



# **PORT OF SEATTLE**

## **Q3 2025 FINANCIAL PERFORMANCE REPORT**

**AS OF SEPTEMBER 30, 2025**

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**I. PORTWIDE**
**EXECUTIVE SUMMARY**

Airport passenger volume for the third quarter of 2025 was 0.7% higher than the same period in 2024. Passenger growth for 2025 is expected to be 1.1% higher compared to 2024 actual. Approximately 53.2M passengers are expected at Seattle-Tacoma International Airport (SEA) in 2025. Aeronautical revenues, which are based on cost recovery formulas, are expected to be \$6.7M or 1.2% higher than budget mainly due to increase in operating expenses related to TSA Exit Lane staffing contract and higher payroll. Non-Aeronautical revenues are anticipated to be below budget by \$2.2M or 0.6% mainly due to lower revenues in Public Parking and Airport Dining & Retail.

The 2025 cruise season, which ran from April through October, ended with 299 sailings and 1.9 million revenue passengers, an increase of 8.7% in the number of sailings and 9.8% increase in revenue passengers compared to 2024. Revenues for Grain and Fishing & Operations exceeded budget while Maritime Portfolio Management, Cruise, and Central Harbor Management revenues were below budget.

For the first three quarters of the year, total operating revenues were \$6.0M or 0.7% above budget while total operating expenses were \$13.1M or 2.6% lower than budget for the third quarter of 2025. Net operating income before depreciation was \$19.1M or 5.5% above budget.

For the full year, we are projecting operating revenues to be \$48.8M above budget mainly due to NWSA Distributable Revenue and Aeronautical revenues, partially offset by lower revenues from Airport Non-Aero, Maritime Portfolio Management, and Conference & Event Centers. Operating expenses are expected to be \$8.5M above budget due to higher Payroll and Outside Services. The net operating income before depreciation is expected to be \$40.2M below budget.

**PORTWIDE FINANCIAL SUMMARY**

	2023 YTD	2024 YTD	2025 YTD	2025 YTD	Actual vs. Budget		Change from 2024	
\$ in 000's	Actual	Actual	Actual	Budget	Variance	%	Incr (Decr)	%
					\$		\$	
Aeronautical Revenues	378,927	385,956	425,776	427,030	(1,254)	-0.3%	39,819	10.3%
Airport Non-Aero Revenues	243,637	225,691	283,071	281,393	1,678	0.6%	57,380	25.4%
Seaport Revenues	132,229	130,248	153,835	148,265	5,570	3.8%	23,587	18.1%
<b>Total Operating Revenues</b>	<b>754,793</b>	<b>741,895</b>	<b>862,681</b>	<b>856,688</b>	<b>5,993</b>	<b>0.7%</b>	<b>120,786</b>	<b>16.3%</b>
Total Operating Expenses	409,192	425,505	495,821	508,932	13,110	2.6%	70,316	16.5%
<b>NOI before Depreciation</b>	<b>345,601</b>	<b>316,390</b>	<b>366,860</b>	<b>347,756</b>	<b>19,104</b>	<b>5.5%</b>	<b>50,470</b>	<b>16.0%</b>
Depreciation	185,055	196,450	216,167	199,644	(16,523)	-8.3%	19,717	10.0%
<b>NOI after Depreciation</b>	<b>160,546</b>	<b>119,940</b>	<b>150,693</b>	<b>148,113</b>	<b>2,581</b>	<b>1.7%</b>	<b>30,753</b>	<b>25.6%</b>

**2025 YTD Actuals vs. 2025 YTD Budget:**

- Total Operating Revenues: \$6.0M higher than budget due to higher revenues in International Place, Clubs and Lounges, Rental Car Operations, and NWSA Distributable Revenue.
- Total Operating Expenses: \$13.1M below budget mainly due to delay in Outside Services spending, less Equipment purchases, lower Utilities and Travel & Other Employee expenses; partially offset by higher Payroll, Supplies and Stock, and General expenses.
- NOI before Depreciation: \$19.1M above budget.

## I. PORTWIDE FINANCIAL & PERFORMANCE REPORT 09/30/25

### 2025 YTD Actuals vs. 2024 YTD Actuals:

- Total Operating Revenues were \$120.8M higher compared to 2024 mainly due to higher revenues in all lines of businesses, except Central Harbor Management and Public Parking.
- Total Operating Expenses were \$70.3M higher compared to 2024 due to higher expenses in Payroll, Utilities, Supplies and Stock, Outside Services, and General Expenses.
- Due to some entries delay resulted from the cyber incident in August 2024, both the operating revenues and expenses for Q3 2024 were understated.

### MAJOR OPERATING REVENUES SUMMARY

	2023 YTD	2024 YTD	2025 YTD	2025 YTD	Actual vs. Budget		Change from 2024	
\$ in 000's	Actual	Actual	Actual	Budget	Variance	%	Incr (Decr)	%
					\$	%	\$	%
Aeronautical Revenues	378,927	385,956	425,776	427,030	(1,254)	-0.3%	39,819	10.3%
Public Parking	81,649	88,201	88,161	90,872	(2,711)	-3.0%	(41)	0.0%
Rental Cars - Operations	35,960	29,228	37,071	35,993	1,078	3.0%	7,843	26.8%
Rental Cars - Operating CFC	13,985	10,664	19,206	17,656	1,550	8.8%	8,542	80.1%
ADR & Terminal Leased Space	53,386	46,085	61,029	61,881	(853)	-1.4%	14,944	32.4%
Ground Transportation	18,781	14,535	18,585	19,681	(1,097)	-5.6%	4,050	27.9%
Employee Parking	8,111	7,067	9,430	10,542	(1,112)	-10.5%	2,363	33.4%
Airport Commercial Properties	14,904	13,173	17,743	23,591	(5,847)	-24.8%	4,570	34.7%
International Place	-	-	8,688	-	8,688	0.0%	8,688	0.0%
Clubs and Lounges	8,704	10,136	14,579	12,562	2,017	16.1%	4,443	43.8%
Airport Utilities	6,438	5,393	8,042	8,128	(86)	-1.1%	2,649	49.1%
Cruise	39,950	37,504	47,844	48,804	(959)	-2.0%	10,340	27.6%
Recreational Boating	11,700	12,333	13,701	13,775	(74)	-0.5%	1,368	11.1%
Fishing & Operations	7,942	6,829	8,723	8,562	161	1.9%	1,894	27.7%
Grain	2,628	3,720	3,919	3,324	595	17.9%	199	5.4%
Maritime Portfolio Management	7,717	8,431	9,789	10,752	(962)	-8.9%	1,358	16.1%
Central Harbor Management	7,571	7,197	6,967	7,477	(510)	-6.8%	(230)	-3.2%
Conference & Event Centers	4,916	4,701	6,591	6,572	19	0.3%	1,889	40.2%
NWSA Distributable Revenue	45,317	45,864	52,289	43,750	8,539	19.5%	6,425	14.0%
Other	6,207	4,877	4,548	5,737	(1,189)	-20.7%	(329)	-6.7%
<b>Total Operating Revenues (w/o Aero)</b>	<b>375,866</b>	<b>355,939</b>	<b>436,906</b>	<b>429,658</b>	<b>7,248</b>	<b>1.7%</b>	<b>80,967</b>	<b>22.7%</b>
<b>TOTAL</b>	<b>754,793</b>	<b>741,895</b>	<b>862,681</b>	<b>856,688</b>	<b>5,993</b>	<b>0.7%</b>	<b>120,786</b>	<b>16.3%</b>

### MAJOR OPERATING EXPENSES SUMMARY

	2023 YTD	2024 YTD	2025 YTD	2025 YTD	Actual vs. Budget		Change from 2024	
\$ in 000's	Actual	Actual	Actual	Budget	Variance	%	Incr (Decr)	%
					\$	%	\$	%
Salaries & Benefits	138,077	153,190	180,642	174,871	(5,771)	-3.3%	27,453	17.9%
Wages & Benefits	122,627	131,994	151,848	139,676	(12,172)	-8.7%	19,854	15.0%
Payroll to Capital Projects	24,360	26,803	28,947	36,292	7,345	20.2%	2,145	8.0%
Outside Services	93,923	99,444	104,490	139,111	34,621	24.9%	5,046	5.1%
Utilities	24,001	21,151	27,074	28,299	1,225	4.3%	5,923	28.0%
Equipment Expense	8,517	7,014	7,871	11,098	3,227	29.1%	857	12.2%
Supplies & Stock	8,694	7,812	9,900	7,782	(2,118)	-27.2%	2,088	26.7%
Travel & Other Employee Expenses	3,562	4,115	4,602	7,374	2,773	37.6%	487	11.8%
Third Party Mgmt Op Exp	8,231	8,365	15,882	14,449	(1,432)	-9.9%	7,517	89.9%
B&O Taxes	4,930	4,823	5,392	5,591	200	3.6%	568	11.8%
Other Expenses	20,080	17,855	19,967	15,806	(4,161)	-26.3%	2,112	11.8%
Charges to Capital Projects/Overhead Alloc	(47,809)	(57,060)	(60,794)	(71,420)	(10,626)	14.9%	(3,734)	6.5%
<b>TOTAL</b>	<b>409,192</b>	<b>425,505</b>	<b>495,821</b>	<b>508,932</b>	<b>13,110</b>	<b>2.6%</b>	<b>70,316</b>	<b>16.5%</b>

## I. PORTWIDE FINANCIAL & PERFORMANCE REPORT 09/30/25

### PORTWIDE FINANCIAL YEAR-END FORECAST SUMMARY

	2023	2024	2025	2025	Fcst vs. Budget		Change from 2024	
\$ in 000's	Actual	Actual	Forecast	Budget	Variance		Incr (Decr)	
					\$	%	\$	%
Aeronautical Revenues	479,697	520,942	570,529	563,836	6,692	1.2%	49,587	9.5%
Airport Non-Aero Revenues	326,592	348,212	370,089	372,280	(2,191)	-0.6%	21,877	6.3%
Seaport Revenues	162,991	174,395	227,750	183,476	44,273	24.1%	53,355	30.6%
<b>Total Operating Revenues</b>	<b>969,281</b>	<b>1,043,549</b>	<b>1,168,368</b>	<b>1,119,593</b>	<b>48,775</b>	<b>4.4%</b>	<b>124,819</b>	<b>12.0%</b>
Total Operating Expenses	550,899	652,642	686,817	678,288	(8,529)	-1.3%	34,175	5.2%
<b>NOI before Depreciation</b>	<b>418,382</b>	<b>390,907</b>	<b>481,551</b>	<b>441,305</b>	<b>40,246</b>	<b>9.1%</b>	<b>90,643</b>	<b>23.2%</b>
Depreciation	256,740	277,917	267,028	267,028	-	0.0%	(10,889)	-3.9%
<b>NOI after Depreciation</b>	<b>161,642</b>	<b>112,990</b>	<b>214,523</b>	<b>174,277</b>	<b>40,246</b>	<b>23.1%</b>	<b>101,532</b>	<b>89.9%</b>

### Year-End Forecast

- Total Operating Revenues are expected to be \$48.8M above budget due to higher NWSA Distributable Revenue from T30 Settlement and Aero Revenue; partially offset by lower Airport Non-Aero Revenues and Maritime RE Portfolio Management.
- Total Operating expenses are expected to be \$8.5M above budget mainly due to higher Payroll and Outside Services.
- Net Operating Income before Depreciation is expected to be \$40.2M below budget.

### KEY PERFORMANCE METRICS

	2024	2025	2024	2025	2025	Fav (UnFav)		Incr (Decr)	
	YTD	YTD	2024	2025	2025	Forecast vs. Budget		2025 Forecat vs.	
	Actual	Actual	Actual	Forecast	Budget	Chg.	%	2024 Actual	
								Chg.	%
Total Passengers (in 000's)	40,151	40,444	52,641	53,151	53,474	(323)	-0.6%	510	1.0%
Landed Weight (lbs. in millions)	24,836	25,247	32,806	33,597	32,916	681	2.1%	791	2.4%
Passenger CPE (in \$)	N/A	N/A	18.26	19.84	19.43	0.4	2.1%	1.6	8.7%
Grain Volume (metric tons in 000's)	2,973	3,622	4,418	3,540	3,540	-	0.0%	(878)	-19.9%
Cruise Passenger (in 000's)	1,672	1,826	1,752	1,924	1,924	-	0.0%	172	9.8%
Shilshole Bay Marina Occupancy	98.0%	98.2%	98.1%	97.7%	97.7%	0.0%	0.0%	-0.4%	-0.4%

**KEY BUSINESS EVENTS**

The new joint economic impact analysis report shows that the Northwest Seaport Alliance (NWSA), the Port of Tacoma, and the Port of Seattle collectively generated \$17.7 billion in wages and benefits and nearly \$55 billion in business output and supported more than 265,000 jobs in 2023. The report includes an analysis of direct jobs and provides a comprehensive snapshot of both indirect jobs and induced economic benefits. This is the first time that all lines of business have been evaluated together. The Port of Seattle's business lines supported over 205,000 total jobs, almost \$39 billion in total business output, and \$396 million in total fiscal impact to the state. Seattle-Tacoma International Airport (SEA), the Port's largest business line, supported nearly 175,000 jobs in 2023, \$10.5 billion in wages and benefits, and \$33.3 billion in business output. Meanwhile, the 2025 Cruise season delivered an estimated 1.2 billion in business output, providing 5,120 jobs and \$327 million in wages and benefits.

The Port announced the partial closure of Salmon Bay Marina Docks A, B and C. These docks were built in 1961 and are nearing the end of their usable life due to typical structure degradation over time. Port Engineering and Health and Safety teams have determined that docks A, B, and C can no longer be maintained to an acceptable level of safety and must ultimately be vacated. The decision was not made lightly and was made with the safety of our customers and Port staff as the highest priority. The Port has assigned a dedicated team to support customers during this transition period.

The Port is improving Terminal 91 Trail, part of the Elliott Bay Trail, that runs along the Puget Sound around some of Seattle's most productive maritime industrial facilities. Improvement projects include removing the bike bridge, widening the narrow areas, and providing new pavement. Upgrading the trail segments will allow for two-way traffic and reduce the risk of collisions and congestion and help address accessibility challenges at the pedestrian/bicycle bridge and the rail crossing.

The Port Commission approved \$2.17 million funding for the expanded Maritime Workforce Investments (formerly Youth Maritime Career Launch Program) for the next three years. The Port will engage partners to provide recruitment, employer engagement, job training, and career services in the maritime industry. The program will be expanded to include adults in near-port communities and focus first on shoreside and then underway programs.

SEA welcomed Alaska Airlines announcement of nonstop services to London and Reykjavik starting in 2026. London and Reykjavik will be the fourth and fifth widebody international routes for Alaska from SEA. With this announcement, SEA will offer over 60 international services surpassing pre-pandemic levels of 42 services to 26 destinations on 22 airlines. Additionally, SEA celebrated Alaska's inaugural nonstop service from Seattle to Seoul marking the fifth new nonstop international service to debut in 2025. This new route will be offered 5 times a week via Hawaiian Airlines' (partner airline) long-haul 787-9 aircraft.

SEA recorded eight of the top 10 largest passenger volume days in history this summer. SEA broke its overall daily record for passengers in 2025 on June 22, July 27, August 10 with 207,000 overall travelers through the airport (departing, arriving, and connecting). International Arrivals Facility's busiest day was July 26 with 11,281 passengers going through U.S. Customs.

**CAPITAL SPENDING SUMMARY**

\$ in 000's	<b>2025 YTD Actual</b>	<b>2025 Forecast</b>	<b>2025 Budget</b>	<b>2025 Plan of Finance</b>	<b>Budget Variance</b>	
					<b>\$</b>	<b>%</b>
Aviation	580,530	804,952	816,331	1,036,989	11,379	1.4%
Maritime	69,786	99,902	89,827	131,699	(10,075)	-11.2%
Central Services & Other (note 1)	9,050	13,345	21,488	34,591	8,143	37.9%
<b>TOTAL</b>	<b>659,366</b>	<b>918,199</b>	<b>927,646</b>	<b>1,203,279</b>	<b>9,447</b>	<b>1.0%</b>

**Note:**

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

Total capital spending is projected to be \$918.2M, 99.0% of the budget for the year.

**PORTWIDE INVESTMENT PORTFOLIO**

During the third quarter of 2025, the investment portfolio earned 3.61% versus the benchmark's (the Bank of America Merrill Lynch 1-3 Year US Treasury & Agency Index) of 3.65%. Over the last twelve months, the portfolio and the benchmark have earned 3.65% and 3.91%, respectively. Since the Port became its own Treasurer in 2002, the life-to-date earnings of the Port's portfolio and the benchmark are 2.45% and 2.06%, respectively.

## II. AVIATION DIVISION FINANCIAL & PERFORMANCE REPORT 09/30/25

### FINANCIAL SUMMARY

Financial Summary (\$ in 000's)	2023	2024	2025	2025	Forecast vs. Budget		Change from 2024	
	Actual	Actual	Forecast	Budget	Variance		Incr (Decr)	
					\$	%	\$	%
<b>Operating Revenue</b>								
Aeronautical Revenues	479,697	520,942	570,529	563,836	6,692	1.2%	49,587	9.5%
Non-Aeronautical Revenues	326,592	348,212	370,089	372,280	(2,191)	-0.6%	21,877	6.3%
<b>Total Operating Revenues</b>	<b>806,289</b>	<b>869,154</b>	<b>940,618</b>	<b>936,117</b>	<b>4,501</b>	<b>0.5%</b>	<b>71,464</b>	<b>8.2%</b>
<b>Total Operating Expenses w/o Pension True-Up</b>	<b>469,263</b>	<b>548,405</b>	<b>559,789</b>	<b>553,222</b>	<b>(6,568)</b>	<b>-1.2%</b>	<b>11,384</b>	<b>2.1%</b>
<b>Net Operating Income w/o Pension True-Up</b>	<b>337,027</b>	<b>320,749</b>	<b>380,828</b>	<b>382,895</b>	<b>(2,067)</b>	<b>-0.5%</b>	<b>60,079</b>	<b>18.7%</b>
<b>CPE</b>	17.52	18.26	19.84	19.43	0.41	2.1%	1.58	8.7%
<b>Non-Aero NOI (\$ in 000s)</b>	189,063	186,121	188,872	192,232	(3,360)	-1.7%	2,751	1.5%
<b>Enplaned passengers (in 000s)</b>	25,371	26,295	26,461	26,737	(276)	-1.0%	167	0.6%
<b>Capital Expenditures (in 000s)</b>	<b>444,072</b>	<b>684,442</b>	<b>804,952</b>	<b>816,331</b>	<b>(11,379)</b>	<b>-1.4%</b>	<b>120,510</b>	<b>17.6%</b>

### 2025 Forecast vs. 2025 Budget

- Total Operating Revenues are forecasted at \$940.6M, slightly above budget by \$4.5M or 0.5% primarily due to higher Aeronautical expenses.
  - Aeronautical Revenues are above budget by \$6.7M or 1.2%, driven by higher expenses. This includes \$3.5M for TSA Exit Lane staffing contract, increased payroll costs due to the compensation project, wages and benefits increases, and higher costs from Central Services.
  - Non-Aeronautical Revenues are below budget by (\$2.2M) or 0.6% due to flat Parking revenue projected for 2025 following several years of strong growth. Additionally, Airport Dining & Retail revenue is growing slower than expected due to lower enplanements, the delayed opening of two tenants and the cancellation of the tenant janitorial program. The Employee Parking expansion program is progressing slower than planned. These shortfalls are partially offset by strong performance in Flight Kitchens, Rental Cars, and Port-owned Clubs. The International Place property (STOC) acquisition, which closed on February 28, also contributed positively by providing one additional month of revenue not anticipated in the budget.
- Total Operating Expenses are forecasted to be overspent by \$6.6M or 1.2%, primarily due to increased payroll costs, TSA Exit Lane staffing contract, and higher costs from Central Services due to higher outside services and payroll costs in several departments.
- As a result, Net Operating Income is lower than budget by \$2M or 0.5%.
- Cost per Enplanement (CPE) is 2.1% higher than budget at \$19.84.
- Non-Aero NOI is 1.7% below budget due to higher expenses and lower revenues.
- Capital Expenditures are forecasted at \$805M, 1.4% below budget.



## II. AVIATION DIVISION FINANCIAL & PERFORMANCE REPORT 09/30/25

### A. BUSINESS EVENTS

- Total passenger traffic increased by 0.7% compared to YTD 2024 at 40.4M.
- Implemented Signatory Lease & Operating Agreement (SLOA) V.
- Scandinavian Airlines (SAS) service to Copenhagen, Denmark.
- Edelweiss Air launched first ever service to Zurich (ZRH).
- Alaska Airlines launched daily flights to Tokyo (NRT).
- 11 new businesses opened and two closed within Airport Dining Retail operations.

### B. KEY PERFORMANCE METRICS

	YTD 2023	YTD 2024	YTD 2025	% Change from 2024
<b>Total Passengers (000's)</b>				
Domestic	34,240	35,134	35,016	-0.3%
International	4,415	5,017	5,428	8.2%
<b>Total</b>	<b>38,655</b>	<b>40,151</b>	<b>40,444</b>	<b>0.7%</b>
<b>Operations</b>	318,320	330,464	331,992	0.5%
<b>Landed Weight (In Millions of lbs.)</b>				
Cargo	1,978	2,030	1,821	-10.3%
All other	22,143	22,806	23,426	2.7%
<b>Total</b>	<b>24,121</b>	<b>24,836</b>	<b>25,247</b>	<b>1.7%</b>
<b>Cargo - Metric Tons</b>				
Domestic freight	222,194	259,091	224,147	-13.5%
International & Mail freight	86,568	85,167	96,063	12.8%
<b>Total</b>	<b>308,762</b>	<b>344,258</b>	<b>320,210</b>	<b>-7.0%</b>

### Key Performance Measures

	2023	2024	2025	2025	Forecast vs. Budget		Change from 2024	
	Actual	Actual	Forecast	Budget	\$	%	\$	%
<b>Key Performance Metrics</b>								
Cost per Enplanement (CPE)	17.52	18.26	19.84	19.43	(0.41)	-2.1%	1.58	8.7%
Non-Aeronautical NOI (in 000's)	181,377	175,946	176,457	183,023	(6,565)	-3.6%	511	0.3%
<b>Other Performance Metrics</b>								
O&M Cost per Enplanement	18.60	20.88	21.15	20.69	(0.46)	-2.2%	0.28	1.3%
Non-Aero Revenue per Enplanement	12.87	13.26	13.99	13.92	0.06	0.4%	0.73	5.5%
Debt per Enplanement (in \$)	166	157	181	154	(28)	-18.1%	24	15.4%
Debt Service Coverage	2.02	1.89	1.85	1.84	0.01	0.5%	(0.04)	-2.1%
Days cash on hand (18 months = 545 days)	507	512	545	517	28	5.4%	33	6.4%
<b>Activity (in 000's)</b>								
Enplanements	25,371	26,295	26,461	26,737	(276)	-1.0%	167	0.6%
Total Passengers	50,885	52,641	53,200	53,474	(274)	-0.5%	559	1.1%

### Key Performance Metrics - 2025 Forecast vs. 2025 Budget

- Non-Aero NOI is 3.6% below budget due to higher expenses and lower revenues.
- Non-Aeronautical Revenues are below budget due to flat Parking revenue projected for 2025 following several years of strong growth. Additionally, Airport Dining & Retail revenue is growing slower than expected due to lower enplanements, the delayed opening of two tenants, and the cancellation of the

## II. AVIATION DIVISION FINANCIAL & PERFORMANCE REPORT 09/30/25

tenant janitorial program. The Employee Parking expansion program is progressing slower than planned. These shortfalls are partially offset by strong performance in Flight Kitchens, Rental Cars, and Port-owned Clubs. The International Place property (STOC) acquisition, which closed on February 28, also contributed positively by providing an additional month of revenue not anticipated in the budget.

- Total passenger forecast slightly decreased by 0.5%, with slightly higher costs and non-aero revenues per enplanement.

### C. OPERATING RESULTS

#### Division Summary – YTD Actuals

Total Airport Expense Summary (\$ in 000's)	2023 YTD (Q3)	2024 YTD (Q3)	2025 YTD (Q3)	2025 YTD (Q3)	Actual vs. Budget Variance		Change from 2024 Incr (Decr)	
	Actual	Actual	Actual	Budget	\$	%	\$	%
<b>Operating Expenses</b>								
Payroll	142,534	152,752	180,451	172,426	(8,025)	-4.7%	27,698	18.1%
Outside Services	61,610	63,504	67,342	94,551	27,209	28.8%	3,838	6.0%
Charges to Capital	(16,923)	(21,071)	(22,363)	(30,145)	(7,782)	25.8%	(1,292)	6.1%
Utilities	17,948	16,121	20,556	21,546	990	4.6%	4,435	27.5%
Other Expenses	27,798	27,541	38,777	37,937	(841)	-2.2%	11,236	40.8%
<b>Total Airport Direct Charges</b>	<b>232,967</b>	<b>238,848</b>	<b>284,763</b>	<b>296,315</b>	<b>11,552</b>	<b>3.9%</b>	<b>45,915</b>	<b>19.2%</b>
Environmental Remediation Liability	6,377	1,308	1,609	1,589	(20)	-1.2%	301	23.0%
Capital to Expense	359	260	575	-	(575)		315	121.3%
<b>Total Exceptions</b>	<b>6,737</b>	<b>1,568</b>	<b>2,184</b>	<b>1,589</b>	<b>(595)</b>	<b>-37.4%</b>	<b>616</b>	<b>39.3%</b>
<b>Total Airport Expenses</b>	<b>239,704</b>	<b>240,416</b>	<b>286,947</b>	<b>297,904</b>	<b>10,957</b>	<b>3.7%</b>	<b>46,531</b>	<b>19.4%</b>
Corporate	68,136	74,033	83,923	82,898	(1,024)	-1.2%	9,889	13.4%
Police	22,662	27,729	29,414	29,559	145	0.5%	1,685	6.1%
Maritime/Economic Development/Other	3,730	4,008	5,087	5,491	404	7.4%	1,079	26.9%
<b>Total Charges from Other Divisions</b>	<b>94,528</b>	<b>105,770</b>	<b>118,424</b>	<b>117,949</b>	<b>(475)</b>	<b>-0.4%</b>	<b>12,653</b>	<b>12.0%</b>
<b>Total Operating Expenses (w/o Pension True-Up)</b>	<b>334,232</b>	<b>346,186</b>	<b>405,370</b>	<b>415,853</b>	<b>10,482</b>	<b>2.5%</b>	<b>59,185</b>	<b>17.1%</b>

#### 2025 YTD Actuals vs. 2025 YTD Budget

Total Operating Expenses underspend by \$10.5M, 2.5% under budget, primarily driven by the following:

- **Payroll overspent by (\$8M):** Higher Salaries & Benefits due to the Compensation project and contractual wage increases, overtime, partly offset by lower charges to capital projects.
- **Outside Services underspent by \$27M:** Lower spending in professional & personal services, onsite consultants, contracted services, and delayed invoice payments.
- **Utilities underspent by \$1M:** Sewer overspent by (\$802K), offset by underspend in water, electricity, and natural gas.
- **Other Expenses over (\$8.6M):** Due to lower charges to capital in payroll and onsite consultants, and higher maintenance materials, offset by lower equipment, travel, and other employee expenses.
- **Higher charges from Central Services YTD by (\$475K):** higher allocable costs for outside legal, ICT, and Information Security.

#### 2024 YTD Actuals vs. 2025 YTD Actuals

Year-to-date Q3 2025 Actuals were higher than 2024 by \$59M or 17.1% primarily driven by higher payroll costs due to the Compensation project and contractual increases tied to bargaining agreements implemented.

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Additional higher costs in utilities, outside services and other expenses such as higher charges in Maintenance materials, workers' compensation, increased insurance and management expenses due to the purchase of the SeaTac Office Center/International Place office and Master Park parking lots.

Total Airport Expense Summary (\$ in 000's)	2023	2024	2025	2025	Forecast vs. Budget		Change from 2024	
	Actual	Actual	Forecast	Budget	Variance		Incr (Decr)	
					\$	%	\$	%
<b>Operating Expenses</b>								
Payroll	193,130	223,027	235,556	232,074	(3,483)	-1.5%	12,529	5.6%
Outside Services	87,364	104,086	114,237	125,654	11,417	9.1%	10,151	9.8%
Charges to Capital	(24,394)	(29,075)	(31,719)	(40,184)	(8,465)	21.1%	(2,644)	9.1%
Utilities	23,285	25,543	25,969	26,966	996	3.7%	426	1.7%
Other Expenses	42,049	50,672	53,547	49,957	(3,590)	-7.2%	2,875	5.7%
<b>Total Airport Direct Charges</b>	<b>321,434</b>	<b>374,253</b>	<b>397,591</b>	<b>394,465</b>	<b>(3,125)</b>	<b>-0.8%</b>	<b>23,338</b>	<b>6.2%</b>
Environmental Remediation Liability	13,017	2,600	2,259	1,589	(670)	-42.2%	(341)	-13.1%
Capital to Expense	480	553	775	-	(775)		222	40.2%
<b>Total Exceptions</b>	<b>13,497</b>	<b>3,153</b>	<b>3,034</b>	<b>1,589</b>	<b>(1,445)</b>	<b>-91.0%</b>	<b>(119)</b>	<b>-3.8%</b>
<b>Total Airport Expenses</b>	<b>334,931</b>	<b>377,406</b>	<b>400,625</b>	<b>396,054</b>	<b>(4,570)</b>	<b>-1.2%</b>	<b>23,219</b>	<b>6.2%</b>
Corporate	95,740	125,262	113,217	111,534	(1,683)	-1.5%	(12,045)	-9.6%
Police	33,750	39,709	39,497	38,624	(873)	-2.3%	(212)	-0.5%
Maritime/Economic Development/Other	4,840	6,028	6,450	7,009	558	8.0%	422	7.0%
<b>Total Charges from Other Divisions</b>	<b>134,331</b>	<b>170,999</b>	<b>159,165</b>	<b>157,167</b>	<b>(1,997)</b>	<b>-1.3%</b>	<b>(11,835)</b>	<b>-6.9%</b>
<b>Total Operating Expenses (w/o Pension True-Up)</b>	<b>469,263</b>	<b>548,405</b>	<b>559,789</b>	<b>553,222</b>	<b>(6,568)</b>	<b>-1.2%</b>	<b>11,384</b>	<b>2.1%</b>

### 2025 Forecast vs. 2025 YE Budget

Total Operating Expense is forecasted to be \$6.6M or 1.2% higher than Budget driven by the following:

- **Payroll overspent by (\$3.5M):** Higher wages and benefits due to contractual increases.
- **Outside Services underspent by \$11M:** Lower spending in professional services, onsite consultants, contracted services, and janitorial services, partly offset by other contracted costs.
- **Other Expenses overspent by (\$3.6M):** Lower charges to capital in payroll and onsite consultants; higher maintenance materials and workers' comp, offset by lower equipment and travel costs.
- **ELR overspent by (\$670K):** Increases in additional charges for the North Main Terminal Redevelopment project scope, PFAS for unbudgeted Rental Car Facility Project and increases in scope for other active ERL projects, offset by delay of the Noise program and lower cost for the Concourse C Low Voltage program.
- **Other Divisions overspent by (\$2M):** Driven by higher allocable costs for outside legal, ICT, and Information Security.

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### Aeronautical Business Unit Summary – YTD Actuals

Aeronautical NOI (\$ in 000's)	2023 YTD (Q3) Actual	2024 YTD (Q3) Actual	2025 YTD (Q3) Actual	2025 YTD (Q3) Budget	Actual vs. Budget Variance		Change from 2024 Incr (Decr)	
					\$	%	\$	%
<b>Rate Base Revenues</b>								
Airfield Movement Area	110,726	114,150	126,185	126,405	(220)	-0.2%	12,035	10.5%
Airfield Apron Area	22,808	20,795	25,499	26,740	(1,241)	-4.6%	4,704	22.6%
Terminal Rents	198,944	201,833	215,339	215,232	107	0.0%	13,506	6.7%
Federal Inspection Services (FIS)	32,985	34,100	39,047	39,047	1	0.0%	4,948	14.5%
<b>Total Rate Base Revenues</b>	<b>365,463</b>	<b>370,878</b>	<b>406,071</b>	<b>407,424</b>	<b>(1,353)</b>	<b>-0.3%</b>	<b>35,192</b>	<b>9.5%</b>
Airfield Commercial Area	13,464	15,078	19,705	19,606	99	0.5%	4,627	30.7%
<b>Total Aeronautical Revenues</b>	<b>378,927</b>	<b>385,956</b>	<b>425,776</b>	<b>427,030</b>	<b>(1,254)</b>	<b>-0.3%</b>	<b>39,819</b>	<b>10.3%</b>
<b>Total Aeronautical Expenses</b>	<b>234,388</b>	<b>242,786</b>	<b>277,104</b>	<b>279,702</b>	<b>2,598</b>	<b>0.9%</b>	<b>34,318</b>	<b>14.1%</b>
<b>Aeronautical NOI</b>	<b>144,540</b>	<b>143,170</b>	<b>148,671</b>	<b>147,328</b>	<b>1,344</b>	<b>0.9%</b>	<b>5,501</b>	<b>3.8%</b>

### Aeronautical – 2025 YTD Actuals vs. 2025 YTD Budget

Aeronautical operating expenses underspent by \$2.6M or 0.9% due to lower year-to-date spending across total operating expenses. Aero revenues decreased by \$1.3M or 0.3%, resulting in Net Operating Income \$1.3M or 0.9% above budget.

### Aeronautical – 2025 YTD Actuals vs. 2024 YTD Actuals

Year-to-date Q3 2025 Aeronautical expenses were \$34M or 14.1% higher than Q3 2024, due to the Compensation Project and contractual increases tied to newly implemented bargaining agreements and higher expenses across the board. Aero revenues increased by \$40M or 10.3%, driven by higher expenses. Aeronautical Net Operating Income was \$5.5M or 3.8% higher compared to 2024.

### Aeronautical Business Unit Summary - YE Forecast

Aeronautical NOI (\$ in 000's)	2023 Actual	2024 Actual	2025 Forecast	2025 Budget	Forecast vs. Budget Variance		Change from 2024 Incr (Decr)	
					\$	%	\$	%
<b>Rate Base Revenues</b>								
Airfield Movement Area	142,797	170,821	171,195	166,149	5,045	3.0%	373	0.2%
Airfield Apron Area	26,118	32,270	34,972	35,432	(460)	-1.3%	2,702	8.4%
Terminal Rents	251,892	279,722	288,284	286,307	1,977	0.7%	8,562	3.1%
Federal Inspection Services (FIS)	41,214	15,206	49,211	49,811	(600)	-1.2%	34,005	223.6%
<b>Total Rate Base Revenues</b>	<b>462,020</b>	<b>498,019</b>	<b>543,662</b>	<b>537,699</b>	<b>5,963</b>	<b>1.1%</b>	<b>45,643</b>	<b>9.2%</b>
Airfield Commercial Area	17,677	22,922	26,866	26,137	729	2.8%	3,944	17.2%
<b>Total Aeronautical Revenues</b>	<b>479,697</b>	<b>520,942</b>	<b>570,529</b>	<b>563,836</b>	<b>6,692</b>	<b>1.2%</b>	<b>49,587</b>	<b>9.5%</b>
<b>Total Aeronautical Expenses</b>	<b>308,162</b>	<b>367,736</b>	<b>378,572</b>	<b>373,174</b>	<b>(5,399)</b>	<b>-1.4%</b>	<b>10,836</b>	<b>2.9%</b>
<b>Aeronautical NOI</b>	<b>171,535</b>	<b>153,205</b>	<b>191,956</b>	<b>190,663</b>	<b>1,294</b>	<b>0.7%</b>	<b>38,751</b>	<b>25.3%</b>
Debt Service	(144,395)	(157,518)	(177,092)	(179,527)	2,436	-1.4%	(19,574)	12.4%
<b>Net Cash Flow</b>	<b>27,140</b>	<b>(4,312)</b>	<b>14,865</b>	<b>11,135</b>	<b>3,729</b>	<b>33.5%</b>	<b>19,177</b>	<b>-444.7%</b>

### Aeronautical – 2025 Forecast vs. 2025 Budget

Aeronautical expenses are forecasted to be \$5.4M higher than budget due to increased operating costs, including unbudgeted TSA exit lane staffing and higher payroll due to the compensation study and contractual increases. Aeronautical revenues are projected to increase by \$6.7M or 1.2%, resulting in Net Operating Income \$1.3M or 0.7% above budget. Debt service is expected to total \$177M, \$2.4M below budget.

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### Airline Rate Base Cost Drivers

Impact on Aero Revenues \$ in 000's	2025 Budget	2025 Forecast	Budget vs Forecast	
			\$	%
O&M <sup>(1)</sup>	360,905	365,887	4,982	1.4%
Debt Service Before Offsets	236,757	236,034	(723)	-0.3%
Debt Service PFC Offset	(93,230)	(93,230)	-	0.0%
Net Debt Service	143,527	142,804	(723)	-0.5%
Amortization	36,712	36,712	-	0.0%
Space Vacancy	(672)	(671)	1	-0.2%
Grants and Other	(2,773)	(1,071)	1,702	-61.4%
<b>Rate Base Revenues</b>	<b>537,699</b>	<b>543,662</b>	<b>5,963</b>	<b>1%</b>
Commercial area	26,137	26,866	729	3%
<b>Total Aero Revenues</b>	<b>563,836</b>	<b>570,529</b>	<b>6,692</b>	<b>1%</b>

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

### 2025 Forecast vs. 2025 Budget

Aeronautical Revenues are above budget by \$6.7M or 1.2%, primarily driven by higher expenses passed through to airlines. This includes \$3.5M for TSA Exit Lane staffing contract, increased payroll costs due to the compensation project and wages and benefits increases, and higher costs from Central Services.

### Non-Aero Business Unit Summary – YTD Actuals

Non-Aeronautical NOI (\$ in 000's)	2023 YTD (Q3) Actual	2024 YTD (Q3) Actual	2025 YTD (Q3) Actual	2025 YTD (Q3) Budget	Actual vs. Budget Variance		Change from 2024 Incr/(Decr)	
					\$	%	\$	%
<b>Non-Aeronautical Revenues</b>								
Public Parking	81,649	88,201	88,161	90,872	(2,711)	-3.0%	(41)	0.0%
Rental Cars	49,945	39,892	56,277	53,649	2,628	4.9%	16,385	41.1%
Ground Transportation	18,781	14,535	18,585	19,681	(1,097)	-5.6%	4,050	27.9%
Airport Dining & Retail	47,088	41,078	54,762	56,393	(1,631)	-2.9%	13,684	33.3%
Other	46,143	42,083	65,287	60,798	4,488	7.4%	23,204	55.1%
<b>Total Non-Aeronautical Revenues</b>	<b>243,725</b>	<b>225,962</b>	<b>283,071</b>	<b>281,393</b>	<b>1,678</b>	<b>0.6%</b>	<b>57,109</b>	<b>25.3%</b>
<b>Total Non-Aeronautical Expenses</b>	<b>63,985</b>	<b>103,400</b>	<b>128,266</b>	<b>136,150</b>	<b>(7,884)</b>	<b>-5.8%</b>	<b>24,866</b>	<b>24.0%</b>
<b>Non-Aeronautical NOI</b>	<b>179,740</b>	<b>122,562</b>	<b>154,805</b>	<b>145,243</b>	<b>9,562</b>	<b>6.6%</b>	<b>32,243</b>	<b>26.3%</b>

### Non-Aeronautical Revenue – 2025 YTD Actuals vs. 2025 YTD Budget

YTD Q3 Non-Aeronautical Revenues are above budget by \$1,678K due to strength in Flight Kitchens, Rental Cars, and Port-owned Clubs. The International Place property (STOC) acquisition, which closed on February 28, also contributed positively by providing one additional month of revenue not anticipated in the budget. These strong performances are partially offset by lower Parking and Airport Dining & Retail revenue.

### Non-Aeronautical Revenue – 2025 YTD Actuals vs. 2024 YTD Actuals

YTD Q3 2024 Non-Aeronautical NOI reporting was impacted by the cyber attack, thus both revenue and expenses are understated. For a 2025 vs. 2024 comparison, please refer to YE forecast table below.

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2025 YE Non-Aeronautical NOI forecast is flat vs. 2024 Actuals, or only \$7K higher. Stronger revenues in Flight Kitchens, Port-owned Clubs and Rental Cars were partially offset by slight declines in public parking and ADR revenue. 2025 Non-Aero Expenses saw an increase of (\$2.2M) compared to 2024 expenses primarily due to higher payroll costs due to the Compensation project and contractual increases tied to bargaining agreement implemented across the Port.

### Non-Aero Business Unit Summary - YE Forecast

Non-Aeronautical NOI (\$ in 000's)	2023 Actual <sup>1</sup>	2024 Actual	2025 Forecast	2025 Budget	Forecast vs. Budget Variance		Change from 2024 Incr/(Decr)	
					\$	%	\$	%
<b>Non-Aeronautical Revenues</b>								
Public Parking	110,990	116,626	116,302	119,634	(3,332)	-2.8%	(324)	-0.3%
Rental Cars	63,460	66,271	69,511	67,197	2,314	3.4%	3,240	4.9%
Ground Transportation	24,878	23,946	24,163	25,901	(1,738)	-6.7%	217	0.9%
Airport Dining & Retail	66,138	73,955	72,866	76,910	(4,044)	-5.3%	(1,089)	-1.5%
Other	61,312	67,666	87,247	82,639	4,608	5.6%	19,580	28.9%
<b>Total Non-Aeronautical Revenues</b>	<b>326,963</b>	<b>348,717</b>	<b>370,089</b>	<b>372,280</b>	<b>(2,191)</b>	<b>-0.6%</b>	<b>21,372</b>	<b>6.1%</b>
<b>Total Non-Aeronautical Expenses</b>	<b>137,529</b>	<b>162,092</b>	<b>181,217</b>	<b>180,048</b>	<b>(1,169)</b>	<b>-0.6%</b>	<b>19,126</b>	<b>11.8%</b>
<b>Non-Aeronautical NOI</b>	<b>189,434</b>	<b>186,625</b>	<b>188,872</b>	<b>192,232</b>	<b>(3,360)</b>	<b>-1.7%</b>	<b>2,247</b>	<b>1.2%</b>
Less: CFC Surplus	(7,686)	(10,174)	(12,414)	(9,210)	(3,205)	34.8%	(2,240)	22.0%
<b>Adjusted Non-Aeronautical NOI</b>	<b>181,748</b>	<b>176,450</b>	<b>176,457</b>	<b>183,023</b>	<b>(6,565)</b>	<b>-3.6%</b>	<b>7</b>	<b>0.0%</b>
Debt Service	(27,096)	(43,887)	(34,274)	(34,633)	360	-1.0%	9,613	-21.9%
<b>Net Cash Flow</b>	<b>154,652</b>	<b>132,563</b>	<b>142,184</b>	<b>148,389</b>	<b>(6,206)</b>	<b>-4.2%</b>	<b>9,621</b>	<b>7.3%</b>

(1) Includes Federal Relief for Concessions, which reduced Operating Revenue

### Non-Aeronautical Revenue – 2025 Forecast vs. 2025 Budget

- Non-Aeronautical Revenues forecast is below budget by (\$2.2M), or 0.6%, due to flat Parking revenue projected for 2025 following several years of strong growth. Additionally, Airport Dining & Retail revenue is growing slower than expected due to lower enplanements, the delayed opening of two tenants and the cancellation of the tenant janitorial program. The Employee Parking expansion program is progressing slower than planned. These shortfalls are partially offset by strong performance in Flight Kitchens, Rental Cars, and Port-owned Clubs. The International Place property (STOC) acquisition, which closed on February 28, also contributed positively by providing one additional month of revenue not anticipated in the budget.
- Non-Aero Expenses are forecasted to be higher by (\$1.2M), with NOI lower than budget by (\$6.6M) or 3.6%.

## II. AVIATION DIVISION FINANCIAL & PERFORMANCE REPORT 09/30/25

### D. CAPITAL RESULTS

\$ in 000's	2025 YTD Actual	2025 Year-End Forecast	2025 Budget	2025 POF	Bud vs. Fcst	
					\$	%
SEA Gateway <sup>(1)</sup>	101,921	137,652	160,484	156,409	22,832	14.2%
Post IAF Airline Realignment <sup>(2)</sup>	42,222	58,225	38,693	45,075	(19,532)	-50.5%
C Concourse Expansion <sup>(3)</sup>	86,032	127,153	141,052	142,789	13,899	9.9%
Checked Bag Recap/Optimization <sup>(4)</sup>	3,068	24,413	14,697	74,655	(9,716)	-66.1%
MT Low Voltage Sys Upgrade <sup>(5)</sup>	11,274	15,726	23,746	26,600	8,020	33.8%
Port Shared-Lounge Conc A <sup>(6)</sup>	1,327	2,230	9,519	19,173	7,288	76.6%
2021-25 AFLD Pvmnt&Spprt Infr <sup>(7)</sup>	25,341	31,771	37,083	45,430	5,312	14.3%
Building 161E Renovation <sup>(8)</sup>	455	649	4,089	6,725	3,441	84.1%
IWTP Enhancements <sup>(9)</sup>	1,113	2,406	5,115	2,418	2,709	53.0%
Eastside Firestation <sup>(10)</sup>	8,143	11,654	9,000	14,954	(2,654)	-29.5%
All Other	299,634	415,173	463,031	669,716	47,859	10.3%
Subtotal	580,530	827,050	906,510	1,203,944	79,460	8.8%
CIP Cashflow Mgmt Reserve	-	(22,098)	(90,179)	(166,955)	(68,081)	75.5%
<b>Total Spending</b>	<b>580,530</b>	<b>804,952</b>	<b>816,331</b>	<b>1,036,989</b>	<b>11,379</b>	<b>1.4%</b>

- Q3 actuals were lower than projected as only 2 invoices were processed (3 assumed). Recent invoices less than projected due to buyout savings and lower use of contingency. Port expects \$10-13M/month totaling \$140M (85% of yearly projection).
- The bulk of project scope accelerated work in Q2, Q3 and Q4 2025 and include completion of PKG1 Enabling work, PKG3 Airline Relocation and PKG4 Zone 4 Ticket Counters. PKG2 Mechanical Upgrades will continue through the end of 2026.
- The variance for 2025 is due to actual costs were lower than projected while the Contractor was completing structural steel erection in Q1 2025. The actual cost in Q2 and Q3 2025 were in alignment with planned amounts.
- Q3 Delay in HP billing, however, projecting higher than anticipated in Q4.
- Anticipating approx. \$20M savings; Contractor provided initial forecast for 2025 baseline, however currently projecting significant savings.
- Delay in spending due to Notice to Proceed (NTP) extending out until 2026.
1. Quantity savings on 2024 Contract 1 unit price items. 2. Construction contingency not used. 3. Return another \$20M savings from low bid and construction contingency not used.
- Spending/Design delays due to additional scope coordination with project stakeholders and permitting processes taking longer than anticipated.
- 30% DS Comp Delayed 7mo due to scope revision to stay within budget (Oct '25 to May '26).
- Project is progressing faster than expected, spending curve is sooner as a result.

### III. MARITIME DIVISION FINANCIAL & PERFORMANCE REPORT 09/30/25

#### III. MARITIME DIVISION

##### FINANCIAL SUMMARY (Excludes Pension Adjustments)

	2023	2024	2025	2025	Actual vs. Budget		Change from 2024	
	Actual	Actual	Forecast	Budget	Variance			
\$ in 000's					\$	%	\$	%
<b>Total Revenues</b>	99,738	106,809	116,865	118,115	(1,250)	-1%	10,055	9%
<b>Total Operating Expenses</b>	93,596	101,991	105,457	103,748	(1,709)	-2%	3,466	3%
<b>Net Operating Income</b>	6,142	4,818	11,408	14,367	(2,959)	21%	6,589	137%
<b>NOI Including Pension Adj</b>	2,202	7,945	11,408	14,367	(4,668)	32%	3,462	44%
<b>Capital Expenditures</b>	26,246	84,842	99,902	89,827	(10,075)	-11%	15,060	18%

##### 2025 Forecast vs. 2024 Budget

- Operating Revenues forecasted \$1.3M below budget primarily due to lower unbudgeted environmental credit in Real Estate Portfolio Management.
- Operating Expenses forecasted \$1.7M higher than budget from payroll.
- Net Operating Income forecasted \$3.0M below budget.
- Capital Spending forecasted 111% of \$89.8M budget.

##### 2025 Forecast vs. 2024 Actuals

- Operating Revenues expected \$10.1M higher than 2024 from higher Cruise, Grain, Recreational Boating, and Fishing & Operation.
- Operating Expenses forecasted \$3.5M higher than 2024 actual driven primarily by increased payroll.
- Net Operating Income forecasted \$6.6M higher than 2024 actual.

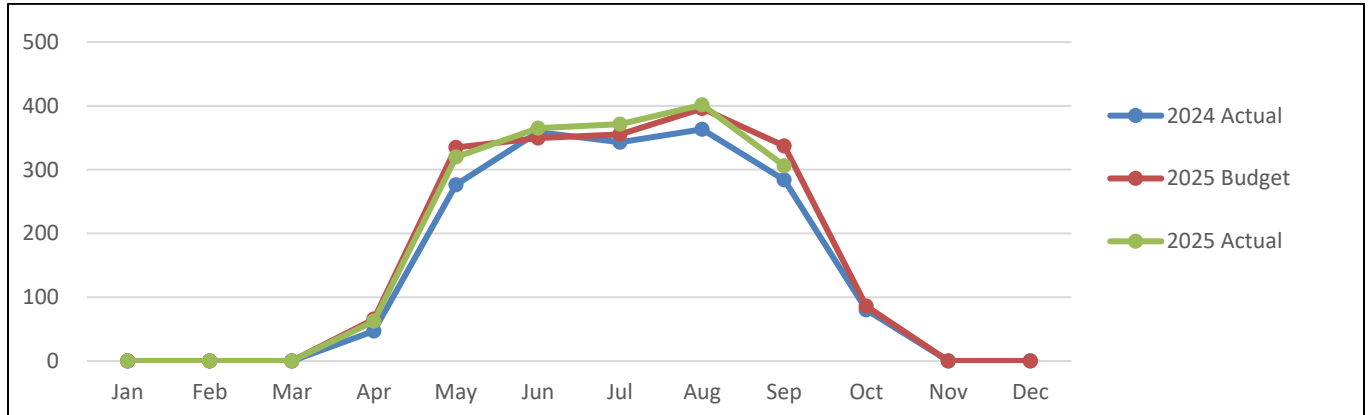
##### Net Operating Income before Depreciation by Business

	2024 YTD	2025 YTD	2025 YTD	Actual vs. Budget		Change from 2024	
	Actual	Actual	Budget	Variance			
\$ in 000's				\$	%	\$	%
Ship Canal Fishing & Operations	(2,301)	(3,063)	(3,274)	211	6%	(761)	-33%
Elliott Bay Fishing & Commercial Operations	(1,580)	(1,935)	(1,063)	(872)	-82%	(355)	-22%
Recreational Boating	902	247	292	(45)	-16%	(655)	-73%
Cruise	22,253	29,780	29,534	247	1%	7,527	34%
Grain	1,896	2,344	1,725	619	36%	448	24%
Conference & Event Centers	(2,657)	(3,606)	(3,642)	36	-1%	(949)	-36%
Leasing Portfolio	(3,629)	(3,191)	(2,226)	(964)	-43%	438	12%
Other	(765)	(1,177)	(176)	(1,001)	-568%	(412)	-54%
<b>Total Maritime</b>	<b>14,119</b>	<b>19,399</b>	<b>21,169</b>	<b>(1,770)</b>	<b>-8%</b>	<b>5,281</b>	<b>37%</b>

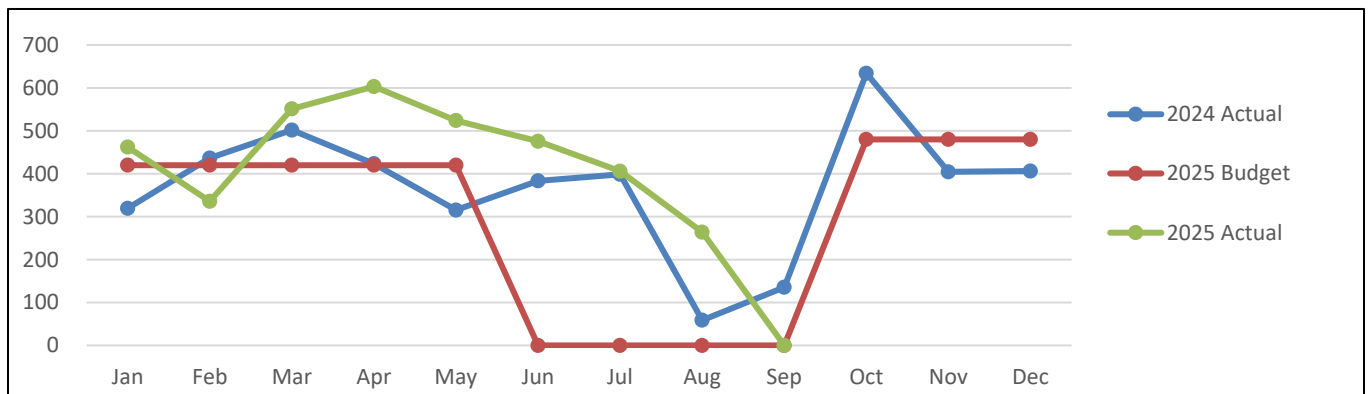


A. KEY PERFORMANCE METRICS

**Cruise Passengers in 000's**



**Grain Volumes in 000's**



### III. MARITIME DIVISION FINANCIAL & PERFORMANCE REPORT 09/30/25

#### B. OPERATING RESULTS

	2022 YTD	2023 YTD	2024 YTD	2025 YTD	2025 YTD	Actual vs. Budget		Change from 2024	
\$ in 000's	Actual	Actual	Actual	Actual	Budget	Variance			
						\$	%	\$	%
Ship Canal Fishing & Operations	3,394	3,779	3,367	4,281	4,190	91	2%	914	27%
Elliott Bay Fishing & Commercial Operations	3,751	4,163	3,463	4,442	4,372	70	2%	979	28%
Recreational Boating	10,549	11,700	12,333	13,701	13,775	(74)	-1%	1,368	11%
Cruise	30,181	39,950	37,504	47,844	48,804	(959)	-2%	10,340	-28%
Grain	3,987	2,628	3,720	3,919	3,324	595	18%	199	5%
Conference & Event Centers	4,681	4,916	4,701	6,591	6,572	19	0%	1,889	40%
Leasing Portfolio	14,476	15,303	15,638	16,766	18,238	(1,472)	-8%	1,128	7%
Other	8	9	8	9	0	9		2	21%
<b>Total Revenue</b>	<b>71,027</b>	<b>82,449</b>	<b>80,733</b>	<b>97,553</b>	<b>99,275</b>	<b>(1,722)</b>	<b>-2%</b>	<b>16,820</b>	<b>21%</b>
<b>Expenses</b>									
Maritime Direct	24,653	24,520	24,270	30,740	31,315	575	2%	6,470	27%
<b>Total Direct</b>	<b>24,653</b>	<b>24,520</b>	<b>24,270</b>	<b>30,740</b>	<b>31,315</b>	<b>575</b>	<b>2%</b>	<b>6,470</b>	<b>27%</b>
Maintenance Expenses	12,266	13,758	14,052	14,754	14,828	74	0%	702	5%
Economic Development	1,370	1,530	1,586	1,503	1,552	49	3%	(83)	-5%
Env & Sustainability	1,683	2,330	2,531	3,667	3,330	(337)	-10%	1,136	45%
Seaport Finance & Cost Recovery	1,062	1,367	1,501	1,743	1,570	(172)	-11%	242	16%
CDO/Planning/WPG	816	1,707	2,123	3,260	3,621	361	10%	1,137	54%
<b>Total Support Services</b>	<b>17,198</b>	<b>20,692</b>	<b>21,793</b>	<b>24,927</b>	<b>24,901</b>	<b>(26)</b>	<b>0%</b>	<b>3,133</b>	<b>14%</b>
IT	3,103	3,533	3,780	4,453	3,906	(547)	-14%	673	18%
Police Expenses	2,544	3,733	4,247	3,856	3,937	81	2%	(391)	-9%
External Relations	1,976	2,151	2,484	3,153	2,819	(333)	-12%	669	27%
Other Central Services	8,280	9,102	9,736	10,696	10,820	124	1%	960	10%
Aviation Division / Other	386	351	305	330	409	79	19%	25	8%
<b>Total Central Services / Other</b>	<b>16,288</b>	<b>18,870</b>	<b>20,552</b>	<b>22,488</b>	<b>21,890</b>	<b>(597)</b>	<b>-3%</b>	<b>1,936</b>	<b>9%</b>
<b>Total Expense</b>	<b>58,139</b>	<b>64,083</b>	<b>66,615</b>	<b>78,154</b>	<b>78,106</b>	<b>(48)</b>	<b>0%</b>	<b>11,539</b>	<b>17%</b>
<b>NOI Before Depreciation</b>	<b>12,889</b>	<b>18,367</b>	<b>14,119</b>	<b>19,399</b>	<b>21,169</b>	<b>(1,770)</b>	<b>-8%</b>	<b>5,281</b>	<b>37%</b>
Depreciation	16,327	16,761	16,857	18,141	15,865	(2,276)	-14%	1,283	8%
<b>NOI After Depreciation</b>	<b>(3,438)</b>	<b>1,606</b>	<b>(2,739)</b>	<b>1,258</b>	<b>5,305</b>	<b>(4,046)</b>	<b>76%</b>	<b>3,997</b>	<b>146%</b>

#### 2025 YTD Actuals vs. 2025 YTD Budget

- Operating Revenues were \$1,722 lower than budget driven by:
  - Ship Canal over \$91K from higher occupancy and Utility Sales.
  - Elliott Bay Fishing greater by \$70K due to delayed start in the Hake fishery.
  - Recreational Boating \$74K lower than budget from electric sales and Bell Harbor Marina.
  - Cruise \$959K lower due to timing of the electricity revenue tied to shore power.
  - Grain \$595K higher.
  - Marina Office and Retail \$76K higher due to new tenants and annual rate escalation.
  - Maritime Industrial \$1,202K lower due to \$1.25M Environmental cost credits to Trammel Crow at T106.
  - Conference and Event Centers \$26K higher due to higher event volume.
  - Central Harbor \$522K lower due to lower parking revenue driven by reduced reserved parking at Bell Garage, parking operator's lost contract at Pier 91 and competitor discount pricing.
- Operating Expenses were \$43K above budget:
  - Direct Expenses were \$575K lower than budget
    - Elliot Bay Fishing and Commercial \$173K over from bad debt.
    - Recreational Boating is over budget \$22K under.
    - Ship Canal Fishing \$31K over due to bad debt from cyber-attack.
    - Fishing & Operations Management \$44K under.
    - Cruise \$1,008K under from port valet timing and utilities.
    - Maritime Security is \$97K higher than budget.
    - Maritime Marketing \$206K below budget due to timing of marketing and advertising spend.
    - Marina Office and Retail \$256K below budget from unspent TI/Broker fees.

### III. MARITIME DIVISION FINANCIAL & PERFORMANCE REPORT 09/30/25

- Conference Event Centers \$180K below budget due to unspent capital reserve expenses.
- Central Harbor \$295K below budget due to unspent TI/Broker fees and lower occupancy at WTC West led to lower operating costs.
- Division Administration is over budget by \$398K over budget due primarily to FTE vacancy factor.
- Capital to Expense creating a \$178K unfavorable variance.
- Unbudgeted Environmental Liability at T91 berth \$6&8 for \$629K.
- All other Direct Expenses net to \$70K under budget.
- Total Support Services were \$26K lower than budget due primarily to timing of small works expense projects offset by comp plan impacts.
- Total Central Services / Other were \$597K over budget.
- Net Operating Income was \$1.8M unfavorable to budget.

#### 2025 YTD Actuals vs. 2024 YTD Actuals

- Operating Revenues were \$16.8M higher than 2024 due to higher Cruise passengers, more Grain volumes and rate adjustments.
- Operating Expenses were \$11.5M higher than 2024 actual driven primarily by payroll increases.
- Net Operating Income was \$4M lower than 2024 actual from increased revenue.

	2022	2023	2024	2025	2025	Actual vs. Budget		Change from 2024	
	Actual	Actual	Actual	Forecast	Budget	Variance			
\$ in 000's						\$	%	\$	%
Ship Canal Fishing & Operations	4,592	5,076	5,169	5,600	5,600	0	0%	431	8%
Elliott Bay Fishing & Commercial Operations	5,975	6,564	6,602	6,010	6,010	0	0%	(592)	-9%
Recreational Boating	13,978	15,505	16,555	18,273	18,273	0	0%	1,718	10%
Cruise	30,469	41,726	43,145	50,037	50,037	0	0%	6,893	16%
Grain	5,792	3,356	5,920	5,409	5,034	375	7%	(511)	-9%
Conference & Event Centers	8,914	6,738	7,490	8,776	9,151	(375)	-4%	1,286	17%
Leasing Portfolio	19,367	20,764	21,920	22,756	24,006	(1,250)	-5%	835	4%
Other	10	10	8	4	4	0	NA	(5)	-56%
<i>Pension Revenue Adjustment</i>	<i>170</i>	<i>(90)</i>	<i>(18)</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>NA</i>	<i>18</i>	<i>NA</i>
<b>Total Revenue</b>	<b>89,265</b>	<b>99,648</b>	<b>106,791</b>	<b>116,865</b>	<b>118,115</b>	<b>(1,250)</b>	<b>-1%</b>	<b>10,073</b>	<b>9%</b>
<b>Expenses</b>									
Maritime Direct	33,680	37,061	36,595	42,982	42,657	(325)	-1%	6,387	17%
<b>Total Direct</b>	<b>33,680</b>	<b>37,061</b>	<b>36,595</b>	<b>42,982</b>	<b>42,657</b>	<b>(325)</b>	<b>-1%</b>	<b>6,387</b>	<b>17%</b>
Maintenance Expenses	17,021	19,317	20,832	19,981	19,581	(400)	-2%	(851)	-4%
Economic Development	1,830	2,543	2,202	2,133	2,133	0	0%	(69)	-3%
Env & Sustainability	3,356	4,028	4,992	5,486	5,136	(350)	-7%	494	10%
Seaport Finance & Cost Recovery	1,506	1,738	2,222	2,283	2,083	(200)	-10%	61	3%
Waterfront Project Management	1,235	2,313	2,945	3,160	3,060	(100)	-3%	215	7%
<b>Total Support Services</b>	<b>24,948</b>	<b>29,939</b>	<b>33,193</b>	<b>33,043</b>	<b>31,993</b>	<b>(1,050)</b>	<b>-3%</b>	<b>(150)</b>	<b>0%</b>
IT	4,296	4,731	5,250	5,934	5,235	(699)	-13%	684	13%
Police Expenses	3,902	5,620	6,044	5,261	5,145	(116)	-2%	(782)	-13%
External Relations	2,729	3,005	3,620	3,530	3,664	134	4%	(90)	-2%
Other Central Services	11,530	12,769	16,852	14,174	14,521	347	2%	(2,679)	-16%
Aviation Division / Other	514	471	436	533	533	0	0%	97	22%
<b>Total Central Services / Other</b>	<b>22,972</b>	<b>26,596</b>	<b>32,202</b>	<b>29,432</b>	<b>29,098</b>	<b>(334)</b>	<b>-1%</b>	<b>(2,771)</b>	<b>-9%</b>
<b>Total Expense before Pension Adjustment</b>	<b>81,600</b>	<b>93,596</b>	<b>101,991</b>	<b>105,457</b>	<b>103,748</b>	<b>(1,709)</b>	<b>-2%</b>	<b>3,466</b>	<b>3%</b>
<i>Pension Expense Adjustment</i>	<i>(2,561)</i>	<i>3,850</i>	<i>(3,145)</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>NA</i>	<i>3,145</i>	
<b>Total Expense</b>	<b>79,039</b>	<b>97,446</b>	<b>98,846</b>	<b>105,457</b>	<b>103,748</b>	<b>(1,709)</b>	<b>-2%</b>	<b>6,611</b>	<b>7%</b>
<i>NOI excluding Pension Adjustments</i>	<i>7,495</i>	<i>6,142</i>	<i>4,818</i>	<i>11,408</i>	<i>14,367</i>	<i>(2,959)</i>	<i>-21%</i>	<i>6,589</i>	<i>137%</i>
<b>NOI Before Depreciation</b>	<b>10,226</b>	<b>2,202</b>	<b>7,945</b>	<b>11,408</b>	<b>14,367</b>	<b>(2,959)</b>	<b>-21%</b>	<b>3,462</b>	<b>44%</b>
Depreciation	21,974	22,421	23,850	21,433	21,433	0	0%	(2,417)	-10%
<b>NOI After Depreciation</b>	<b>(11,748)</b>	<b>(20,219)</b>	<b>(15,905)</b>	<b>(10,026)</b>	<b>(7,067)</b>	<b>(2,959)</b>	<b>-42%</b>	<b>5,879</b>	<b>37%</b>

### III. MARITIME DIVISION FINANCIAL & PERFORMANCE REPORT 09/30/25

#### 2025 Forecast vs. 2025 Budget

- Operating Revenues are forecasted to be \$1.25M lower than budget:
  - Conference Centers down \$375K from fewer events.
  - Grain \$375K up from volumes.
  - Five months of \$250K environmental cost credit at T106 ground lease unbudgeted (\$1.25M).
- Operating Expenses forecasted \$1.7M above budget from payroll and unbudgeted project expenses.
- Net Operating Income Planned \$3M unfavorable to budget.

#### 2025 Forecast vs. 2024 Actuals (Excludes Pension Adjustment)

- Operating Revenues expected to be \$10M higher than 2024 with higher conference & event volumes and rate increases in Cruise and Rec Boating.
- Operating Expenses forecasted \$3.5M higher than 2024 actual driven primarily by increased represented and non-represented wage rates.
- Net Operating Income (absent pension costs) is forecasted \$6.6M higher than 2024 actual.

#### C. CAPITAL RESULTS

	2025 Actual	2025 YE Forecast	2025 Budget	2025 POF	Budget vs Forecast	
\$ in 000's					\$	%
T91 Berth 6 & 8 Redev	37,015	46,561	45,903	59,766	658	1%
FT Maritime Innovation Center	10,615	15,551	16,832	22,675	(1,281)	-8%
MIC Electrical Replacements	2,197	3,133	3,678	9,640	(545)	-15%
T91 New Cruise Gangway	1,769	4,153	3,220	6,402	933	29%
Bell St Parking Garage Imrov	1,007	2,507	2,115	2,658	392	19%
P90/P91 E Term Emerg Repair	2,026	2,026	1,899	0	127	7%
FT Site Improvements	750	1,939	1,860	1,432	79	4%
Elliott Bay Connections (EBC)	54	599	1,145	1,145	(546)	-48%
P66 Fender Replacement	1,658	1,663	1,055	3,070	608	58%
Waterfront LED Lighting	42	405	1,021	650	(616)	-60%
Fleet	1,289	4,102	3,660	3,800	442	12%
All Other Projects	11,364	23,249	23,251	52,636	(2)	0%
<b>Total Maritime</b>	<b>69,786</b>	<b>105,888</b>	<b>105,639</b>	<b>163,874</b>	<b>249</b>	<b>0%</b>
Total Maritime % of Capital Budget	66%	100%				
CIP CashFlow Mgt	0	(5,986)	(15,812)	(32,175)	9,826	-62.1%
Total including CashFlow Mgt	69,786	99,902	89,827	131,699	10,075	11%

Note: POF (Plan of Finance) is the total estimated during the budget process.

#### Comments on Key Projects with Significant Variances

- T91 Cruise New Gangway**– Manufacturer invoicing behind, additional invoices in Q4 2025 instead of Q1 2026.
- P66 Fender Replacement** – Project is on schedule and budget. Additional costs reflect the inclusion of a barge impact assessment.
- Waterfront LED Lighting** – Common space projects underway, but tenant space projects delayed for additional development.
- Elliott Bay Connections**– Requests for reimbursement from EBC have been slower than anticipated.

#### IV. ECONOMIC DEVELOPMENT DIVISION FINANCIAL & PERFORMANCE REPORT 09/30/25

#### IV. ECONOMIC DEVELOPMENT DIVISION

##### FINANCIAL SUMMARY

	2023	2024	2025	2025	Actual vs. Budget		Change from 2024	
\$ in 000's	Actual	Actual	Forecast	Budget	\$	%	\$	%
Total Revenues	(24)	8	13	3	10	333%	5	61%
Total Operating Expenses	3,351	2,951	3,800	3,890	90	2%	849	29%
Net Operating Income	(3,375)	(2,943)	(3,787)	(3,887)	100	3%	(844)	-29%
NOI Including Pension Adj	(2,408)	(2,121)	(3,787)	(3,887)	190	5%	(1,665)	79%

##### 2025 Forecast vs. 2025 Budget

- Net Operating Income forecasted at \$100K above budget, due to unbudgeted GASB 87 adjustments.

##### 2025 Forecast vs. 2024 Actuals

- Net Operating Income forecasted \$844K lower than 2024 actual from increased payroll and cycle timing for Economic Development and Tourism grants moving from a 1yr to a 2yr cycle.

#### a. OPERATING RESULTS

	2022 YTD	2023 YTD	2024 YTD	2025 YTD	2025 YTD	Actual vs. Budget		Change from 2024	
\$ in 000's	Actual	Actual	Actual	Actual	Budget	\$	%	\$	%
Misc Revenue	3	11	14	18	2	16	NA	4	29%
Pension Revenue Adjustment	0	0	0	0	0	0	NA	0	
<b>Total Revenue</b>	<b>3</b>	<b>11</b>	<b>14</b>	<b>18</b>	<b>2</b>	<b>16</b>	<b>715%</b>	<b>4</b>	<b>29%</b>
<b>Expenses</b>									
Division Admin	2	341	106	111	509	398	78%	5	5%
Re Dev & Planning	(0)	0	0	(0)	0	0	100%	(0)	
Small Business	0	(0)	0	0	37	37	100%	0	27962%
Tourism	1,343	733	932	1,172	1,497	325	22%	240	26%
<b>Total EDD</b>	<b>1,345</b>	<b>1,074</b>	<b>1,038</b>	<b>1,283</b>	<b>2,044</b>	<b>761</b>	<b>37%</b>	<b>245</b>	<b>24%</b>
Maritime / Maintenance	21	16	15	27	18	(9)	-49%	11	74%
Central Services / IT	31	21	20	24	25	1	3%	4	17%
<b>Total Support Services</b>	<b>52</b>	<b>37</b>	<b>36</b>	<b>51</b>	<b>43</b>	<b>(8)</b>	<b>-19%</b>	<b>15</b>	<b>42%</b>
<b>Total Expense</b>	<b>1,397</b>	<b>1,111</b>	<b>1,074</b>	<b>1,334</b>	<b>2,087</b>	<b>753</b>	<b>36%</b>	<b>260</b>	<b>24%</b>
<b>NOI Before Depreciation</b>	<b>(1,394)</b>	<b>(1,100)</b>	<b>(1,060)</b>	<b>(1,316)</b>	<b>(2,084)</b>	<b>769</b>	<b>37%</b>	<b>(256)</b>	<b>-24%</b>
Depreciation	8	9	8	11	8	(3)	-34%	3	34%
<b>NOI After Depreciation</b>	<b>(1,402)</b>	<b>(1,109)</b>	<b>(1,068)</b>	<b>(1,327)</b>	<b>(2,092)</b>	<b>766</b>	<b>37%</b>	<b>(259)</b>	<b>-24%</b>

##### 2025 YTD Actuals vs. 2025 YTD Budget

- Operating Revenues were \$16K favorable from higher-than-expected rental income at the Duwamish Hub.
- Operating Expenses were \$753K below budget due to GASB 87 impact at Duwamish Hub and timing of outside services. Economic Development and Tourism Grant spending.
- Operating income is \$769K higher than budget.

## V. CENTRAL SERVICES DIVISION FINANCIAL & PERFORMANCE REPORT 09/30/25

### V. CENTRAL SERVICES DIVISION

#### FINANCIAL SUMMARY

	2023 YTD	2024 YTD	2025 YTD	2025 YTD	Actual vs. Budget		Change from 2024	
\$ in 000's	Actual	Actual	Actual	Budget	Variance		Incr (Decr)	
					\$	%	\$	%
<b>Total Operating Revenues</b>	<b>409</b>	<b>320</b>	<b>257</b>	<b>99</b>	<b>158</b>	<b>159.8%</b>	<b>(63)</b>	<b>-19.6%</b>
Core Central Support Services	80,533	89,440	97,311	94,541	(2,770)	-2.9%	7,871	8.8%
Police	27,633	32,866	34,600	35,102	502	1.4%	1,734	5.3%
Engineering/PCS	9,953	10,352	14,356	17,107	2,751	16.1%	4,004	38.7%
<b>Total Operating Expenses</b>	<b>118,118</b>	<b>132,658</b>	<b>146,267</b>	<b>146,749</b>	<b>482</b>	<b>0.3%</b>	<b>13,609</b>	<b>10.3%</b>

#### 2025 YTD Actuals vs. 2025 YTD Budget

- Operating Revenues favorable by \$158K due primarily to Police forfeiture.
- Operating Expenses \$482K favorable to budget mainly due to lower Outside Services, Equipment Expense, and Travel; partially offset by lower charges to Capital Projects, higher Payroll, General Expenses, Supplies & Stock, and Worker's Compensation and Promotional Expenses.

#### 2025 YTD Actuals vs. 2024 YTD Actuals

- Operating Revenues \$63K below 2024 mainly due to lower Police forfeiture.
- Operating Expenses \$13.6M higher than 2024 mainly due to higher Payroll, Travel & Other Employee Expenses, Supplies & Stock, Equipment Expense, and Litigated Injuries & Damages in 2025; partially offset by less spending in Other Expenses.

#### A. BUSINESS EVENTS

- AFR and ICT partnered to automate key PSFS processes, including Concur file integration and batch processing, reducing manual effort and improving efficiency. They also enhanced the GL Reconciliation report to simplify audits and strengthen internal controls.
- AFR collaborated with Aviation and Legal to navigate the complex 2024 year-end Signatory Airline Operating Agreement (SLOA IV) settlement, streamlining a new split option through a standardized letter that enabled timely completion.
- Work experience for all employees hired or placed in new roles since the June 2024 launch of the Compensation Project was reviewed, and position-in-range analysis is now current for all staff.
- The HR Technology team, in partnership with ICT, reestablished the data feed between HCM and Taleo—one of the final recovery efforts following the cyber-attack.
- OEDI hosted a Town Hall attended by more than 300 employees, offering guidance on managing immigration-related situations at Port facilities.
- OEDI also celebrated its sixth anniversary with a boat trip on the Duwamish River, joined by 145 partners, allies, and employees.
- The Office of Strategic Initiatives delivered three classes/events in Q3, with a total of 123 attendees (SP: 56, CPI: 67). Of those, 110 were first-time participants – representing 4.5% of the Port's workforce, based on the January 1, 2025 baseline of 2,464 employees.

## V. CENTRAL SERVICES DIVISION FINANCIAL & PERFORMANCE REPORT 09/30/25

### B. KEY PERFORMANCE METRICS

Century Agenda Strategic Objectives	2023	2024	2025
<b>Responsibly Invest in the Economic Growth of the Region and all its Communities</b>			
A. Job seekers placed in jobs at SEA Airport through the Employment Center	1,594	1,202	869
B. Number of SEA Airport tenants supported in finding employees	93	111	95
C. Employment Center training completions	1,012	867	499
D. K-12 Career Connected Learning: WFD engagement with teachers/faculty	12	21	13
E. Community members entering employment in construction, maritime and environmental sustainability	70	96	64
F. Number of Job Openings Posted	336	285	270
G. Job applications received	18,830	17,753	18,004
H. Number of job interviews conducted	2,333	1,893	1,848
I. Number of new employees hired	495	405	323
J. Number of interns	133	123	117
K. Number of Veteran Fellows	5	3	6
L. Number of employees participating in Tuition Reimbursement	15	22	11
<b>Become a Model for Equity, Diversity and Inclusion</b>			
A. Employee participation in OEDI programming (Caucuses, Book Clubs, Town Halls, etc.)	2,907	3,368	3,138
<b>Be a Highly Effective Public Agency</b>			
A. Central Services costs as a % of Total Operating Expenses	27.0%	30.9%	28.8%
B. Investment portfolio earnings versus the benchmark (the Bank of America Merrill Lynch 1-3 Year US Treasury & Agency Index)	3.70%/4.34%	3.82%/4.37%	3.61%/3.65%
C. Comply with Public Disclosure Act and respond in a timely manner	1,204	1,339	1,224
D. Employee Development Class Attendees/Structured Learning	3,289	2,286	2,501
E. Total Recordable Incident Rate (previous Occupational Injury Rate)	4.16	3.11	3.68
F. Lost Work Day Rate (previously Days Away Severity Rate)	72.41	57.45	86.52
G. Customer Survey for Police Service Excellent or Above Average	90%	TBD	TBD

## V. CENTRAL SERVICES DIVISION FINANCIAL & PERFORMANCE REPORT 09/30/25

### C. OPERATING RESULTS

#### Financial Summary (Year-End Forecast)

	2023	2024	2025	2025	Fcst vs. Budget		Change from 2024	
\$ in 000's	Actual	Actual	Forecast	Budget	Variance		Incr (Decr)	
					\$	%	\$	%
<b>Total Revenues</b>	<b>(216)</b>	<b>403</b>	<b>308</b>	<b>183</b>	<b>125</b>	<b>68.1%</b>	<b>(95)</b>	<b>-23.6%</b>
Executive	3,147	6,025	2,907	2,779	(128)	-4.6%	(3,118)	-51.7%
Commission	2,448	3,042	3,442	3,589	146	4.1%	400	13.1%
Legal	10,315	10,312	7,791	6,255	(1,536)	-24.6%	(2,521)	-24.4%
External Relations	10,154	14,379	13,827	14,211	384	2.7%	(552)	-3.8%
Equity Diversity and Inclusion	5,475	6,449	6,885	7,435	550	7.4%	436	6.8%
Human Resources	13,543	16,099	17,891	17,817	(75)	-0.4%	1,792	11.1%
Labor Relations	1,292	1,541	1,730	1,933	202	10.5%	190	12.3%
Internal Audit	1,944	1,935	2,239	2,267	28	1.2%	303	15.7%
Accounting & Financial Reporting Services	9,032	10,003	11,748	12,059	311	2.6%	1,745	17.4%
Information & Communication Technology	25,914	30,410	33,837	31,482	(2,355)	-7.5%	3,427	11.3%
Information Security	2,040	2,613	5,104	2,968	(2,136)	-72.0%	2,491	95.3%
Finance & Budget	2,602	3,075	3,287	3,179	(108)	-3.4%	212	6.9%
Business Intelligence	1,609	1,888	2,335	2,543	209	8.2%	446	23.6%
Risk Services	5,756	7,395	7,445	8,016	571	7.1%	50	0.7%
Office of Strategic Initiatives	1,291	1,125	1,513	1,557	45	2.9%	388	34.5%
Central Procurement Office	6,376	7,079	8,803	9,165	363	4.0%	1,724	24.4%
Contingency	(251)	21,534	(2,021)	(2,655)	(634)	23.9%	(23,554)	-109.4%
Environment & Sustainability	1,137	1,479	2,006	2,544	538	21.1%	527	35.6%
<b>Core Central Support Services</b>	<b>103,823</b>	<b>146,382</b>	<b>130,768</b>	<b>127,143</b>	<b>(3,626)</b>	<b>-2.9%</b>	<b>(15,613)</b>	<b>-10.7%</b>
Police	36,422	43,591	46,881	45,860	(1,020)	-2.2%	3,290	7.5%
<b>Total Before Cap Dev &amp; Environment</b>	<b>140,245</b>	<b>189,972</b>	<b>177,649</b>	<b>173,003</b>	<b>(4,646)</b>	<b>-2.7%</b>	<b>(12,323)</b>	<b>-6.5%</b>
Capital Development								
Engineering	6,263	8,581	12,136	15,131	2,994	19.8%	3,555	41.4%
Port Construction Services	5,644	7,063	8,348	7,777	(571)	-7.3%	1,285	18.2%
Sub-Total	11,907	15,644	20,484	22,907	2,423	10.6%	4,840	30.9%
Industrial Development Corporation	1	-	-	-	-	0.0%	-	0.0%
Capital to Expense	-	499	-	-	-	0.0%	(499)	-100.0%
<b>Total Expenses</b>	<b>152,153</b>	<b>206,115</b>	<b>198,133</b>	<b>195,910</b>	<b>(2,223)</b>	<b>-1.1%</b>	<b>(7,982)</b>	<b>-3.9%</b>



**2025 Forecast vs. 2025 Budget**

Operating Expenses for 2025 are forecasted to be \$2.2M over Budget due primarily to:

- **Executive** – unfavorable variance of (\$128K) due to higher Outside Services (\$147K) and Payroll (\$84K); partially offset by lower Travel & Other Employee Expenses of \$76K.
- **Commission** – favorable variance of \$146K primarily due to lower Payroll \$176K; partially offset by higher Travel & Other Employee Expenses (\$26K).
- **Legal** – unfavorable variance of (\$1.5M) due to higher Outside Services (\$1.2M), Payroll (\$336K), and less charges to Capital Projects (\$83K); partially offset by lower Travel & Other Employee Expenses \$29K and General Expenses \$23K.
- **External Relations** – favorable variance of \$384K primarily due to lower Outside Services of \$1.0M and General Expenses \$180K; partially offset by higher Payroll (\$467K) and Promotional Expenses (\$303K).
- **Equity, Diversity, and Inclusion** – favorable variance of \$550K primarily due to lower Outside Services of \$490K.
- **Human Resources** – unfavorable variance of (\$75K) primarily due to higher Payroll (\$441K); partially offset by lower Travel & Other Employee Expenses \$169K, Outside Services of \$67K, Supplies & Stock \$32K, and higher charges to Capital Projects \$96K.
- **Labor Relations** – favorable variance of \$202K primarily due to lower Payroll \$186K.
- **Internal Audit** – favorable variance of \$28K primarily due to lower General Expenses \$99K; partially offset by higher Payroll(\$66K).
- **Accounting and Financial Reporting Services** – favorable variance of \$311K primarily due to lower Payroll \$227K, Travel & Other Employee Expenses \$31K, and Outside Services \$26K, add higher charges to Capital Projects \$19K.
- **Information & Communication Technology** – unfavorable (\$2.4M) due to lower charges to Capital Projects (\$2.2M), higher Payroll (\$492K), and Supplies & Stock (\$107K); partially offset by lower Equipment Expense \$206K and Outside Services \$204K.
- **Information Security** – unfavorable variance of (\$2.1M) primarily due to higher Litigated Injuries & Damages (\$1.6M), Outside Services (\$512K) and Payroll (\$33K).
- **Corporate Finance & Budget** – unfavorable variance of (\$108K) primarily due to higher Payroll (\$71K) and Outside Services (\$61K); partially offset by lower Travel & Other Employee Expenses \$24K.
- **Business Intelligence** – favorable variance of \$209K primarily due to lower Outside Services \$246K and Travel & Other Employee Expenses \$40K; partially offset by higher Payroll (\$86K).
- **Risk Services** – favorable variance of \$571K due to lower Insurance Expense \$608K; partially offset by higher Outside Services (\$44K).
- **Office of Strategic Initiative** – favorable variance of \$45K primarily due to lower Travel & Other Employee Expenses \$72K.
- **Central Procurement Office** – favorable variance of \$363K primarily due to lower Payroll of \$718K; partially offset by less charges to Capital Projects (\$260K) and higher General Expenses (\$62K).
- **Environment & Sustainability Admin** – favorable variance of \$538K primarily due to lower Outside Services \$680K; partially offset by higher Payroll (\$78K) and Travel & Other Employee Expenses (\$32K).
- **Police** – unfavorable variance of (\$1.0M) primarily due to higher Payroll (\$630K), General Expenses (\$641K), and Supplies & Stock (\$505K); partially offset by lower Outside Services \$232K, Equipment Expense \$207K, Travel & Other Employee Expenses \$202K, and Worker's Compensation Expenses \$99K.
- **Engineering** – favorable variance of \$3.0M primarily due to higher charges to Capital Projects \$3.4M, lower Overhead Allocations \$121K, and General Expenses \$47K; partially offset by higher Payroll (\$325K) and Property Rentals (\$65K).
- **Port Construction Services** – unfavorable variance of (\$571K) primarily due to higher General Expenses (\$400K), Worker's Compensation Expenses (\$193K), Equipment Expense (\$126K), and Supplies & Stock (\$57K); partially offset by lower Payroll \$162K.
- **Contingency** – unfavorable variance of (\$634K) due to vacancy factor and comp project actuals in departments.

## V. CENTRAL SERVICES DIVISION FINANCIAL & PERFORMANCE REPORT 09/30/25

### 2025 Forecast vs. 2024 Actuals

- Operating Expenses for 2024 are forecasted to be \$8.0M lower than 2024 actuals, mainly due to:
  - Core Central Support Services** – \$15.6M lower than 2024 actuals mainly, primarily due to unbudgeted not having the compensation project and lower expected legal expenses in FY25.
  - Police** – \$3.3M above 2024 due to: increase in salary and benefits for represented groups based on new contracts, new positions, and vacant positions in 2024.
  - Capital Development** – \$4.8M higher than 2024 primarily due to higher payroll and addition of new positions as well as contractual increases to support the capital program.

### D. CAPITAL RESULTS

\$ in 000's	2025	2025	2025	2025	Budget Variance	
	YTD Actual	Year-End Forecast	Budget	Plan of Finance	\$	%
Engineering Fleet Replacement	617	952	2,284	980	1,332	58.3%
Corporate Fleet Replacement	415	1,912	3,950	3,030	2,038	51.6%
Services Tech - Small Cap	748	1,359	1,345	1,500	(14)	-1.0%
Infrastructure - Small Cap	392	466	1,564	1,500	1,098	70.2%
ID Badge System Upgrade	2,402	2,602	3,903	2,899	1,301	33.3%
Radio Microwave Redund. Loop	616	1,016	1,967	1,931	951	48.3%
Public Safety Dispatch	171	648	1,474	0	826	56.0%
Physical Access Control System Refresh	240	540	885	1,095	345	39.0%
Maximo Software System Upgrade	0	0	1,000	1,600	1,000	100.0%
Police Axon Contract 2025	0	1,324	1,324	12,000	0	0.0%
Other (note 1)	296	2,107	4,751	12,950	2,644	55.7%
Subtotal	5,897	12,926	24,447	39,485	11,521	47.1%
CIP Cashflow Adjustment	-	(3,300)	(6,700)	(8,200)	(3,400)	50.7%
<b>TOTAL</b>	<b>5,897</b>	<b>9,626</b>	<b>17,747</b>	<b>31,285</b>	<b>8,121</b>	<b>45.8%</b>

Note:

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