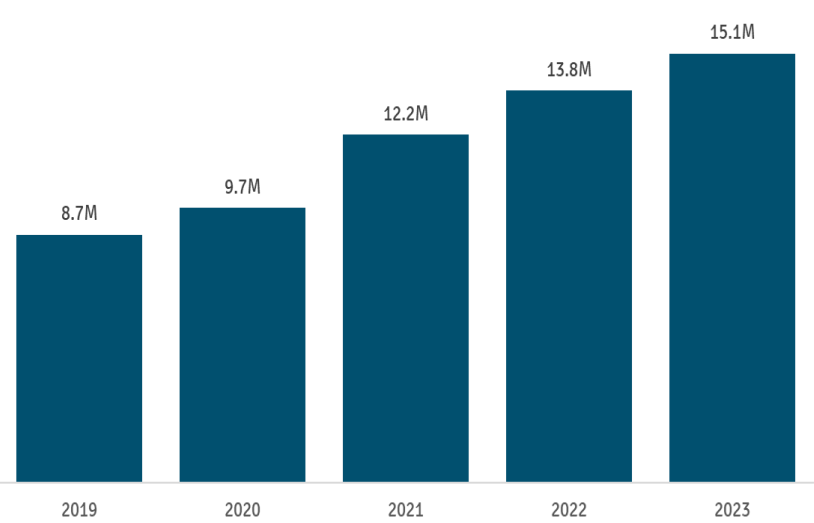
2023 Q4 Financial Performance Report

Port Wide Financial Summary

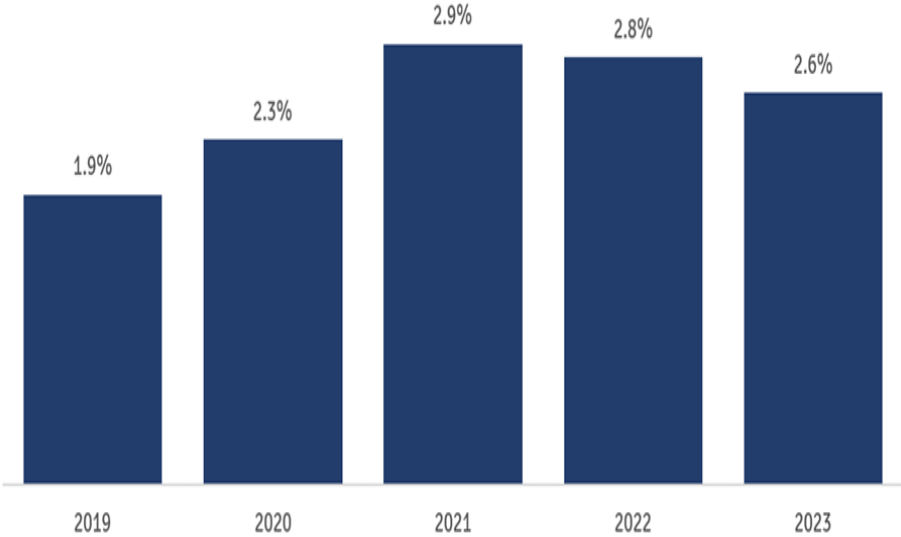


- Total Operating Revenues: \$15.6M over budget
 - Airport Aero Revenues \$25.3M below budget
 - Airport Non-Aero Revenues \$30.5M over budget
 - Non-Airport Revenues \$10.4M above budget
- Total Operating Expenses: \$12.4M above budget (w/o the \$28.7M pension credit)
- NOI before Depreciation: \$3.2M above budget (and \$31.9M above budget with the pension credit)

2019-2023 Equity Spending



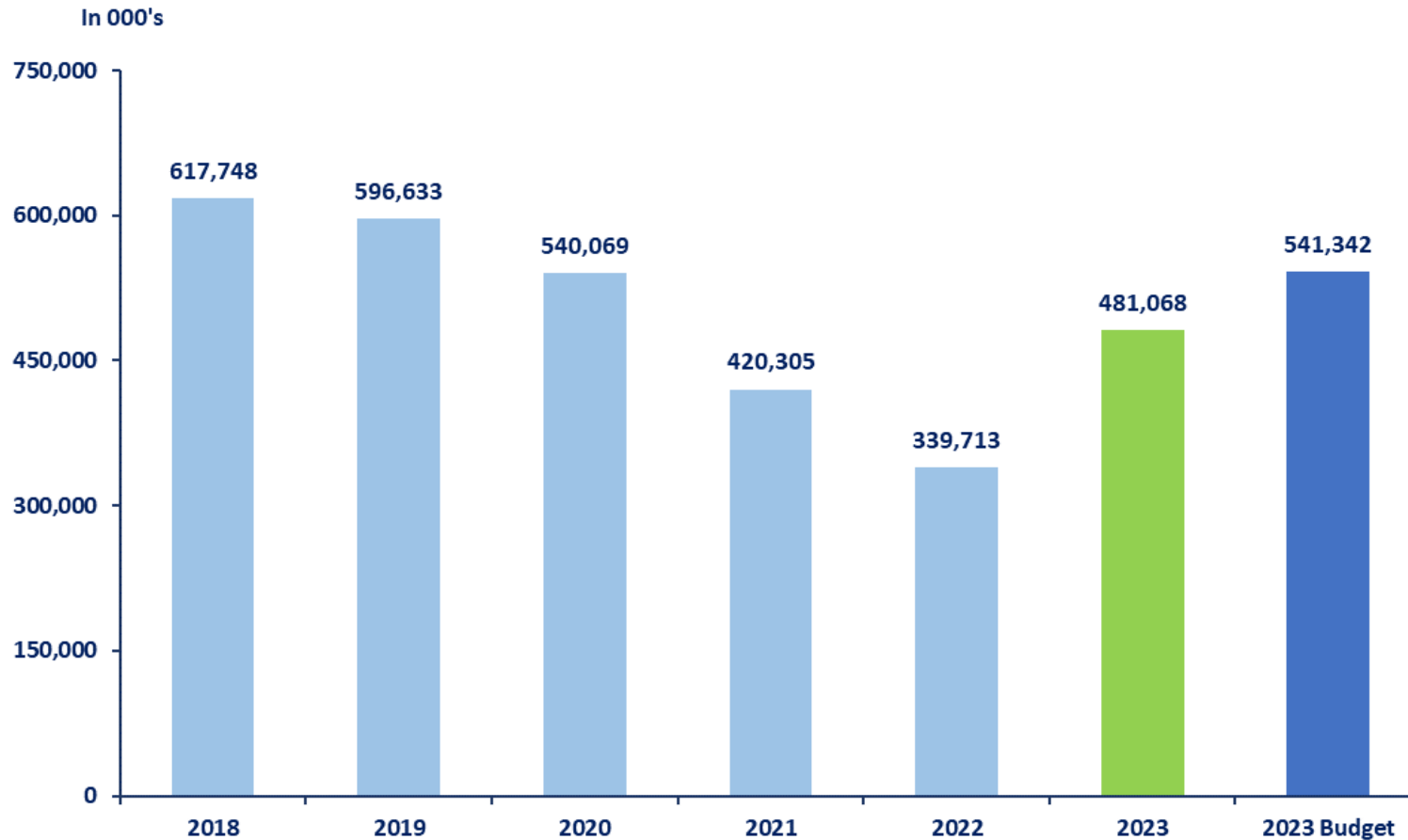
Equity Spending in O&M



Equity Spending as % of Total O&M*

* Excluded DRS Pension Credit in the Total O&M for better year-to year comparison.

Port Wide Capital Spending



- Total capital spending was \$481.1M, 88.9% of budget

Aviation Division Appendix

2023 Q4 Financial Performance Report



Airport Activity

	2021 YE	2022 YE	2023 YE	% Change from 2022
Total Passengers (000's)				
Domestic	34,483	41,582	45,090	8.4%
International	1,669	4,382	5,796	32.3%
Total	36,152	45,964	50,885	10.7%
Operations	374,510	401,351	422,508	5.3%
Landed Weight (In Millions of lbs.)				
Cargo	2,920	2,745	2,748	0.1%
All other	26,333	26,333	29,317	11.3%
Total	29,253	29,079	32,064	10.3%
Cargo - Metric Tons				
Domestic freight	366,312	335,512	305,141	-9.1%
International & Mail freight	132,428	120,777	111,983	-7.3%
Total	498,740	456,289	417,124	-8.6%

2023 YE Passenger volume:

- Passenger volume grew 10.7% during 2023.
- Total passenger recovery continued to be strong in 2023, with full year activity (50.9M) ending only 1.8% lower than pre-pandemic volumes in 2019.

Month summary (Dec 2023 vs. Dec 2022)

Airline	Code	Current pax	Market share	Previous pax	Pax % diff
Alaska Airlines (rollup)	AS	2,088,417	53.8%	2,001,981	4.3%
Delta Air Lines (rollup)	DL	953,455	24.6%	920,131	3.6%
Southwest Airlines (r..)	WN	162,992	4.2%	124,947	30.4%
American Airlines (rol..)	AA	157,154	4.0%	168,421	-6.7%

Aviation Financial Summary

Financial Summary (\$ in 000's)	2021	2022	2023	2023	Actual vs. Budget Variance		Incr/(Decr) Change from 2022	
	Actual	Actual	Actual	Budget	\$	%	\$	%
Operating Revenue								
Aeronautical Revenues	317,513	402,540	479,697	504,948	(25,251)	-5.0%	77,157	19.2%
Non-Aeronautical Revenues	183,819	256,613	326,592	296,102	30,490	10.3%	69,980	27.3%
Total Operating Revenues	501,332	659,153	806,289	801,051	5,239	0.7%	147,136	22.3%
Total Operating Expenses w/o Pension True-Up	341,679	394,990	471,946	460,535	(11,410)	-2.5%	76,956	19.5%
DRS Pension True-Up Expense	(47,462)	(12,286)	(23,572)		23,572		(11,286)	91.9%
Total Operating Expenses w/ Pension True-Up	294,217	382,704	448,374	460,535	12,162	2.6%	65,670	17.2%
Net Operating Income w/ Pension True-Up	207,114	276,449	357,916	340,515	17,400	5.1%	81,466	29.5%
CPE	15.93	16.09	17.52	19.29	1.77	9.2%	1.43	8.9%
Non-Aero NOI (\$ in 000s)	135,483	180,983	180,983	150,386	(30,597)	-20.3%	-	0.0%
Enplaned passengers (in 000s)	18,073	22,966	25,371	24,444	(928)	-3.8%	2,405	10.5%
Capital Expenditures (in 000s)	389,051	311,631	444,072	485,572	41,500	8.5%	132,441	42.5%

Key Performance Measures

	2021	2022	2023	2023	Actual vs. Budget Variance		Incr/(Decr) Change from 2022	
	Actual	Actual	Actual	Approved Budget	\$	%	\$	%
Key Performance Metrics								
Cost per Enplanement (CPE)	15.93	16.09	17.52	19.29	1.77	9.2%	1.43	8.9%
Non-Aeronautical NOI (in 000's) ¹	93,175	131,145	180,983	150,386	30,597	20.3%	49,838	38.0%
Other Performance Metrics								
O&M Cost per Enplanement	16.28	17.20	18.60	18.84	0.24	1.3%	1.40	8.2%
Non-Aero Revenue per Enplanement	10.17	11.17	12.87	12.11	0.76	6.3%	1.70	15.2%
Debt per Enplanement (in \$)	198	193	166	154	(12)	-7.6%	(27)	-13.9%
Debt Service Coverage	1.69	2.64	2.02	1.87	0.15	8.0%	(0.62)	-23.5%
Days cash on hand (10 months = 304 days)	423	457	507	457	50	11.0%	50	11.0%
Activity (in 000's)								
Enplanements	18,073	22,966	25,371	24,444	928	3.8%	2,405	10.5%
Total Passengers	36,154	45,964	50,885	48,887	1,998	4.1%	4,921	10.7%

Aviation Expense YE Summary

Total Airport Expense Summary (\$ in 000's)	2021	2022	2023	2023	Actual vs. Budget Variance		Incr/(Decr) Change from 2022	
	Actual	Actual	Actual	Budget	\$	%	\$	%
Operating Expenses								
Payroll	157,207	168,389	193,130	189,477	(3,653)	-1.9%	24,741	14.7%
Outside Services	62,382	75,700	89,551	109,249	19,698	18.0%	13,850	18.3%
Utilities	20,175	22,880	23,285	22,321	(965)	-4.3%	406	1.8%
Other Expenses	1,519	15,141	17,679	4,296	(13,383)	-311.5%	2,537	16.8%
Total Airport Direct Charges	241,284	282,110	323,645	325,342	1,697	0.5%	41,535	14.7%
Environmental Remediation Liability	1,583	(1,274)	13,017	7,120	(5,897)	-82.8%	14,291	-1121.3%
Capital to Expense	1,254	2,356	480	-	(480)		(1,876)	-79.6%
Total Exceptions	2,837	1,081	13,497	7,120	(6,377)	-89.6%	12,415	1148.2%
Total Airport Expenses	244,121	283,191	337,142	332,462	(4,680)	-1.4%	53,950	19.1%
Corporate	71,550	80,452	96,213	92,679	(3,534)	-3.8%	15,761	19.6%
Police	23,473	27,660	33,750	30,264	(3,487)	-11.5%	6,090	22.0%
Maritime/Economic Development/Other	2,536	3,687	4,840	5,131	291	5.7%	1,154	31.3%
Total Charges from Other Divisions	97,558	111,799	134,804	128,074	(6,730)	-5.3%	23,005	20.6%
Total Operating Expenses w/o Pension True-Up	341,679	394,990	471,946	460,535	(11,410)	-2.5%	76,956	19.5%
DRS Pension True-up Exp	(47,462)	(12,286)	(23,572)	-	23,572		(11,286)	91.9%
Total Operating Expenses w/ Pension True-Up	294,217	382,704	448,374	460,535	12,162	2.6%	65,670	17.2%

Aeronautical Business YE

Aeronautical NOI (\$ in 000's)	2021	2022	2023	2023	Actual vs. Budget Variance		Incr/(Decr) Change from 2022	
	Actual	Actual	Actual	Budget	\$	%	\$	%
Rate Base Revenues								
Airfield Movement Area	88,061	118,240	142,797	141,938	859	0.6%	24,557	20.8%
Airfield Apron Area	17,146	17,211	26,118	29,330	(3,212)	-11.0%	8,907	51.8%
Terminal Rents	184,625	220,399	251,892	270,513	(18,622)	-6.9%	31,493	14.3%
Federal Inspection Services (FIS)	10,978	29,347	41,214	46,317	(5,103)	-11.0%	11,866	40.4%
Total Rate Base Revenues	300,810	385,197	462,020	488,098	(26,078)	-5.3%	76,823	19.9%
Airfield Commercial Area	16,702	17,343	17,677	16,850	826	4.9%	333	1.9%
Total Aeronautical Revenues	317,513	402,541	479,697	504,948	(25,251)	-5.0%	77,156	19.2%
Total Aeronautical Expenses	203,573	261,574	310,451	320,649	10,198	3.2%	48,877	18.7%
Aeronautical NOI	113,940	140,967	169,246	184,300	(15,053)	-8.2%	28,280	20.1%
Debt Service	(80,554)	(101,159)	(146,807)	(152,649)	5,842	-3.8%	(45,648)	45.1%
Net Cash Flow	33,385	39,808	22,439	31,650	(9,211)	-29.1%	(17,369)	-43.6%

Aero Cost Drivers

\$ in 000's	2023 Budget	2023 Actual	Impact on Aero Revenues Budget vs Budget	
			\$	%
O&M ⁽¹⁾	310,618	303,919	(6,699)	-2.2%
Debt Service Before Offsets	234,463	221,864	(12,599)	-5.4%
Debt Service PFC Offset	(89,720)	(85,598)	4,121	-4.6%
Federal Relief Grants Debt Service	-	(5,930)	(5,930)	0.0%
Net Debt Service	144,743	130,336	(14,407)	-10.0%
Amortization	35,561	35,353	(208)	-0.6%
Space Vacancy	(2,066)	(1,512)	554	-26.8%
TSA Operating Grant and Other	(758)	(6,076)	(5,317)	701.3%
Rate Base Revenues	488,098	462,020	(26,078)	-5%
Commercial area	16,850	17,677	826	5%
Total Aero Revenues	504,948	479,697	(25,251)	-5%

(1) O&M, Debt Service Gross, and Amortization do not include commercial area costs or the international incentive expenses

2023 Actuals to 2023 Budget

Rate Based Revenue \$26.1M lower than budget:

O&M – (\$6.7M) lower primarily due to lower payroll costs including the Aero rate-based share of the 2023 pension credit as well as lower Outside Services spending, partially offset by higher Environmental Remediation Liability expense related to Aero rate-based capital projects.

Net Debt Service – (\$14.4M) lower than budget in 2023 due to changes in capital project schedules (which meant that certain new rate-based assets have not yet been placed into service), as well as the benefit of the remaining available Federal Relief grants. These reductions in debt service were partially offset by slightly lower than planned PFC offset.

TSA Operating Grant and Other – (\$5.3M) lower reflects higher offset to Aero revenue from insurance reimbursement for property damage claims.

Non-Aeronautical Business YE

(Operating Revenue below has been REDUCED by Federal Concessionaire Relief grants)

Non-Aeronautical NOI (\$ in 000's)	2021	2022	2023	2023	Actual vs. Budget Variance		Incr/(Decr) Change from 2022	
	Actual	Actual	Actual	Budget	\$	%	\$	%
Non-Aeronautical Revenues								
Public Parking	64,104	88,899	110,990	96,768	14,222	14.7%	22,091	24.8%
Rental Cars	34,740	56,473	63,460	53,830	9,631	17.9%	6,988	12.4%
Ground Transportation	11,947	20,804	24,878	24,324	554	2.3%	4,074	19.6%
Airport Dining & Retail	35,565	36,581	65,952	64,270	1,682	2.6%	29,371	80.3%
Other	37,463	53,856	61,312	56,910	4,402	7.7%	7,456	13.8%
Total Non-Aeronautical Revenues	183,819	256,613	326,592	296,102	30,490	10.3%	69,980	27.3%
Total Non-Aeronautical Expenses	90,644	121,130	137,923	139,887	1,964	1.4%	16,793	13.9%
Non-Aeronautical NOI¹	93,175	135,483	188,669	156,216	32,454	20.8%	53,186	39.3%
Less: CFC Surplus	(6,834)	-	(7,686)	(5,829)	(1,857)	31.9%	(7,686)	
Adjusted Non-Aeronautical NOI	86,341	135,483	180,983	150,386	30,597	20.3%	45,500	33.6%
Debt Service	(33,065)	(27,096)	(39,997)	(34,094)	(5,903)	17.3%	(12,901)	47.6%
Net Cash Flow	53,276	108,387	140,986	116,293	24,693	21.2%	32,599	30.1%

(1) Includes Federal Relief for Concessions

Non-Aeronautical Business YE

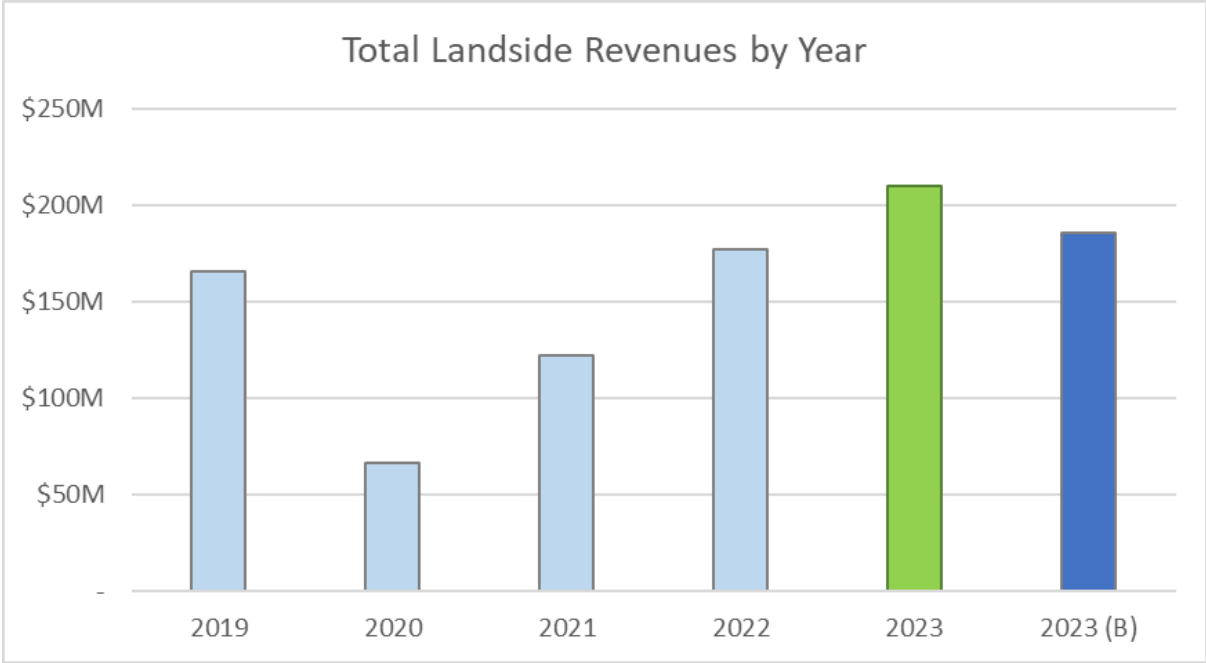
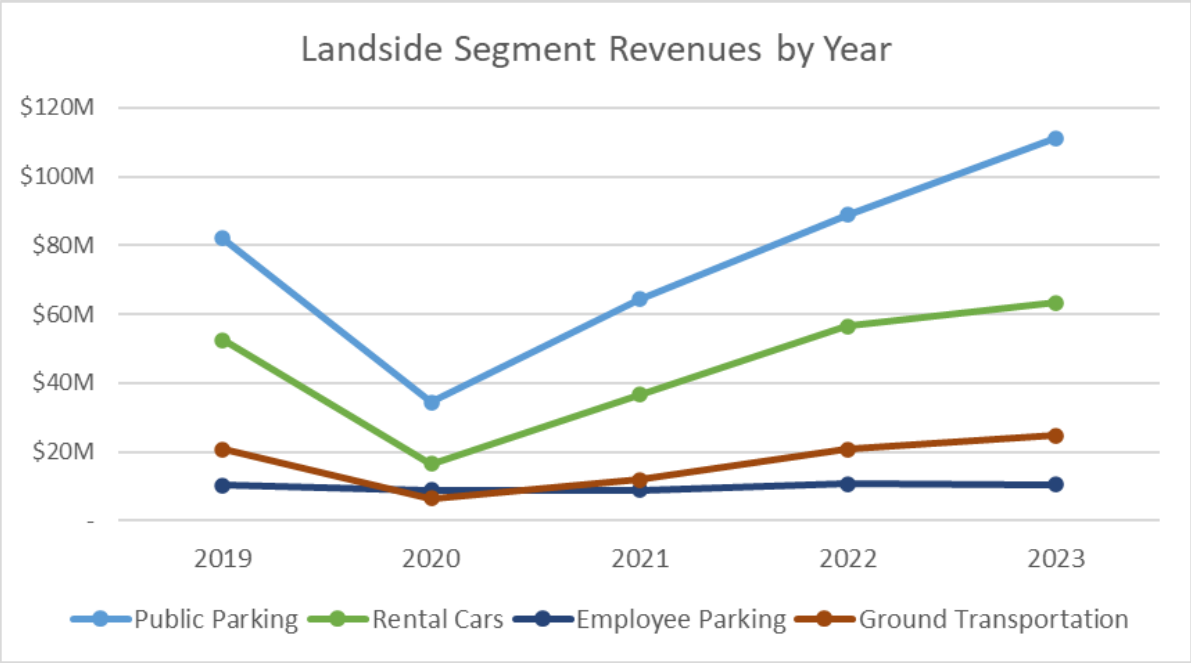
(Actual Business Recovery shown prior to revenue reductions for grant rent credits)

Non-Aeronautical Revenue Recovery Trend by Year (\$ in 000's)	2021 Actual	2022 Actual	2023 Actual	2023 Budget	Incr/(Decr) 2023 Actual v. 2023 Budget		Incr/(Decr) 2023 Actual v. 2022 Actual	
					\$	%	\$	%
Non-Aeronautical Revenues								
Public Parking	64,289	88,899	110,990	96,768	14,222	14.7%	22,091	24.8%
Rental Cars	36,612	56,473	63,460	53,830	9,631	17.9%	6,988	12.4%
Ground Transportation	11,947	20,804	24,878	24,324	554	2.3%	4,074	19.6%
Airport Dining & Retail	38,693	55,719	67,870	64,520	3,350	5.2%	12,152	21.8%
Commercial Properties	12,520	16,747	20,370	16,959	3,411	20.1%	3,623	21.6%
Non-Airline Terminal Leased Space	6,159	6,954	8,294	9,090	(796)	-8.8%	1,340	19.3%
Clubs and Lounges	3,478	8,688	11,710	9,859	1,851	18.8%	3,022	34.8%
Utilities	6,350	7,943	8,666	8,541	125	1.5%	723	9.1%
Other Non-Aero Revenue	9,072	13,932	12,272	12,461	(189)	-1.5%	(1,660)	-11.9%
Total Non-Aeronautical Revenues BEFORE grants	189,120	276,159	328,511	296,352	32,158	10.9%	52,352	19.0%
less Concession Relief grants	(5,301)	(19,546)	(1,918)	(250)	(1,668)	667.3%	17,628	-90.2%
Non-Aeronautical Operating Revenue	183,819	256,613	326,592	296,102	30,490	10.3%	69,980	27.3%
<i>Total Enplanements</i>	<i>18,073</i>	<i>22,966</i>	<i>25,371</i>	<i>24,444</i>	<i>928</i>	<i>3.8%</i>	<i>2,405</i>	<i>10.5%</i>
<i>International Enplanements</i>	<i>821</i>	<i>2,185</i>	<i>2,869</i>	<i>2,698</i>	<i>171</i>	<i>6.3%</i>	<i>684</i>	<i>31.3%</i>
<i>O&D Enplanements</i>	<i>12,073</i>	<i>15,617</i>	<i>17,608</i>	<i>16,934</i>	<i>674</i>	<i>4.0%</i>	<i>1,991</i>	<i>12.7%</i>

Final \$1.9M in Concessionaire Relief grant rent credits (ARPA grant) applied to qualified ADR tenants in 2023

Non-Aero Detail: Landside Revenue Trends

Each individual Landside revenue segment surpassed 2019 levels in 2022.
Total Landside revenues continued growing, exceeding budget for an all-time high in 2023,
primarily driven by increases to Public Parking rates in June.

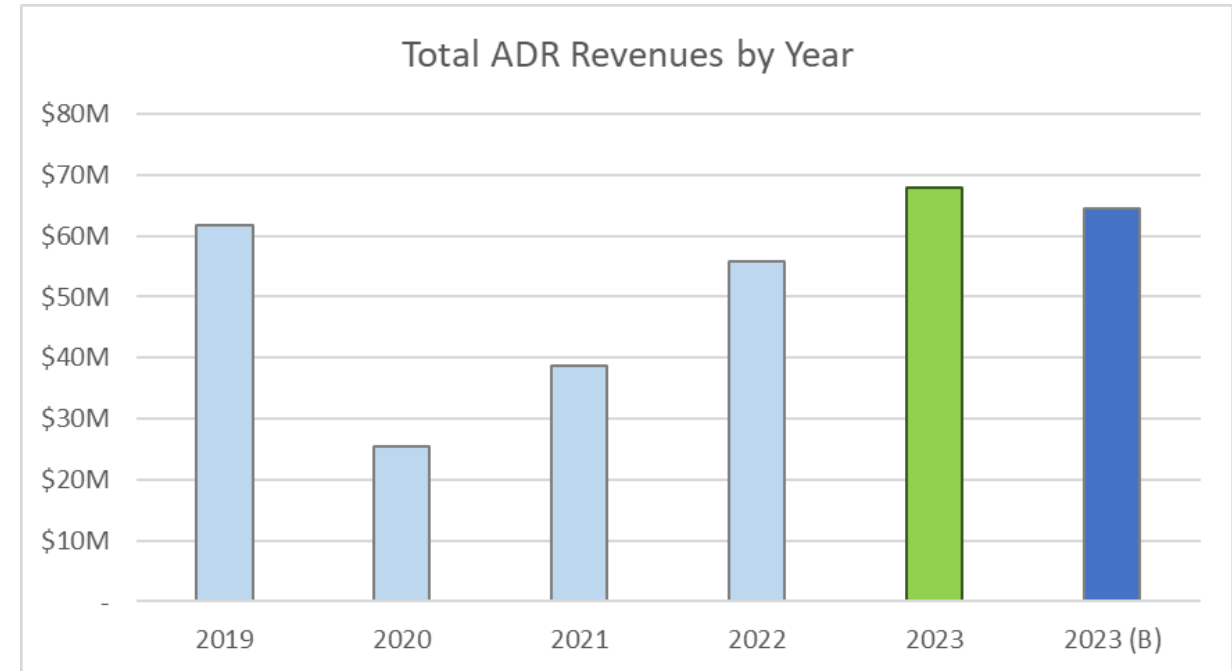
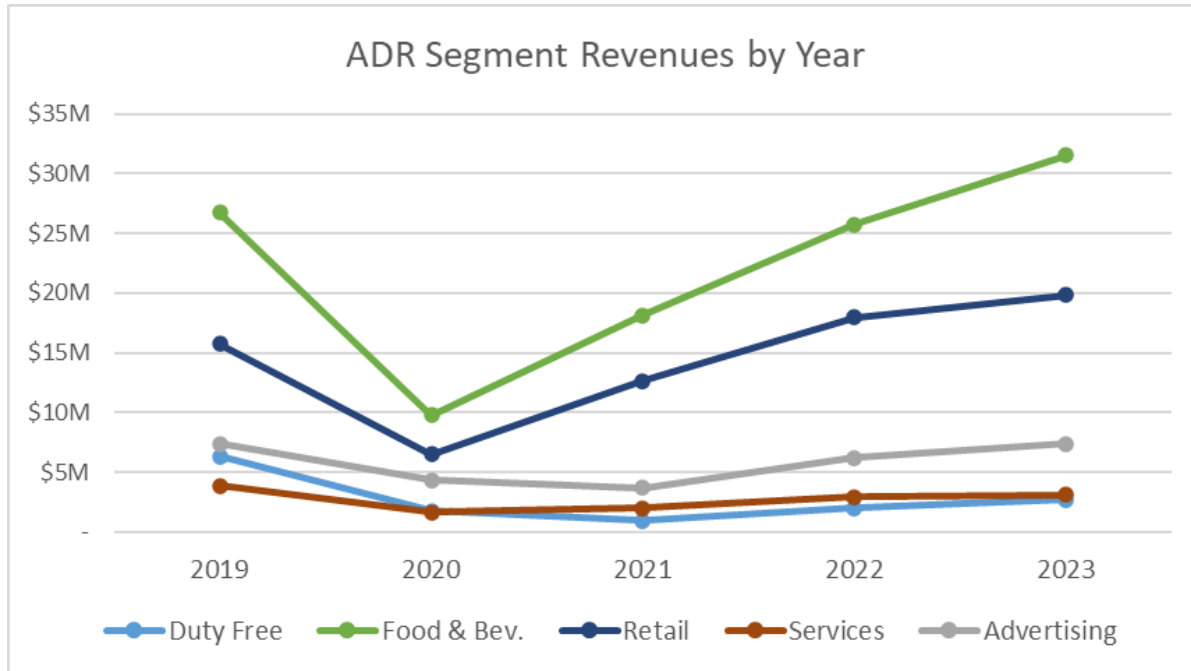


Non-Aero Detail: ADR Revenue Trends

Combined Airport Dining & Retail revenues surpassed 2019 levels in 2023, though with uneven recovery patterns throughout the COVID-19 pandemic.

Total ADR revenues exceeded budget, reaching an all-time high in 2023, with continued growth in all ADR segments.

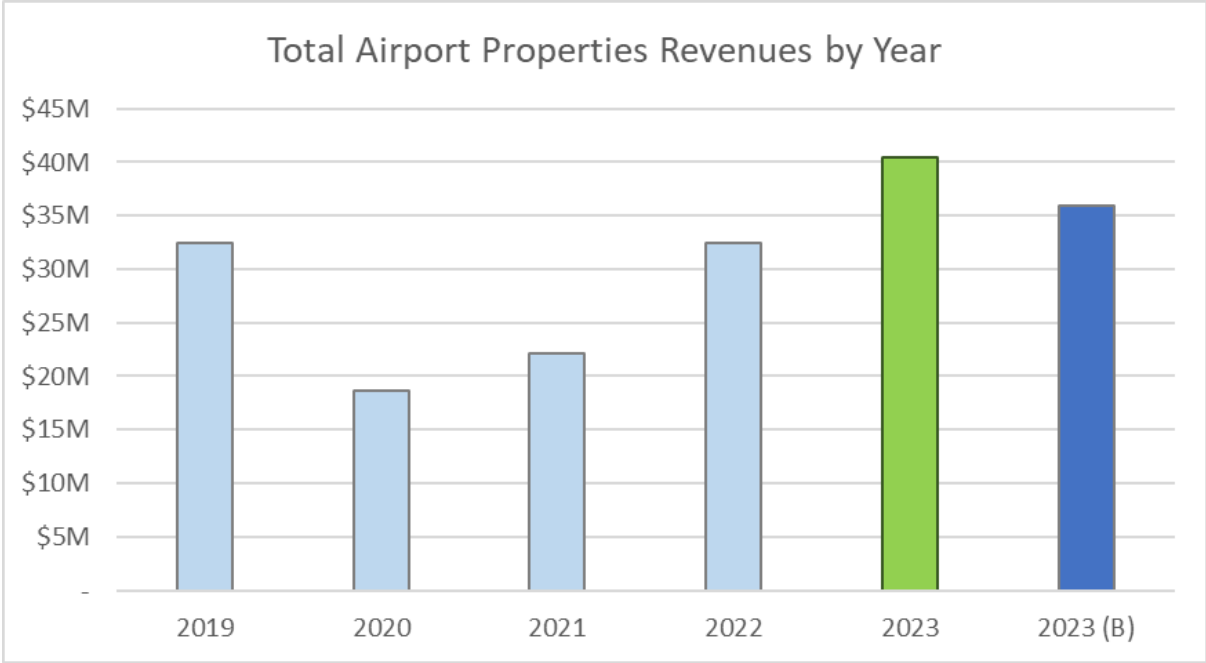
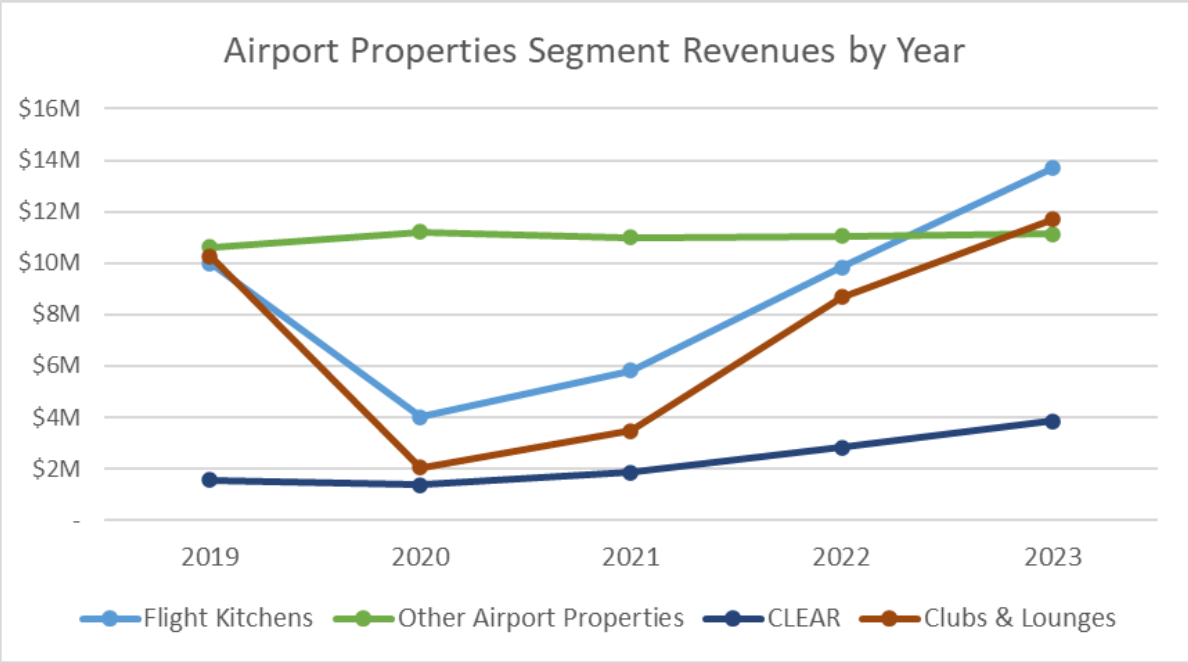
Full recoveries from Food & Beverage and Retail lines of business offset slower recoveries in Duty Free, Services, and Advertising



Non-Aero Detail: AVBP Revenue Trends

Each individual segment of Airport Business & Properties revenue surpassed 2019 levels in 2023, after experiencing uneven recovery patterns throughout the COVID-19 pandemic.

Revenues from CLEAR concessions and other airport leases remained more stable throughout COVID-19, while revenues from Flight Kitchens and SEA Club Lounges (Concourse A & SSAT) were more severely impacted and had a longer recovery arc.



2023 Capital Expenditures

\$ in 000's	2023	2023	2023	Bud vs. Actual	
	Actual	Budget	POF	\$	%
C concourse Expansion ⁽¹⁾	33,654	49,625	31,996	15,971	32.2%
Perimeter Intrusion Detection ⁽²⁾	11,093	22,312	20,978	11,219	50.3%
SEA Gateway ⁽³⁾	64,070	53,747	152,567	(10,323)	-19.2%
Checked Bag Recap/Optimization ⁽⁴⁾	92,878	102,855	131,600	9,977	9.7%
MT Low Voltage Sys Upgrade ⁽⁵⁾	15,907	24,000	24,425	8,093	33.7%
International Arrivals Fac-IAF ⁽⁶⁾	3,288	10,700	11,479	7,412	69.3%
Concourse A Expansion ⁽⁷⁾	25,576	32,455	46,110	6,879	21.2%
Fire Dept Apparatus Replace ⁽⁸⁾	-	5,000	2,500	5,000	100.0%
Airline Realignment ⁽⁹⁾	8,923	4,272	18,948	(4,651)	-108.8%
Art Pool ⁽¹⁰⁾	601	5,250	5,250	4,649	88.6%
Upgrades STS Train Control ⁽¹¹⁾	15,735	20,342	28,422	4,607	22.6%
All Other	172,347	232,873	310,361	60,526	26.0%
Subtotal	444,072	563,432	784,636	119,360	21.2%
CIP Cashflow Mgmt Reserve	-	(77,860)	(120,759)	(77,860)	100.0%
Total Spending	444,072	485,572	663,877	41,500	8.5%

(1) Cash flow has been updated to reflect GCCM design and construction phasing sequencing

(2) Delayed due to long lead items. Savings on bid quantities

(3) Alaska has caught up on invoice review/submission. Invoices that were assumed for 2024 were paid in 2023. Therefore, NMTRP spent more in 2023 than budget.

(4) SSAT work was delayed, reducing payments; Baseline assumed completion in Feb 2024, now Jun 2024

(5) Electrical Equipment manufacturing delays, resulting in Contractor payment delays; Contractor not able to perform work in the Central Power Center and adjacent spaces due to the delay in Lumen scope

(6) Projected Clark 2023 billing not realized, significant scope deductions and billing delays

(7) Negotiation delays. And TRA submittals are less than anticipation.

(8) Fire apparatus procurement has been pushed out to future year. Other options are being reviewed.

(9) Additional Design costs are anticipated due to additional design scope than planned at time of yearly budget development, this caused a higher than anticipated cost for 2023

(10) Delays in contract execution with artists

(11) U00638-STs Fiber Project Delay due to Surety takeover of Fiber Contract due to Fiber Proj Contractor Insolvency, also impacting U00535-STs ATC Contractor, thus 2023 spent was lower than 2023 baseline cashflow.

Maritime Division Appendix

2023 Q4 Financial Performance Report

Maritime 2024 Financial Summary

	2021	2022	2023	2023	Actual vs. Budget		Change from 2022	
	Actual	Actual	Actual	Budget	\$	%	\$	%
\$ in 000's								
Ship Canal Fishing & Operations	4,240	4,592	5,076	4,555	521	11%	484	11%
Elliott Bay Fishing & Commercial Operation	5,618	5,975	6,564	5,253	1,310	25%	589	10%
Recreational Boating	12,851	13,978	15,505	15,591	(86)	-1%	1,527	11%
Cruise	9,517	30,469	41,726	34,445	7,281	21%	11,258	37%
Grain	6,112	5,792	3,356	5,814	(2,458)	-42%	(2,436)	-42%
Maritime Portfolio Management	10,392	10,550	10,263	10,192	71	1%	(287)	-3%
Other	7	10	9	24	(15)	NA	(0)	-5%
<i>Pension Revenue Adjustment</i>	<i>(408)</i>	<i>170</i>	<i>(90)</i>	<i>0</i>	<i>(90)</i>	<i>NA</i>	<i>(260)</i>	<i>NA</i>
Total Revenue	48,331	71,534	82,410	75,875	6,534	9%	10,875	15%
Expenses								
Maritime (Excl. Maint)	13,951	17,669	18,691.44	18,200	(491)	-3%	1,023	6%
<i>Environmental Remediation</i>	<i>0</i>	<i>79</i>	<i>2,975.25</i>	<i>0</i>	<i>(2,975)</i>		<i>2,897</i>	<i>3678%</i>
Economic Development	4,559	5,710	4,970.86	6,366	1,395	22%	(739)	-13%
Total Direct	18,510	23,458	26,637.55	24,566	(2,071)	-8%	3,180	14%
Maintenance Expenses	11,326	13,213	15,829.53	14,087	(1,742)	-12%	2,617	20%
Envir Services & Planning	2,018	3,078	3,813.64	3,853	39	1%	735	24%
Seaport Finance & Cost Recovery	1,163	1,087	1,290.75	1,342	52	4%	204	19%
Seaport Project Management	342	1,007	1,818.73	2,489	670	27%	812	81%
Total Support Services	14,849	18,385	22,752.64	21,771	(981)	-5%	4,368	24%
IT	2,695	3,223	3,704.61	3,725	21	1%	481	15%
Police Expenses	3,064	3,662	5,347.94	4,781	(567)	-12%	1,686	46%
External Relations	1,222	1,552	1,731.07	2,045	314	15%	179	12%
Other Central Services	7,109	8,908	10,018.68	8,869	(1,150)	-13%	1,110	12%
Aviation Division / Other	336	368	209.40	363	153	42%	(159)	-43%
Total Central Services / Other	14,426	17,714	21,011.71	19,783	(1,228)	-6%	3,298	19%
Total Expense before Pension Adjustment	47,784	59,556	70,402	66,121	(4,281)	-6%	10,846	18%
<i>Pension Expense Adjustment</i>	<i>(7,070)</i>	<i>(2,396)</i>	<i>(3,649)</i>	<i>0</i>	<i>3,649</i>	<i>NA</i>	<i>(1,253)</i>	<i>-52%</i>
Total Expense	40,714	57,160	66,753	66,121	(632)	-1%	9,593	17%
<i>NOI excluding Pension Adjustments</i>	<i>954</i>	<i>11,808</i>	<i>12,097</i>	<i>9,755</i>	<i>2,343</i>	<i>24%</i>	<i>289</i>	<i>2%</i>
NOI Before Depreciation	7,616	14,375	15,657	9,755	5,902	61%	1,282	9%
Depreciation	17,718	17,980	18,193	17,456	(737)	-4%	213	1%
NOI After Depreciation	(10,101)	(3,606)	(2,536)	(7,701)	5,165	67%	1,070	30%

Variance from Budget

- Revenue \$6.5M favorable:
 - Ship Canal – Impacts from cancellation of Alaskan Crab Season and Early Return of Salmon Fishers.
 - Elliott Bay Fishing & Commercial – higher volumes.
 - Cruise – Higher Occupancy.
 - Maritime Portfolio Management – Space Rental at MIC from new tenant.
 - Grain – Lower Volumes.
- Operating Exp. \$4.3M higher:
 - Direct \$2.1M higher – \$3M remediation offset by payroll savings and tenant improvements.
 - Support Services \$1M higher– Increased Cost and Work for Maintenance Dept.
 - Central Services \$1.2M higher– Legal, Police.

Cruise 2023 Financials

\$ in 000s	2022	2023	2023	Bud Var	
	Actual	Actual	Budget	\$	%
Revenue by Facility:					
P66 Cruise	7,023	10,632	8,871	1,761	20%
P66 Vessel Ops	112	20	115	(96)	-83%
T91 Cruise	22,946	30,639	25,134	5,506	22%
T46 Cruise	0	0	0	0	NA
Utilities	388	435	325	110	34%
Total Revenue	30,469	41,726	34,445	7,281	21%
Dept Expenses:					
Staff	692	852	860	7	1%
Outside Services	700	877	801	(75)	-9%
General Expenses	2,137	2,246	2,312	66	3%
Equipment & Supplies	303	304	203	(101)	-50%
Utilities	408	652	564	(87)	-16%
Support Services:					
Maintenance	2,298	3,436	3,007	(429)	-14%
Project Management	159	301	357	56	16%
Environmental & Planning	652	550	859	309	36%
Economic Development	405	502	515	13	3%
Police/Security	1,244	1,741	1,878	137	7%
Other/Central Services	4,051	4,646	4,995	349	7%
Total Expense	13,048	16,106	16,351	245	1%
NOI Before Depreciation	17,420	25,620	18,094	7,526	42%
Depreciation	5,976	6,004	5,897	107	2%
NOI After Depreciation	11,444	19,617	12,198	7,419	61%
DPR Pension Adjustment	(44)	(76)	0	76	NA

Variance from Budget

Revenues

- Revenue \$7.3M more than budget due to higher occupancies than budgeted (85% budgeted vs 104% actual average)

Expenses

- \$245K less than budget
- Less than budget:
 - Contract watchmen - \$256K
 - Promotional Expenses - \$248K (Seatrade booth)

More than budget:

- Utilities - \$100K
- Law enforcement - \$154K

Variance from 2022

Revenues

- Higher revenue in 2023 due to higher occupancies

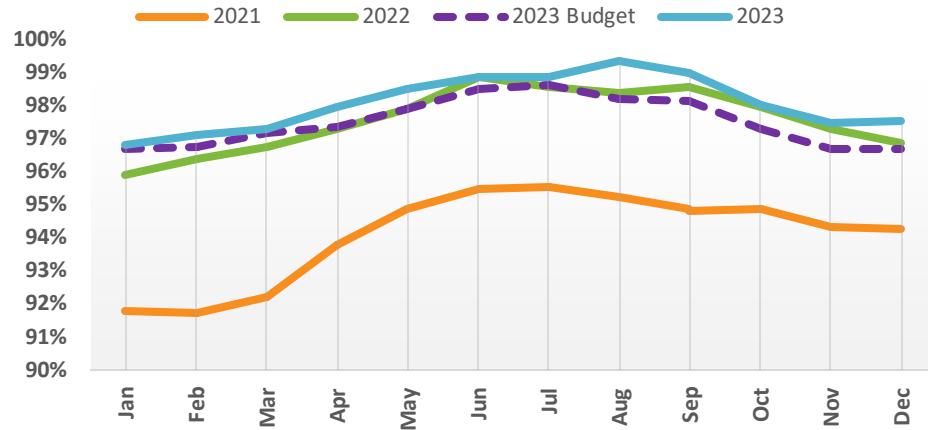
Expenses

\$3.1M increase in 2023

- Higher maintenance costs; increased staffing levels + salary increases in 2023

Recreational Boating Occupancy

Occupancy at Shilshole Bay Marina



	BUD	2023	2022	Act vs Bud	'23 vs '22
SBM Occupancy	97.5%	98.1%	97.6%	0.56%	0.50%
BHM Occupancy	65.3%	74.1%	66.0%	8.72%	8.06%
HIM Occupancy	86.4%	90.0%	86.6%	3.67%	3.39%
Total Recreational Marinas	83.1%	87.4%	86.6%	4.32%	0.74%

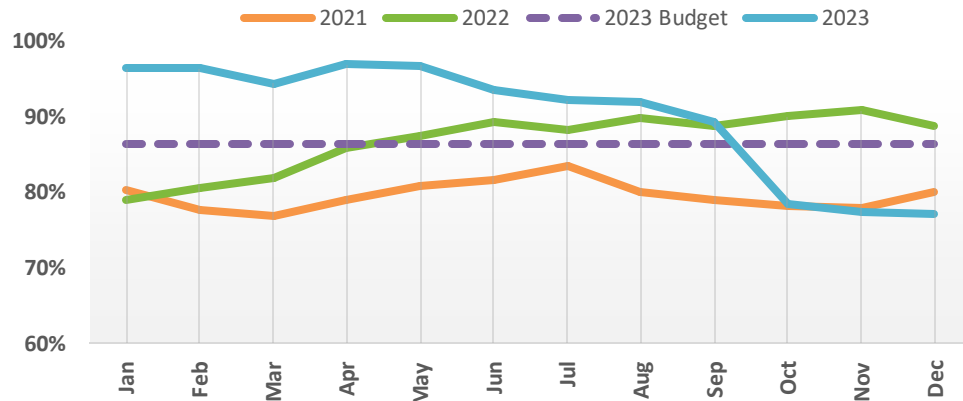
SBM Occupancy

BHM Occupancy

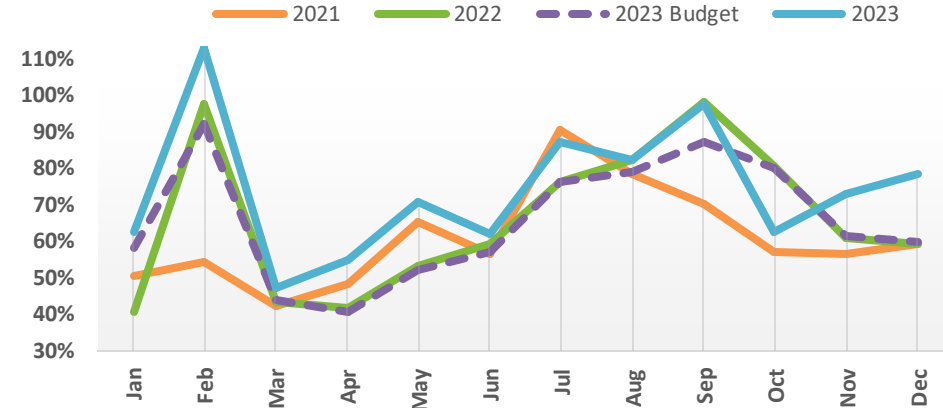
HIM Occupancy

Total Recreational Marinas

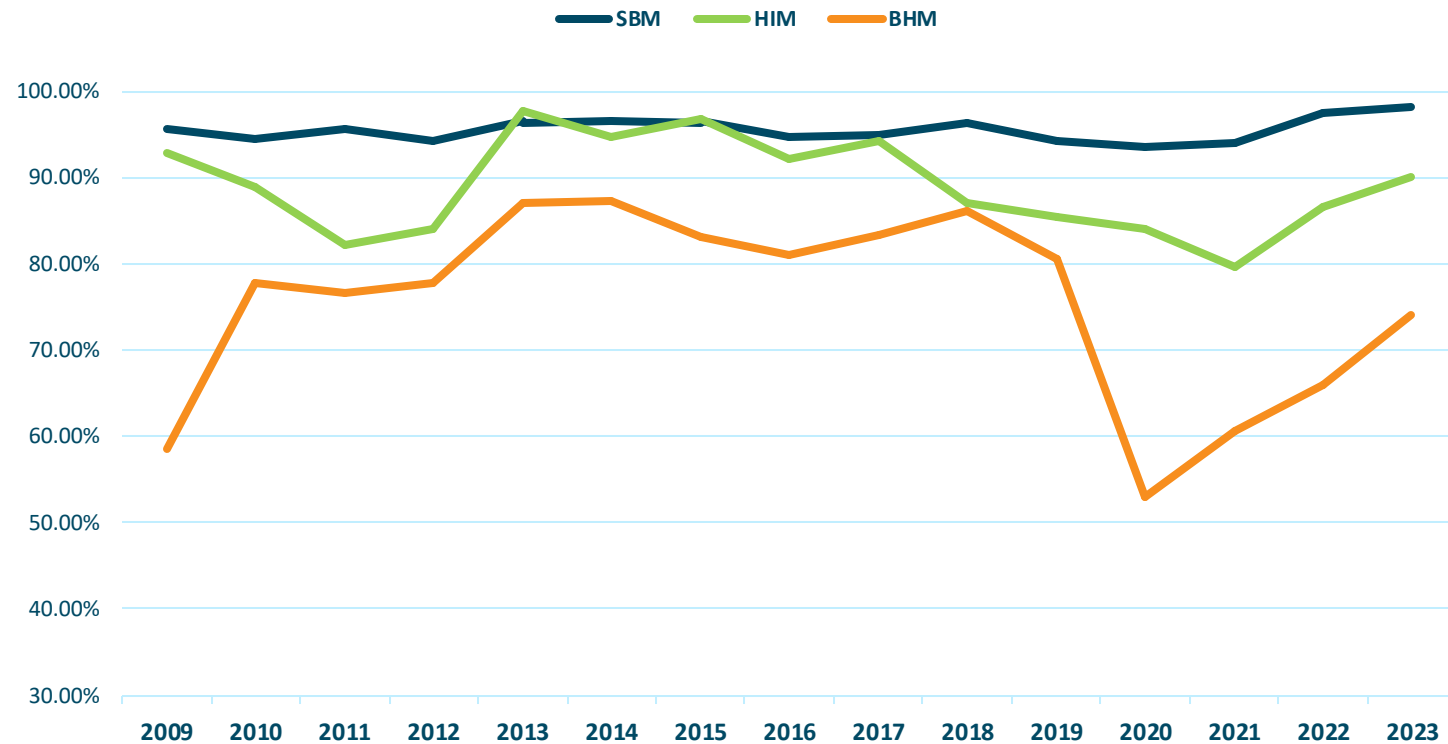
Occupancy at Harbor Island Marina



Occupancy at Bell Harbor Marina



Recreational Boating Historical Occupancy (2009 ~ 2023)



Recreational Boating

\$ in 000's	2022	2023	2023	Bud Var	
	Actual	Actual	Budget	\$	%
Revenue by Facility:					
Shilshole Bay Marina	12,541	13,906	13,993	(87)	-1%
Harbor Island Marina	493	547	519	28	5%
Bell Harbor Marina	414	485	445	40	9%
Utility Sales Revenue	530	566	634	(68)	-11%
Total Revenue	13,978	15,505	15,591	(86)	-1%
Dept Expenses:					
Staff	2,340	2,612	2,657	45	2%
Outside Services	133	38	32	(6)	-20%
General Expenses	134	213	122	(91)	-75%
Equipment & Supplies	78	99	142	43	30%
Utilities	1,282	1,334	1,267	(67)	-5%
Support Services:					
Maintenance	3,590	4,051	3,406	(644)	-19%
Project Management	250	283	224	(59)	-26%
Environmental & Planning	457	625	570	(55)	-10%
Economic Development	272	283	319	36	11%
Police/Security	1,195	1,643	1,523	(120)	-8%
Other/Central Services	4,329	4,859	5,036	177	-10%
Total Expense	14,060	16,039	15,297	(742)	-5%
NOI Before Depreciation	(82)	(534)	294	(829)	281%
Depreciation	3,274	3,313	3,200	(112)	-4%
NOI After Depreciation	(3,357)	(3,847)	(2,906)	(941)	-32%
DPR Pension Adjustment	(197)	(226)	-	226	NA

Occupancy

- SBM, HIM, and BHM occupancies were 0.56%, 3.67%, and 8.72% better than the budget.
- SBM, HIM, and BHM occupancies were 0.50%, 3.39%, and 8.06%, respectively, increased from 2022.

Variance from Budget

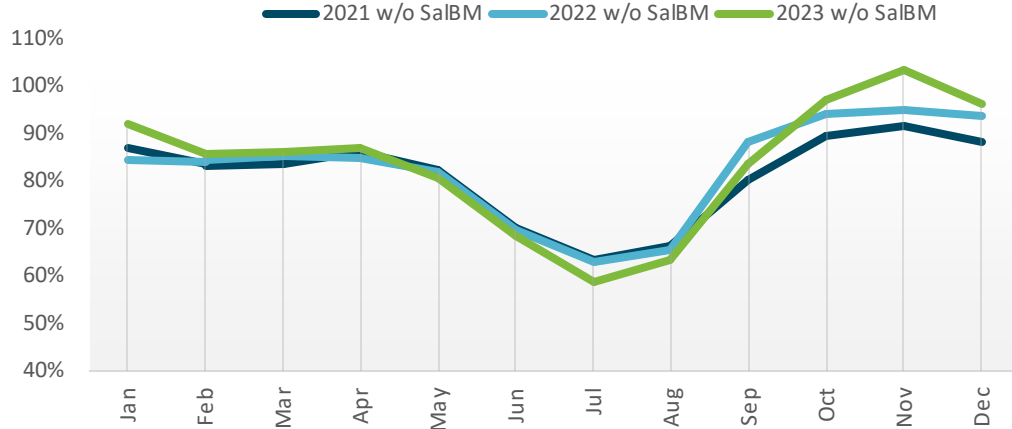
- Total Revenue was slightly below the budget by **(\$86K)**. Lower revenue from utility sales and Live-aboard (10 boats short) was partially offset by a 4% higher overall occupancy.
- Total Expenses **(\$742K)** higher to the budget primarily due to (\$644K) higher expenses resulting in Maintenance and (\$139K) higher allocation from the Police department; these higher expenses were partially offset by \$102K lower Division allocation.

Variance from 2022

- Revenue of about **\$1.5M** or an 11% increase related to a 10% rate increase in 2023 and a 1% increase in overall occupancy rate.
- **\$2.0M** increase in total expenses, primarily due to a \$461K increase in Maintenance, a \$413K increase in the Police department, a \$272K increase in Staff related expenses, a \$251K increase in Corp allocation primarily in HR, IT, and External Relations, \$168K increase in Seaport Project Management, Division allocation up \$124K, Marketing up \$118K.

Ship Canal Fishing & Commercial Occupancy

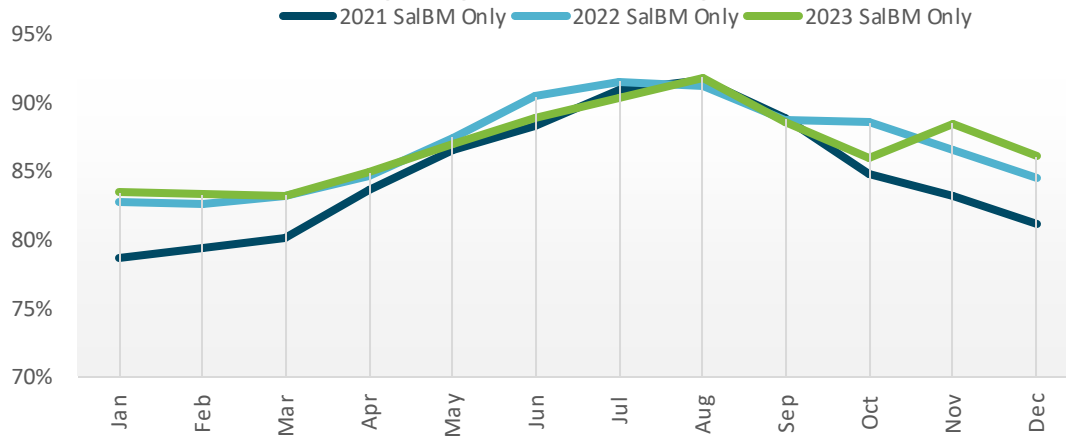
Occupancy at Fishermen's Terminal



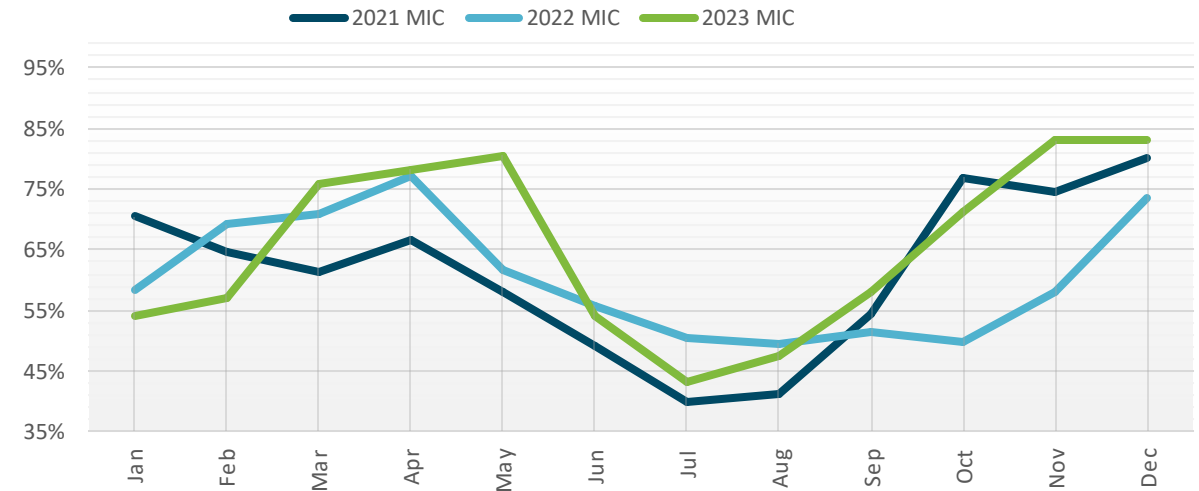
Occupancy

- Overall monthly occupancy rate increased about 1.0% from 2022
 - ✓ FT Fishing up 2.9%
 - ✓ FT RecBoating down - 1.9%
 - ✓ SaBM down - 0.03%
 - ✓ MIC up 5%

Occupancy at Salmon Bay



Occupancy at Maritime Industrial Center



Ship Canal Fishing & Operations

\$ in 000's	2022	2023	2023	Bud Var	
	Actual	Actual	Budget	\$	%
Revenue by Facility:					
FT Commercial	2,535	2,900	2,501	399	16%
FT RecBoating	766	772	715	57	8%
Salmon Bay Marina	949	1,046	999	47	5%
Maritime Industrial Center	170	160	164	(5)	-3%
Utility Sales Revenue	172	198	176	22	13%
Total Revenue	4,592	5,076	4,555	521	11%
Dept Expenses:					
Staff	1,109	1,199	1,454	254	18%
Outside Services	22	47	20	(26)	-129%
General Expenses	149	24	30	6	19%
Equipment & Supplies	73	207	83	(125)	-151%
Utilities	880	982	962	(19)	-2%
Support Services:					
Maintenance	2,267	2,301	2,355	54	2%
Project Management	175	456	712	255	36%
Environmental & Planning	543	634	376	(257)	-68%
Economic Development	52	63	81	18	23%
Police/Security	508	710	652	(58)	-9%
Other/Central Services	2,083	2,237	2,380	(29)	-10%
Total Expense	7,863	8,859	9,105	246	3%
NOI Before Depreciation	(3,271)	(3,783)	(4,550)	767	17%
Depreciation	2,361	2,380	2,339	(41)	-2%
NOI After Depreciation	(5,632)	(6,163)	(6,889)	725	11%
DPR Pension Adjustment	(104)	(116)	-	116	NA

Occupancy

- Overall monthly occupancy rate increased about 1.0% from 2022
 - ✓ FT Fishing up 2.9%
 - ✓ FT RecBoating down – 1.9%
 - ✓ SaBM flat
 - ✓ MIC up 5%

Variance from Budget

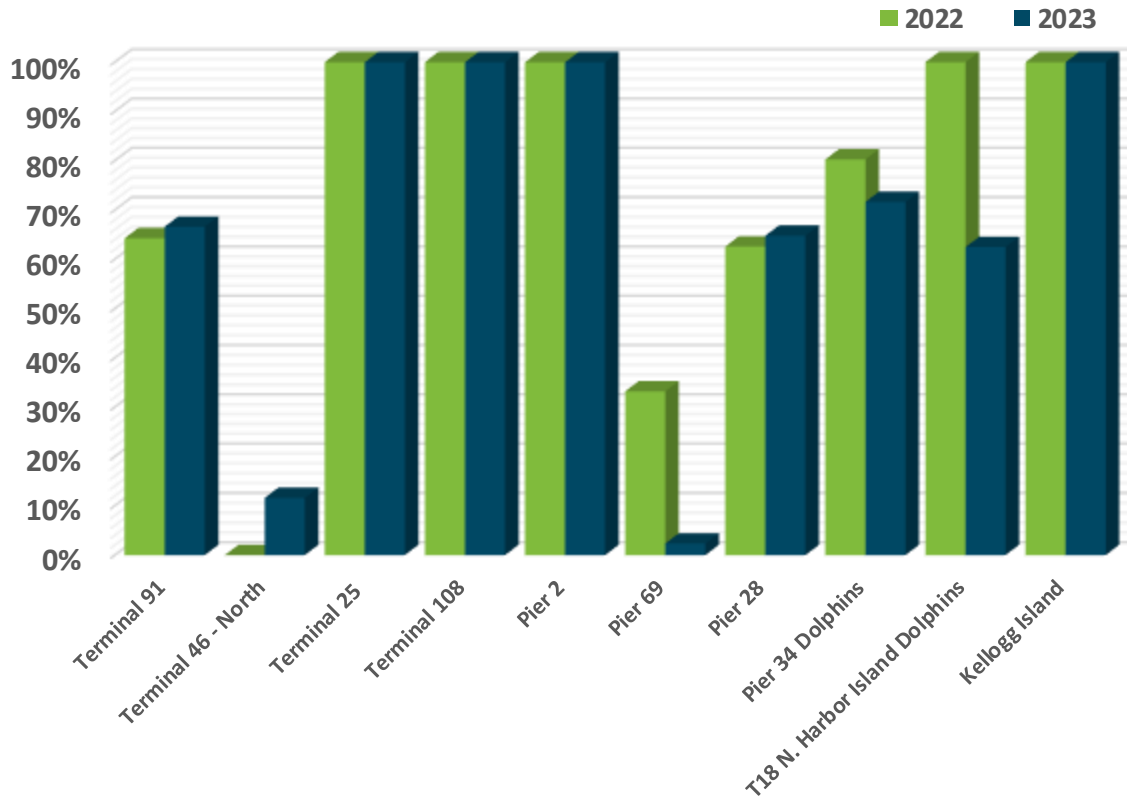
- \$521K** or 11% higher in Revenue partially related to a \$184K from the Derelict Vessels Program and higher revenue results in moorage associated with higher occupancy, as well as higher locker rental;
- Expenses **\$246K** lower than the budget, primarily related to lower staff-related expenses and project expenses in Project Management, offset by higher Environmental & Planning partially related to Derelict Vessels program expenses (\$184K).

Variance from 2022

- A 5% rate increase at FT & MIC, a 10% rate increase at FT RecBoating & SaBM, and 2.9% higher occupancy at FT in 2023 contributed to a **\$300K** revenue increase. The **\$184K** Derelict Vessels program also contributed to the increases.
- Expenses up **\$996K** from 2022 primarily due to a \$281K increase in Project Management related primarily to pile replacement projects, a \$192K increase in the Police department, \$184K associated with the Derelict Vessel program, and a \$102K increase in utilities

Elliott Bay Fishing & Commercial Occupancy

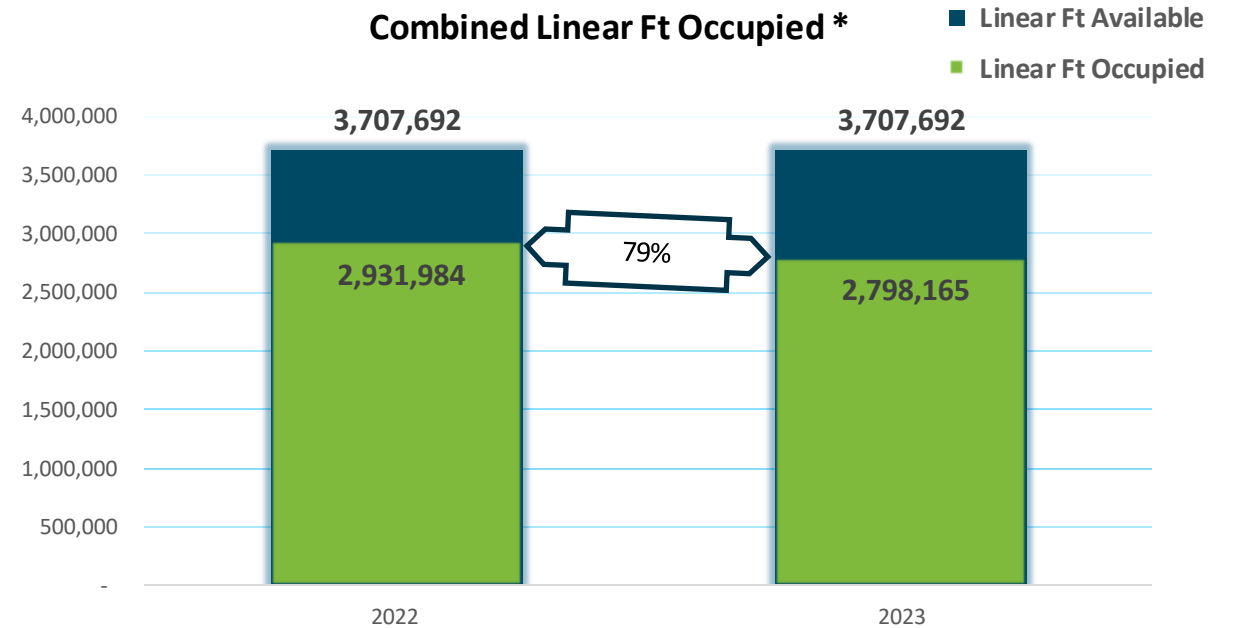
Elliott Bay Fishing & Commercial Operations
% Occupancy by locations
as of December 31



Occupancy

- Elliott Bay Occupancy 75%, (4%) down from 2022
 - % Occupied includes an allowance for lines and vessel spacing that varies by facility
 - T46 N: Pacific Pile, NOAA
 - 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 Linear Ft Occupied *



* Combined Occupied numbers are weighted average by

Elliott Bay Fishing & Commercial

\$ in 000's	2022	2023	2023	Bud Var	
	Actual	Actual	Budget	\$	%
Revenue by Facility:					
T-91 Fishing Related	2,848	3,421	2,627	795	30%
T-91 Vessel Operations	628	647	574	73	13%
Kellogg Island – Moorage	399	428	419	10	2%
Terminal 25 Docks	418	403	403	0	0%
Terminal 18 North - Dolphins	325	211	225	(14)	-6%
Pier 34 Dolphins	240	237	228	9	4%
Other (P2, P28, P69, T46,T108)	336	356	261	96	37%
Utility Sales Revenue	781	787	517	270	52%
Total Revenue	5,975	6,492	5,253	1,238	24%
Dept Expenses:					
Staff	641	718	755	37	5%
Outside Services	17	13	21	8	38%
General Expenses	162	225	101	(124)	-123%
Equipment & Supplies	13	17	23	5	24%
Utilities	1,562	1,238	1,539	302	20%
Support Services:					
Maintenance	1,293	1,541	1,493	(47)	-3%
Project Management	98	116	264	148	56%
Environmental & Planning	246	291	338	47	14%
Economic Development	104	110	118	7	6%
Police/Security	656	845	856	11	1%
Other/Central Services	2,220	4,293	2,494	(1,799)	-10%
Total Expense	7,012	9,407	8,002	(1,405)	-18%
NOI Before Depreciation	(1,038)	(2,916)	(2,749)	(167)	-6%
Depreciation	3,459	3,352	3,308	(44)	-1%
NOI After Depreciation	(4,496)	(6,268)	(6,057)	(211)	-3%
DPR Pension Adjustment	(62)	(67)	-	67	NA

Occupancy

- Elliott Bay Occupancy 75.5%, about (4%) down from 2022, primarily due to a one-time customer, the Beyel brothers, who stayed from Dec 2021 through April 2022

Variance from Budget

- Revenue **\$1.2M** or 24% higher related to the increases in dockage usage (\$767K), yard use (\$172K, including activities like Roe Auction), as well as in electric and water usage (\$270K)
- Expenses **(\$1.4M)** higher, mainly contributed by (\$2M) T-91 Berth 6 & 8 ERL project, offset by \$302K lower expenses in electricity and water utilities, \$148K lower in project management

Variance from 2022

- \$517K** or 9% increase in Revenue primarily related to the commercial vessels rate increased by 7% from 2022 and increased yard use and activities (Roe Auction).
- Expenses **(\$2.4M)** increase in 2023 primarily related to (\$2M) T-91 Berth 6 & 8 ERL project, (\$248K) increase in Maintenance, (\$202K) increase Police department, (\$166K) increase in HR, Engineering, & IT departments. These increases were partially offset by a \$196K decrease in Capital to Exp related to the T46N Replace N Pier Structure project in 2022.

Maritime Portfolio Management

Maritime Portfolio Management

	2022	2023	2023	Bud Var	
	Actual	Actual	Budget	\$	%
<u>Revenue by Facility:</u>					
Terminal 91	4,073	3,696	3,819	(123)	-3%
Terminal 106	282	359	240	119	50%
FT Office & Retail	2,194	2,057	2,029	27	1%
MIC Uplands	575	782	543	240	44%
Salmon Bay Marina Uplands	77	75	80	(4)	-6%
SBM Office & Retail	565	581	525	56	11%
Other (T108, T115)	178	189	126	63	50%
Utilities	2,607	2,524	2,831	(307)	-11%
Total Revenue	10,550	10,263	10,192	71	1%
<u>Dept Expenses:</u>					
Staff	440	475	544	69	13%
Outside Services	53	94	703	609	87%
General Expenses	462	(123)	120	243	202%
Equipment & Supplies	40	0	0	(0)	-14%
Utilities	3,046	2,669	2,970	301	10%
<u>Support Services:</u>					
Maintenance	3,149	3,743	3,633	(110)	-3%
Project Management	277	850	722	(128)	-18%
Environmental & Planning	460	1,475	587	(889)	-151%
Police/Security	1,005	1,379	1,331	(48)	-4%
<u>Other/Central Services</u>					
	5,572	5,398	4,726	(672)	-14%
Total Expense	14,504	15,960	15,336	(624)	-4%
NOI Before Depreciation	(3,954)	(5,697)	(5,143)	(553)	11%
Depreciation	2,471	2,540	2,416	(125)	-5%
NOI After Depreciation	(6,425)	(8,237)	(7,559)	(678)	9%
DPR Pension Adjustment	(81)	(96)			

Occupancy

- Marina Office & Retail: 81%
- Maritime Industrial: 100%

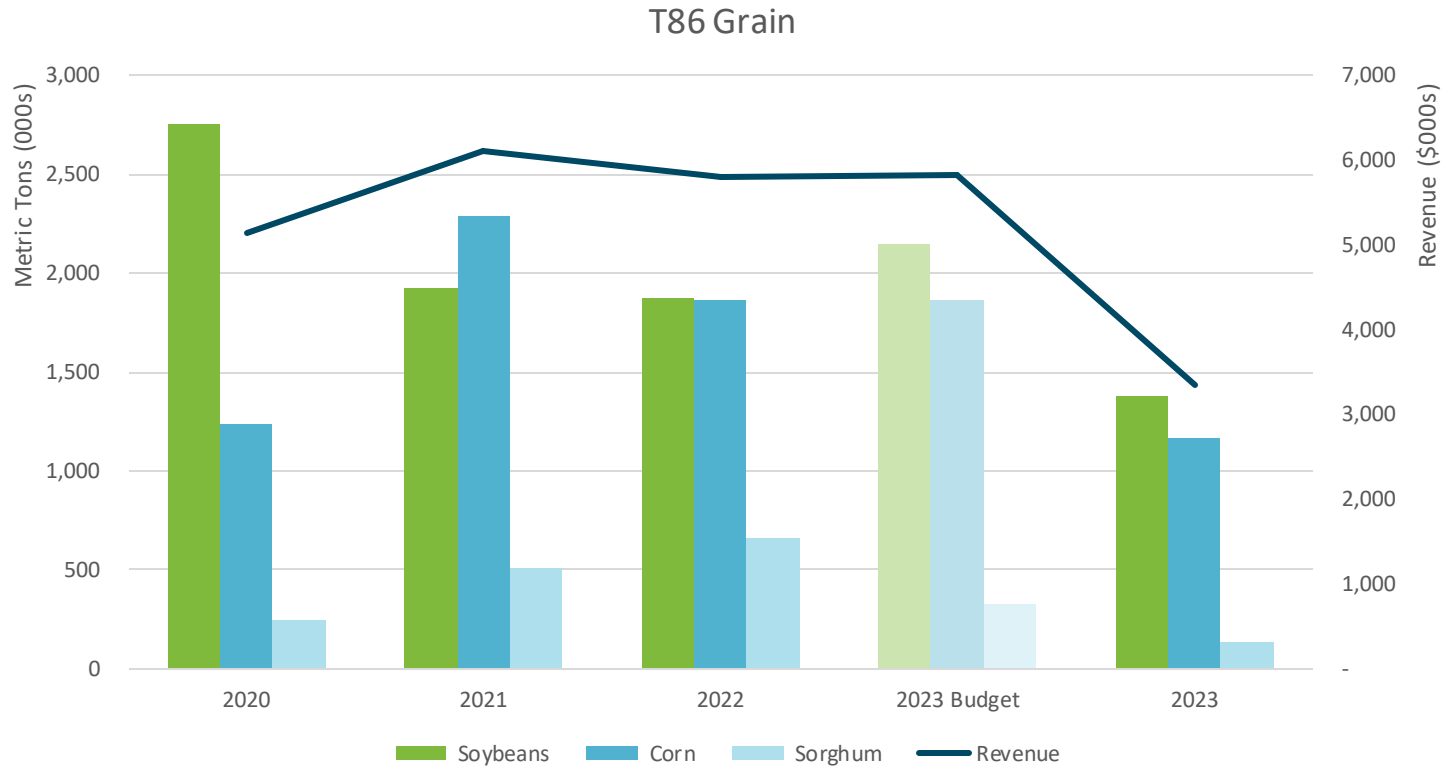
Variance from Budget

- Revenues \$71K **Higher**
 - MIC: new tenant, The State of WA
 - T106: TC Northwest Development Inc
- Expenses \$624K **Higher**
 - \$288K Capital to Expense from FT C-14 Downey Bldg., slated for demolition in 1-2 yrs
 - \$964K Environment Remediation Liability Reserve
 - Partially offset by Outside Services \$609K lower: unspent TI and broker's fees and preparation for leasing at T91
 - Partially offset by General Expenses \$243K lower: FT's Bad Debt Expense settlement from Fishing Vessel Owner and debt payment from Duke's

Variance from 2022

- Revenue \$287K **Decrease**
 - Terminated lease at FT, T91 and T106 (FVO, Lineage and Savannah Logistic)
 - Partially offset by TC Northwest Development Inc and The State of WA
- Expenses \$1,455K **Increase**
 - \$288K Capital to Expense from FT C-14 Downey Building Improvements
 - \$964K Environment Remediation Liability Reserve
 - Partially offset by Utilities \$377K lower and \$229K Bad Debt Expense settlement from FVO and payment from Duke's

Terminal 86



2023 Revenue: \$2.46M or 42% lower than budget

- \$477K refunded to LDC for the 2022-23 concession year due to lower actual volume
- Lower soybean shipments to China due to increased competitiveness from other markets
- Some recovery budgeted for 2024

Waterfront PM

Waterfront Project Management					
\$ in 000s	2022	2023	2023	Bud Var F/(U)	
Expenses	Actual	Actual	Budget	\$	%
Payroll	4,895	5,956	6,983	1,027	15%
Outside Services	261	1,689	2,379	690	29%
Travel & Other Employee Exp	32	46	104	58	56%
Charges to Capital	(2,729)	(3,083)	(4,830)	(1,747)	36%
Other / OH Allocations	76	228	67	(161)	-242%
Total Expenses	2,535	4,836	4,702	(134)	-3%

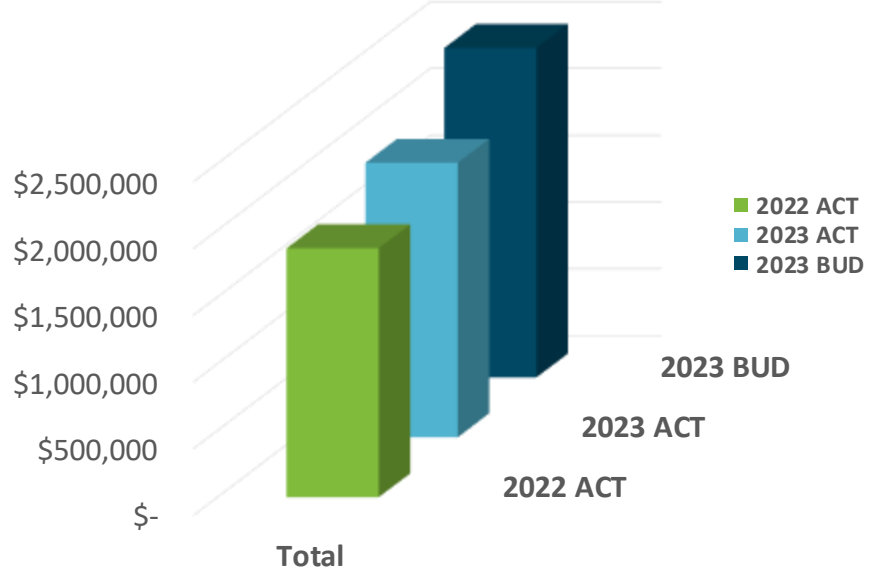
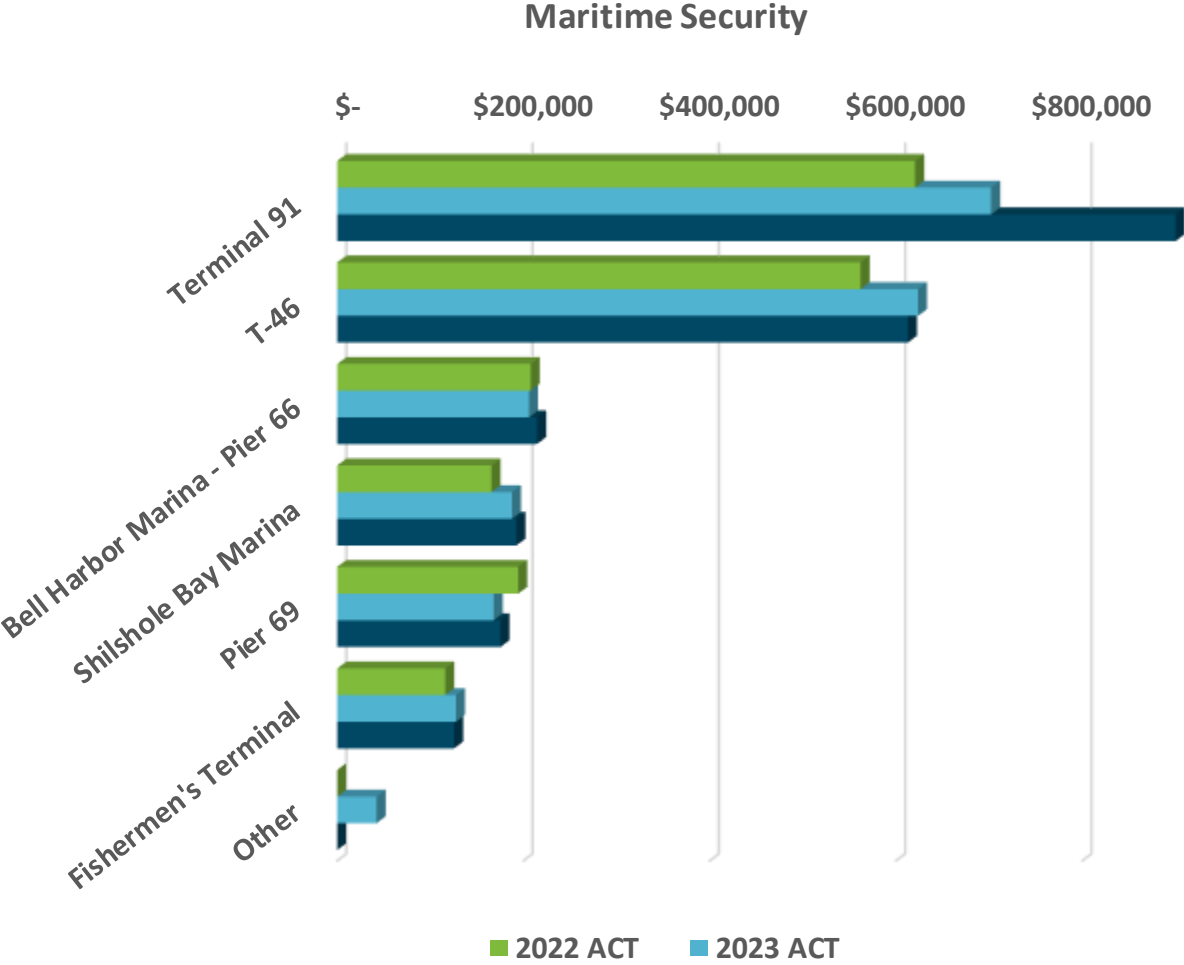
Major Variances:

- The high variance in payroll is due to the vacant positions. As of today, there are 5 vacancies.
- Charges to Capital projects have been less than estimated due to the learning curve on multiple new hires in 2023 and more admin support provided by Project Controls (time charged to subclass 6260 is higher) than budgeted.
- Outside Services – SMWKS contracts budgeted in Org 6260 has a positive variance, various reasons for variance, projects on hold/delayed, under budget or cancelled.
- Other/OH Allocations – Misc Expense – Charges of \$181K for a FT Expense project were erroneously charged to Org 6260 in December instead of Org 5523.

Key Project Milestones:

- T5 Berth Modernization Phase II – Completed -50' berth depth & shore power connection
- T5 South Marine Building – Achieve substantial completion.
- FT Bank Building Demo – Achieved substantial completion
- T46 Storm Vault Reconfiguration – Achieved substantial completion
- WTCW Roof Replacement – Achieved substantial completion
- T5 Transtainer Runs – Achieved substantial completion
- T18 Dock Rehabilitation – Completed 30% design
- T18 Shore Power Shore Power – Completed 30% design
- T91 Upland Redevelopment Phase I – Completed 60% design
- T5 IY Rail Improvement – Completed 100% design and RTB (ready-to-bid) documents.
- FT Maritime Innovation Center – Completed construction bid advertisement
- T91 Berth 6 & 8 Redevelopment – Completed construction bid advertisement
- P66 Shore Power – Start of onsite construction
- HIM E Dock – Start of onsite construction
- P66 Fender Overhaul – Start of onsite construction. Completed scope modification with barge strike.
- P69 Wifi Enhancement – Start of onsite construction
- T5 Power Outage – Processed emergency declaration and completed restoration work.

Maritime Security



Variance from Budget

- 2023 actual is about \$412K lower than the budget due to over-budgeted cruise-related activities and lack of special events at T-91

Variance from 2022

- \$191K increase primarily related to 10% hourly rate increase

Environmental & Sustainability Q4 Highlights

Maritime Environment & Sustainability

- Launched industry engagement to understand Puget Sound readiness for harbor vessel electrification
- Collaborated on an award of \$800,000 for the purchase and deployment of all-electric forklifts at Terminal 91
- Co-led convenings for a Sustainable Marine Fuels Roadmap study to assess the maritime fuels landscape in the Pacific Northwest, engaged industry stakeholders in future fuel interests, developed a state funding proviso to support early development of a new Sustainable Maritime Fuels Collaborative.
- With CLIA and Ecology, coordinated stakeholder engagement and review of the completed Exhaust Gas Cleaning System Wash Water Study prior to the study's submittal to the IMO.
- Continued project management and technical support services for PNW2AK Green Corridor.
- Duwamish River People's Park - 3 Fish & Invertebrate sampling events.
- Terminal 5 Berth Modernization coordination with agencies RE: contractor over-dredge event & associated permit modifications.
- Pier 66 Shorepower installation – real time permitting support during construction
- Positive response to significant cost-recovery claims
- Completed the draft final T91 Sediment Remedial Investigation.
- AdaptSea partnership - building commitment on shared interests with City and others

Business Highlights Marine SWU

Marine Stormwater Utility

- Submitted Phase I municipal permit annual report and updated the stormwater management program plan, posting to external website
- Updated facility best management practices (BMPs) to be consistent with tariff changes for Fishermen's Terminal and T91, and developed BMPs and spill handout translations for 5 languages (Spanish, Chinese, Vietnamese, Somali, Khmer, and Tagalog)
- Presented on the Utility's green and innovative stormwater treatment systems and effectiveness at the Green Stormwater Infrastructure Summit and Municipal Stormwater Conference in Wenatchee, WA
- Conducted utility rate analysis, rate increase reviewed by Advisory Group, and Commission approved on consent: 8% stormwater utility rate increase for 2024
- Completed system repairs and rehabilitation, including: improved treatment using oyster shells in trench drain at Pier 91 cruise terminal; stormwater system and pipe repairs at Shilshole Bay Marina to meet City-Port interlocal agreement; two pipe repairs at T91 uplands; an urgent repair at T25 that caused a sink-hole; repair of four pipes at T46; T5 line repairs and replacement in support of capital project installing SSA stormwater treatment; and T25/30 stormwater expense repairs to support SSA terminal
- Maritime SWU Fund Balance \$5,108,709 or 250 days (Minimum Reserve Target 183 days of O&M or 6 mo), revenue \$3,736,453 to prepare for large capital works coming in the next 5 years

Env Finance Highlights

Cost Recovery Program

- Completed 10 Grant Progress Reports and Claims
- NWSA T18 Shorepower
- NWSA T5 Stormwater and then closeout afterward
- EPA DERA – P66 Shorepower and EPA’s annual reporting
- DOE VW Air Quality – P66 Shorepower
- Clean Vessels Act Program
- DOE MTCA Grants: LDW, EWW, T91, T115N, T115 Boeing Plant 1
- Awarded grant for two electric forklifts for T91 from DOE’s Air Quality Division
- Re-applied for Clean Vessel Act Program grant as current 5 year is up for Rec Boating
- Applied for 8 new pumps replacement grant also through Clean Vessel Act Program

Small or Attractive Asset Program

- Complete SAO Audit with minimal findings
- New policy Est publishing of Q02 2024

Grant Oversight Committee

- Grant Oversight Committee is meeting twice a month
- And has completed six Port-wide improvement projects

Alteryx Program and Reporting

- This team lead a Port-wide usable Timesheet Validation available to all Port Departments in Q01 2024

Maritime Capital 2023

	2023 Actual	2023 Budget	2023 POF	Budget vs Forecast	
				\$	%
\$ in 000's					
P66 Shore Power	10,770	8,817	15,390	(1,953)	-22%
P66 Fender Overhaul	1,942	3,227	3,939	1,285	40%
MD Reserve	0	2,000	2,000	2,000	100%
Maritime Video Camera Pro	209	1,800	1,800	1,591	88%
T117 Restoration	988	1,263	30	275	22%
T91 Berth 6 & 8 Redev	945	1,193	734	248	21%
FT Maritime Innovation Center	778	1,103	3,297	325	29%
Cruise Upgrades COVID19	0	1,000	0	1,000	100%
MD Fleet	1,645	6,555	4,790	4,910	75%
MD Small Projects	834	3,368	1,443	2,534	75%
All Other Project	3,824	8,983	20,668	6,040	67%
Subtotal	21,935	39,309	54,091	18,255	46%
CIP Cashflow Mgmt Reserve	0	(6,996)	(13,286)	(6,996)	100.0%
Total Maritime	21,935	32,313	40,805	11,259	34.8%
% of Capital Budget	68%	100%			

Projects with Significant Variances

Shore Power – Accelerated civil duct work and mobilization have shifted cash flows from 2024 into current year. Overall project cost has not increased.

P66 Fender Overhaul – Completion of NTP for construction took longer than expected, pushed cash flows to 2024.

MD Video Camera – Design delayed to 2024 to continue investigation of Port's camera ecosystem to determine best path forward

*WPMG only execution rate is approx. 72%

Economic Development Division

Appendix

2023 Q4 Financial Performance Report

EDD 2023 Financials

	2021	2022	2023	2023	Actual vs. Budget		Change from 2022	
	Actual	Actual	Actual	Budget	\$	%	\$	%
\$ in 000's								
Revenue	7,384	8,886	10,477	9,722	755	8%	1,592	18%
Conf & Event Centers	1,910	8,914	6,738	12,479	(5,741)	-46%	(2,176)	-24%
Total Revenue	9,294	17,799	17,215	22,201	(4,986)	-22%	(584)	-3%
Expenses								
Portfolio Management	3,737	3,653	3,713	3,905	192	5%	59	2%
Conf & Event Centers	3,124	6,563	6,632	10,769	4,137	38%	69	1%
P69 Facilities Expenses	268	230	254	221	(33)	-15%	24	10%
RE Dev & Planning	231	299	340	294	(46)	-16%	41	14%
EconDev Expenses Other	736	1,058	1,736	1,200	(536)	-45%	678	64%
Maintenance Expenses	3,769	3,836	3,498	3,303	(195)	-6%	(338)	-9%
Maritime Expenses (Excl Maint)	862	1,223	1,501	1,811	310	17%	278	23%
Total EDD & Maritime Expenses	12,727	16,862	17,674	21,503	3,829	18%	811	5%
Diversity in Contracting	253	186	268	250	(18)	-7%	82	44%
Tourism	1,877	1,737	1,540	1,830	290	16%	(197)	-11%
EDD Grants	889	105	1,491	1,150	(341)	-30%	1,387	1326%
Total EDD Initiatives	3,019	2,028	3,300	3,230	(70)	-2%	1,272	63%
Environmental & Sustainability	24	30	53	83	30	36%	23	76%
Police Expenses	205	240	288	258	(30)	-12%	48	20%
Other Central Services	4,408	4,906	5,206	4,938	(268)	-5%	300	6%
Aviation Division	177	147	141	138	(3)	-2%	(5)	-4%
Total Central Services & Aviation	4,814	5,323	5,688	5,417	(271)	-5%	365	7%
				0				
Total Expense before Pension Adjustment	20,560	24,213	26,661	30,149	3,488	12%	2,449	10%
Pension Expense Adjustment	(2,396)	(629)	(1,168)	0	1,168	NA	(538)	-86%
Total Expense	18,164	23,584	25,494	30,149	4,655	15%	1,910	8%
NOI Before Depreciation	(8,870)	(5,784)	(8,279)	(7,948)	(330)	-4%	(2,494)	-43%
Depreciation	3,841	3,954	4,132	3,982	(150)	-4%	179	5%
NOI After Depreciation	(12,711)	(9,738)	(12,411)	(11,930)	(481)	-4%	(2,673)	-27%

Variance from Budget

Revenue \$5M unfavorable to budget

- Conferences and Events activity less than budgeted

Expenses \$3.5M below budget

- Timing of tenant improvements
- Service contracts taking longer to get through procurement
- Conference and Event center volumes driving reduced variable expenses.
 - 3rd Party Management - \$4.1M less
- EDD Grants higher from shift to 2-yr Cycle
- Tourism underspend on outside services.

Portfolio Management

EDD Portfolio Management \$ in 000s	2022	2023	2023	Bud Var	
	Actual	Actual	Budget	\$	%
Revenue by Facility:					
Conf & Event Centers	8,821	6,640	12,382	(5,742)	-46%
Central Harbor Mgmt	8,107	9,540	8,950	591	7%
Utilities	802	1,057	866	191	22%
Total Revenue	17,730	17,238	22,198	(4,960)	-22%
Dept Expenses:					
Staff	995	1,133	1,545	412	27%
Outside Services	663	393	548	155	28%
General Expenses	7,409	7,668	11,502	3,835	33%
Equipment & Supplies	10	18	385	367	95%
Utilities	1,639	1,713	1,621	(93)	-6%
Support Services:					
Maintenance	3,806	3,478	3,288	(190)	-6%
Project Management	225	489	622	133	21%
Environmental & Planning	288	214	222	8	4%
Maritime Security	281	329	374	45	12%
Maritime Other	400	433	593	160	27%
<u>Other/Central Services</u>	6,334	7,381	6,482	(899)	-14%
Total Expense	22,048	23,250	27,182	3,932	14%
NOI Before Depreciation	(4,318)	(6,012)	(4,984)	(1,028)	21%
Depreciation	3,943	4,121	3,971	(149)	-4%
NOI After Depreciation	(8,261)	(10,133)	(8,955)	(1,178)	13%
DPR Pension Adjustment	(115)	(142)			

Occupancy

- Central Harbor & CEC: 88%
- T91-Uplands: 100%

Revenue

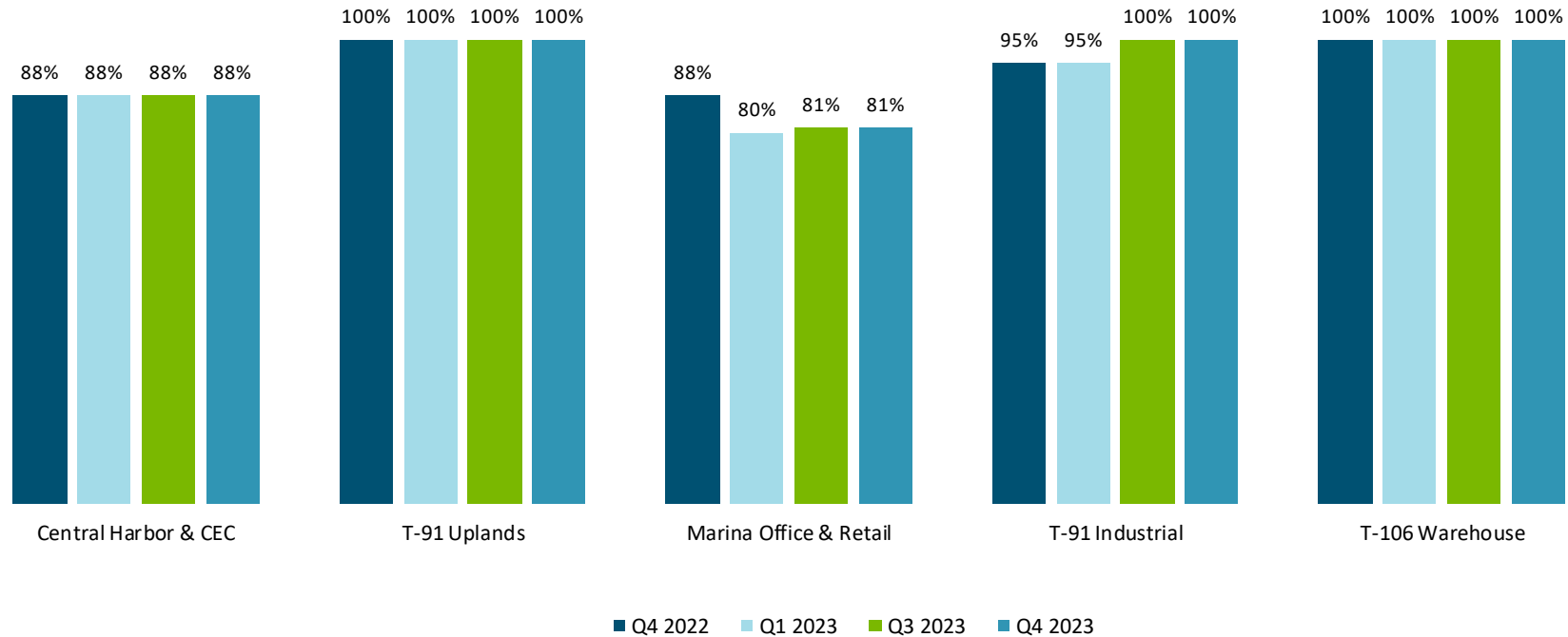
- Conf & Event Centers, \$5.7M lower than budgeted
 - Overly optimistic budget assumptions around post pandemic recovery
 - Competitors' lead-loss pricing
 - Seattle waterfront construction work and traffic
- Central Harbor Mgmt., \$591K higher than budgeted
 - T91 Uplands & T102 CAM- new tenants, increased sqft and increased rates

Expenses

- Total expense \$4M lower than budgeted
 - General Expenses, \$3.8M lower than budgeted due to less anticipated business activity
 - \$175K in Renewal Natural Gas expenses (new program)

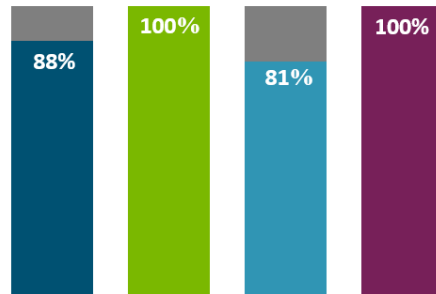
All Portfolio Management Occupancy - Building

BUILDING OCCUPANCY RATE



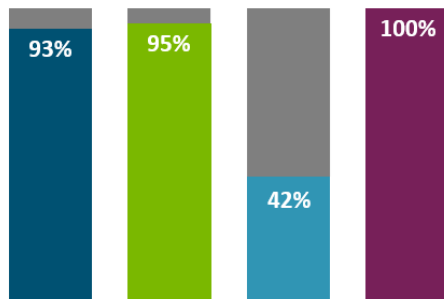
All Portfolio Management Occupancy

BUILDING OCCUPANCY



■ Central Harbor & CEC ■ T-91 Uplands ■ Marina Office & Retail ■ Maritime Industrial

LAND OCCUPANCY



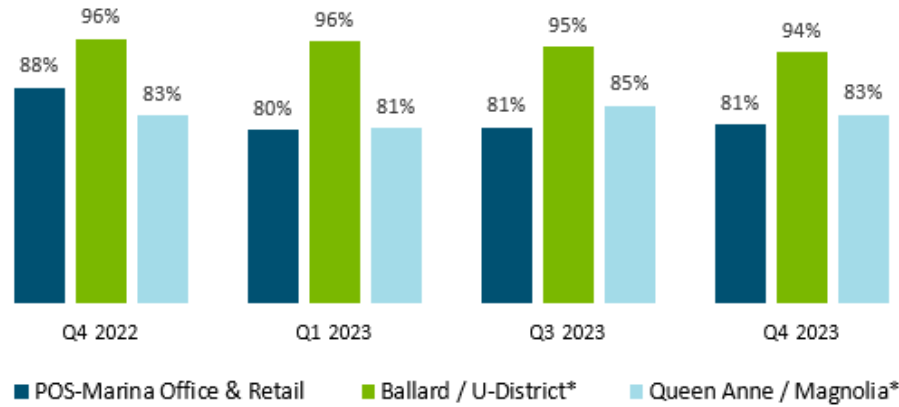
■ Central Harbor & CEC ■ T-91 Uplands ■ Marina Office & Retail ■ Maritime Industrial

Buildings	# of Leases &			
	Agreements	SF Occupied	SF Vacant	% Occupied
Central Harbor & CEC	50	311,095	41,865	88%
T-91 Uplands	12	64,493	0	100%
Marina Office & Retail	84	159,170	38,110	81%
Maritime Industrial	11	927,866	0	100%
Buildings Total	157	1,462,624	79,975	95%
Total SF Available		1,542,599		

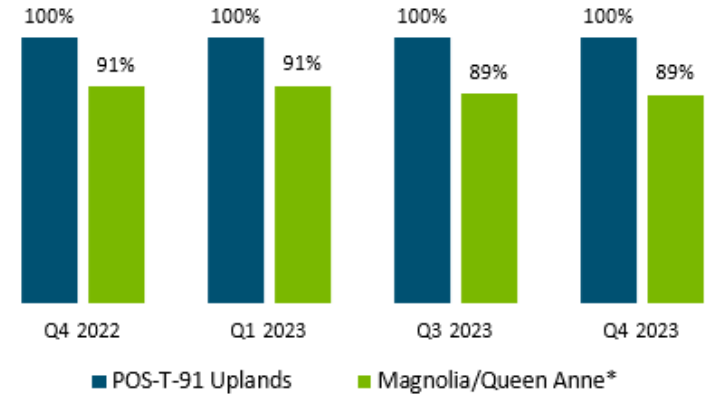
Land	# of Leases &			
	Agreements	SF Occupied	SF Vacant	% Occupied
Central Harbor	12	1,292,199	95,353	93%
T-91 Uplands	18	364,166	20,000	95%
Marina Office & Retail	13	149,581	204,297	42%
Maritime Industrial	14	578,049	0	100%
Land Total	57	2,383,995	319,650	88%
Total SF Available		2,703,645		

All Portfolio Management Market Statistics

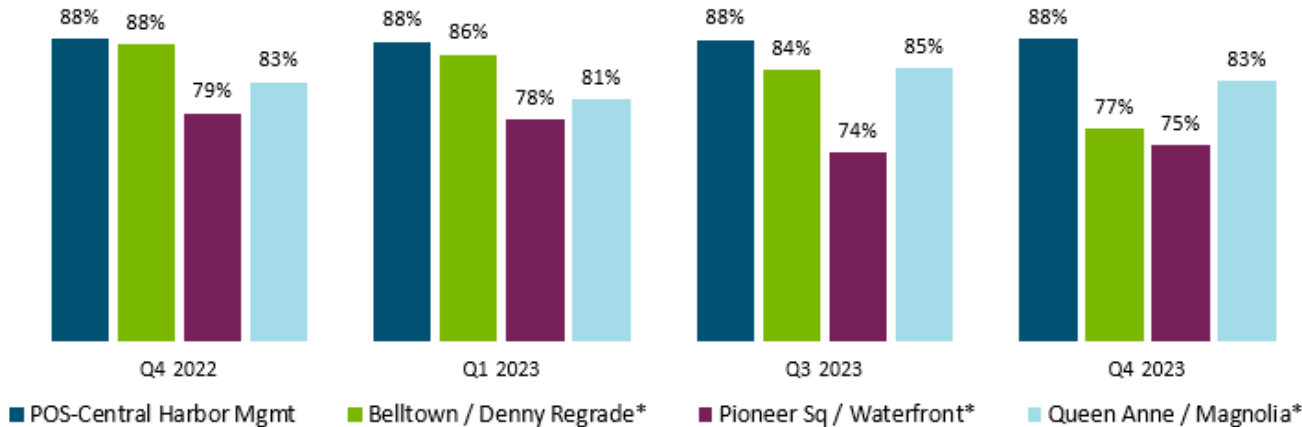
Marina Office & Retail Building Occupancy Rate (Office)



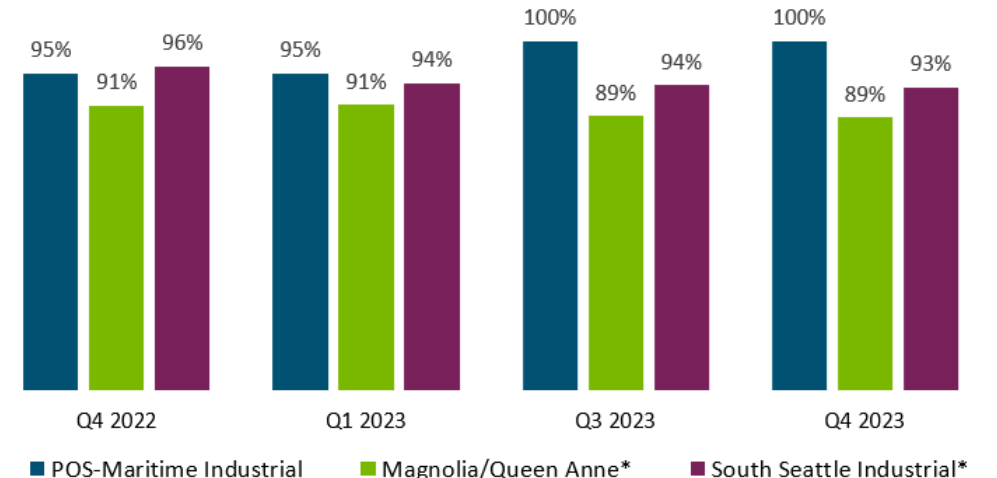
T-91 Uplands Building Occupancy Rate (Industrial)



Central Harbor Management Building Occupancy Rate (Office)



Martime Industrial Building Occupancy Rate (Industrial)



* Information source: Costar-Office & Industrial Market Averages (does not capture land only leases)

EDD Capital 2023

	2023 Actual	2023 Budget	2023 POF	Budget vs. Actual	
				\$	%
\$ in 000's					
T91 Uplands Dev Phase I	1,631	2,204	1,682	573	26%
WTCW Roof Replacement	1,659	1,841	1,003	182	10%
P69 Underdock Utility Rpl	1,787	999	547	(788)	-79%
CW Bridge Elev Modernizat	261	480	7	219	46%
P66 Roof Upgrades	157	341	556	184	54%
P66 BHICC Interior Modern	0	276	0	276	100%
P69 3rd Floor Terrace Rep	0	262	262	262	100%
P69 and P66 Public Video	33	250	250	217	87%
Tenant Improvements - Capi	0	202	300	202	100%
T91 Ped Path and Bike Bri	38	150	300	112	75%
All Other Projects	570	3,274	3,780	2,709	83%
Subtotal	6,136	10,279	8,687	4,148	40%
CIP Cashflow Mgmt Reserve	0	(2,193)	(1,950)	(2,193)	100%
Total Economic Development	6,136	8,086	6,737	1,955	24%
% of Capital Budget	76%	100%			

T91 Uplands – Cash flows pushed out to 2024 due to design contract delays.

P66 BHICC - \$276k for pending claim resolution no longer needed.

All Other Projects - Mostly small cap projects pushed out to 2024 (PM constraints, LED projects).

*WPMG only execution rate is 76%

Central Services Appendix

2023 Q4 Financial Performance Report

Central Services Business Events

- Hosted community engagement events to further Port objectives including South Seattle Community/Multi-Agency Roundtable, End of Cruise Season Celebration with CLIA, Land Stewardship/Tree Replacement Webinar, Green Corridor First Movers in-person meeting, and a Community Tree Planting work party near SEA.
- Sponsored key community and business events including Eastside Leadership Conference, Sports Commission Women in Leadership Breakfast, Eastside Economic Forecast Summit, Pacific Marine Expo Economic Forecast Breakfast, Kirkland Chamber Awards, Visit Seattle Holiday Brunch, and Propeller Club Holiday Luncheon.
- Held numerous Career Awareness Programs.
- Convened a government-to-government meeting with the Muckleshoot Indian Tribal Council.
- Hosted a South Seattle Multi-Agency Community Roundtable.
- Attended and delivered remarks at the Seattle Chamber Regional Leadership Conference.
- Hosted graduation event for the inaugural Youth Maritime Career Launch class of 37 youth.

Central Services YTD Financial Highlights

\$ in 000's	2021	2022	2023	2023	Actual vs. Budget Variance		Change from 2022	
	Actual	Actual	Actual	Budget	\$	%	Incr (Decr)	%
Total Operating Revenues	(233)	2,538	(216)	155	(371)	-239.3%	(2,754)	-108.5%
Core Central Support Services	87,451	97,503	115,169	109,752	(5,417)	-4.9%	17,666	18.1%
Police	28,678	33,487	41,164	36,673	(4,490)	-12.2%	7,676	22.9%
Engineering/PCS	9,391	10,593	14,241	16,478	2,237	13.6%	3,649	34.4%
Total O&M Expenses w/o Pension True-up	125,521	141,583	170,574	162,903	(7,671)	-4.7%	28,991	20.5%
DRS Pension True-up Exp	(29,768)	(6,666)	(14,479)	-	14,479	0.0%	(7,814)	117.2%
Total O&M Expenses with Pension True-up	95,753	134,917	156,094	162,903	6,809	4.2%	21,177	15.7%

2023 Total Operating Expenses are \$7.7M above budget due to:

- Higher Payroll, increased spending in Outside Legal Expenses, higher Litigated Injuries & Damages, and less charges to Capital Projects

2023 Total Operating expenses are \$29.0M higher compared to 2022 due to:

- Higher Payroll in 2023 due to new positions hired in 2022 and retroactive pay from new negotiated represented contracts
- Higher Outside Services costs in 2023 for Outside Legal Expenses
- Higher Insurance, Promotional Expenses, Supplies & Stock, and Travel & Other Employee in 2023

Central Services YTD Expense by Category

\$ in 000's	2021	2022	2023	2023	Actual vs. Budget Variance		Change from 2022 Incr (Decr)	
	Actual	Actual	Actual	Budget	\$	%	\$	%
Salaries & Benefits	71,603	78,779	92,338	90,244	(2,094)	-2.3%	13,559	17.2%
Wages & Benefits	27,981	29,719	35,832	33,907	(1,924)	-5.7%	6,113	20.6%
Payroll to Capital Projects	16,737	16,628	19,886	23,338	3,452	14.8%	3,258	19.6%
Equipment Expense	1,627	2,982	2,821	2,809	(12)	-0.4%	(161)	-5.4%
Supplies & Stock	812	992	1,551	973	(578)	-59.3%	559	56.4%
Outside Services	29,301	31,079	42,927	40,918	(2,009)	-4.9%	11,848	38.1%
Travel & Other Employee Expenses	1,038	1,950	2,589	3,417	827	24.2%	639	32.8%
Insurance Expense	3,344	4,115	4,715	4,480	(234)	-5.2%	600	14.6%
Litigated Injuries & Damages	200	3,354	2,907	-	(2,907)	0.0%	(447)	-13.3%
Other Expenses	3,015	2,777	4,102	4,759	657	13.8%	1,325	47.7%
Charges to Capital Projects/Overhead Alloc	(30,136)	(30,793)	(39,094)	(41,943)	(2,849)	6.8%	(8,301)	27.0%
TOTAL w/o DRS Pension True-up	125,521	141,583	170,574	162,903	(7,671)	-4.7%	28,991	20.5%
DRS Pension True-up Credit	(29,768)	(6,666)	(14,479)	-	14,479	0.0%	(7,814)	117.2%
TOTAL w/ DRS Pension True-up	95,753	134,917	156,094	162,903	6,809	4.2%	21,177	15.7%

- Outside Services above budget due to Outside Legal Expenses
- Travel & Other Employee Expenses under budget due to delayed spending at the beginning of the year
- Unplanned Litigated Injuries & Damages
- Charges to Capital below budget due to delays of some capital projects

Central Services Capital Spending

\$ in 000's	2023	2023	2023	Budget Variance	
	Actual	Budget	POF	\$	%
Engineering Fleet Replacement	585	3,065	1,600	2,480	80.9%
Corporate Fleet Replacement	1,063	1,836	1,274	773	42.1%
Infrastructure - Small Cap	726	1,865	1,500	1,139	61.1%
Services Tech - Small Cap	1,377	1,500	1,500	123	8.2%
Enterprise Network Refresh	1,190	1,603	2,000	413	25.8%
Office Wi-Fi Refresh	361	964	1,077	603	62.6%
Phone System Upgrade	710	862	120	152	17.6%
Radio Microwave Redund. Loop	227	760	1,000	533	70.1%
Storage Area Network Refresh	481	750	750	269	35.9%
Other (note 1)	1,530	5,573	6,738	4,043	72.5%
Subtotal	8,250	18,778	17,559	10,528	56.1%
CIP Cashflow Adjustment	-	(5,600)	(5,600)	(5,600)	100.0%
TOTAL	8,250	13,178	11,959	4,928	37.4%

Note:

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

Portwide Appendix

2023 Q4 Financial Performance Report



Port Wide Financial Summary

\$ in 000's	2021	2022	2023	2023	Actual vs. Budget Variance		Change from 2022 Incr (Decr)	
	Actual	Actual	Actual	Budget	\$	%	\$	%
Aeronautical Revenues	317,513	402,540	479,697	504,948	(25,251)	-5.0%	77,157	19.2%
Airport Non-Aero Revenues	183,819	256,613	326,592	296,102	30,490	10.3%	69,980	27.3%
Non-Airport Revenues	120,689	150,977	162,991	152,634	10,358	6.8%	12,014	8.0%
Total Operating Revenues	622,020	810,130	969,281	953,684	15,597	1.6%	159,151	19.6%
Total O&M Expenses w/o Pension True-up	422,372	491,377	585,858	573,431	(12,427)	-2.2%	94,481	19.2%
DRS Pension True-up Exp	(57,716)	(15,638)	(28,709)	-	28,709	0.0%	(13,071)	83.6%
Total O&M Expenses with Pension True-up	364,656	475,739	557,149	573,431	16,282	2.8%	81,410	17.1%
Depreciation	190,683	232,236	250,644	207,951	(42,694)	-20.5%	18,408	7.9%
NOI After Depreciation w/o Pension True-up	8,965	86,517	132,778	172,302	(39,524)	-22.9%	46,261	53.5%
NOI After Depreciation with Pension True-up	66,681	102,155	161,487	172,302	(10,815)	-6.3%	59,332	58.1%

- Total Operating Revenues: \$15.6M higher than budgeted.
- Total Operating Expenses: \$12.4M above budget mainly due to higher Equipment Expense, Supplies & Stock, General Expenses, and lower charges to capital projects.
- NOI before Depreciation: \$3.2M below budget
- NOI after Depreciation: \$39.5M below budget

Non-Airport Financial Summary

\$ in 000's	2021	2022	2023	2023	Actual vs. Budget Variance		Change from 2022	
	Actual	Actual	Actual	Budget	\$	%	Incr (Decr)	%
NWSA Distributable Revenue	55,998	55,353	57,685	50,305	7,380	14.7%	2,333	4.2%
Maritime Revenues	48,331	71,534	82,410	75,875	6,534	8.6%	10,875	15.2%
EDD Revenues	9,294	17,799	17,215	22,201	(4,986)	-22.5%	(584)	-3.3%
SWU & Other	7,066	6,291	5,681	4,252	1,430	33.6%	(609)	-9.7%
Total Operating Revenues	120,689	150,977	162,991	152,634	10,358	6.8%	12,014	8.0%
Total O&M Expenses w/o Pension True-up	80,693	96,387	113,913	112,896	(1,017)	-0.9%	17,526	18.2%
DRS Pension True-up Exp	(10,254)	(3,351)	(5,137)	-	5,137	0.0%	(1,786)	53.3%
Total O&M Expenses with Pension True-up	70,439	93,036	108,776	112,896	4,120	3.6%	15,740	16.9%
Depreciation	37,841	37,994	38,275	37,284	(992)	-2.7%	282	0.7%
NOI After Depreciation w/o Pension True-up	2,155	16,596	10,803	2,454	8,349	340.2%	(5,793)	-34.9%
NOI After Depreciation with Pension True-up	12,409	19,948	15,940	2,454	13,486	549.6%	(4,007)	-20.1%

- Non-Airport Operating Revenue: \$10.4M above budget due to higher revenues from NWSA Distributable Revenues and Cruise; offset by lower revenues from Grain and Conference & Event Center.
- Operating Expenses: \$1.0M higher than budget because of higher General Expenses, Environmental Remediation Liability, Payroll, and lower charges to capital projects; offset by lower Outside Services, Travel & Other Employee Expenses, Property Rentals, and Promotional Expenses.

Port Wide Operating Revenues Summary

\$ in 000's	2021	2022	2023	2023	Actual vs. Budget		Change from 2022	
	Actual	Actual	Actual	Budget	Variance		Incr (Decr)	
					\$	%	\$	%
Aeronautical Revenues	317,513	402,540	479,697	504,948	(25,251)	-5.0%	77,157	19.2%
Public Parking	64,104	88,899	110,990	96,768	14,222	14.7%	22,091	24.8%
Rental Cars - Operations	32,722	44,302	46,506	39,353	7,153	18.2%	2,204	5.0%
Rental Cars - Operating CFC	2,018	12,171	16,954	14,477	2,478	17.1%	4,784	39.3%
ADR & Terminal Leased Space	41,607	43,126	74,246	73,360	886	1.2%	31,120	72.2%
Ground Transportation	11,947	20,804	24,878	24,324	554	2.3%	4,074	19.6%
Employee Parking	9,006	10,645	10,574	10,462	112	1.1%	(71)	-0.7%
Airport Commercial Properties	12,520	16,747	20,370	16,959	3,411	20.1%	3,623	21.6%
Airport Utilities	6,350	7,943	8,666	8,541	125	1.5%	723	9.1%
Clubs and Lounges	3,478	8,688	11,710	9,859	1,851	18.8%	3,022	34.8%
Cruise	9,517	30,469	41,726	34,445	7,281	21.1%	11,258	36.9%
Recreational Boating	12,851	13,978	15,505	15,591	(86)	-0.6%	1,527	10.9%
Fishing & Operations	9,859	10,566	11,640	9,809	1,831	18.7%	1,073	10.2%
Grain	6,112	5,792	3,356	5,814	(2,458)	-42.3%	(2,436)	-42.1%
Maritime Portfolio Management	10,392	10,550	10,263	10,192	71	0.7%	(287)	-2.7%
Central Harbor Management	7,561	8,791	10,465	9,699	766	7.9%	1,674	19.0%
Conference & Event Centers	1,910	8,914	6,738	12,479	(5,741)	-46.0%	(2,176)	-24.4%
NWSA Distributable Revenue	55,998	55,353	57,685	50,305	7,380	14.7%	2,333	4.2%
Other	6,555	9,851	7,311	6,297	1,013	16.1%	(2,540)	-25.8%
Total Operating Revenues (w/o Aero)	304,507	407,590	489,584	448,736	40,848	9.1%	81,994	20.1%
TOTAL	622,020	810,130	969,281	953,684	15,597	1.6%	159,151	19.6%

Port Wide Operating Expense Summary

\$ in 000's	2021	2022	2023	2023	Actual vs. Budget Variance		Change from 2022	
	Actual	Actual	Actual	Budget	\$	%	\$	%
Salaries & Benefits	144,953	159,305	187,197	184,979	(2,219)	-1.2%	27,893	17.5%
Wages & Benefits	134,738	146,887	167,928	156,181	(11,748)	-7.5%	21,041	14.3%
Payroll to Capital Projects	28,979	27,020	32,448	44,563	12,115	27.2%	5,428	20.1%
Outside Services	99,482	116,790	145,095	165,506	20,411	12.3%	28,305	24.2%
Utilities	26,236	31,202	31,226	30,529	(698)	-2.3%	24	0.1%
Equipment Expense	6,863	12,477	13,046	10,487	(2,559)	-24.4%	568	4.6%
Supplies & Stock	9,368	11,549	12,956	8,994	(3,963)	-44.1%	1,407	12.2%
Travel & Other Employee Expenses	2,031	4,400	5,511	7,344	1,833	25.0%	1,111	25.3%
Third Party Mgmt Op Exp	4,994	8,985	10,930	14,144	3,214	22.7%	1,945	21.6%
B&O Taxes	4,120	5,406	6,431	6,874	443	6.4%	1,025	19.0%
Other Expenses	15,640	21,475	39,947	26,525	(13,422)	-50.6%	18,472	86.0%
Charges to Capital Projects/Overhead Alloc	(55,031)	(54,120)	(66,857)	(82,692)	(15,835)	19.1%	(12,737)	23.5%
TOTAL w/o DRS Pension True-up	422,372	491,377	585,858	573,431	(12,427)	-2.2%	94,481	19.2%
DRS Pension True-up Credit	(57,716)	(15,638)	(28,709)	-	28,709	0.0%	(13,071)	83.6%
TOTAL w/ DRS Pension True-up	364,656	475,739	557,149	573,431	16,282	2.8%	81,410	17.1%

- Outside Services were \$20.4M under budget due to project delays.
- Travel & Other Employee Expenses were \$1.8M lower than budget due to delays in training and travel.
- Third Party Management Op Expense was \$3.2M under budget to less activities than budgeted.
- Other Expenses: Higher Environmental Remediation Liability (10.1M) and Litigated Injuries & Damages (\$5.0M)
- Charges to Capital Projects were lower by (\$15.8M) due to delays in Capital Projects.

Comprehensive Financial Summary

\$ in 000's	2021	2022	2023	2023	Actual vs. Budget		Explanation
	Actual	Actual	Actual	Budget	Variance \$	%	
Revenues							
1. Operating Revenues	622,020	810,130	969,281	953,684	15,597	1.6%	
2. Tax Levy	78,311	80,785	82,313	82,657	(344)	-0.4%	In line with budget
3. PFCs	72,845	88,284	95,681	94,122	1,559	1.7%	higer enplanements than budget
4. CFCs	24,271	24,461	24,657	24,658	()	0.0%	
5. Fuel Hydrant	7,010	7,451	6,681	7,023	(342)	-4.9%	In line with budget
6. Non-Capital Grants & Donations	103,206	153,764	19,192	17,101	2,092	12.2%	More Non-capital federal grants than budgeted
7. Capital Contributions	47,632	38,116	36,309	44,377	(8,069)	-18.2%	Less Capital federal grants than budgeted
8. Interest Income	(5,386)	(50,735)	94,541	64,128	30,413	47.4%	Mainly from Unrealized Gain on Investments
Total	949,911	1,152,256	1,328,655	1,287,749	40,906	3.2%	
Expenses							
1. O&M Expense	422,372	491,377	585,858	573,431	(12,427)	-2.2%	Mainly due to higher Env Remediation Exp.
2. DRS Pension True-up Credit	(57,716)	(15,638)	(28,709)	-	28,709	0.0%	Unbudgeted DRS pension credit
3. Depreciation	190,683	232,236	250,644	207,951	(42,694)	-20.5%	More new assets came into service
4. Revenue Bond Interest Expense	132,925	140,838	146,686	171,294	24,608	14.4%	Did not issue new bonds as budgeted
5. GO Bond Interest Expense	11,004	11,877	10,162	10,562	400	3.8%	In line with budget
6. Public Expense	9,769	8,282	20,869	11,309	(9,560)	-84.5%	Mainly due to higher Non-Construction Contri.
7. Non-Op Environmental Expense	7,495	1,296	10,056	10,500	444	4.2%	In line with budget
8. Other Non-Op Rev/Expense	18,419	58,489	268	(14,916)	(15,184)	101.8%	Less Harbor Maintenance Tax than budgeted
Total	734,952	928,756	995,834	970,131	(25,704)	-2.6%	
Special Item	34,907	-	-	-	-	0.0%	
Change In Net Assets	180,053	223,500	332,820	317,619	15,202	4.8%	

* Operating revenues & expenses include certain GASB 87 (Leases) accounting adjustments that will be accounted for as non-operating in the Port's audited financial statements. The Port implemented GASB 87 in 2022.

Port Wide Capital Spending Summary

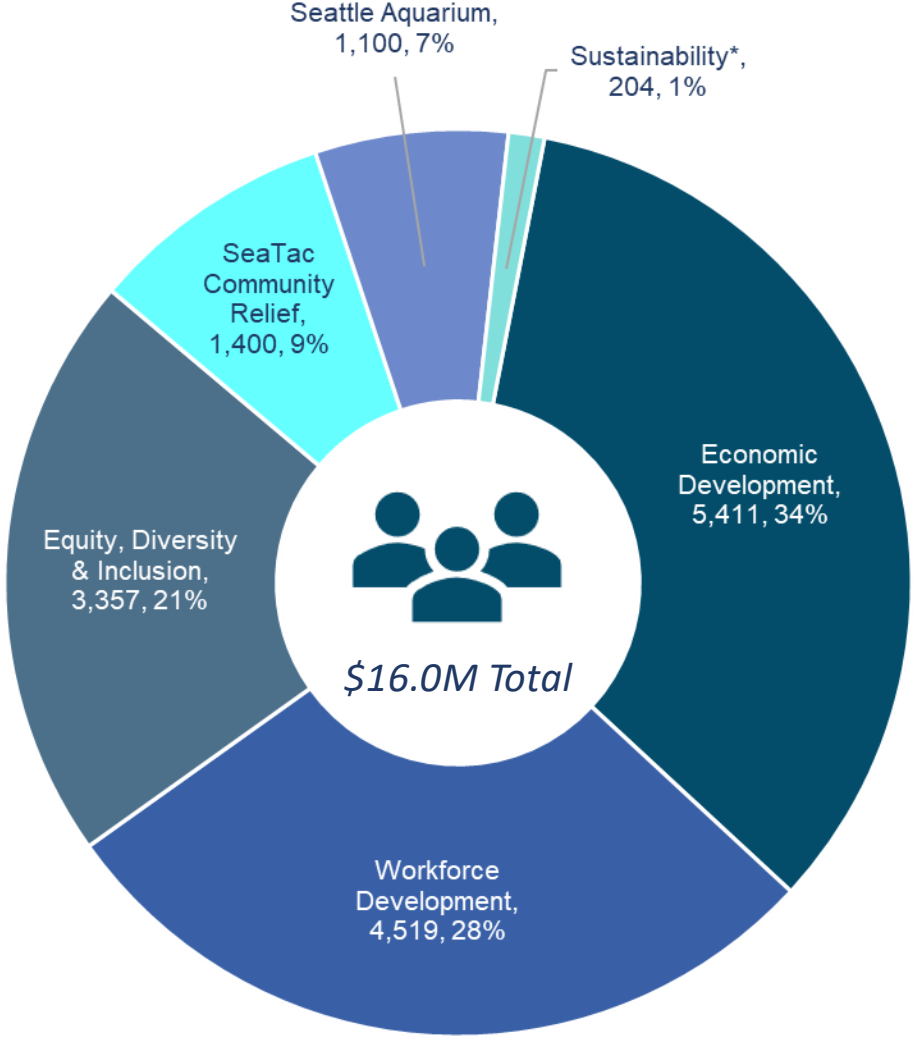
\$ in 000's	2023	2023	2023	Budget Variance	
	Actual	Budget	POF	\$	%
Aviation	444,072	485,572	663,877	41,500	8.5%
Maritime	21,935	32,313	40,805	10,378	32.1%
Economic Development	6,136	8,086	6,737	1,950	24.1%
Central Services & Other (note 1)	8,925	15,371	14,424	6,446	41.9%
TOTAL	481,068	541,342	725,843	60,274	11.1%

Note:

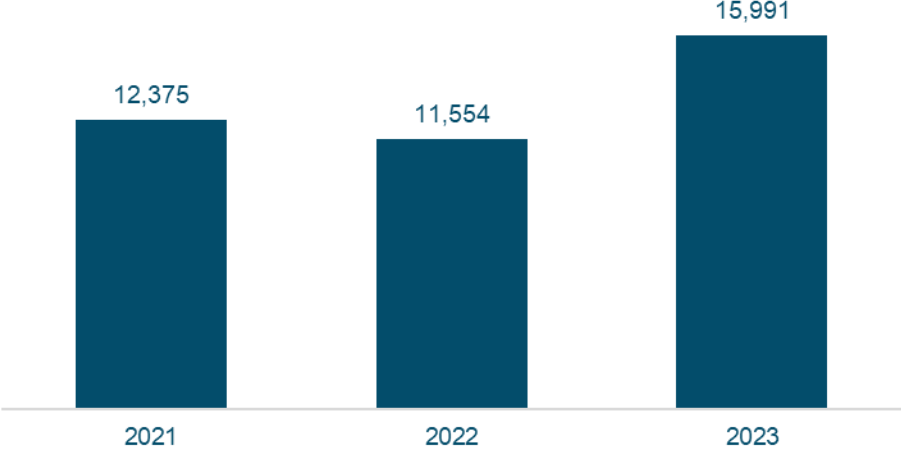
(1) "Other" includes 100% Port legacy projects in the North Harbor and Storm Water Utility Small Capital projects.

Community Programs 2023 Actuals

(\$ in \$000)



2021-2023 Actuals



Note:
 *Sustainability category includes mostly items funded by the levy. Airport Community Ecology program will soon be incorporated under South King County Community Impact Fund (under Equity, Diversity, & Inclusion category).

Actuals exclude DRG pension credit

Community Programs Summary

Program (\$ in \$000)	2021 Actual	2022 Actual	2023 Actual	2023 Budget	Fav (UnFav) Actual vs. Budget Variance		Incr (Decr) Change from 2022	
					\$	%	\$	%
1) Energy & Sustainability Fund	160	35	34	120	86	72.0%	(2)	-4.6%
2) Airport Community Ecology (ACE) Fund	154	89	27	40	13	31.5%	(61)	-69.2%
3) South King County Community Impact Fund (SKCCIF) ¹	848	1,111	1,758	2,214	456	20.6%	647	58.2%
4) Duwamish Valley Community Equity Program	304	545	492	462	(30)	-6.5%	(53)	-9.7%
5) EDD Partnership Grants	771	102	1,283	850	(433)	-50.9%	1,181	1155.3%
6) Tourism Marketing Support Program ²	1,917	1,743	1,540	1,830	290	15.8%	(202)	-11.6%
7) Airport Spotlight Ad Program ^{3&4}	269	322	362	466	105	22.4%	40	12.5%
8) City of SeaTac Community Relief ³	1,400	1,400	1,400	1,400	-	0.0%	-	0.0%
9) Maritime Blue (formerly Maritime Innovation Center)	118	145	120	150	30	20.0%	(25)	-17.2%
10) Workforce Development ²	4,031	3,122	4,242	5,186	944	18.2%	1,120	35.9%
a. Youth Career Launch Program (formerly OYI)	1,721	3	689	1,000	311	31.1%	686	26521.3%
11) High School Internship Program	317	317	277	457	180	39.4%	(40)	-12.6%
12) Diversity in Contracting ²	1,092	1,382	1,906	2,299	393	17.1%	523	37.9%
a. Small Bus. Accelerator (DIC) ⁵	243	188	212	250	38	15.3%	24	12.9%
13) Equity, Diversity & Inclusion ²	1,149	1,284	1,319	1,767	449	25.4%	35	2.7%
14) Sustainable Aviation Fuels & Air Emissions Program	-	116	103	100	(3)	-3.4%	(13)	-11.0%
15) Low Carbon Fuel Standard Support	87	29	40	150	110	73.3%	11	37.3%
16) Community Biz Connector (Regional Small Biz Partnerships)	-	-	25	350	325	92.9%	25	0.0%
17) Public Market Study	-	-	175	100	(75)	-75.0%	175	0.0%
18) Seattle Aquarium Partnership	-	-	1,100	1,000	(100)	-10.0%	1,100	0.0%
TOTAL w/o DRS Pension True-up Credit	12,375	11,554	15,991	18,691	2,700	14.4%	4,437	38.4%
DRS Pension Credit True Up	(532)	(218)	(331)	-	331	0%	(113)	51.8%
TOTAL w/ DRS Pension True-up Credit	11,843	11,336	15,660	18,691	3,031	16.2%	4,324	38.1%

- Lower than anticipated spending in several programs: Energy & Sustainability, Airport Community Ecology, South King County Community Impact Fund, Youth Maritime Career Launch program, and Low Carbon Fuel Standard support.
- Some cities that did not renew in 2022 signed up for the 2023 EDD Partnership grants.
- Majority of Community Business Connector charges will be applied in 2024.
- Less spending in Outside Services (Tourism, Diversity in Contracting, Equity, Diversity, & Inclusion, and Workforce Development contracts).
- One of the positions that oversee the HS Internship program was vacant for a few months.

Notes:

- 1) Budget shows grants only, excludes payroll.
- 2) DRS Pension credit excluded from dept totals.
- 3) Budgeted as Non-ops Expenses.
- 4) Free advertising space provided at the Airport. FAA requires that lost revenue be reimbursed to the Airport.
- 5) A portion of the SKCCIF budget is in Diversity in Contracting; adjusted to avoid double counting.