

A photograph of a modern, white, multi-story building with a dark metal frame. The words "PORT OF SEATTLE" are visible in green letters on the upper left side of the building. To the right, three flags are flying on tall poles: the Port of Seattle flag (green with a white seal), the Washington state flag (red, white, and blue), and the rainbow Pride flag. The sky is a clear, bright blue.

PORT OF SEATTLE

# Port of Seattle Q1 2026 Financial Performance Report

# New Accounting Standard GASB 103

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The Governmental Accounting Standards Board (GASB) requires us to implement a new reporting standard, effective for the Port of Seattle on January 1, 2026.



The purpose of the new GASB 103 is to improve financial reporting and information for users.



GASB redefined operating and non-operating revenues and expenses, leading to changes in the current account structure.

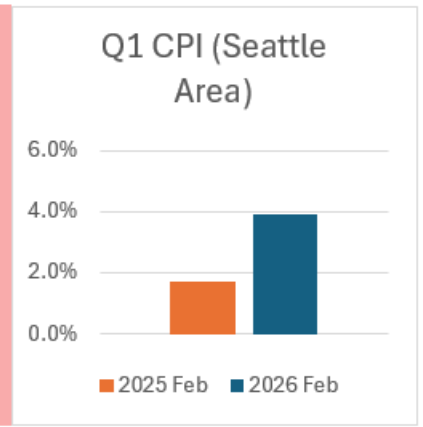
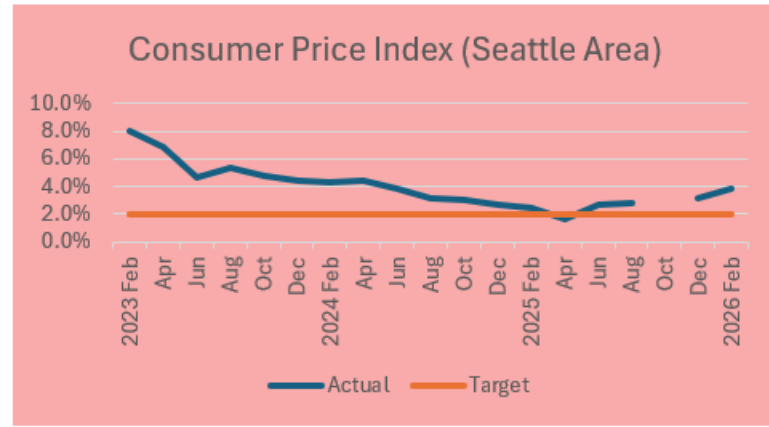
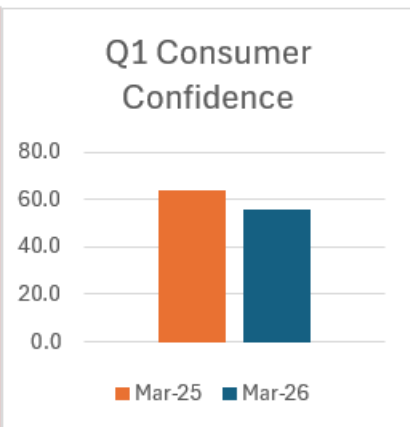
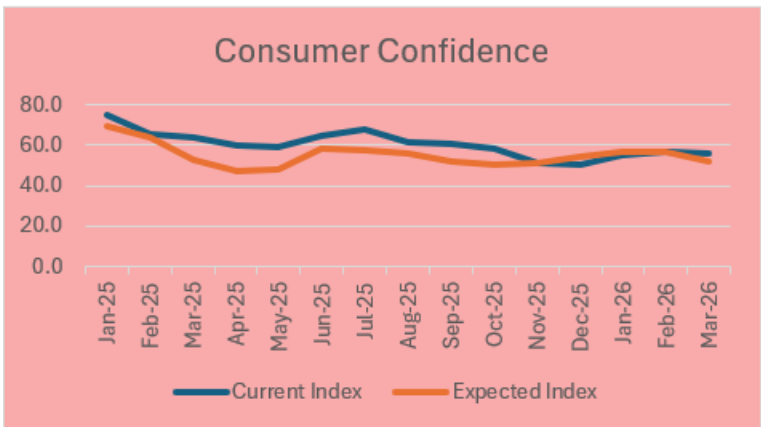
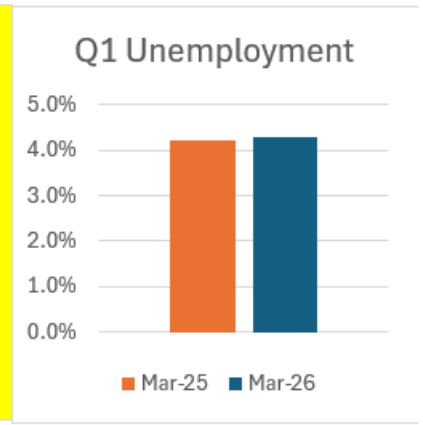
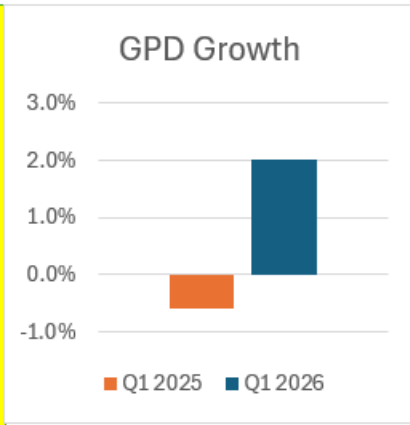


GASB 103 resulted in \$23.2M reduction in Operating Revenues and \$27.3M increase in Operating Expenses (and \$50.5M reduction in NOI) in the 2026 budget.

# 2026 Revised & Forecast Budgets

- The Port uses the **Revised Budget** and Forecast ledgers in both PeopleSoft Financials and Adaptive Insights Budget System to track budget for the new GASB 103 accounts in 2026.
- Using the Revised Budget and Forecast will be more meaningful **apple-to-apple comparison** with the 2026 actuals.
- **Use caution when comparing YoY actuals** as we did not retroactively change the GASB 103 accounts structure for 2025.
- The Revised Budget also includes a change of account from Other Outside Services to **TBCD** (Trade Business & Community Development) for the \$2.0M Friends of the Waterfront. **This will NOT change the total budget.**

# Economic Key Indicators

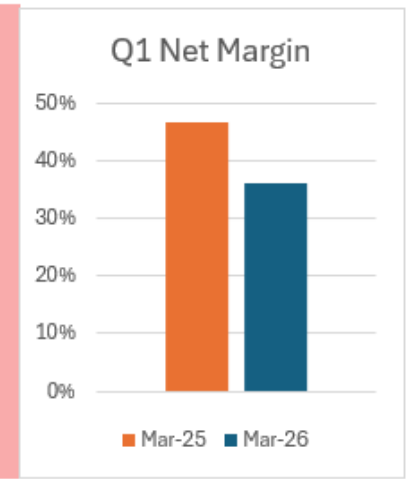
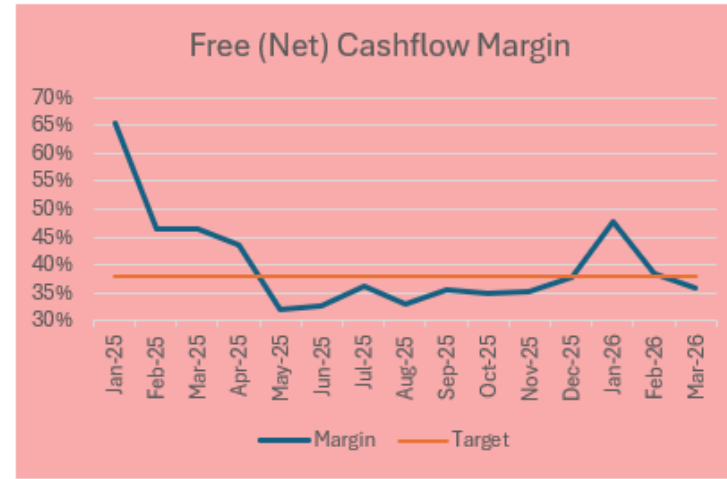
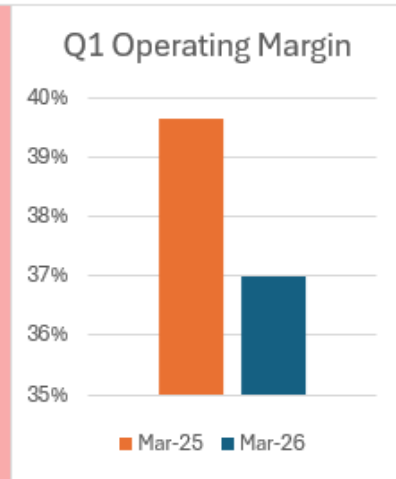
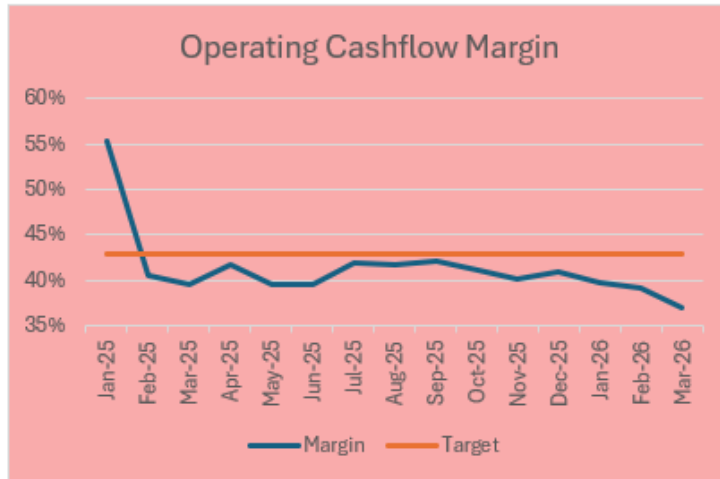
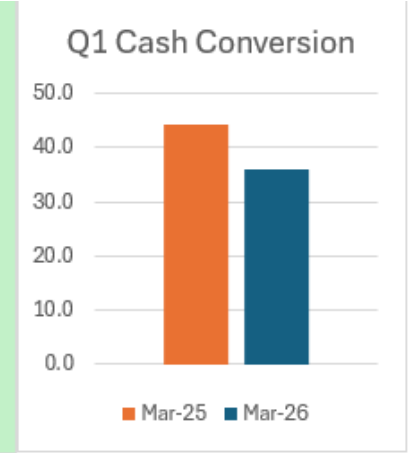
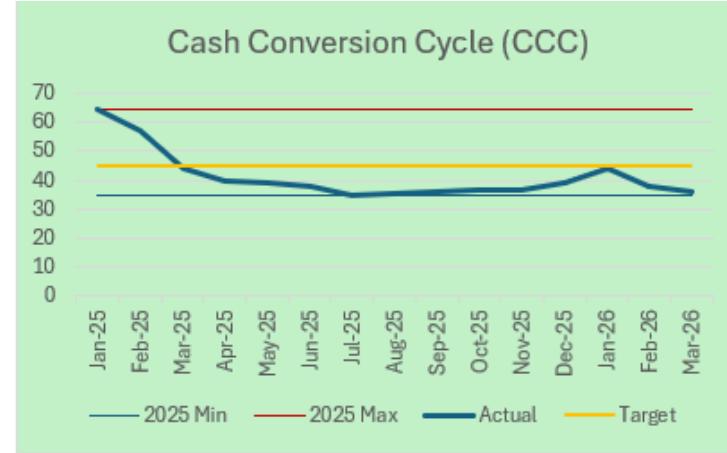
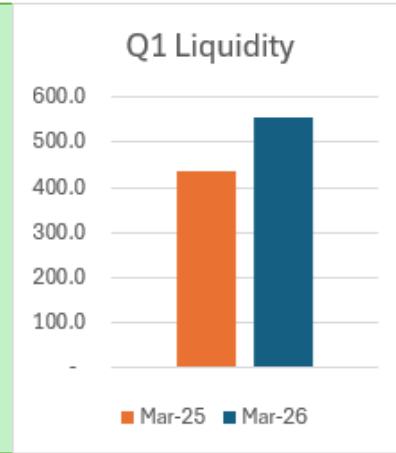
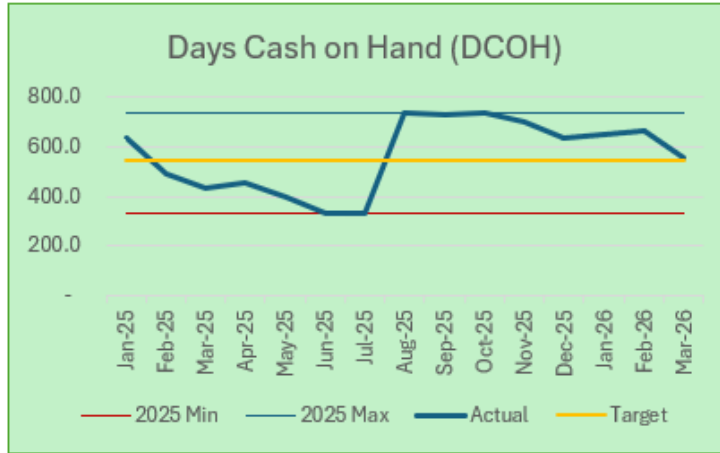


- While Q1 2026 GDP is higher than Q1 2025, it's still lower than inflation.

- CPI data for Oct 2025 is unavailable due to the 2025 lapse in appropriations.

\* Green: Positive Signal   \*Yellow: Cautious Signal   \*Red: Negative Signal

# Port Fiscal Health Indicators



\* Green: Positive Signal    \*Yellow: Cautious Signal    \*Red: Negative Signal

# Key Financial Highlights

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Total operating revenues were \$4.3M or 1.7% above Revised Budget in Q1 and projected to be \$14.3M above Revised Budget on a full-year basis

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Total operating expenses were \$15.6M or 18.9% below Revised Budget in Q1 and projected to be \$2.7M above Revised Budget on a full-year basis

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Total capital spending is projected to be \$771.7M, 99.9% of the budget for the year



# Key Take Aways

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Enplanements are forecasted to be 0.7% higher than 2025 and 1.8% below budget while cruise is expected to perform well compared to budget

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Continue to monitor the unbudgeted or under budgeted items, such as retro tribal payments for NWSA J/V, ERL for T5, OCR, and SKPCF

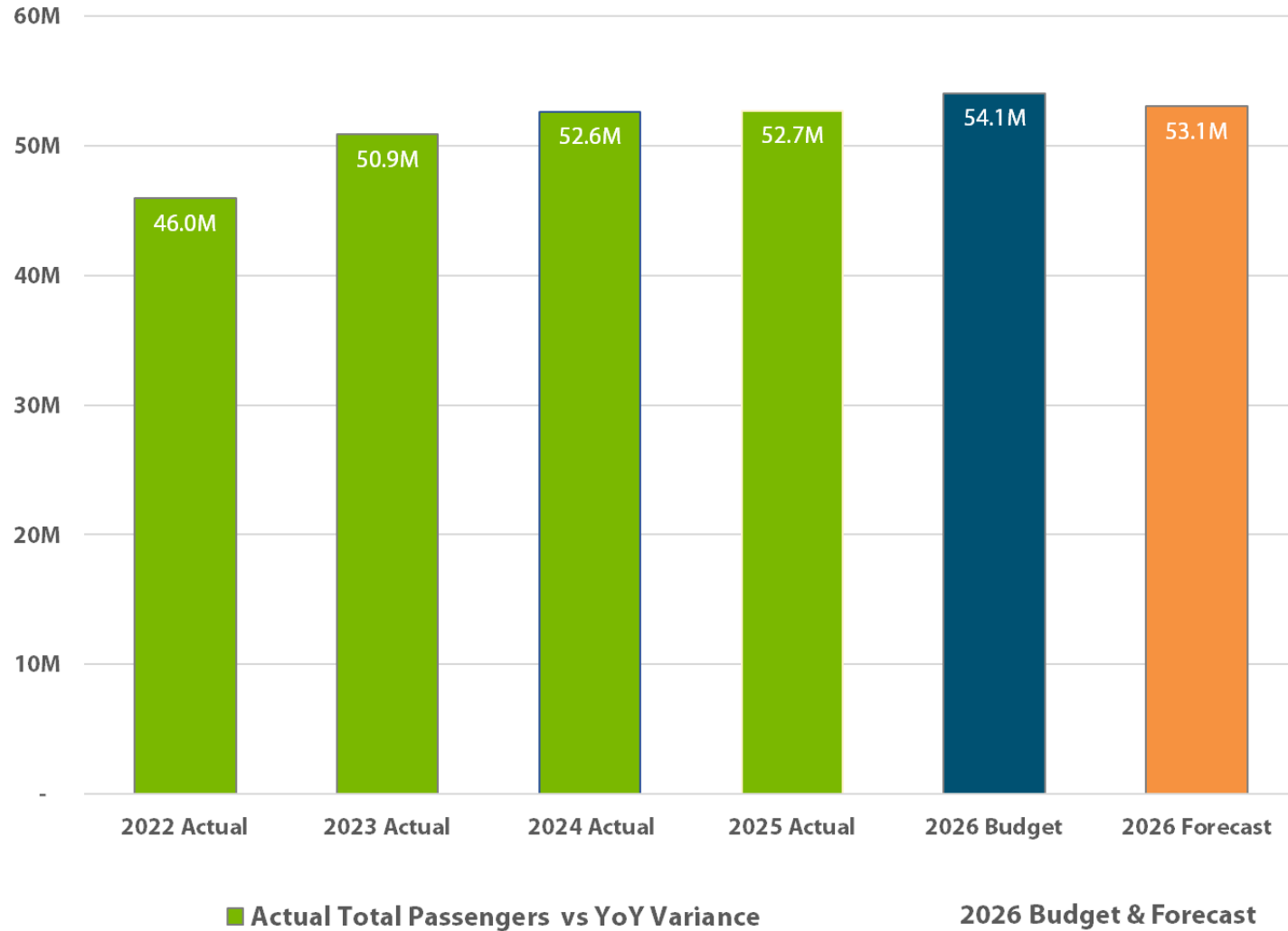
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Payroll is forecasted to be over revised budget due to less Charge to Capital

# Aviation Division

## 2026 Q1 Financial Performance Report

# Passenger Growth



**0.7%**

*Forecast Growth compared to 2025 Actual*

**-1.8%**

*2026 forecast is lower than budget*

**2025 Actual vs. 2026 Forecast**  
**Domestic:** ▼ 0.4% decrease  
**International:** ▲ 7.5% growth

# Financial Summary - GASB 103 Impact

| <i>Figures in \$000s</i>      | <b>2026 Budget</b> | <b>2026 Revised Budget</b> | <b>GASB 103 Impact</b> |
|-------------------------------|--------------------|----------------------------|------------------------|
| <b>Revenues</b>               |                    |                            |                        |
| Aeronautical                  | 617,786            | 618,565                    | 779                    |
| Non-Aeronautical              | 367,381            | 344,087                    | (23,294)               |
| <b>Total Revenues</b>         | <b>985,167</b>     | <b>962,652</b>             | <b>(22,515)</b>        |
| <b>Total O&amp;M Expenses</b> | <b>588,135</b>     | <b>589,858</b>             | <b>(1,723)</b>         |
| <b>NOI</b>                    | <b>397,032</b>     | <b>372,795</b>             | <b>(24,238)</b>        |

- Aeronautical revenue increased as a result of higher allocated expenses that changed from non-operating revenue to operating revenue due to the impact of GASB 103.
- Non-Aeronautical revenue decreased mostly due to reclassification of Customer Facility Charges from operating to non-operating revenue.

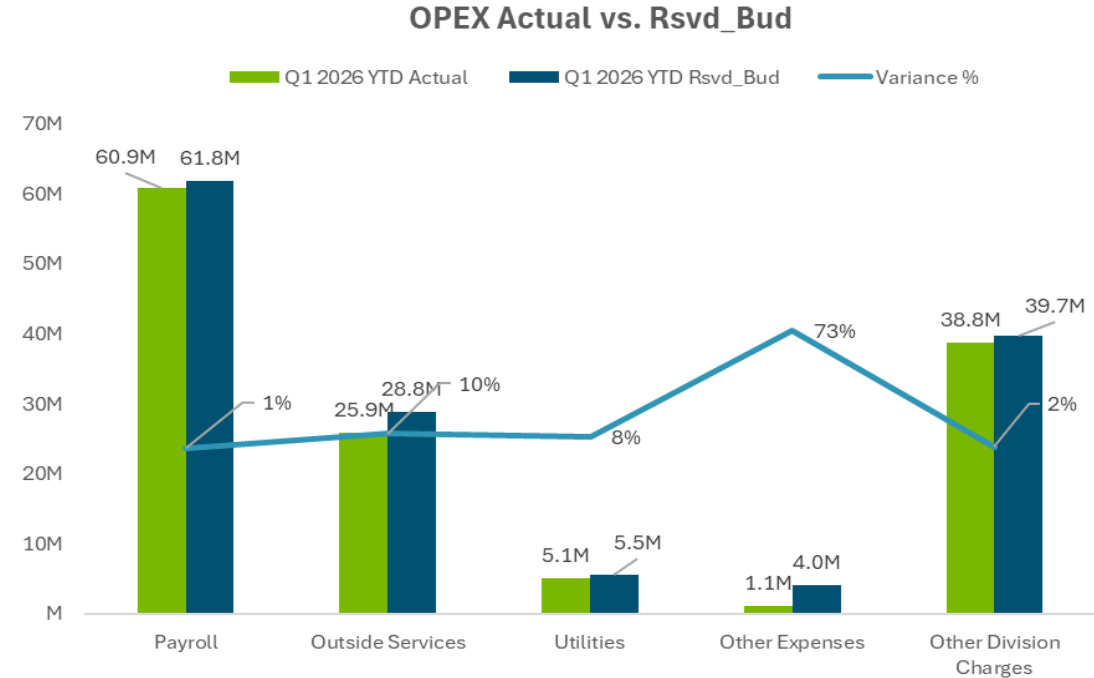
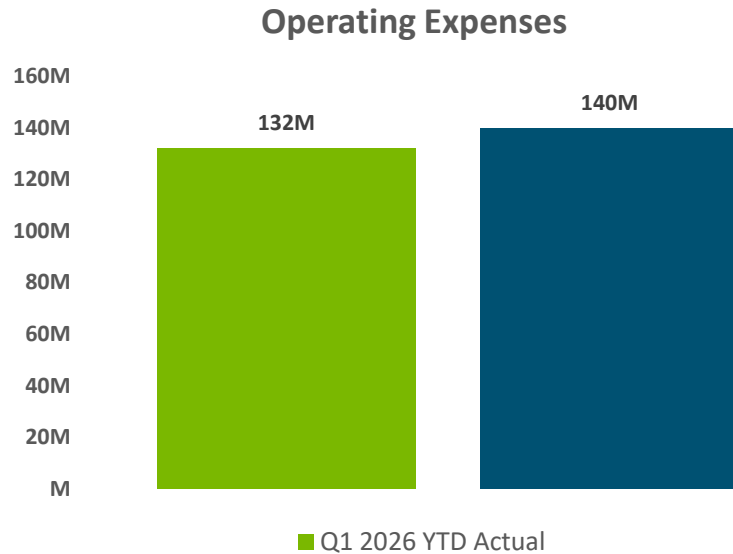
# Financial Summary

| <i>Figures in (\$ in 000's)</i>    | <b>2026<br/>Forecast</b> | <b>2026<br/>Budget</b> | <b>2026<br/>Rvdsd_Bud</b> | <b>Fcst vs.<br/>Rvdsd_Bud<br/>Variance</b> |
|------------------------------------|--------------------------|------------------------|---------------------------|--|
| <b>Revenues</b>                    |                          |                        |                           |  |
| Aeronautical                       | 618,565                  | 617,786                | 618,565                   | -  |
| Non-Aeronautical                   | 354,512                  | 367,381                | 344,087                   | 10,425                                     |
| <b>Operating Revenue</b>           | <b>973,077</b>           | <b>985,167</b>         | <b>962,652</b>            | <b>10,425</b>                              |
| <b>Total Operating Expenses</b>    | <b>588,461</b>           | <b>588,135</b>         | <b>589,858</b>            | <b>1,397</b>                               |
| <b>NOI w/o Pension True-Up</b>     | <b>384,616</b>           | <b>397,032</b>         | <b>372,795</b>            | <b>11,821</b>                              |
| <b>Key Measures</b>                |                          |                        |                           |  |
| Non-Aeronautical NOI (\$ in 000's) | 155,114                  | 170,452                | 146,253                   | 8,860                                      |
| CPE (\$)                           | 21.19                    | 21.16                  | 21.19                     | -  |
| Debt Service Coverage              | 1.66                     | 1.64                   | 1.62                      | 0.04                                       |
| <b>Other Information</b>           |                          |                        |                           |  |
| ADF Balance (\$in 000's)           | 882,596                  | 882,204                | 882,204                   | 392  |
| Capital Spending (\$ in 000's)     | 659,481                  | 658,954                | 658,954                   | 527  |

## Business/Financial Highlights

- Non-Aero revenues – increased \$10.4M compared to 2026 Revised Budget
  - Strength across Public Parking, Rental Cars, Flight Kitchens and Airport Dining and Retail.
  - The delayed construction closure for the South Concourse Lounge is providing an additional three months of operations compared to budget.
- Operating expenses are expected to be lower than the 2026 Revised Budget by \$1.4M

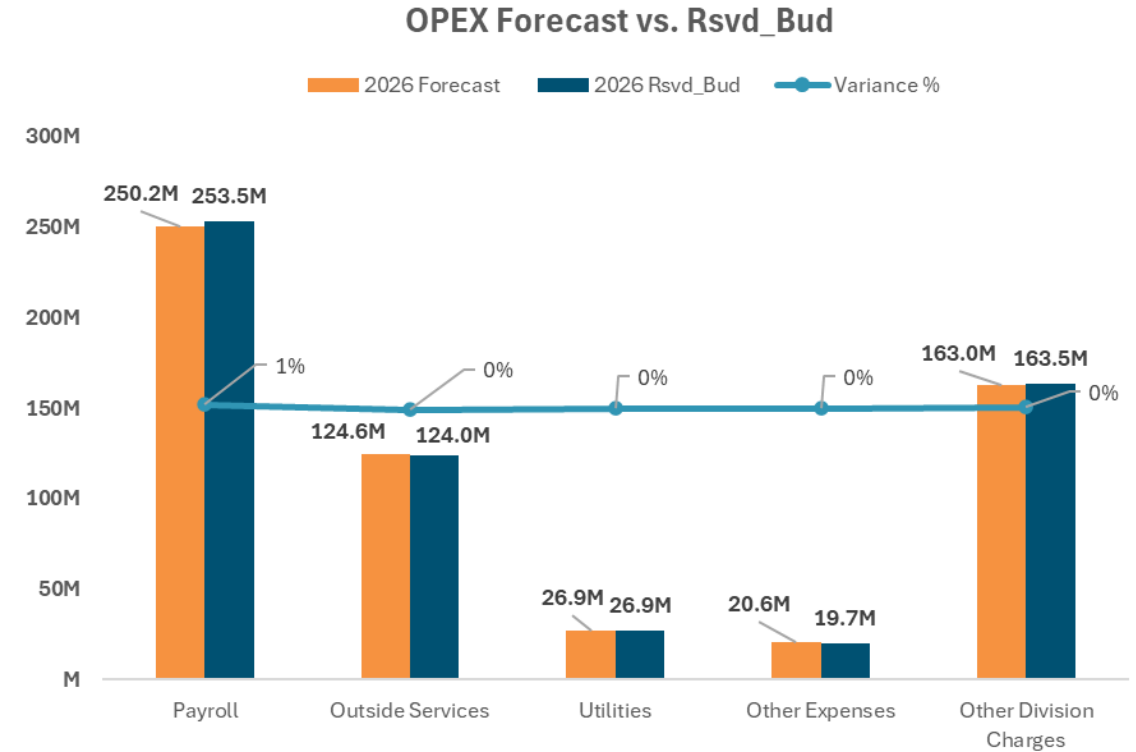
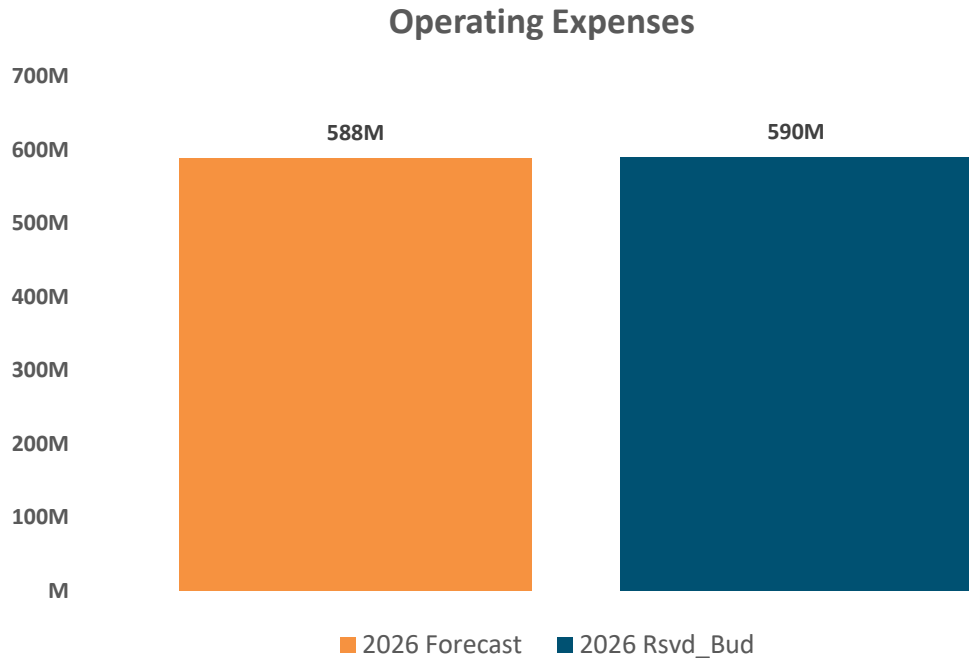
# Operating Expenses Summary (Q1 2026)



## \$7.9M or 5.6% under budget

- **Payroll underspent by \$865K:** Primarily driven lower charges to capital projects
- **Outside Services underspent by \$3M:** Underspent in Contracted, Professional, and Personal services by \$4M partly due to timing between budget and actuals, accrual, and offset by overspend in On-site consultants (\$1.4M) due to timing for capital and expense projects such as South Concourse Evolution and Flight Corridor Safety Program
- **Underspent in Utilities and Other Expenses by \$2.9M:** Underspent across the board besides Supplies and stock due to higher Maintenance material costs, slightly overspent by \$287K
- **Charges from other divisions underspent by \$927K** mostly due to underspend in direct payroll, Outside Services and offset by over allocated costs.

# Operating Expenses Summary (Full Year Forecast)



**\$1.4M or 0.2% under budget**

**Operating Expense is forecasted to be \$1.4M under budget**

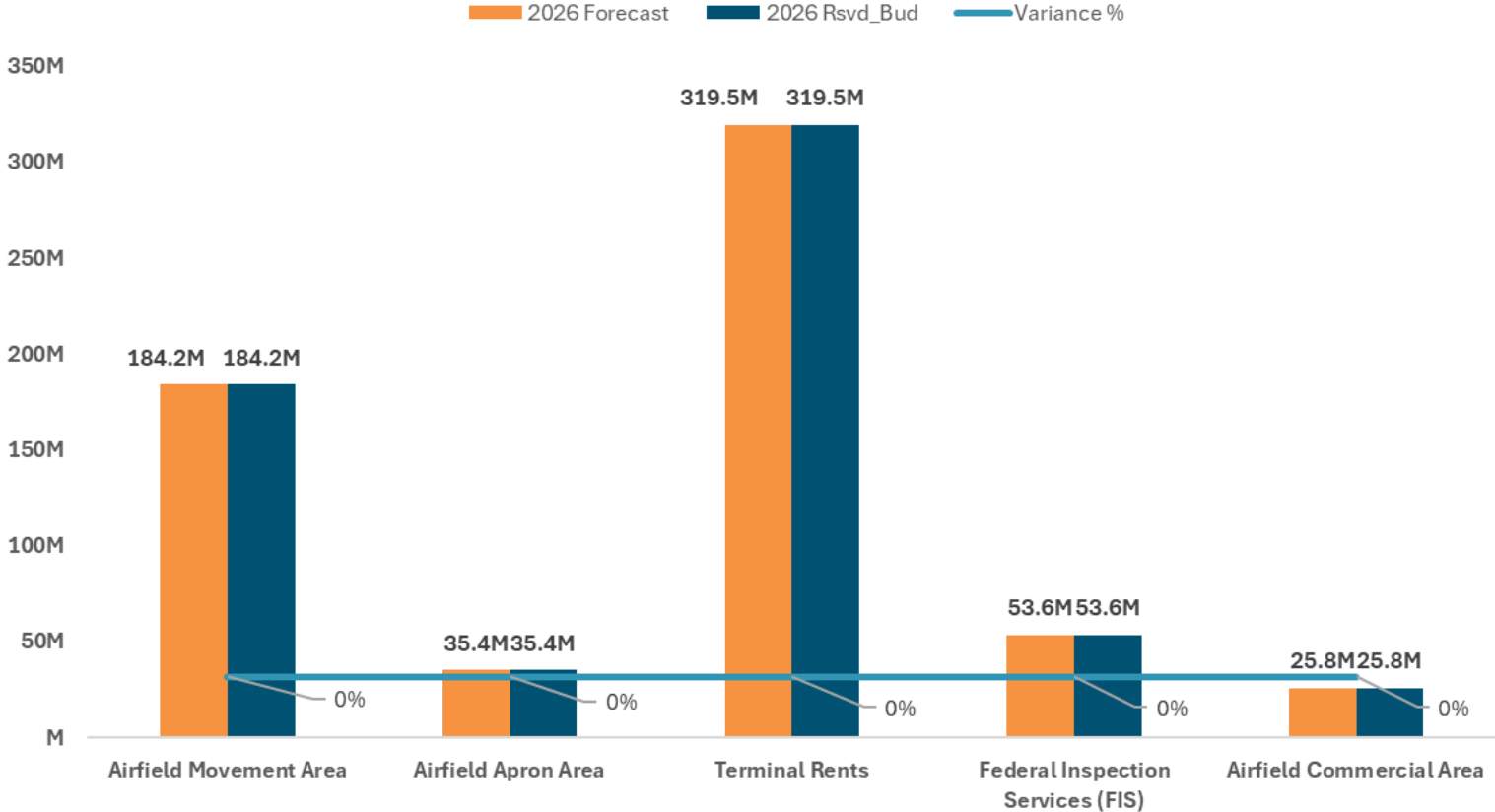
- Payroll underspent by \$3.2M mostly due to vacancies and lower charges to capital
- Most non-payroll expense categories are in line with budget, with a slight overspend in other expenses due to additional third-party management costs for the South Concourse Lounge remaining open through the rest of the year, which is expected to generate an additional \$3M in non-aeronautical revenue.

# Aeronautical Revenue

Forecast  
**\$619M**



Budget  
**\$618M**



Aeronautical revenue forecast was increased due to GASB 103 adjustments.

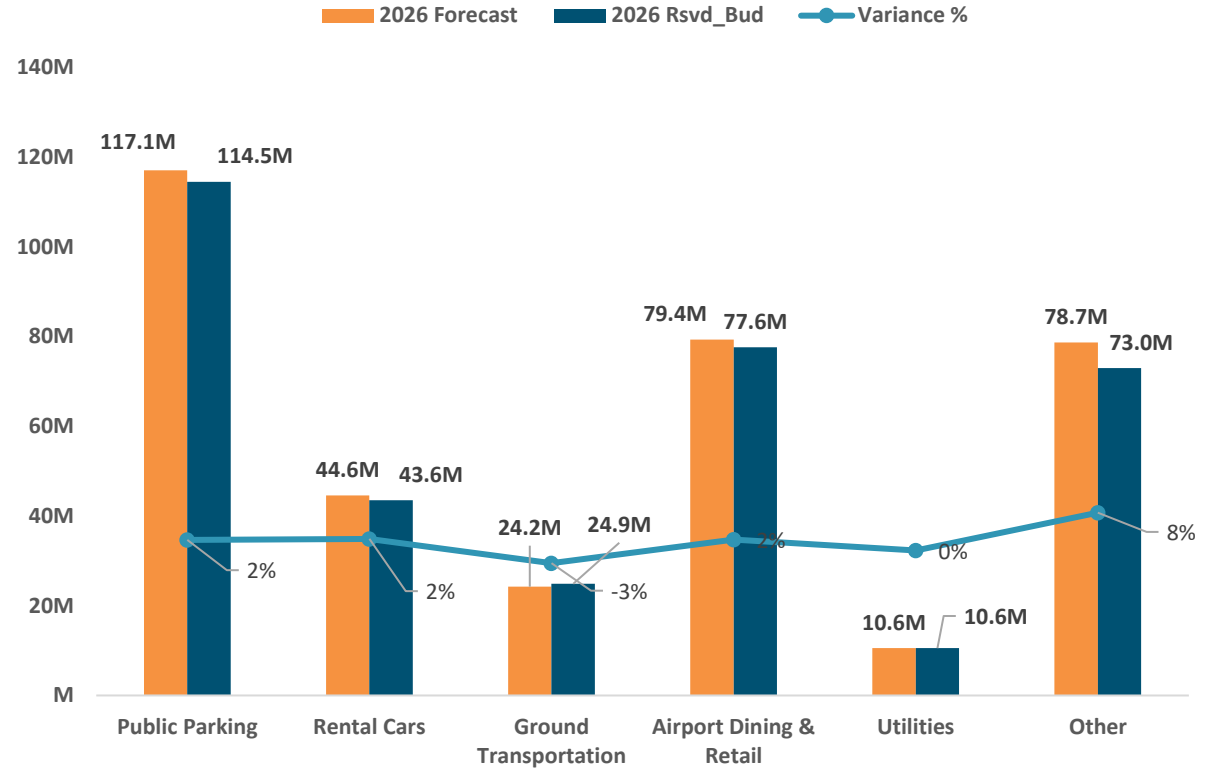
# Non-Aeronautical Revenue

Forecast  
**\$354.5M**



**\$10.4M**  
**+3.0%**

Revised Budget  
**\$344.1M**



## Non-Aero Revenue key drivers:

- Drive-Up Parking revenue is accelerating Public Parking higher than budget.
- Rental Cars concessions are higher in both transaction volumes and average ticket prices.
- Food and Beverage is driving ADR revenue growth higher than expected in the 2026 Budget.
- The delayed construction closure for the South Concourse Lounge is providing an additional three months of operations compared to the 2026 Revised Budget.

# Debt Service Coverage Ratio slightly higher than Revised Budget

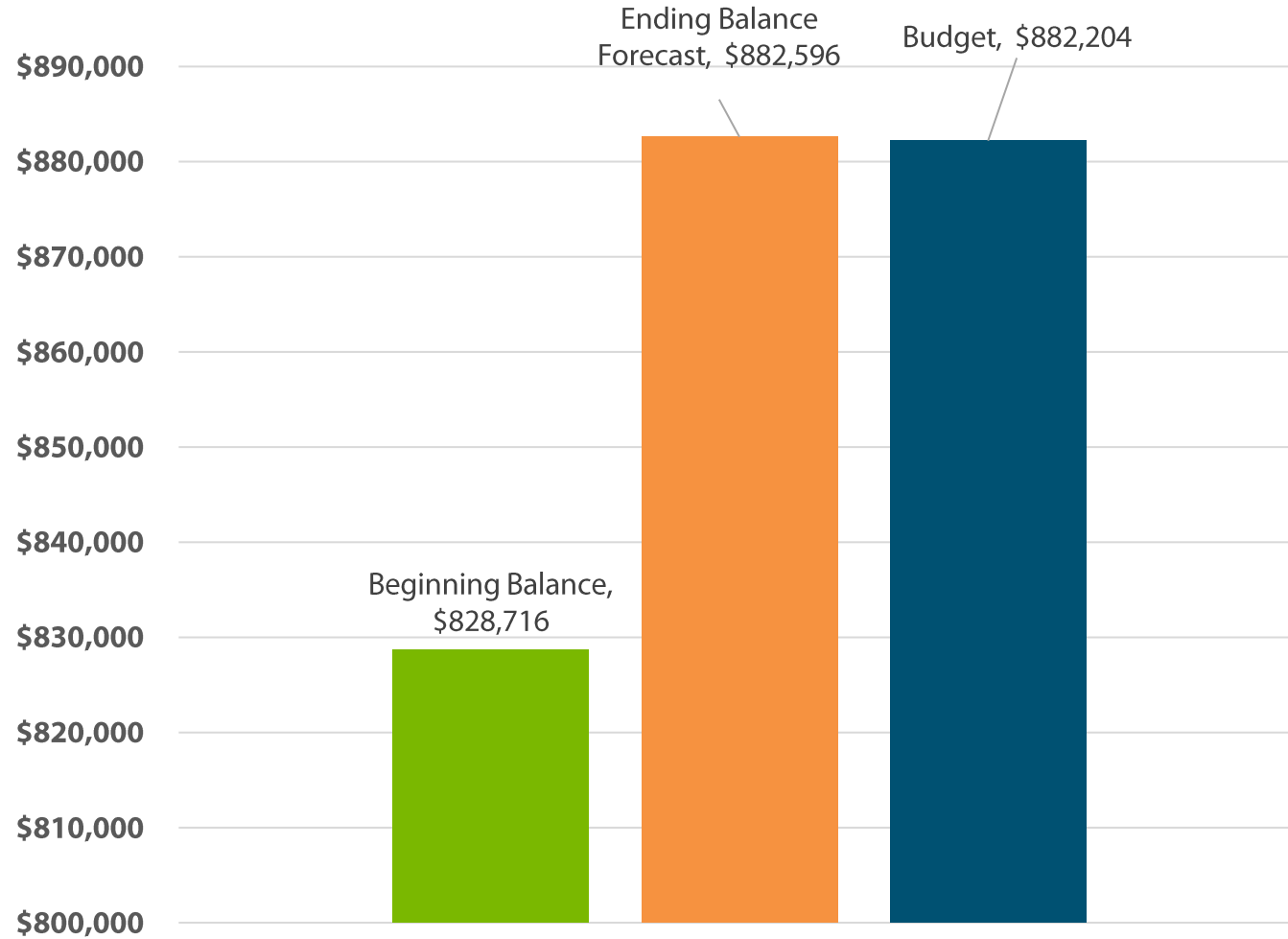
| Figures in \$000's                              | 2025 Actual      | 2026 Forecast    | 2026 Budget      | 2026 Revised Budget | Fcst vs. Rvsd_Bud Variance |
|---|------------------|------------------|------------------|---------------------|----------------------------|
| <b>Revenues</b>                                 |                  |                  |                  |                     |                            |
| Aero  | 545,288          | 618,565          | 617,786          | 618,565             | -                          |
| Non-aero <sup>(a)</sup>                         | 374,347          | 354,512          | 367,381          | 344,087             | 10,425                     |
| <b>Total Revenues</b>                           | <b>919,635</b>   | <b>973,077</b>   | <b>985,167</b>   | <b>962,652</b>      | <b>10,425</b>              |
| <b>O&amp;M</b>                                  | <b>(537,028)</b> | <b>(588,461)</b> | <b>(588,135)</b> | <b>(589,858)</b>    | <b>1,397</b>               |
| <b>Net Operating Income</b>                     | <b>382,607</b>   | <b>384,616</b>   | <b>397,032</b>   | <b>372,795</b>      | <b>11,822</b>              |
| Customer Facility Charge (CFC) Excess           | (9,385)          | (11,940)         | (11,702)         | (11,702)            | (237)                      |
| Rental Car Facility CFC Revenues <sup>(a)</sup> |                  | 24,307           |                  | 24,307              | -                          |
| Other net non-operating                         | 25,939           | 20,825           | 26,764           | 20,825              | -                          |
| <b>Available for debt service</b>               | <b>399,160</b>   | <b>417,808</b>   | <b>412,094</b>   | <b>406,224</b>      | <b>11,584</b>              |
| <b>Debt Service</b>                             |                  |                  |                  |                     |                            |
| Gross debt service (net of cap i)               | 335,029          | 376,738          | 376,688          | 376,688             | 50                         |
| CFC offset                                      | (24,821)         | (25,327)         | (25,327)         | (25,327)            | 1                          |
| PFC offset                                      | (100,000)        | (99,973)         | (100,000)        | (100,000)           | 27                         |
| <b>Net Debt Service</b>                         | <b>210,208</b>   | <b>251,438</b>   | <b>251,360</b>   | <b>251,360</b>      | <b>78</b>                  |
| <b>Debt Service Coverage</b>                    | 1.90             | 1.66             | 1.64             | 1.62                | 0.04                       |

- Debt Service Coverage ratio forecast above revised budget, driven by higher non-aero revenues.

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

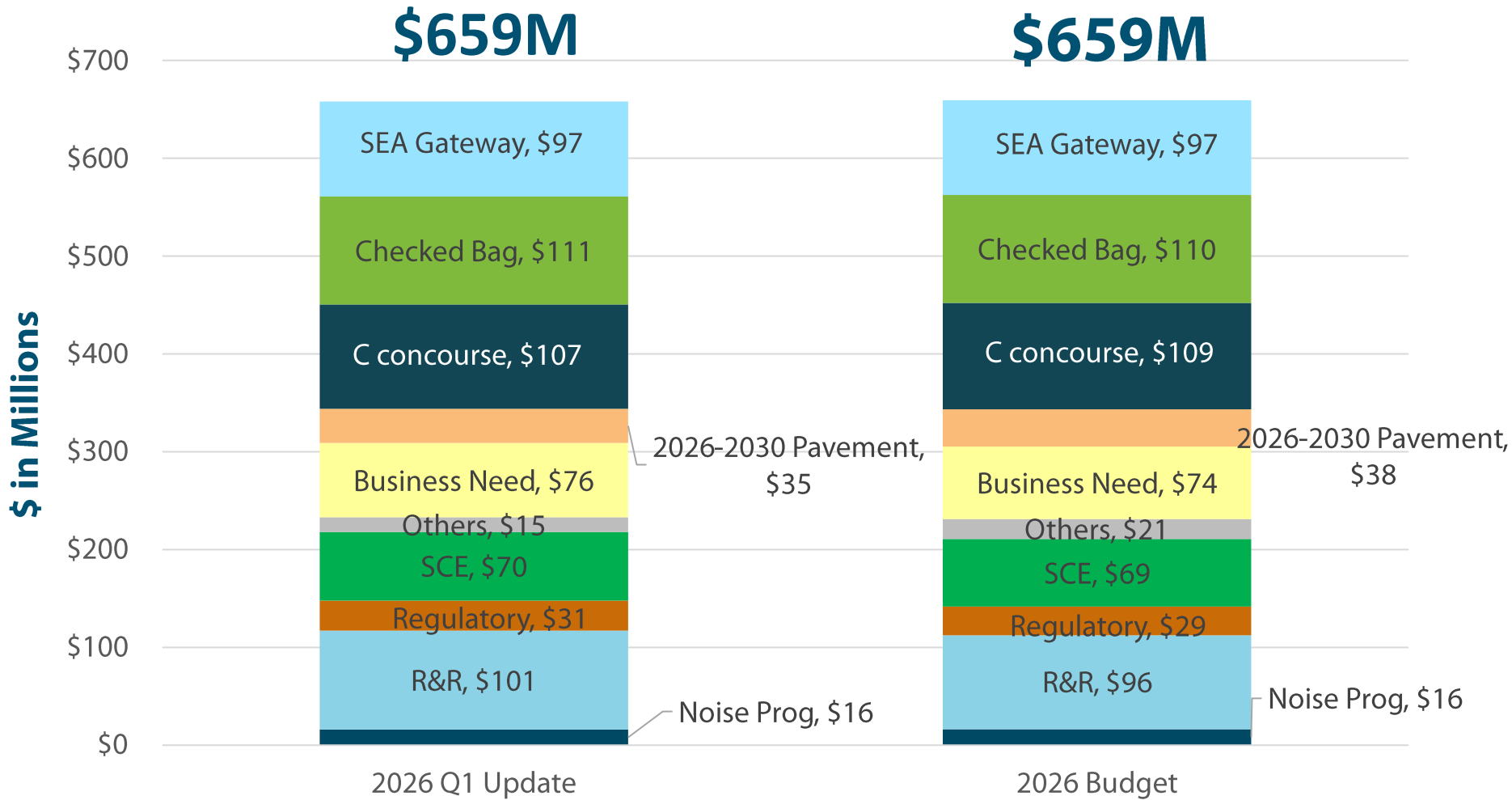
# Airport Development Fund Balance

\$ in 000's



- Ending balance forecast of \$882M which is the target of \$882M (18 months of O&M in 2026).
- ADF funded capital projects Forecast is \$51M. Lower cash balance is programmed to fund capital projects.

# 2026 Capital Spending Forecast



- 2026 capital spending forecast is \$659M, and in line with the budget.

# Seaport

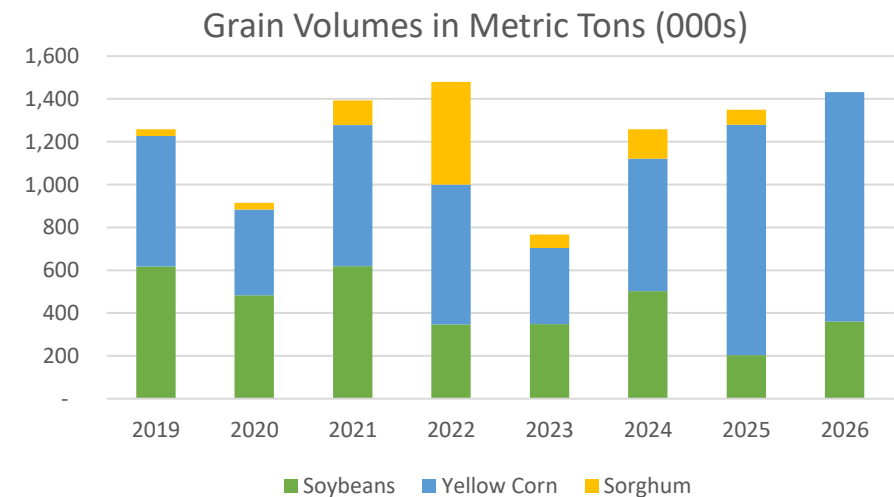
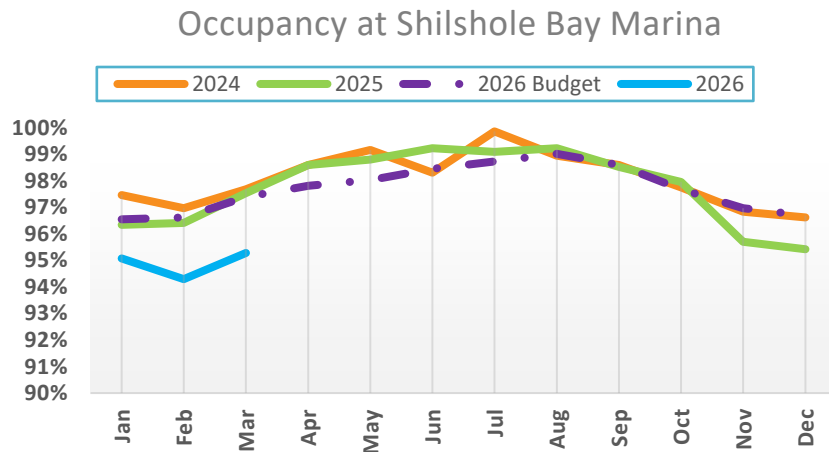
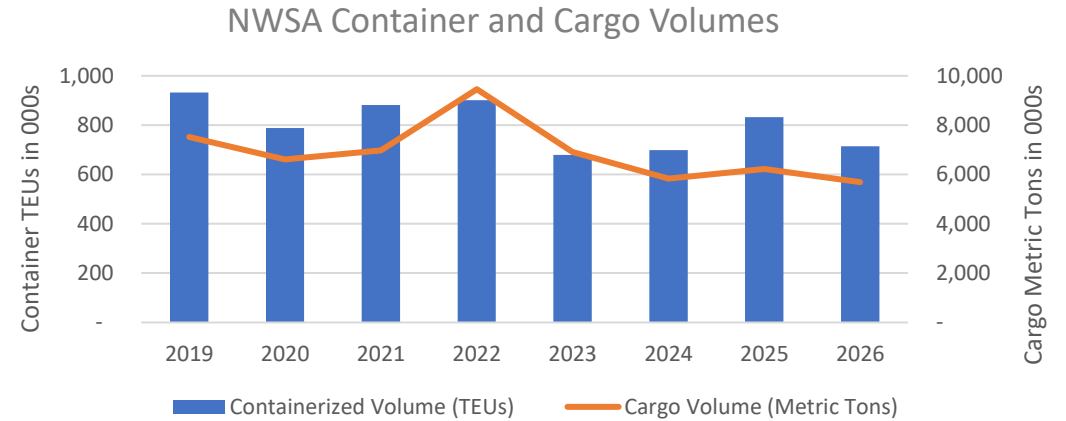
## 2026 Q1 Financial Performance Report



# Seaport Key Metrics

## Q1 2026

- Cruise- no major changes from budget
- Containers down 14%
- Cargo (excl. grain) down 9%
- Grain up 6%
- Q1 SBM Occupancy down from SaBM slip holds. Occupancy expected to increase in Q2.



# Seaport Performance Summary – Q1 2026

|  | 2024 YTD      | 2025 YTD      | 2026 YTD      | 2026 YTD       | Actual vs. Budget |             | Change from 2025 |            | 2026           | 2026           | Fest vs. Budget |            |
|--|---------------|---------------|---------------|----------------|-------------------|-------------|------------------|------------|----------------|----------------|-----------------|------------|
|  | Actual        | Actual        | Actual        | Revised Budget | \$                | %           | \$               | %          | Forecast       | Revised Budget | \$              | %          |
| <i>\$ in 000's</i>                     |               |               |               |                |                   |             |                  |            |                |                |                 |            |
| <b>Revenues</b>                        |               |               |               |                |                   |             |                  |            |                |                |                 |            |
| Maritime                               | 15,013        | 15,427        | 16,868        | 16,698         | 169               | 1%          | 1,440            | 9%         | 125,344        | 125,344        | 0               | 0%         |
| Economic Development Division          | 4             | 3             | 4             | 4              | 0                 | 5%          | 1                | 37%        | 16             | 16             | 0               | 0%         |
| Joint Venture                          | 14,265        | 14,249        | 17,289        | 14,251         | 3,038             | 21%         | 3,040            | 21%        | 60,872         | 56,972         | 3,900           | 7%         |
| <b>Total Revenue</b>                   | <b>29,281</b> | <b>29,679</b> | <b>34,160</b> | <b>30,953</b>  | <b>3,208</b>      | <b>10%</b>  | <b>4,481</b>     | <b>15%</b> | <b>186,231</b> | <b>182,331</b> | <b>3,900</b>    | <b>2%</b>  |
| <b>Expenses</b>                        |               |               |               |                |                   |             |                  |            |                |                |                 |            |
| Maritime                               | 21,823        | 23,250        | 20,977        | 27,405         | 6,428             | 23%         | (2,273)          | -10%       | 124,007        | 124,728        | 721             | 1%         |
| Economic Development Division          | 337           | 248           | 279           | 423            | 144               | 34%         | 31               | 12%        | 3,390          | 3,390          | 0               | 0%         |
| Joint Venture                          | 594           | 402           | 3,723         | 1,288          | (2,435)           | -189%       | 3,322            | 827%       | 9,464          | 5,564          | (3,900)         | -70%       |
| <b>Total Expense</b>                   | <b>22,754</b> | <b>23,899</b> | <b>24,979</b> | <b>29,116</b>  | <b>4,137</b>      | <b>14%</b>  | <b>1,080</b>     | <b>5%</b>  | <b>136,860</b> | <b>133,681</b> | <b>(3,179)</b>  | <b>-2%</b> |
| <b>Total Non-Aviation Business NOI</b> | <b>6,527</b>  | <b>5,780</b>  | <b>9,181</b>  | <b>1,837</b>   | <b>7,345</b>      | <b>400%</b> | <b>3,401</b>     | <b>59%</b> | <b>49,371</b>  | <b>48,650</b>  | <b>721</b>      | <b>1%</b>  |

## Year-to-Date

- No Cruise Sailings in Q1
- Lower Spending @ NWSA, higher distributable income
- Delayed booking on SaBM Impairment \$4.5M
- Timing of spend
- JV – T5 ERL and revised booking of tribal payments

## Forecast

- Revenue: Tracking to Budget. Potential upside in JV.
- Expenses:
  - Central Services and RNG Billing change
  - EDD – Timing of Spend.
  - JV – Tribal Payment (\$1.8M) and T5 ERL (\$2.1M)

# Maritime Division

## 2026 Q1 Financial Performance Report

# Maritime + NWSA/Joint Venture

## Key Takeaways

### Maritime

- Revenue in 2026 forecasted to revised budget at just over \$125M.
- Q1 Revenue 1% Higher than budget.
  - Conference Center revenue promising but still concerns in outer months with FIFA. Exploring other opportunities with Columbia Tower's closing.
- Expenses forecasted just under revised budget, but 11% over 2025 from the inclusion of T91 building demolitions @ \$8M.
- Q1 Expenses 23% below budget from delayed impairment booking, otherwise 7% under budget and up 10% from 2025.

### JV

- Revenue potential to exceed budget at year end, but YTD and forecasted expenses higher from Tribal Payments and T5 remediation.

# Maritime Q1 YTD Financial Summary

|   | 2022 YTD       | 2023 YTD        | 2024 YTD        | 2025 YTD        | 2026 YTD        | 2026 YTD Revised Budget | Actual vs. Budget Variance |             | Change from 2025 |              |
|---|----------------|-----------------|-----------------|-----------------|-----------------|-------------------------|----------------------------|-------------|------------------|--------------|
| \$ in 000's                                 | Actual         | Actual          | Actual          | Actual          | Actual          | Budget                  | \$                         | %           | \$               | %            |
| Ship Canal Fishing & Operations             | 1,180          | 1,250           | 1,324           | 1,535           | 1,235           | 1,401                   | (167)                      | -12%        | (301)            | -20%         |
| Elliott Bay Fishing & Commercial Operations | 1,308          | 1,501           | 1,462           | 1,396           | 1,478           | 1,663                   | (185)                      | -11%        | 81               | 6%           |
| Recreational Boating                        | 3,443          | 3,827           | 4,041           | 4,482           | 4,535           | 4,692                   | (156)                      | -3%         | 54               | 1%           |
| Cruise                                      | (66)           | (302)           | (299)           | (339)           | 70              | (407)                   | 477                        | 117%        | 409              | 121%         |
| Grain                                       | 1,874          | 1,081           | 1,617           | 1,687           | 1,600           | 1,660                   | (60)                       | -4%         | (87)             | -5%          |
| Conference & Event Centers                  | 618            | 1,380           | 1,825           | 1,575           | 2,224           | 1,775                   | 449                        | 25%         | 649              | 41%          |
| Leasing Portfolio                           | 4,728          | 4,777           | 5,042           | 5,079           | 5,737           | 5,914                   | (177)                      | -3%         | 658              | 13%          |
| Other                                       | 6              | 8               | 1               | 12              | (11)            | 0                       | (11)                       |             | (24)             | -194%        |
| <b>Total Revenue</b>                        | <b>13,092</b>  | <b>13,522</b>   | <b>15,013</b>   | <b>15,427</b>   | <b>16,868</b>   | <b>16,698</b>           | <b>169</b>                 | <b>1%</b>   | <b>1,440</b>     | <b>9%</b>    |
| <b>Expenses</b>                             |                |                 |                 |                 |                 |                         |                            |             |                  |              |
| <b>Total Direct</b>                         | <b>7,453</b>   | <b>7,753</b>    | <b>8,254</b>    | <b>9,298</b>    | <b>5,136</b>    | <b>9,590</b>            | <b>4,454</b>               | <b>46%</b>  | <b>(4,162)</b>   | <b>-45%</b>  |
| <b>Total Support Services</b>               | <b>4,666</b>   | <b>5,775</b>    | <b>6,882</b>    | <b>6,852</b>    | <b>8,211</b>    | <b>10,111</b>           | <b>1,899</b>               | <b>19%</b>  | <b>1,360</b>     | <b>20%</b>   |
| <b>Total Central Services / Other</b>       | <b>5,175</b>   | <b>5,756</b>    | <b>6,687</b>    | <b>7,100</b>    | <b>7,630</b>    | <b>7,705</b>            | <b>75</b>                  | <b>1%</b>   | <b>529</b>       | <b>7%</b>    |
| <b>Total Expense</b>                        | <b>17,294</b>  | <b>19,284</b>   | <b>21,823</b>   | <b>23,250</b>   | <b>20,977</b>   | <b>27,405</b>           | <b>6,428</b>               | <b>23%</b>  | <b>(2,273)</b>   | <b>-10%</b>  |
| <b>NOI Before Depreciation</b>              | <b>(4,202)</b> | <b>(5,762)</b>  | <b>(6,810)</b>  | <b>(7,823)</b>  | <b>(4,110)</b>  | <b>(10,707)</b>         | <b>6,597</b>               | <b>62%</b>  | <b>3,713</b>     | <b>47%</b>   |
| Depreciation                                | 5,400          | 5,585           | 5,571           | 5,863           | 6,449           | 6,774                   | 325                        | 5%          | 585              | 10%          |
| <b>NOI After Depreciation</b>               | <b>(9,602)</b> | <b>(11,347)</b> | <b>(12,381)</b> | <b>(13,686)</b> | <b>(10,558)</b> | <b>(17,481)</b>         | <b>6,922</b>               | <b>-40%</b> | <b>3,128</b>     | <b>-23%</b>  |
| <b>GASB/Pension Credit Impacts</b>          |                |                 |                 |                 |                 |                         |                            |             |                  |              |
| <b>Total Revenue</b>                        |                |                 |                 | <b>(3,981)</b>  | <b>(3,728)</b>  | <b>(3,707)</b>          | <b>21</b>                  | <b>1%</b>   | <b>253</b>       | <b>6%</b>    |
| <b>Total Operating Expenses</b>             |                |                 |                 | <b>(18)</b>     | <b>(45)</b>     | <b>375</b>              | <b>420</b>                 | <b>112%</b> | <b>(27)</b>      | <b>-148%</b> |
| <b>Total Depreciation</b>                   |                |                 |                 | <b>100</b>      | <b>65</b>       | <b>39</b>               | <b>(26)</b>                | <b>-68%</b> | <b>(35)</b>      | <b>-35%</b>  |
| <b>NOI After Depreciation with GASB</b>     | <b>(9,602)</b> | <b>(11,347)</b> | <b>(12,381)</b> | <b>(17,748)</b> | <b>(14,306)</b> | <b>(21,601)</b>         | <b>(7,295)</b>             | <b>34%</b>  | <b>3,442</b>     | <b>19%</b>   |

## Variance from Budget

### Revenue \$\$169K higher:

- Cruise – Timing of lease payment.
- Conference & Event center with returning customers and Upsell Activities.
- Ship Canal and Rec Boating impacted by SaBM closures.

### Operating Exp. \$6.4M lower:

- Direct \$4.5M Lower –
  - SaBM Impairment \$4.6M booking delayed to April. YTD negative accrual balance.
- Support Services \$1.9M lower–
  - Timing of project spend.
- Central Services \$75K lower.
- GASB
  - Revenue Impacted by GASB 87 Contra lease revenue higher than lease revenues.
  - Operating Expense does not have Warehousemen's pension trust distribution booked yet.

# Maritime 2026 Financial Forecast

|  | 2022            | 2023            | 2024            | 2025            | 2026            | 2026            | Forecast vs. Budget |             | Change from 2025 |             |
|--|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------------|-------------|------------------|-------------|
|  | Actual          | Actual          | Actual          | Actual          | Forecast        | Revised Budget  | \$                  | %           | \$               | %           |
| \$ in 000's                                |                 |                 |                 |                 |                 |                 |                     |             |                  |             |
| Ship Canal Fishing & Operations            | 4,592           | 5,076           | 5,169           | 5,562           | 4,684           | 4,684           | 0                   | 0%          | (878)            | -16%        |
| Elliott Bay Fishing & Commercial Operation | 5,975           | 6,564           | 6,602           | 6,963           | 6,374           | 6,374           | 0                   | 0%          | (589)            | -8%         |
| Recreational Boating                       | 13,978          | 15,505          | 16,555          | 18,058          | 19,094          | 19,094          | 0                   | 0%          | 1,036            | 6%          |
| Cruise                                     | 30,469          | 41,726          | 43,145          | 48,853          | 57,292          | 57,292          | 0                   | 0%          | 8,440            | 17%         |
| Grain                                      | 5,792           | 3,356           | 5,920           | 6,442           | 4,440           | 4,440           | 0                   | 0%          | (2,002)          | -31%        |
| Conference & Event Centers                 | 8,914           | 6,738           | 7,490           | 8,654           | 9,430           | 9,430           | 0                   | 0%          | 776              | 9%          |
| Leasing Portfolio                          | 19,367          | 20,764          | 21,920          | 22,432          | 24,029          | 24,029          | 0                   | 0%          | 1,597            | 7%          |
| Other                                      | 10              | 10              | 8               | (47)            | 0               | 0               | 0                   | 0%          | 47               | 100%        |
| <b>Total Revenue</b>                       | <b>89,095</b>   | <b>99,738</b>   | <b>106,809</b>  | <b>116,917</b>  | <b>125,344</b>  | <b>125,344</b>  | <b>0</b>            | <b>0%</b>   | <b>8,427</b>     | <b>7%</b>   |
| <b>Expenses</b>                            |                 |                 |                 |                 |                 |                 |                     |             |                  |             |
| <b>Total Direct</b>                        | <b>33,680</b>   | <b>37,061</b>   | <b>36,595</b>   | <b>47,675</b>   | <b>42,769</b>   | <b>43,119</b>   | <b>350</b>          | <b>1%</b>   | <b>(4,906)</b>   | <b>-10%</b> |
| <b>Total Support Services</b>              | <b>24,948</b>   | <b>29,939</b>   | <b>33,193</b>   | <b>36,354</b>   | <b>50,564</b>   | <b>50,564</b>   | <b>0</b>            | <b>0%</b>   | <b>14,210</b>    | <b>39%</b>  |
| <b>Total Central Services / Other</b>      | <b>22,972</b>   | <b>26,596</b>   | <b>32,202</b>   | <b>27,614</b>   | <b>30,674</b>   | <b>31,045</b>   | <b>371</b>          | <b>1%</b>   | <b>3,060</b>     | <b>11%</b>  |
| <b>Total Expense</b>                       | <b>81,600</b>   | <b>93,596</b>   | <b>101,991</b>  | <b>111,643</b>  | <b>124,007</b>  | <b>124,728</b>  | <b>721</b>          | <b>1%</b>   | <b>12,364</b>    | <b>11%</b>  |
| <b>NOI Before Depreciation</b>             | <b>7,495</b>    | <b>6,142</b>    | <b>4,818</b>    | <b>5,274</b>    | <b>1,337</b>    | <b>616</b>      | <b>721</b>          | <b>117%</b> | <b>(3,936)</b>   | <b>-75%</b> |
| Depreciation                               | 21,974          | 22,421          | 23,850          | 24,727          | 27,033          | 27,033          | 0                   | 0%          | 2,306            | 9%          |
| <b>NOI After Depreciation</b>              | <b>(14,479)</b> | <b>(16,279)</b> | <b>(19,032)</b> | <b>(19,453)</b> | <b>(25,695)</b> | <b>(26,416)</b> | <b>721</b>          | <b>-3%</b>  | <b>(6,242)</b>   | <b>32%</b>  |
| <b>GASB/Pension Credit Impacts</b>         |                 |                 |                 |                 |                 |                 |                     |             |                  |             |
| <b>Total Revenue</b>                       | <b>170</b>      | <b>(90)</b>     | <b>(18)</b>     | <b>(15,889)</b> | <b>(14,828)</b> | <b>(14,828)</b> | <b>0</b>            | <b>0%</b>   | <b>1,061</b>     | <b>7%</b>   |
| <b>Total Op Expenses, Pension Adj</b>      | <b>(2,561)</b>  | <b>(3,850)</b>  | <b>(3,145)</b>  | <b>(4,092)</b>  | <b>15,180</b>   | <b>15,900</b>   | <b>720</b>          | <b>5%</b>   | <b>19,272</b>    | <b>471%</b> |
| <b>Total Depreciation</b>                  |                 |                 |                 | <b>284</b>      | <b>128</b>      | <b>128</b>      | <b>0</b>            | <b>0%</b>   | <b>(156)</b>     | <b>-55%</b> |
| <b>NOI After Depreciation with GASB</b>    | <b>(11,748)</b> | <b>(12,519)</b> | <b>(15,905)</b> | <b>(31,533)</b> | <b>(55,831)</b> | <b>(57,272)</b> | <b>(1,441)</b>      | <b>3%</b>   | <b>(24,298)</b>  | <b>77%</b>  |

## Variance from Budget

Expenses: Direct – Change to RNG billing.  
Lower Central services spending expected.

## Vs. 2025

Revenue –

- Cruise more sailings and increased rates
- SaBM Closures

Expenses –

- Direct – lower due to one-time costs in 2025 including:
  - SaBM Impairment \$4.5M
  - Capital to Expense \$1.1M
  - Remediation \$1.2M
  - Moving some expense project to CDO/Support Services.
- Support Services - higher due to:
  - \$8M Demolition of 3 buildings at T91.
  - Clean Ports Grant costs (to be offset by grant revenue).
- GASB operating expenses are primarily pension driven

# NWSA Financials

| NWSA Operating Income<br><i>Before GASB 87 Adjustment</i> | Year-to-Date  |               |               | Fav (UnFav)<br>Budget Variance |            | Incr (Decr)<br>Change from 2025 |             |
|---|---------------|---------------|---------------|--------------------------------|------------|---------------------------------|-------------|
|   | 2025          | 2026          |               | \$                             | %          | \$                              | %           |
| \$ in 000's   | Actual        | Actual        | Budget        |                                |            |                                 |             |
| Operating Revenue   | 71,157        | 70,486        | 66,676        | 3,810                          | 6%         | (671)                           | -1%         |
| Operating Expense   | 27,642        | 30,714        | 37,370        | 6,656                          | 18%        | 3,072                           | 11%         |
| <b>Operating Income*</b>                                  | <b>43,515</b> | <b>39,772</b> | <b>29,306</b> | <b>10,466</b>                  | <b>36%</b> | <b>(3,743)</b>                  | <b>-9%</b>  |
| Depreciation  | 6,590         | 7,387         | 7,792         | 405                            | 5%         | 797                             | 12%         |
| <b>Net Operating Income</b>                               | <b>36,925</b> | <b>32,385</b> | <b>21,514</b> | <b>10,871</b>                  | <b>51%</b> | <b>(4,540)</b>                  | <b>-12%</b> |
| Cargo TEUs  | 832,568       | 714,719       |               |                                |            | (117,849)                       | -14.2%      |
| Cargo Volume (Metric Tons)                                | 6,228,243     | 5,690,199     |               |                                |            | (538,044)                       | -8.6%       |
| <i>*Excludes Depreciation</i>                             |               |               |               |                                |            |                                 |             |

## Revenue Year to Date

- **Budget Variance - \$3.8M higher** due to Non-Container Volume; Auto, Breakbulk, Military.
- **Y/Y Variance down 1%**– Lower cargo offset by increased military and autos.

## Operating Expense Year to Date

- **Budget Variance – \$6.7M under** due to Maintenance project timing such as crane demo, work done in 2025 but budgeted in 2026 along with rail incentive timing.
- **Y/Y Variance up 11%**– Primarily T18 maintenance dredging.

# Joint Venture Q1 2026 Financials

| \$ in 000's                                    | 2025 YTD      | 2026 YTD      | 2026 YTD      | Actual vs. Budget |              | Change from 2025 |             |
|--|---------------|---------------|---------------|-------------------|--------------|------------------|-------------|
|  | Actual        | Actual        | Budget        | Variance          | %            | \$               | %           |
|  |               |               |               | \$                | %            | \$               | %           |
| <b>Revenue</b>                                 |               |               |               |                   |              |                  |             |
| NWSA Distributable Revenue                     | 14,583        | 17,642        | 14,600        | 3,042             | 21%          | 3,059            | 21%         |
| Contra Joint Venture Revenue                   | (487)         | (497)         | (539)         | 41                | -8%          | (11)             | 2%          |
| <b>Subtotal Distributable Revenue frm NWSA</b> | <b>14,096</b> | <b>17,145</b> | <b>14,062</b> | <b>3,083</b>      | <b>22%</b>   | <b>3,048</b>     | <b>22%</b>  |
| Other Service Revenue Tenant Reimbursements    | 112           | 70            | 148           | (77)              | -53%         | (42)             | -37%        |
| Port Revenue from NWSA Facilities              | 41            | 74            | 41            | 33                | 79%          | 33               | 79%         |
| <b>Total Revenues</b>                          | <b>14,249</b> | <b>17,289</b> | <b>14,251</b> | <b>3,038</b>      | <b>21%</b>   | <b>3,040</b>     | <b>21%</b>  |
| <b>Expenses</b>                                |               |               |               |                   |              |                  |             |
| Maintenance Expenses                           | 92            | 49            | 121           | 72                | 60%          | (43)             | -47%        |
| JV Direct                                      | 38            | 1,840         | 111           | (1,729)           | -1555%       | 1,803            | 4787%       |
| Security                                       | 77            | 60            | 106           | 45                | 43%          | (17)             |             |
| Environmental & Sustainability                 | 96            | 112           | 142           | 29                | 21%          | 16               | 17%         |
| Cost Recovery                                  | 77            | 107           | 119           | 11                | 9%           | 31               | 40%         |
| Seaport Project Management                     | 19            | 1,485         | 646           | (839)             | -130%        | 1,466            | 7572%       |
| Central Services / Other                       | 3             | 69            | 44            | (25)              | -58%         | 66               | 2029%       |
| <b>Total Expenses</b>                          | <b>402</b>    | <b>3,723</b>  | <b>1,288</b>  | <b>(2,435)</b>    | <b>-189%</b> | <b>3,322</b>     | <b>827%</b> |
| <b>NOI Before Depreciation</b>                 | <b>13,847</b> | <b>13,565</b> | <b>12,962</b> | <b>603</b>        | <b>5%</b>    | <b>(282)</b>     | <b>-2%</b>  |
| Legacy Depreciation for NWSA Facilities        | 2,832         | 2,842         | 2,826         | (16)              | -1%          | 10               | 0%          |
| <b>NOI After Depreciation</b>                  | <b>11,016</b> | <b>10,724</b> | <b>10,136</b> | <b>588</b>        | <b>6%</b>    | <b>(292)</b>     | <b>-3%</b>  |

## Home Port Activities

### Revenues:

- NWSA Distributable Revenue = Port's 50% share of NWSA net income. Higher than budget due to under spend of maintenance and rail incentive.
- Other Service Revenue = NWSA tenant reimbursements from Port of Seattle maintenance work.
- Port Revenue from NWSA Facilities mostly POS portion of T46 Auto roll on lease.

### Expenses

- Expenses \$2.4MK over budget due to tribal payments and work on ERL projects.

# Maritime Capital

|                                | 2026<br>Actual | 2026 YE<br>Forecast | 2026<br>Budget | 2026 POF      | Budget vs Actual |           |
|--------------------------------|----------------|---------------------|----------------|---------------|------------------|-----------|
|                                |                |                     |                |               | \$               | %         |
| \$ in 000's                    |                |                     |                |               |                  |           |
| T91 Berth 6 & 8 Redev          | 11,775         | 25,353              | 26,207         | 13,654        | (854)            | -3%       |
| P66/P91 Shore Power Extension  | 2,869          | 17,849              | 17,100         | 9,540         | 749              | 4%        |
| T91 Uplands Dev Phase I        | 730            | 11,042              | 11,000         | 16,524        | 42               | 0%        |
| MIC Electrical Replacements    | 1,898          | 10,759              | 10,759         | 9,683         | 0                | 0%        |
| P66 Grand Staircase Replc      | 2,428          | 4,866               | 4,872          | 5,560         | (6)              | 0%        |
| FT Maritime Innovation Center  | 2,668          | 4,451               | 4,058          | 2,700         | 393              | 10%       |
| Technology Project             | 663            | 2,668               | 4,250          | 4,250         | (1,582)          | -37%      |
| T91 Shore Power System Purchas | 3,600          | 3,600               | 3,600          | 0             | 0                | 0%        |
| T91 New Cruise Gangway         | 413            | 2,063               | 2,300          | 2,446         | (237)            | -10%      |
| Fleet                          | 753            | 6,929               | 6,928          | 6,648         | 1                | 0%        |
| All Other Projects             | 4,934          | 28,297              | 24,840         | 41,890        | 3,457            | 14%       |
| Subtotal                       | 32,731         | 117,877             | 115,914        | 112,895       | 1,963            | 2%        |
| CIP CashFlow Mgt               | 0              | (22,956)            | (22,530)       | (31,937)      | (426)            | 1.9%      |
| <b>Total Maritime</b>          | <b>32,731</b>  | <b>94,921</b>       | <b>93,384</b>  | <b>80,958</b> | <b>1,537</b>     | <b>2%</b> |

% of Capital Budget w/out CF Mgt 28%

% of Capital Budget including CF Mgt 35%

**T91 Berth 6&8** – Decrease reflects drop of risk after settlement with contractor.

**Shore Power Ext** – Overall increase of \$6M. About half of that is transfer from T91 Dock Rehab. PDB refinement and SC bid higher.

**Technology**– Video Camera project pause to consider procurement and construction options. Overall, no increase.

#### Other Projects:

- Waterfront Fleet EV: \$1.3 increase in 2026 due to accelerated timeline. Overall \$400k decrease.
- T91 P90/91 Dock Rehab: \$954 increase in 2026 due to shifting design effort to 2026 to evaluate alternatives. Overall \$3M reduction scope moved to Shore Pwr Ext.
- MIC Fire Alarm & T91 Electric: \$1.7M new projects added

# Economic Development Division

2026 Q1 Financial Performance Report



# Economic Development Division

## Key Takeaways

### Full Department

- YTD \$549K under \$2.5M budget driven by:
  - Primarily timing of outside services and delays in travel across all departments.
  - Partly offset by promotional hosting expense.
    - \$125K Community Business Connectors budgeted in 2025, applied in 2026.
    - Additional Promotional Hosting for FIFA expected above budget.
- Underspend across all groups.

### Cost Distribution

- Maritime 36%
- EDD 16%,
- Aviation 24%
- Corp/Tax Levy 24%

# Economic Development Division – Department Only

## 2026 Spend

- Q1 spend was \$1.9M of the \$2.4M budget as outside contracts are taking longer to ramp up.

## Advancing as planned

- EDD City Partnership Grant Program executed 28 contracts, distributing a total of \$1.7 million in contracts. (Cities matched the Port funding with a monetary match of \$789,934 and an in-kind match of \$251,733. Total match from the cities is \$1,041,667). Promo hosting reflected in Q1 and likely Q3/Q4.
- Real Estate Development: \$950K to support real estate strategic planning for SEA and specific Maritime properties, includes studies, due diligence, appraisals, and design services across NWSA, Maritime, & Aviation.
- Tourism Marketing Support Program awarded \$600K of funding to 35 organizations for the new cycle. Funds will be paid out across 2026 and 2027 budgets.
- Continuation with our State of Washington Tourism and other tourism contracts.
- Small Business/Diversity in Contracting partnered with Risk Dept. to finalize scope and launch procurement for an OCIP feasibility study to assess efficiencies and potential benefits for Small and WMBE businesses.

## Significant variances

- King County MOU of \$125,000 for Game Day Activation Grants. (This spend was budgeted for the 2025 year but paid out Jan 2026, affecting the 2026 budget, additionally it should have been coded to the EDD Tax Levy subclass).
- Maritime Workforce Development spend anticipated at \$490K out of \$670K budgeted since state and federal dollars were identified to augment Port investments.
- Trade Business & Community spending is over budget and, additional sponsorships are anticipated, which will further increase the overspend in TBC.
- Some unspent travel anticipated.

# EDD Q1 2026

|   | 2023 YTD | 2024 YTD | 2025 YTD | 2026 YTD | 2026 YTD       | Actual vs. Budget |      | Change from 2025 |      |
|---|----------|----------|----------|----------|----------------|-------------------|------|------------------|------|
|   | Actual   | Actual   | Actual   | Actual   | Revised Budget | Budget Variance   |      | \$               | %    |
| \$ in 000's                               |          |          |          |          |                | \$                | %    | \$               | %    |
| <b>Total Revenue</b>                      | 3        | 4        | 3        | 4        | 4              | 0                 | 1%   | 1,440            | 9%   |
| <b><u>Expenses</u></b>                    |          |          |          |          |                |                   |      |                  |      |
| <b>Total Direct</b>                       | 470      | 326      | 229      | 258      | 398            | 140               | 35%  | 29               | 12%  |
| <b>Total Support Services</b>             | 9        | 4        | 12       | 6        | 7              | 1                 | 12%  | (6)              | -53% |
| <b>Total Central Services / Other</b>     | 5        | 7        | 7        | 15       | 18             | 3                 | 15%  | 9                | 132% |
| <b>Total Expense</b>                      | 484      | 337      | 248      | 279      | 423            | 144               | 34%  | 31               | 12%  |
| <b>NOI Before Depreciation</b>            | (481)    | (333)    | (245)    | (274)    | (419)          | 144               | -34% | (30)             | -12% |
| Depreciation                              | 3        | 3        | 4        | 6        | 5              | (1)               | -13% | 2                | 66%  |
| <b>NOI After Depreciation</b>             | (483)    | (336)    | (248)    | (281)    | (424)          | 143               | -34% | (32)             | -13% |
| <b><u>GASB/Pension Credit Impacts</u></b> |          |          |          |          |                |                   |      |                  |      |
| <b>Total Revenue</b>                      |          |          |          |          |                | 0                 |      | 0                |      |
| <b>Total Operating Expenses</b>           |          |          |          |          |                | 0                 |      | 0                |      |
| <b>Total Depreciation</b>                 |          |          |          |          |                | 0                 |      | 0                |      |
| <b>NOI After Depreciation with GASB</b>   | (483)    | (336)    | (248)    | (281)    | (424)          | (143)             | -34% | (32)             | -13% |

- Revenue includes Duwamish Hub rental – to be moved to MD in 2026
- Direct Charges include Tourism and EDD Tax Levy

# EDD 2026 Forecast

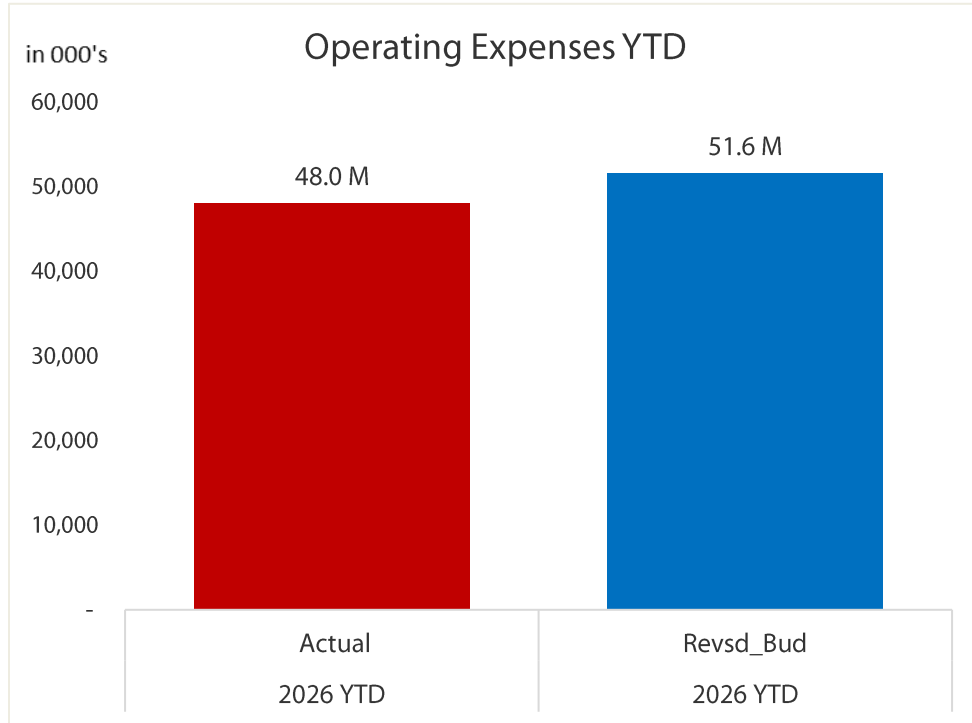
|   | 2023    | 2024    | 2025    | 2026     | 2026           | Forecast vs. Budget |    | Change from 2025 |       |
|---|---------|---------|---------|----------|----------------|---------------------|----|------------------|-------|
|   | Actual  | Actual  | Actual  | Forecast | Revised Budget | Variance            |    | \$               | %     |
| \$ in 000's                               |         |         |         |          |                | \$                  | %  | \$               | %     |
| <b>Total Revenue</b>                      | 24      | (8)     | 21      | 16       | 16             | 0                   | 0% | (5)              | -25%  |
| <b><u>Expenses</u></b>                    |         |         |         |          |                |                     |    |                  |       |
| <b>Total Direct</b>                       | 3,301   | 2,897   | 2,582   | 3,288    | 3,288          | 0                   | 0% | 706              | 27%   |
| <b>Total Support Services</b>             | 21      | 23      | 50      | 26       | 26             | 0                   | 0% | (24)             | -48%  |
| <b>Total Central Services / Other</b>     | 30      | 31      | 32      | 76       | 76             | 0                   | 0% | 44               | 140%  |
| <b>Total Expense</b>                      | 3,351   | 2,951   | 2,663   | 3,390    | 3,390          | 0                   | 0% | 727              | 27%   |
| <b>NOI Before Depreciation</b>            | (3,328) | (2,959) | (2,643) | (3,374)  | (3,374)        | 0                   | 0% | (732)            | -28%  |
| Depreciation                              | 12      | 14      | 16      | 21       | 21             | 0                   | 0% | 5                | 33%   |
| <b>NOI After Depreciation</b>             | (3,339) | (2,973) | (2,658) | (3,395)  | (3,395)        | 0                   | 0% | (737)            | -28%  |
| <b><u>GASB/Pension Credit Impacts</u></b> |         |         |         |          |                |                     |    |                  |       |
| <b>Total Revenue</b>                      | (90)    | (18)    | (20)    |          |                | 0                   |    | 20               | 100%  |
| <b>Total Op Expenses, Pension Adj</b>     | (3,850) | (3,145) | (790)   |          |                | 0                   |    | (790)            | -100% |
| <b>Total Depreciation</b>                 |         |         |         |          |                | 0                   |    | 0                |       |
| <b>NOI After Depreciation with GASB</b>   | 421     | 153     | (1,889) | (3,395)  | (3,395)        | 0                   | 0% | (1,507)          | -80%  |

- GASB includes legacy contra revenue for L2 Pension and POS pension credits in expense. Reduction in 2025 from 2024 driven by re-org.

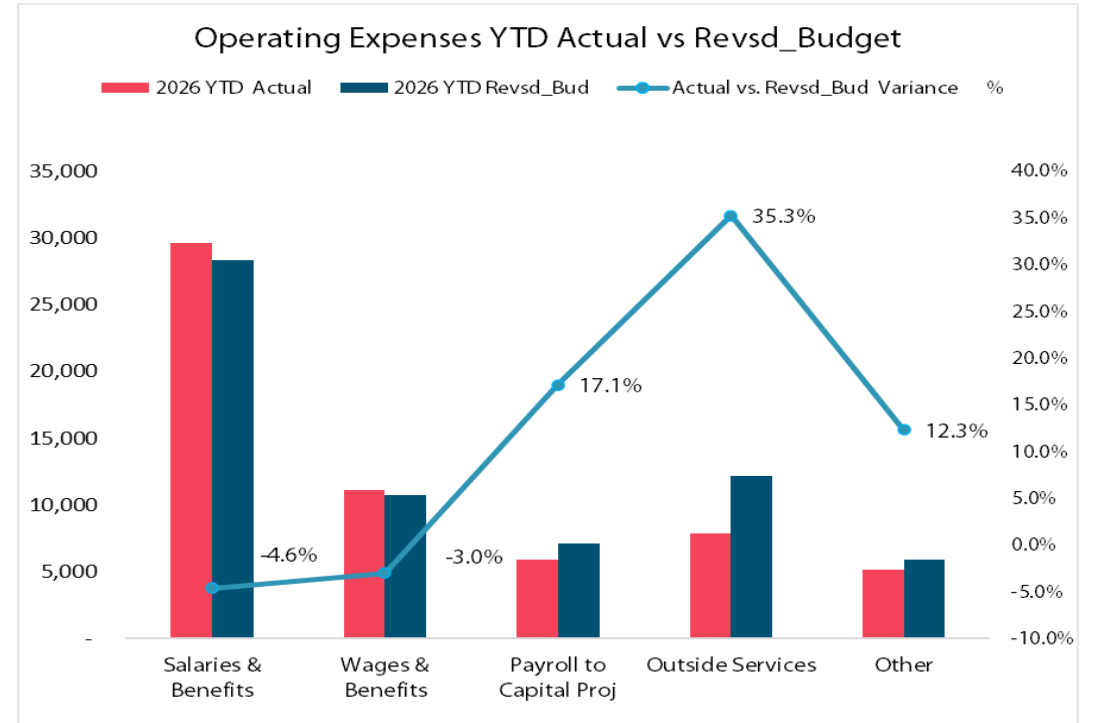
# Central Services

## 2026 Q1 Financial Performance Report

# Operating Expenses Summary (YTD)

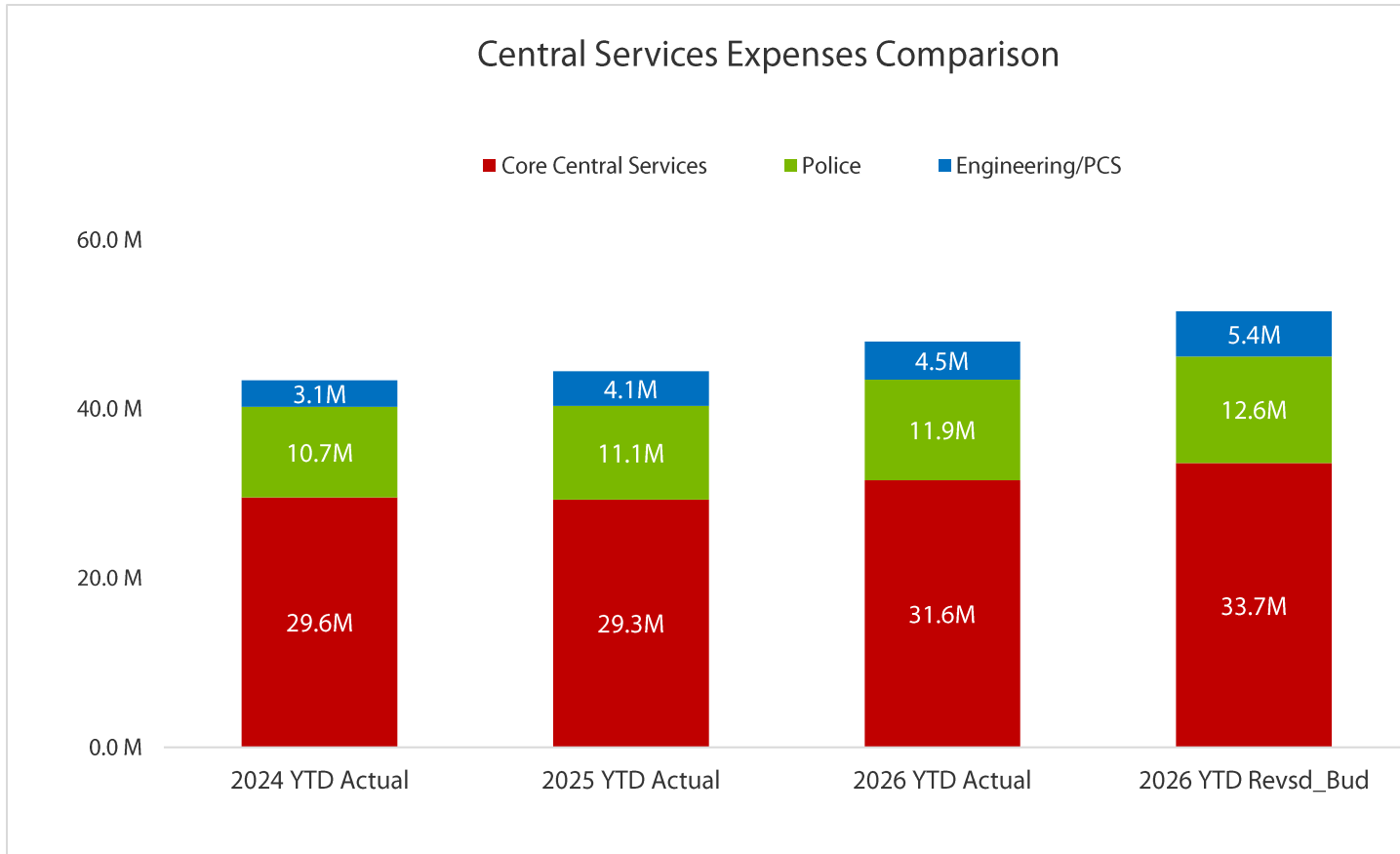


**\$3.6M or 7.0% favorable**



- Payroll Expenses **\$403KM** higher than budget
- Equipment Expense **\$392K** below budget
- Outside Services **\$2.3M** below budget
- Travel & Other Employee Expenses **\$392K** underspent
- Charges to Capital Projects **\$1.0M** below budget

# Central Services YTD Financial Highlights



2026 YTD Total Operating Expenses are **\$3.6M under** budget due to:

- Lower Outside Services, Promotional Expenses, Equipment Expense, and Travel & Other Employee Expenses; offset by higher Payroll, General Expenses, and lower charges to Capital Projects.

2026 YTD Total Operating Expenses are **\$3.5M higher** compared to 2025 due to:

- Higher Payroll, Equipment Expense, Outside Services, Travel & Other Employee Expenses, Insurance Expense, and General Expenses in 2025; partially offset by less spending in Other Expense and higher charges to Capital Projects.

# Financial Forecast Summary

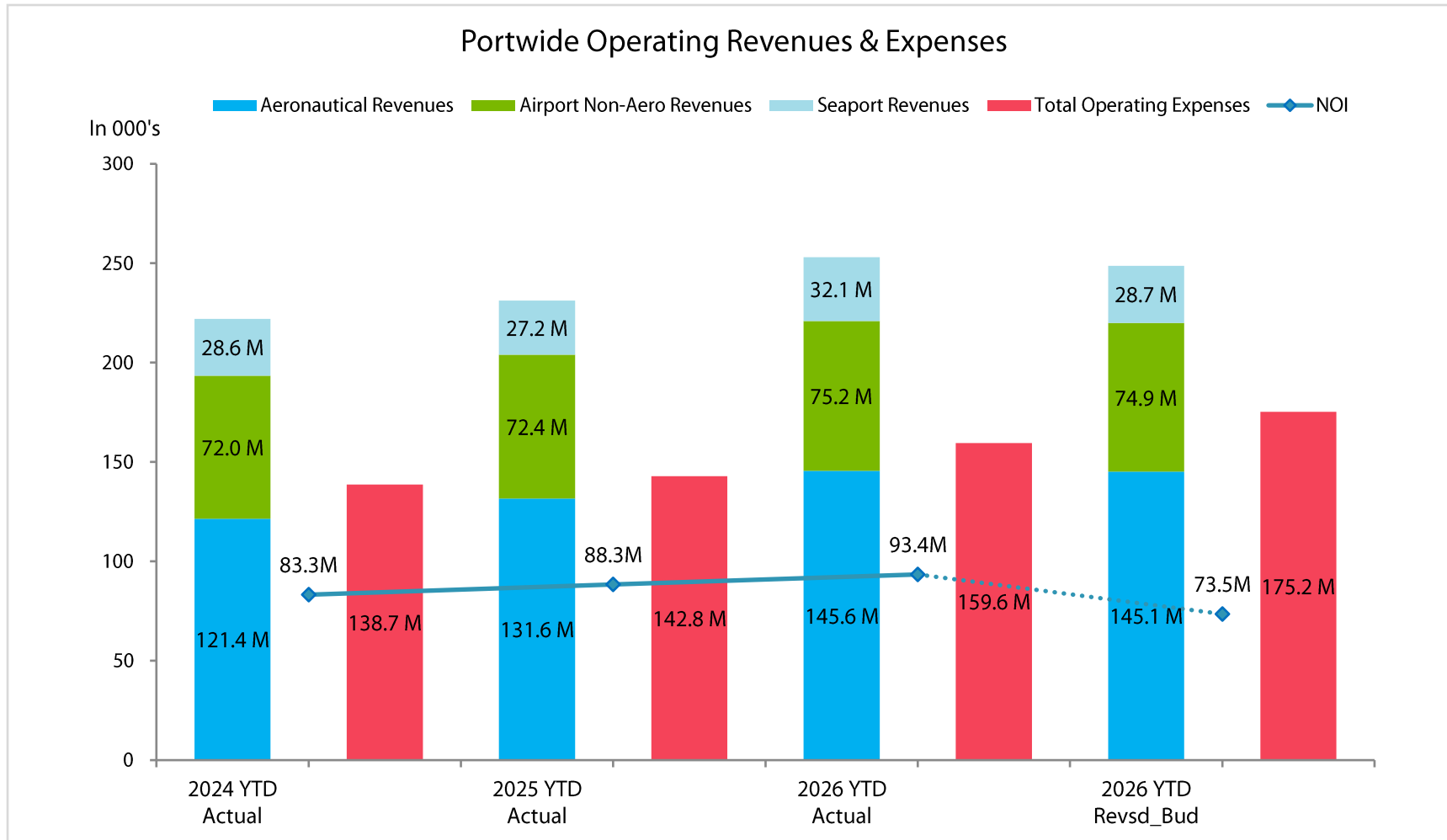
| <i>Figures in \$000s</i>     | <b>Forecast</b> | <b>Budget</b>  | <b>Revsd_Bud</b> | <b>Variance</b> |
|------------------------------|-----------------|----------------|------------------|-----------------|
| <b>Revenues</b>              | <b>247</b>      | <b>259</b>     | <b>259</b>       | <b>(12)</b>     |
| Core Central Support Service | 134,708         | 129,624        | 132,607          | (2,101)         |
| Police                       | 48,167          | 48,213         | 48,213           | 46              |
| Engineering/PCS              | 20,833          | 21,887         | 21,887           | 1,054           |
| <b>O&amp;M Expenses</b>      | <b>203,708</b>  | <b>199,724</b> | <b>202,708</b>   | <b>(1,000)</b>  |
| <b>Capital Spending</b>      | <b>14,466</b>   | <b>16,840</b>  | <b>16,840</b>    | <b>2,374</b>    |

- Core Central Services:
  - Payroll Expenses are higher than budgeted due to less Charges to Capital Projects.
  - Promotional Expenses, Outside Services, and Travel & Other Employee Expenses are lower than budgeted.
- Police: Payroll, Equipment Expense, and Outsider Services are lower than budgeted.
- Engineering & PCS: Payroll and Outside Services are lower than budgeted.

# Port Wide

## 2026 Q1 Financial Performance Report

# Port Wide Financial Summary (YTD)



- Total Operating Revenues: \$4.3M above revised budget
- Total Operating Expenses: \$15.6M below revised budget
- NOI before Depreciation: \$19.9M above revised budget

# Port Wide Financial Summary (YE Forecast)

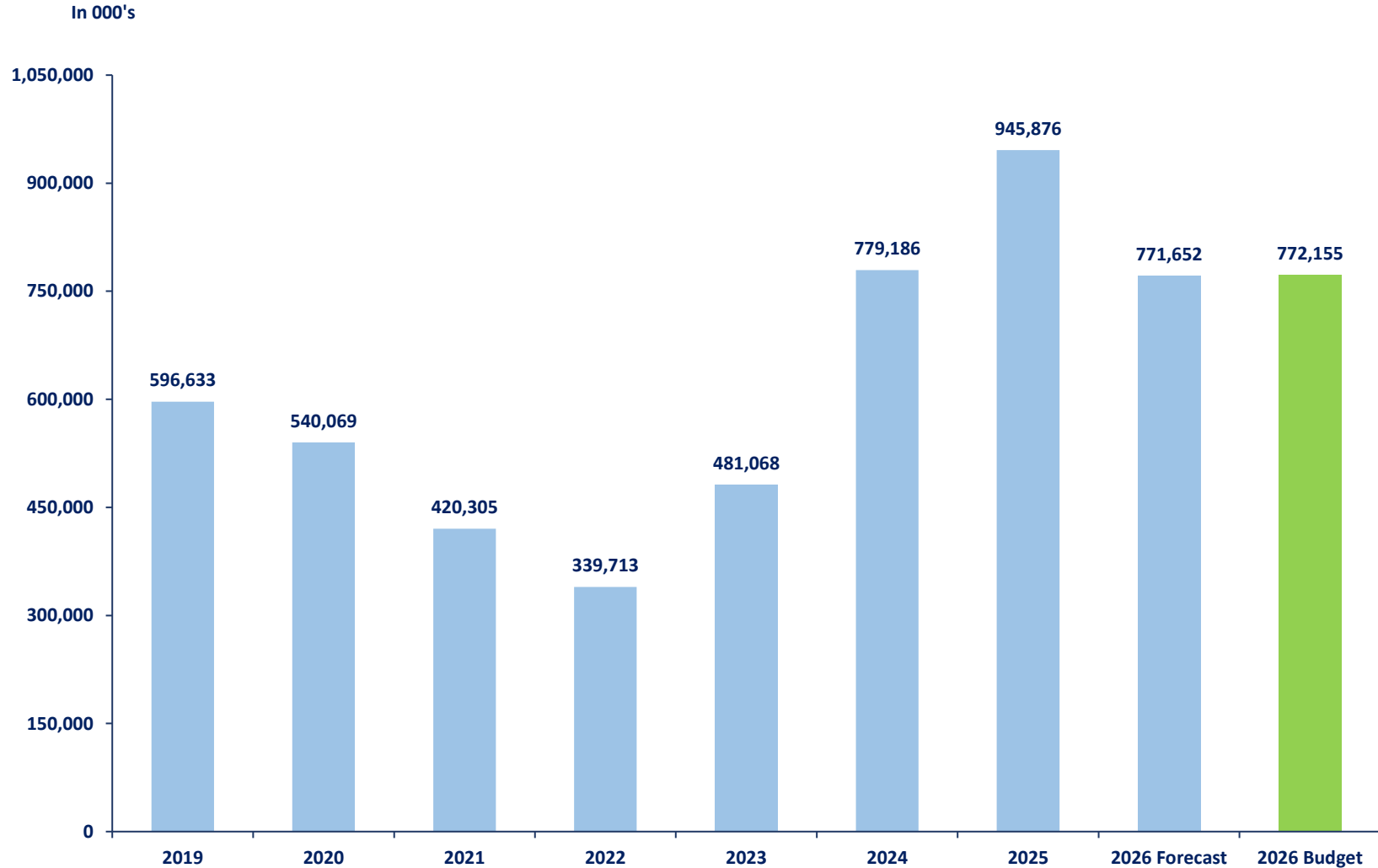
| \$ in 000's  | 2024             | 2025             | 2026             | 2026             | 2026             | Fcst vs. Revsd_Bud |              | Change from 2025 |               |
|--|------------------|------------------|------------------|------------------|------------------|--------------------|--------------|------------------|---------------|
|  | Actual           | Actual           | Forecast         | Budget           | Revsd_Bud        | Variance           |              | Incr (Decr)      |               |
|  |                  |                  |                  |                  |                  | \$                 | %            | \$               | %             |
| Aeronautical Revenues                                    | 520,942          | 545,307          | 618,565          | 617,786          | 618,565          | -                  | 0.0%         | 73,258           | 13.4%         |
| Airport Non-Aero Revenues                                | 340,360          | 363,215          | 354,512          | 367,381          | 344,087          | 10,425             | 3.0%         | (8,703)          | -2.4%         |
| Seaport Revenues   | 160,537          | 213,924          | 177,715          | 173,728          | 173,827          | 3,888              | 2.2%         | (36,209)         | -16.9%        |
| <b>Operating Revenues</b>                                | <b>1,021,838</b> | <b>1,122,446</b> | <b>1,150,792</b> | <b>1,158,895</b> | <b>1,136,479</b> | <b>14,313</b>      | <b>1.3%</b>  | <b>28,346</b>    | <b>2.5%</b>   |
| Lease Interest Income                                    | 21,711           | 26,964           | 24,791           | 24,791           | 24,791           | -                  | 0.0%         | (2,173)          | -8.1%         |
| <b>Total Operating Rev plus Lease Interest Income</b>    | <b>1,043,549</b> | <b>1,149,410</b> | <b>1,175,583</b> | <b>1,183,686</b> | <b>1,161,270</b> | <b>14,313</b>      | <b>1.2%</b>  | <b>26,173</b>    | <b>2.3%</b>   |
| <b>O&amp;M Expenses</b>                                  | <b>652,642</b>   | <b>672,311</b>   | <b>761,203</b>   | <b>731,141</b>   | <b>758,484</b>   | <b>(2,719)</b>     | <b>-0.4%</b> | <b>88,891</b>    | <b>13.2%</b>  |
| Lease Interest Expense                                   | 74               | 5,074            | 7,915            | 7,915            | 7,915            | -                  | 0.0%         | 2,841            | 56.0%         |
| SBITA Interest Expense                                   | 932              | 1,051            | 606              | 606              | 606              | -                  | 0.0%         | (445)            | -42.4%        |
| <b>Total Operating Exp plus Lease/SBITA Interest Exp</b> | <b>653,648</b>   | <b>678,436</b>   | <b>769,724</b>   | <b>739,662</b>   | <b>767,004</b>   | <b>(2,719)</b>     | <b>-0.4%</b> | <b>91,287</b>    | <b>13.5%</b>  |
| <b>NOI before Depreciation</b>                           | <b>369,196</b>   | <b>450,135</b>   | <b>389,589</b>   | <b>427,754</b>   | <b>377,995</b>   | <b>11,594</b>      | <b>3.1%</b>  | <b>(60,546)</b>  | <b>-13.5%</b> |
| Depreciation   | 277,917          | 298,355          | 308,165          | 308,165          | 308,165          | -                  | 0.0%         | 9,811            | 3.3%          |
| <b>NOI after Depreciation</b>                            | <b>91,279</b>    | <b>151,780</b>   | <b>81,424</b>    | <b>119,588</b>   | <b>69,830</b>    | <b>11,594</b>      | <b>16.6%</b> | <b>(70,356)</b>  | <b>-46.4%</b> |

- Total Operating Revenues are expected to be \$14.3M above revised budget due to higher Airport Non-Aero Revenues and Seaport Revenues Portfolio Management.
- Total Operating expenses are expected to be \$2.7M above revised budget mainly due to higher Payroll and Outside Services.
- Net Operating Income before Depreciation is forecasted to be \$11.6M above revised budget.

# Port Wide Comprehensive Financial Summary

| (\$ in 000s)                        | 2024 YTD       | 2025 YTD       | 2026 YTD       | 2026 YTD       | 2026 YTD       | Actual vs. Revsd_Bud |              |
|-------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------------|--------------|
|                                     | Actual         | Actual         | Actual         | Budget         | Revsd_Bud      | Variance             |              |
|                                     |                |                |                |                |                | \$                   | %            |
| <b>Revenues</b>                     |                |                |                |                |                |                      |              |
| 1. Operating Revenues               | 221,981        | 231,165        | 252,990        | 250,437        | 248,700        | 4,290                | 1.7%         |
| 2. Tax Levy                         | 21,287         | 21,979         | 22,346         | 22,545         | 22,545         | (199)                | -0.9%        |
| 3. Passenger Facilities Charges     | 24,848         | 25,271         | 24,129         | 25,514         | 25,514         | (1,384)              | -5.4%        |
| 4. Customer Facilities Charges      | 6,225          | 6,264          | 8,713          | 6,332          | 8,529          | 184                  | 2.2%         |
| 5. Fuel Hydrant                     | 1,755          | 1,744          | 1,747          | 1,747          | 1,747          | -                    | 0.0%         |
| 6. Non-Capital Grants and Donations | 47             | (521)          | 162            | 929            | 929            | (767)                | -82.6%       |
| 7. Capital Contributions            | 41             | -              | 2,855          | 6,250          | 6,250          | (3,395)              | -54.3%       |
| 8. Interest Income                  | 17,324         | 19,292         | 20,024         | 15,929         | 15,929         | 4,095                | 25.7%        |
| 9. Other Noncapital Subsidies       | 15             | 66             | 54             | 731            | 731            | (677)                | -92.7%       |
| 10. Lease Interest Income           | 4,144          | 5,903          | 7,226          | 6,198          | 6,198          | 1,028                | 16.6%        |
| 11. Other Non-Op Revenue            | (1,108)        | (280)          | 82             | (858)          | -              | 82                   | 0.0%         |
| <b>Total</b>                        | <b>296,559</b> | <b>310,883</b> | <b>340,328</b> | <b>335,753</b> | <b>337,072</b> | <b>3,257</b>         | <b>1.0%</b>  |
| <b>Expenses</b>                     |                |                |                |                |                |                      |              |
| 1. Operating Expenses               | 138,683        | 142,829        | 159,570        | 174,052        | 175,188        | 15,617               | 8.9%         |
| 2. Depreciation                     | 65,010         | 70,924         | 77,257         | 77,344         | 77,344         | 87                   | 0.1%         |
| 3. Revenue Bond Interest Expense    | 35,632         | 39,611         | 47,338         | 47,477         | 47,477         | 139                  | 0.3%         |
| 4. GO Bond Interest Expense         | 2,455          | 3,864          | 3,683          | 3,732          | 3,732          | 49                   | 1.3%         |
| 5. Public Expense                   | 483            | (15)           | 23             | 110            | 110            | 87                   | 78.8%        |
| 6. Other Non-Op Expenses            | 36             | (13,946)       | 2,191          | 2,140          | 2,140          | (52)                 | -2.4%        |
| <b>Total</b>                        | <b>242,300</b> | <b>243,266</b> | <b>290,063</b> | <b>304,854</b> | <b>305,990</b> | <b>15,927</b>        | <b>5.2%</b>  |
| <b>Change In Net Assets</b>         | <b>54,259</b>  | <b>67,616</b>  | <b>50,265</b>  | <b>30,899</b>  | <b>31,081</b>  | <b>19,184</b>        | <b>61.7%</b> |

# Port Wide Capital Spending



- Q1 YTD total capital spending was \$200.1M
- Full year forecasted spending in line with budget

# APPENDIX – AVIATION DIVISION

# Total Airport YTD Summary

| Total Airport Expense Summary (Q1)                         | 2024 YTD      | 2025 YTD       | 2026 YTD       | 2026 YTD       | 2026 YTD       | Actual vs. Rvsd_Bud |             | Change from 2025 |               |
|--|---------------|----------------|----------------|----------------|----------------|---------------------|-------------|------------------|---------------|
|  | (Q1)          | (Q1)           | (Q1)           | (Q1)           | (Q1)           | Variance            |             | Incr(Decr)       |               |
| <i>Figures in (\$ in 000's)</i>                            | Actual        | Actual         | Actual         | Budget         | Revsd_Bud      | \$                  | %           | \$               | %             |
| <b>Operating Expenses</b>                                  |               |                |                |                |                |                     |             |                  |               |
| Payroll  | 32,774        | 50,870         | 60,912         | 61,778         | 61,778         | 865                 | 1%          | 10,042           | 20%           |
| Outside Services   | 13,168        | 17,009         | 25,867         | 28,805         | 28,805         | 2,938               | 10%         | 8,858            | 52%           |
| Utilities  | 3,858         | 7,374          | 5,085          | 5,541          | 5,541          | 456                 | 8%          | (2,289)          | -31%          |
| Other Expenses   | 763           | 4,862          | 1,072          | 4,001          | 4,016          | 2,945               | 73%         | (3,790)          | -78%          |
| <b>Total Airport Direct Charges</b>                        | <b>50,563</b> | <b>80,114</b>  | <b>92,936</b>  | <b>100,124</b> | <b>100,140</b> | <b>7,204</b>        | <b>7%</b>   | <b>12,821</b>    | <b>16%</b>    |
| Environmental Remediation Liability                        | -             | -              | 264            | -              | -              | (264)               |             | 264              |               |
| Capital to Expense   | -             | 196            | -              | -              | -              | -                   |             | (196)            | -100%         |
| <b>Total Exceptions</b>                                    | <b>-</b>      | <b>196</b>     | <b>264</b>     | <b>-</b>       | <b>-</b>       | <b>(264)</b>        |             | <b>68</b>        | <b>35%</b>    |
| <b>Total Airport Expenses</b>                              | <b>50,563</b> | <b>80,311</b>  | <b>93,200</b>  | <b>100,124</b> | <b>100,140</b> | <b>6,940</b>        | <b>7%</b>   | <b>12,889</b>    | <b>16%</b>    |
| Corporate  | 14,261        | 25,633         | 27,530         | 27,554         | 27,969         | 440                 | 2%          | 1,897            | 7%            |
| Police   | 5,943         | 9,370          | 9,686          | 10,223         | 10,223         | 537                 | 5%          | 315              | 3%            |
| Maritime/Economic Development/Other                        | 690           | 1,341          | 1,560          | 1,511          | 1,511          | (50)                | -3%         | 220              | 16%           |
| <b>Total Charges from Other Divisions</b>                  | <b>20,894</b> | <b>36,344</b>  | <b>38,776</b>  | <b>39,287</b>  | <b>39,703</b>  | <b>927</b>          | <b>2%</b>   | <b>2,432</b>     | <b>7%</b>     |
| Lease Interest Expense                                     | <b>1</b>      | <b>6</b>       | <b>2,017</b>   | <b>1,975</b>   | <b>1,975</b>   | <b>(42)</b>         | <b>-2%</b>  | <b>2,011</b>     | <b>33001%</b> |
| SBITA Interest Expense                                     | <b>59</b>     | <b>72</b>      | <b>84</b>      | <b>56</b>      | <b>56</b>      | <b>(28)</b>         | <b>-49%</b> | <b>12</b>        | <b>17%</b>    |
| <b>Total Operating Expenses</b>                            | <b>71,456</b> | <b>116,655</b> | <b>131,976</b> | <b>139,411</b> | <b>139,843</b> | <b>7,867</b>        | <b>6%</b>   | <b>15,321</b>    | <b>13%</b>    |
| Lease and SBITA Interest Expense                           | 59            | 78             | 2,101          | 2,031          | 2,031          | (69)                | -3%         | 2,023            | 2606%         |
| <b>Total Operating Expenses w/Lease and SBITA Expenses</b> | <b>71,516</b> | <b>116,732</b> | <b>134,077</b> | <b>141,443</b> | <b>141,874</b> | <b>7,797</b>        | <b>5%</b>   | <b>17,344</b>    | <b>15%</b>    |

# Total Airport Expense Summary

| Total Airport Expense Summary                              | 2024           | 2025           | 2026           | 2026           | 2026           | Fcst vs. Rvsd_Bud Variance |            | Change from 2025 Incr(Decr) |             |
|--|----------------|----------------|----------------|----------------|----------------|----------------------------|------------|-----------------------------|-------------|
|  | Actual         | Actual         | Forecast       | Budget         | Revsd_Bud      | \$                         | %          | \$                          | %           |
| <i>Figures in (\$ in 000's)</i>                            |                |                |                |                |                |                            |            |                             |             |
| <b>Operating Expenses</b>                                  |                |                |                |                |                |                            |            |                             |             |
| Payroll  | 223,027        | 243,179        | 250,227        | 253,455        | 253,455        | 3,228                      | 1%         | 7,048                       | 3%          |
| Outside Services   | 104,086        | 115,992        | 124,601        | 124,030        | 124,030        | (571)                      | 0%         | 8,609                       | 7%          |
| Utilities  | 25,543         | 26,959         | 26,936         | 26,936         | 26,936         | -                          | 0%         | (23)                        | 0%          |
| Other Expenses   | 21,596         | 13,174         | 21,063         | 19,657         | 19,717         | (1,346)                    | -7%        | 7,889                       | 60%         |
| <b>Total Airport Direct Charges</b>                        | <b>374,253</b> | <b>399,304</b> | <b>422,827</b> | <b>424,077</b> | <b>424,138</b> | <b>1,311</b>               | <b>0%</b>  | <b>23,523</b>               | <b>6%</b>   |
| Environmental Remediation Liability                        | 2,600          | 2,693          | 2,267          | 2,267          | 2,267          | -                          | 0%         | (426)                       | -16%        |
| Capital to Expense   | 553            | 11,783         | 200            | -              | -              | (200)                      |            | (11,583)                    | -98%        |
| <b>Total Exceptions</b>                                    | <b>3,153</b>   | <b>14,477</b>  | <b>2,467</b>   | <b>2,267</b>   | <b>2,267</b>   | <b>(200)</b>               | <b>-9%</b> | <b>(12,010)</b>             | <b>-83%</b> |
| <b>Total Airport Expenses</b>                              | <b>377,406</b> | <b>413,780</b> | <b>425,294</b> | <b>426,344</b> | <b>426,405</b> | <b>1,111</b>               | <b>0%</b>  | <b>11,513</b>               | <b>3%</b>   |
| Corporate  | 124,058        | 93,940         | 116,170        | 114,558        | 116,220        | 50                         | 0%         | 22,230                      | 24%         |
| Police   | 39,709         | 42,925         | 39,284         | 39,200         | 39,200         | (84)                       | 0%         | (3,641)                     | -8%         |
| Maritime/Economic Development/Other                        | 7,232          | 7,493          | 7,714          | 8,033          | 8,033          | 319                        | 4%         | 221                         | 3%          |
| <b>Total Charges from Other Divisions</b>                  | <b>170,999</b> | <b>144,358</b> | <b>163,168</b> | <b>161,790</b> | <b>163,453</b> | <b>285</b>                 | <b>0%</b>  | <b>18,809</b>               | <b>13%</b>  |
| Lease Interest Expense                                     | 8              | 5,022          | 7,897          | 7,897          | 7,897          | -                          | 0%         | 2,875                       | 57%         |
| SBITA Interest Expense                                     | 352            | 326            | 203            | 203            | 203            | -                          | 0%         | (123)                       | -38%        |
| <b>Total Operating Expenses w/o Pension True-Up</b>        | <b>548,405</b> | <b>558,138</b> | <b>588,461</b> | <b>588,135</b> | <b>589,858</b> | <b>1,397</b>               | <b>0%</b>  | <b>30,323</b>               | <b>5%</b>   |
| DRS Pension True-up Exp                                    | (18,577)       | (21,111)       | -              | -              | -              | -                          |            | 21,111                      | -100%       |
| <b>Total Operating Expenses w/Pension True-Up</b>          | <b>529,828</b> | <b>537,028</b> | <b>588,461</b> | <b>588,135</b> | <b>589,858</b> | <b>1,397</b>               | <b>0%</b>  | <b>51,433</b>               | <b>10%</b>  |
| Lease and SBITA Interest Expense                           | 359            | 5,348          | 8,101          | 8,101          | 8,101          | -                          | 0%         | 2,752                       | 51%         |
| <b>Total Operating Expenses w/Lease and SBITA Expenses</b> | <b>530,187</b> | <b>542,376</b> | <b>596,562</b> | <b>596,235</b> | <b>597,958</b> | <b>1,397</b>               | <b>0%</b>  | <b>54,186</b>               | <b>10%</b>  |

# Airport Budget Summary and Key Indicators

|  | 2024           | 2025           | 2026             | 2026           | 2026           | Fcst vs. Rvsd_Bud<br>Variance |           | Change from 2025<br>Incr(Decr) |             |
|--|----------------|----------------|------------------|----------------|----------------|-------------------------------|-----------|--------------------------------|-------------|
| <i>Figures in (\$ in 000's)</i>  | Actual         | Actual         | Forecast         | Budget         | Revsd_Bud      | \$                            | %         | \$                             | %           |
| <b>Operating Revenue</b>   |                |                |                  |                |                |                               |           |                                |             |
| Aeronautical Revenues  | 520,942        | 545,307        | 618,565          | 617,786        | 618,565        | -                             | 0%        | 73,258                         | 13%         |
| Non-Aeronautical Revenues  | 315,463        | 338,394        | 354,512          | 342,054        | 344,087        | 10,425                        | 3%        | 16,118                         | 5%          |
| <b>Operating Revenue</b>   | <b>836,405</b> | <b>883,701</b> | <b>973,077</b>   | <b>959,840</b> | <b>962,652</b> | <b>10,425</b>                 | <b>1%</b> | <b>89,376</b>                  | <b>10%</b>  |
| Lease Interest Income <sup>1</sup>                                     | 7,853          | 11,132         | 9,872            | 9,872          | 9,872          | -                             | 0%        | (1,260)                        | -11%        |
| GASB 103 Impact <sup>2</sup>   | 24,896         | 24,821         | 24,307           | 25,327         | 24,307         | -                             | 0%        | (514)                          | -2%         |
| <b>Total Operating Revenues plus Lease Interest Income/GASB Impact</b> | <b>869,154</b> | <b>919,655</b> | <b>1,007,256</b> | <b>995,039</b> | <b>996,831</b> | <b>10,425</b>                 | <b>1%</b> | <b>87,601</b>                  | <b>10%</b>  |
| <b>Operating Expenses<sup>3</sup></b>                                  | <b>529,828</b> | <b>537,028</b> | <b>588,461</b>   | <b>588,135</b> | <b>589,858</b> | <b>(1,397)</b>                | <b>0%</b> | <b>51,433</b>                  | <b>10%</b>  |
| Lease Interest Expense   | 8              | 5,022          | 7,897            | 7,897          | 7,897          | -                             | 0%        | 2,875                          | 57%         |
| SBITA Interest Expense   | 352            | 326            | 203              | 203            | 203            | -                             | 0%        | (123)                          | -38%        |
| <b>Total Operating Expenses plus SBITA and Lease Interest</b>          | <b>530,187</b> | <b>542,376</b> | <b>596,562</b>   | <b>596,235</b> | <b>597,958</b> | <b>(1,397)</b>                | <b>0%</b> | <b>54,186</b>                  | <b>10%</b>  |
| <b>Net Operating Income w/o Lease Interest Income/Expense</b>          | <b>306,577</b> | <b>346,674</b> | <b>384,616</b>   | <b>371,706</b> | <b>372,795</b> | <b>11,821</b>                 | <b>3%</b> | <b>37,942</b>                  | <b>11%</b>  |
| <b>Net Operating Income with Lease Interest Income/Expense</b>         | <b>338,967</b> | <b>377,278</b> | <b>410,694</b>   | <b>398,803</b> | <b>398,872</b> | <b>11,821</b>                 | <b>3%</b> | <b>33,415</b>                  | <b>9%</b>   |
| Debt Service Coverage  | 1.89           | 1.90           | 1.66             | 1.64           | 1.62           | 0.04                          | 2%        | (0.24)                         | -13%        |
| ADF Balance (in 000's)   | 743,355        | 828,716        | 882,596          | 882,204        | 882,204        | 392                           | 0%        | 53,880                         | 7%          |
| CPE  | 18.26          | 19.06          | 21.19            | 21.16          | 21.19          | -                             | 0%        | 0                              | 11%         |
| Non-Aeronautical NOI (\$ in 000's)                                     | 178,268        | 184,831        | 155,114          | 170,452        | 146,253        | 8,860                         | 6%        | (29,718)                       | -16%        |
| Enplanned Passengers (in 000's)  | 26,295         | 26,317         | 26,514           | 27,031         | 27,031         | (517)                         | -2%       | 197                            | 1%          |
| <b>Capital Expenditures (in 000's)</b>                                 | <b>684,442</b> | <b>840,459</b> | <b>659,481</b>   | <b>658,954</b> | <b>658,954</b> | <b>527</b>                    | <b>0%</b> | <b>(180,978)</b>               | <b>-22%</b> |

<sup>1</sup> Lease Interest Income actuals (under non-operating account)

<sup>2</sup> Actuals and 2026 Budget have been backed out of Non-Aeronautical Revenue to demonstrate GASB 103 impact on Operating Revenue separately

<sup>3</sup> Payroll expenses include DRS pension credits in 2024 and 2025

# Aeronautical NOI - YTD

| Aeronautical NOI (Q1)              | 2024 YTD      | 2025 YTD       | 2026 YTD       | 2026 YTD       | 2026 YTD       | Actual vs. Revsd_Bud |            | Change from 2025 |            |
|------------------------------------|---------------|----------------|----------------|----------------|----------------|----------------------|------------|------------------|------------|
|                                    | (Q1)          | (Q1)           | (Q1)           | (Q1)           | (Q1)           | Variance             |            | Incr(Decr)       |            |
| <i>\$ in 000's</i>                 | Actual        | Actual         | Actual         | Budget         | Revsd_Bud      | \$                   | %          | \$               | %          |
| <b>Rate Base Revenues</b>          |               |                |                |                |                |                      |            |                  |            |
| Airfield Movement Area             | 23,140        | 38,535         | 42,404         | 42,013         | 42,105         | 299                  | 1%         | 3,869            | 10%        |
| Airfield Apron Area                | 3,350         | 7,399          | 7,853          | 8,193          | 8,199          | (346)                | -4%        | 454              | 6%         |
| Terminal Rents                     | 42,992        | 68,202         | 76,689         | 76,580         | 76,658         | 30                   | 0%         | 8,486            | 12%        |
| Federal Inspection Services (FIS)  | 5,751         | 10,855         | 11,688         | 11,668         | 11,675         | 13                   | 0%         | 833              | 8%         |
| <b>Total Rate Base Revenues</b>    | <b>75,233</b> | <b>124,991</b> | <b>138,634</b> | <b>138,454</b> | <b>138,637</b> | <b>(3)</b>           | <b>0%</b>  | <b>13,642</b>    | <b>11%</b> |
| Airfield Commercial Area           | 3,344         | 6,589          | 6,992          | 6,460          | 6,460          | 531                  | 8%         | 403              | 6%         |
| <b>Total Aeronautical Revenues</b> | <b>78,577</b> | <b>131,580</b> | <b>145,625</b> | <b>144,915</b> | <b>145,097</b> | <b>528</b>           | <b>0%</b>  | <b>14,045</b>    | <b>11%</b> |
| <b>Total Aeronautical Expenses</b> | <b>50,883</b> | <b>78,524</b>  | <b>89,129</b>  | <b>94,577</b>  | <b>94,781</b>  | <b>(5,652)</b>       | <b>-6%</b> | <b>10,604</b>    | <b>14%</b> |
| <b>Aeronautical NOI</b>            | <b>27,694</b> | <b>53,056</b>  | <b>56,497</b>  | <b>50,338</b>  | <b>50,316</b>  | <b>6,181</b>         | <b>12%</b> | <b>3,441</b>     | <b>6%</b>  |

FIS = Federal Inspection Services (US Customs)

NOI = Net Operating Income

# Aeronautical NOI

| Aeronautical NOI                   | 2024           | 2025           | 2026           | 2026           | 2026           | Fcst vs. Rvsd_Bud Variance |            | Change from 2025 Incr(Decr) |             |
|------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------------------|------------|-----------------------------|-------------|
|                                    | Actual         | Actual         | Forecast       | Budget         | Revsd_Bud      | \$                         | %          | \$                          | %           |
| <i>Figures in (\$ in 000's)</i>    |                |                |                |                |                |                            |            |                             |             |
| <b>Rate Base Revenues</b>          |                |                |                |                |                |                            |            |                             |             |
| Airfield Movement Area             | 170,821        | 164,804        | 184,220        | 183,818        | 184,220        | -                          | 0%         | 19,415                      | 12%         |
| Airfield Apron Area                | 32,270         | 33,404         | 35,443         | 35,416         | 35,443         | -                          | 0%         | 2,039                       | 6%          |
| Terminal Rents                     | 279,722        | 271,462        | 319,543        | 319,223        | 319,543        | -                          | 0%         | 48,082                      | 18%         |
| Federal Inspection Services (FIS)  | 15,206         | 48,849         | 53,571         | 53,542         | 53,571         | -                          | 0%         | 4,722                       | 10%         |
| <b>Total Rate Base Revenues</b>    | <b>498,019</b> | <b>518,520</b> | <b>592,777</b> | <b>591,999</b> | <b>592,777</b> | -                          | <b>0%</b>  | <b>74,258</b>               | <b>14%</b>  |
| Airfield Commercial Area           | 22,922         | 26,787         | 25,787         | 25,787         | 25,787         | -                          | 0%         | (1,000)                     | -4%         |
| <b>Total Aeronautical Revenues</b> | <b>520,942</b> | <b>545,307</b> | <b>618,565</b> | <b>617,786</b> | <b>618,565</b> | -                          | <b>0%</b>  | <b>73,258</b>               | <b>13%</b>  |
| <b>Total Aeronautical Expenses</b> | <b>367,736</b> | <b>358,644</b> | <b>389,063</b> | <b>391,206</b> | <b>392,023</b> | <b>2,961</b>               | <b>1%</b>  | <b>(30,419)</b>             | <b>-8%</b>  |
| SBITA Interest Expense             | 281            | 252            | 165            | 165            | 165            | -                          | 0%         | 88                          | 35%         |
| <b>Aeronautical NOI</b>            | <b>152,925</b> | <b>186,411</b> | <b>229,337</b> | <b>226,416</b> | <b>226,377</b> | <b>2,961</b>               | <b>1%</b>  | <b>42,926</b>               | <b>23%</b>  |
| Debt Service                       | (157,518)      | (176,250)      | (202,992)      | (202,992)      | (202,992)      | -                          | 0%         | (26,741)                    | 15%         |
| <b>Net Cash Flow</b>               | <b>(4,593)</b> | <b>10,161</b>  | <b>26,346</b>  | <b>23,424</b>  | <b>23,385</b>  | <b>2,961</b>               | <b>13%</b> | <b>16,185</b>               | <b>159%</b> |

<sup>1</sup>Aeronautical revenues follow a cost recovery model under FAA regulations and the Signatory Lease & Operating Agreement. Aeronautical operating, debt services of capital costs net of grants are recovered through airlines rates and charges. Increases in revenues are tied to increases in costs.

<sup>2</sup>Net cash flow balance increases due to amortization with cash funding on capital projects.

# Aeronautical Cost Drivers

| Aeronautical Cost Drivers<br>(\$ in 000's) | 2025           | 2026           | 2026           | 2026              | Fcst vs. Rvsd_Bud<br>Variance |             |
|--|----------------|----------------|----------------|-------------------|-------------------------------|-------------|
|  | Budget         | Forecast       | Budget         | Revised<br>Budget | \$                            | %           |
| O&M <sup>(1)</sup>                         | 360,905        | 378,417        | 377,634        | 378,417           | -                             | 0.0%        |
| Debt Service Before Offsets                | 236,757        | 277,614        | 277,614        | 277,614           | -                             | 0.0%        |
| Debt Service PFC Offset                    | (93,230)       | (92,468)       | (92,468)       | (92,468)          | -                             | 0.0%        |
| <b>Net Debt Service</b>                    | <b>143,527</b> | <b>185,146</b> | <b>185,146</b> | <b>185,146</b>    | -                             | <b>0.0%</b> |
| Amortization                               | 36,712         | 33,685         | 33,685         | 33,685            | -                             | 0.0%        |
| Space Vacancy                              | (672)          | (2,714)        | (2,710)        | (2,714)           | -                             | 0.0%        |
| Cost of Incentives                         | -              | (1,196)        | (1,194)        | (1,196)           | -                             | 0.0%        |
| Grants and Other                           | (2,773)        | (563)          | (563)          | (563)             | -                             | 0.0%        |
| <b>Rate Base Revenues</b>                  | <b>537,699</b> | <b>592,777</b> | <b>591,999</b> | <b>592,777</b>    | -                             | <b>0%</b>   |
| Commercial area                            | 26,137         | 25,787         | 25,787         | 25,787            | -                             | 0%          |
| <b>Total Aero Revenues</b>                 | <b>563,836</b> | <b>618,565</b> | <b>617,786</b> | <b>618,565</b>    | -                             | <b>0%</b>   |

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

\*Q1 Forecast for Aero Rev was held at Revised Budget Amount and Not Updated due to materiality and certainty of change from budget at this time.

# Non-Aeronautical Revenue

| <i>Figures in \$000s</i>      | 2026 Budget    | 2026 Revised Budget | GASB 103 Impact |              |
|-------------------------------|----------------|---------------------|-----------------|--------------|
|                               |                |                     | \$              | %            |
| Public Parking                | 114,531        | 114,531             | -               | 0.0%         |
| Rental Cars                   | 67,862         | 43,555              | (24,307)        | -35.8%       |
| Ground Transportation         | 24,896         | 24,896              | -               | 0.0%         |
| Airport Dining & Retail       | 77,078         | 77,596              | 518             | 0.7%         |
| Clubs & Lounges               | 16,153         | 16,153              | -               | 0.0%         |
| Other                         | 66,862         | 67,358              | 495             | 0.7%         |
| <b>Total Non-Aero Revenue</b> | <b>367,381</b> | <b>344,087</b>      | <b>(23,294)</b> | <b>-6.3%</b> |

- Rental Cars operating revenue will decrease by \$24.3 million (-35.8%) due to reclassification of Customer Facility Charges from operating revenue to non-operating revenue.
- The net impact on budgeted Non-Aeronautical revenue is (\$23.3) million (-6.3%).

# Non-Aeronautical Revenue

| Revenue Summary by Dept.<br>(in \$000s)    | 2024           | 2025           | 2026 Full Year |                |                | Revised Budget Variance |              | Inc/(Dec) from Prior Year Actuals |              |
|--|----------------|----------------|----------------|----------------|----------------|-------------------------|--------------|-----------------------------------|--------------|
|  | Full Year      | Full Year      | Forecast       | Budget         | Revised Budget | \$ Var                  | % Var        | \$ Change                         | % Change     |
| <i>Non-Aero Operating Revenue Subtotal</i> |                |                |                |                |                |                         |              |                                   |              |
| <i>Last refresh: 4/15/2026</i>             |                |                |                |                |                |                         |              |                                   |              |
| 3413-Transportation Mgmt Assoc             | 0              | 0              | 717            | 717            | 717            | 0                       | 0.0%         | 717                               |              |
| 3420-Public Parking                        | 116,567        | 116,983        | 117,061        | 114,531        | 114,531        | 2,530                   | 2.2%         | 77                                | 0.1%         |
| 3430-Rental Cars                           | 64,434         | 67,479         | 44,613         | 67,862         | 43,555         | 1,058                   | 2.4%         | (22,866)                          | -33.9%       |
| 3440-Employee Parking                      | 10,464         | 12,540         | 13,964         | 14,138         | 14,138         | (175)                   | -1.2%        | 1,424                             | 11.4%        |
| 3450-Ground Transportation                 | 23,946         | 24,376         | 24,246         | 24,896         | 24,896         | (649)                   | -2.6%        | (130)                             | -0.5%        |
| <b>O3400-Landside</b>                      | <b>215,411</b> | <b>221,378</b> | <b>200,601</b> | <b>222,144</b> | <b>197,837</b> | <b>2,764</b>            | <b>1.4%</b>  | <b>(20,777)</b>                   | <b>-9.4%</b> |
| 3630-Non-Aero Commercial Properties        | 17,645         | 18,642         | 21,791         | 20,475         | 20,475         | 1,315                   | 6.4%         | 3,149                             | 16.9%        |
| 3635-SeaTac Office Center                  | 0              | 10,174         | 12,214         | 11,712         | 11,712         | 503                     | 4.3%         | 2,041                             | 20.1%        |
| 3645-Non-Airline Terminal Leased Spc       | 7,559          | 8,584          | 8,299          | 8,157          | 8,157          | 142                     | 1.7%         | (285)                             | -3.3%        |
| 3690-Club International Lounge             | 16,694         | 19,515         | 18,995         | 16,153         | 16,153         | 2,842                   | 17.6%        | (520)                             | -2.7%        |
| <b>O3600-Airport Properties</b>            | <b>41,898</b>  | <b>56,915</b>  | <b>61,298</b>  | <b>56,497</b>  | <b>56,497</b>  | <b>4,802</b>            | <b>8.5%</b>  | <b>4,384</b>                      | <b>7.7%</b>  |
| 3650-Airport Dining and Retail             | 72,246         | 73,770         | 79,358         | 77,078         | 77,596         | 1,762                   | 2.3%         | 5,588                             | 7.6%         |
| 3653-Tenant Marketing                      | 902            | 1              | 1,629          | 503            | 503            | 1,125                   | 223.6%       | 1,628                             |              |
| 4572-Conference Center                     | 252            | 205            | 200            | 228            | 228            | (28)                    | -12.3%       | (5)                               | -2.6%        |
| <b>O3500-AV Commercial Management</b>      | <b>73,415</b>  | <b>73,989</b>  | <b>81,186</b>  | <b>77,809</b>  | <b>78,327</b>  | <b>2,859</b>            | <b>3.7%</b>  | <b>7,197</b>                      | <b>9.7%</b>  |
| <b>Non-Aero Operating Revenue Subtotal</b> | <b>330,724</b> | <b>352,281</b> | <b>343,085</b> | <b>356,450</b> | <b>332,661</b> | <b>10,425</b>           | <b>3.1%</b>  | <b>(9,196)</b>                    | <b>-2.6%</b> |
| <b>Utilities and Other</b>                 | <b>9,636</b>   | <b>10,934</b>  | <b>11,427</b>  | <b>10,931</b>  | <b>11,427</b>  | <b>0</b>                | <b>0.0%</b>  | <b>493</b>                        | <b>4.5%</b>  |
| <b>Total Non-Aeronautical Revenue</b>      | <b>340,360</b> | <b>363,215</b> | <b>354,512</b> | <b>367,381</b> | <b>344,087</b> | <b>10,425</b>           | <b>3.0%</b>  | <b>(8,703)</b>                    | <b>-2.4%</b> |
| <i>Total Enplanements</i>                  | <i>26,295</i>  | <i>26,317</i>  | <i>26,514</i>  | <i>27,031</i>  | <i>27,031</i>  | <i>(517)</i>            | <i>-1.9%</i> | <i>197</i>                        | <i>0.7%</i>  |
| <i>O&amp;D Enplanement</i>                 | <i>18,354</i>  | <i>18,316</i>  | <i>18,401</i>  | <i>18,760</i>  | <i>18,760</i>  | <i>(359)</i>            | <i>-1.9%</i> | <i>84</i>                         | <i>0.5%</i>  |
| <i>International Enplanements</i>          | <i>3,276</i>   | <i>3,528</i>   | <i>3,788</i>   | <i>3,819</i>   | <i>3,819</i>   | <i>(31)</i>             | <i>-0.8%</i> | <i>260</i>                        | <i>7.4%</i>  |
| <b>GASB 103 Adj (CFC to Non-Op)</b>        |                |                |                |                |                |                         |              |                                   |              |
| 3430-Rental Cars                           | 43,557         | 44,382         | 44,613         | 67,862         | 43,555         | 1,058                   | 2.4%         | 231                               | 0.5%         |
| O3400-Landside                             | 194,535        | 198,281        | 200,601        | 222,144        | 197,837        | 2,764                   | 1.4%         | 2,320                             | 1.2%         |
| <b>Non-Aero Operating Revenue Subtotal</b> | <b>309,847</b> | <b>329,185</b> | <b>343,085</b> | <b>356,450</b> | <b>332,661</b> | <b>10,425</b>           | <b>3.1%</b>  | <b>13,901</b>                     | <b>4.2%</b>  |
| <b>Total Non-Aeronautical Revenue</b>      | <b>319,483</b> | <b>340,118</b> | <b>354,512</b> | <b>367,381</b> | <b>344,087</b> | <b>10,425</b>           | <b>3.0%</b>  | <b>14,394</b>                     | <b>4.2%</b>  |

## Highlights

- **Total Non-Aero: +\$10.4M vs. Budget, +4.2% vs. 2025** (adjusted for CFC)
- **Landside: +\$2.8M vs. Budget; +1.2% vs. 2025** (adjusted for CFC)
  - Public Parking driven by Drive-Up
  - Rental Cars higher transaction volumes and average tickets
- **Business & Properties: +\$4.8M vs. Budget, +7.7% vs. 2025**
  - Comm Properties driven by Flight Kitchens
  - Clubs & Lounges - S Lounge delayed construction closure; will remain open thru Q4 (budget assumed Q4 closure)
- **Commercial Management: +\$2.9M vs. Budget; +9.7% vs. 2025**
  - ADR driven by higher Food & Beverage
  - Tenant Marketing highlighted by restarting collections in March

# Non-Aeronautical NOI

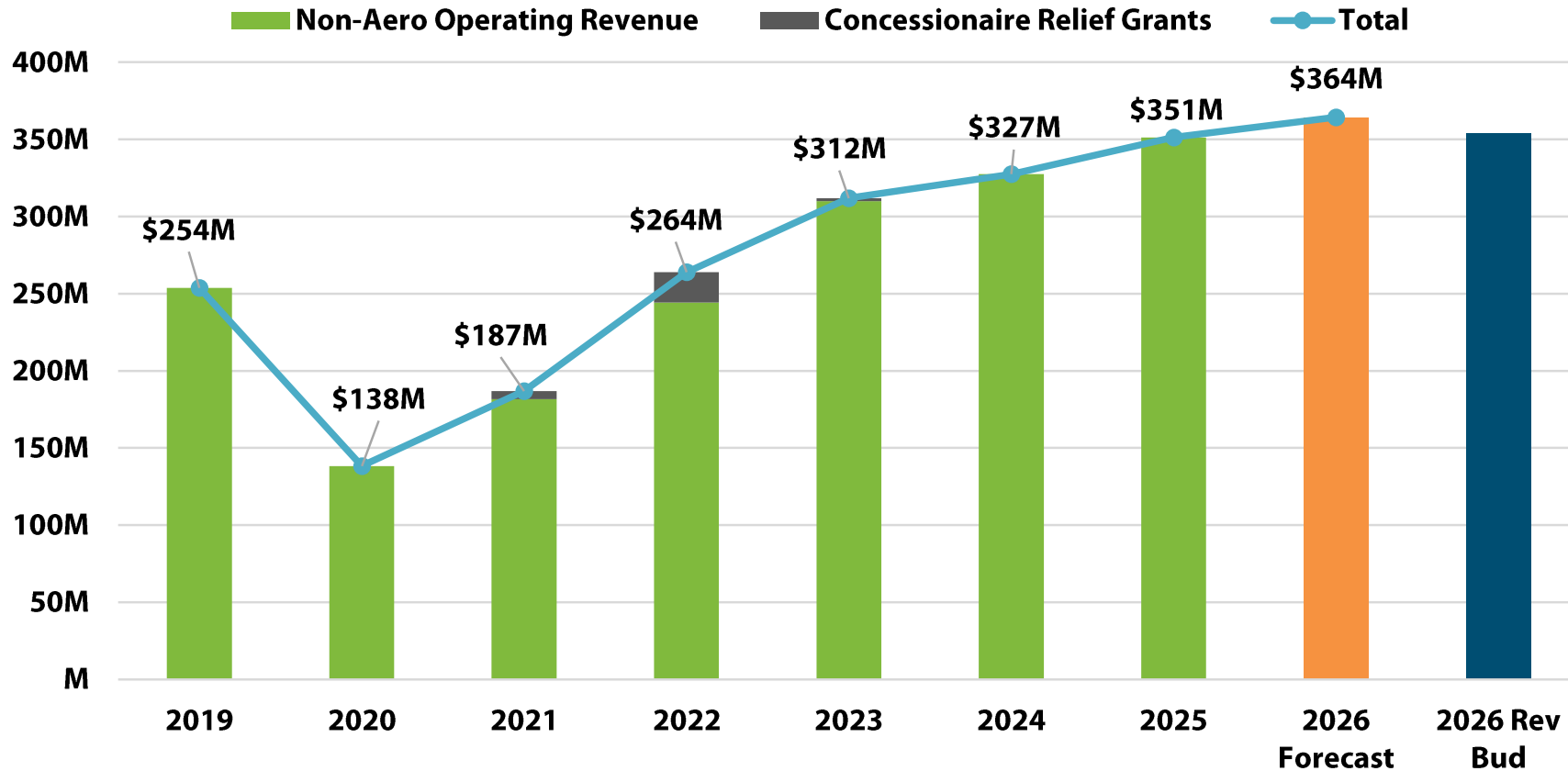
| Non-Aeronautical NOI                      | 2024           | 2025           | 2026           | 2026           | 2026           | Fcst vs. Rvsd_Bud Variance |            | Change from 2025 Incr(Decr) |             |
|---|----------------|----------------|----------------|----------------|----------------|----------------------------|------------|-----------------------------|-------------|
|   | Actual         | Actual         | Forecast       | Budget         | Revsd_Bud      | \$                         | %          | \$                          | %           |
| <i>Figures in (\$ in 000's)</i>           |                |                |                |                |                |                            |            |                             |             |
| <b>Non-Aeronautical Revenues</b>          |                |                |                |                |                |                            |            |                             |             |
| Transportation Mgmt Association           | -              | -              | 717            | 717            | 717            | -                          | 0%         | 717                         |             |
| Public Parking                            | 116,535        | 116,870        | 117,061        | 114,531        | 114,531        | 2,530                      | 2%         | 190                         | 0%          |
| Rental Cars                               | 64,434         | 67,479         | 44,613         | 67,862         | 43,555         | 1,058                      | 2%         | (22,866)                    | -34%        |
| Ground Transportation                     | 23,946         | 24,376         | 24,246         | 24,896         | 24,896         | (649)                      | -3%        | (130)                       | -1%         |
| Employee Parking <sup>1</sup>             | 10,462         | 12,532         | 13,964         | 14,138         | 14,138         | (175)                      | -1%        | 1,432                       | 11%         |
| <b>Landside Total</b>                     | <b>215,376</b> | <b>221,256</b> | <b>200,601</b> | <b>222,144</b> | <b>197,837</b> | <b>2,764</b>               | <b>1%</b>  | <b>(20,656)</b>             | <b>-9%</b>  |
| Airport Dining & Retail <sup>1</sup>      | 72,234         | 73,777         | 79,358         | 77,078         | 77,596         | 1,762                      | 2%         | 5,580                       | 8%          |
| Tenant Marketing                          | 902            | 1              | 1,629          | 503            | 503            | 1,125                      | 224%       | 1,628                       | 237409%     |
| AOB Conference Center                     | 252            | 205            | 200            | 228            | 228            | (28)                       | -12%       | (5)                         | -3%         |
| <b>Commercial Management Total</b>        | <b>73,388</b>  | <b>73,983</b>  | <b>81,186</b>  | <b>77,809</b>  | <b>78,327</b>  | <b>2,859</b>               | <b>4%</b>  | <b>7,203</b>                | <b>10%</b>  |
| Non-Aero Commercial Properties            | 17,639         | 18,625         | 21,791         | 20,475         | 20,475         | 1,315                      | 6%         | 3,166                       | 17%         |
| International Place (STOC)                | -              | 10,174         | 12,214         | 11,712         | 11,712         | 503                        | 4%         | 2,041                       | 20%         |
| Clubs and Lounges                         | 16,709         | 19,528         | 18,995         | 16,153         | 16,153         | 2,842                      | 18%        | (534)                       | -3%         |
| Non-Airline Terminal Leased Spc           | 7,559          | 8,584          | 8,299          | 8,157          | 8,157          | 142                        | 2%         | (285)                       | -3%         |
| <b>AV Business &amp; Properties Total</b> | <b>41,907</b>  | <b>56,911</b>  | <b>61,298</b>  | <b>56,497</b>  | <b>56,497</b>  | <b>4,802</b>               | <b>8%</b>  | <b>4,387</b>                | <b>8%</b>   |
| Utilities                                 | 9,578          | 10,837         | 10,551         | 10,551         | 10,551         | 0                          | 0%         | (286)                       | -3%         |
| Other                                     | 110            | 228            | 876            | 381            | 876            | 0                          | 0%         | 648                         | 284%        |
| <b>Total Non-Aeronautical Revenues</b>    | <b>340,360</b> | <b>363,215</b> | <b>354,512</b> | <b>367,381</b> | <b>344,087</b> | <b>10,425</b>              | <b>3%</b>  | <b>(8,703)</b>              | <b>-2%</b>  |
| <b>Total Non-Aeronautical Expenses</b>    | <b>162,092</b> | <b>178,384</b> | <b>199,399</b> | <b>196,929</b> | <b>197,834</b> | <b>(1,564)</b>             | <b>-1%</b> | <b>21,015</b>               | <b>12%</b>  |
| <b>Non-Aeronautical NOI</b>               | <b>178,268</b> | <b>184,831</b> | <b>155,114</b> | <b>170,452</b> | <b>146,253</b> | <b>8,860</b>               | <b>6%</b>  | <b>(29,718)</b>             | <b>-16%</b> |
| Less: CFC Surplus <sup>2</sup>            | (10,174)       | (9,385)        | -              | (11,702)       | -              | -                          |            | 9,385                       | -100%       |
| Lease Interest Income <sup>3</sup>        | 7,853          | 11,132         | 9,872          | 9,872          | 9,872          | -                          | 0%         | (1,260)                     | -11%        |
| Lease Interest Expense/SBITA              | (7,774)        | (6,048)        | (1,934)        | (1,934)        | (1,934)        | -                          | 0%         | 4,114                       | -68%        |
| <b>Adjusted Non-Aeronautical NOI</b>      | <b>168,172</b> | <b>180,530</b> | <b>163,051</b> | <b>166,688</b> | <b>154,191</b> | <b>8,860</b>               | <b>6%</b>  | <b>(17,478)</b>             | <b>-10%</b> |
| Debt Service                              | (43,887)       | (33,957)       | (57,369)       | (57,369)       | (57,369)       | -                          | 0%         | (23,412)                    | 69%         |
| <b>Net Cash Flow</b>                      | <b>124,285</b> | <b>146,573</b> | <b>105,683</b> | <b>109,319</b> | <b>96,822</b>  | <b>8,860</b>               | <b>9%</b>  | <b>(40,890)</b>             | <b>-28%</b> |

<sup>1</sup> Includes lease payments from tenants as non-operating interest income instead of operating revenues

<sup>2</sup> The implementation of GASB 103 has reclassified CFC revenue from operating to non-operating, which is reflected in 2026 Forecast and Revised Budget

<sup>3</sup> Lease payments from tenants treated as non-operating interest income and lease interest expenses

# Non-Aero Revenue YoY



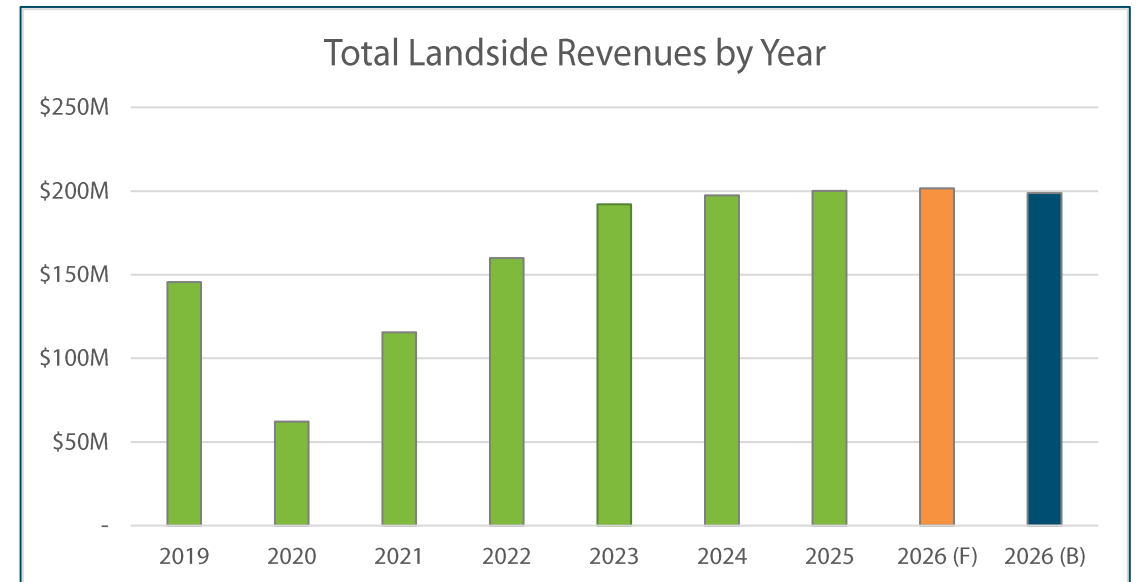
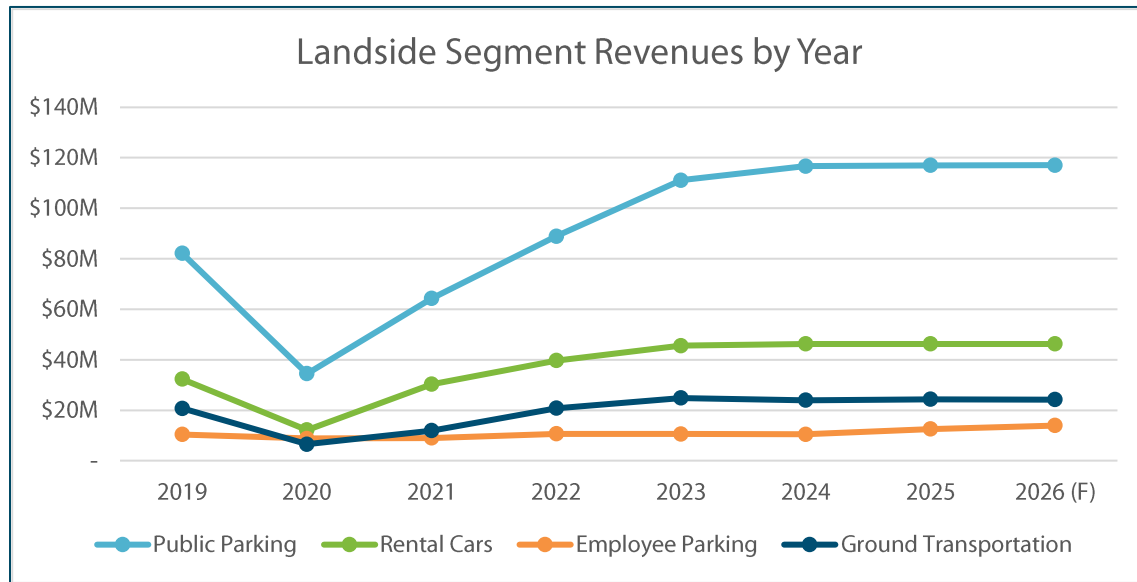
2026 Non-Aero revenue per enplanement is forecasted at \$13.74, significantly higher than pre-pandemic best of \$9.81 in 2019.

**Notes:**

- All Concessionaire Relief grants fully utilized in prior years
- Gross revenue; excludes impacts from GASB 87 lease interest income

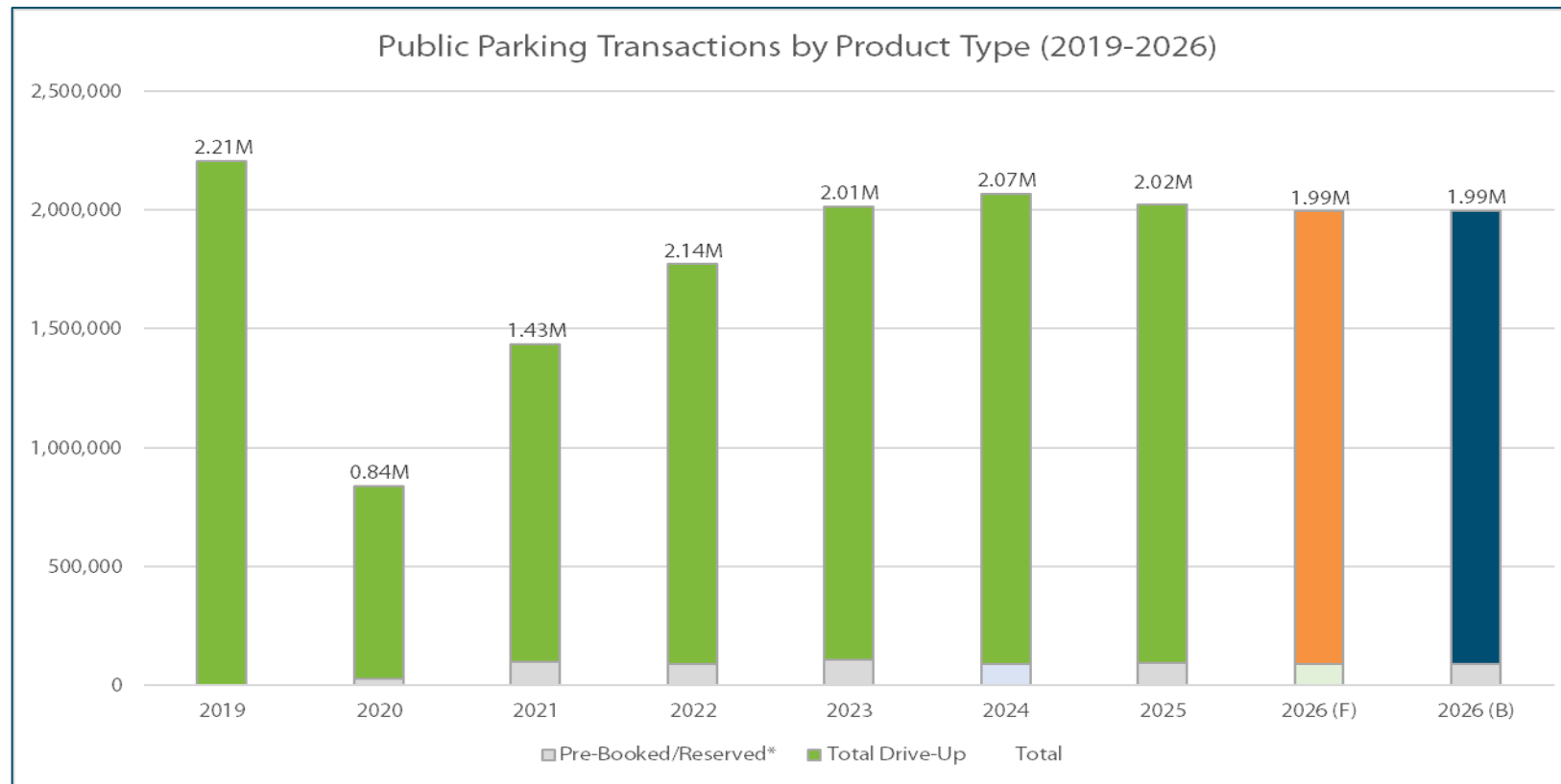
# Non-Aero Detail: Landside Revenue Trends

Each individual Landside revenue segment surpassed 2019 levels in 2022, and each segment is forecasted to show 2026 aligned to or slightly above 2025.



# Non-Aero Detail: Public Parking Transactions

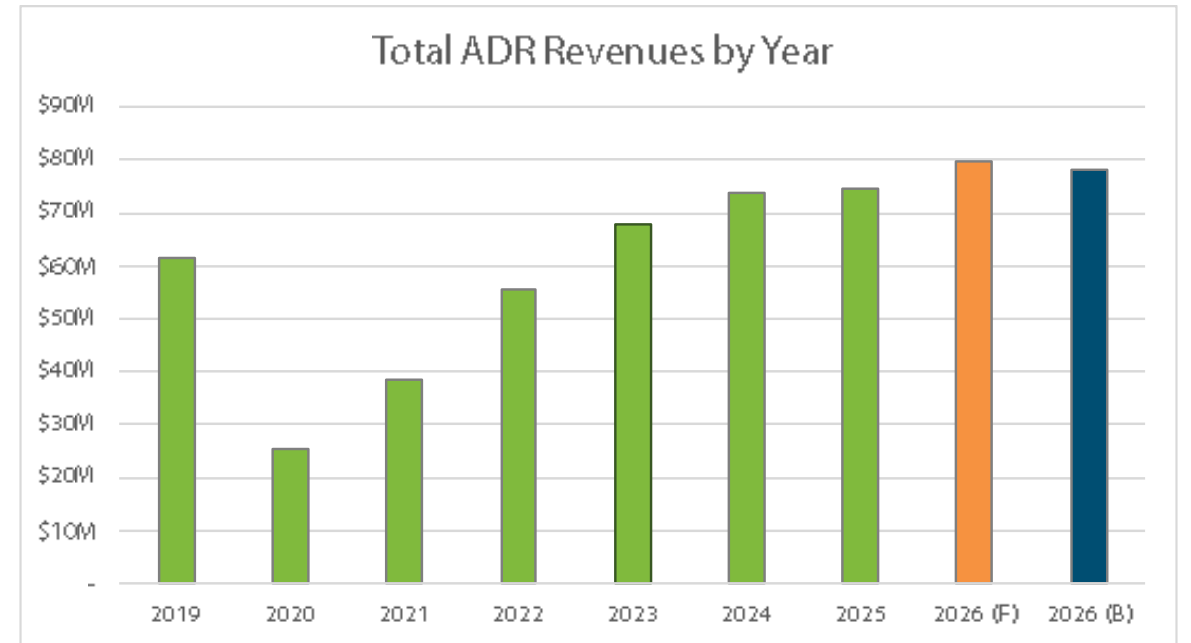
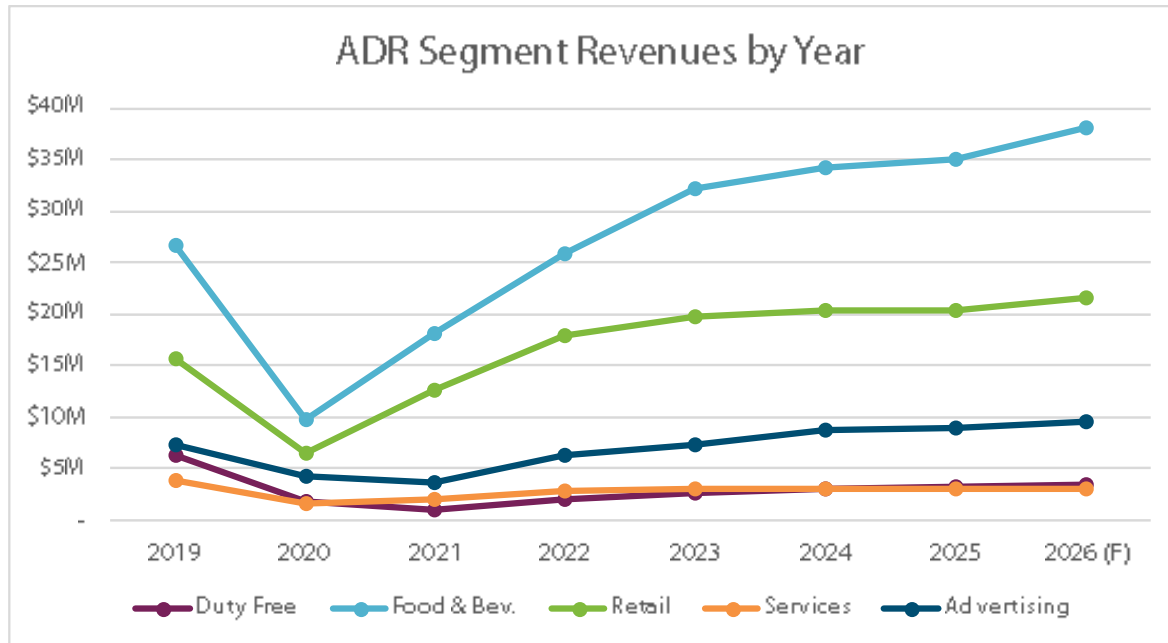
Public Parking transaction trend driven by customer preference for close-in self-parking during pandemic recovery period. 2026 annual Parking transaction growth is expected to be slightly below 2025 levels.



*\*Pre-Booked launched late-2019, then transitioned to the Reserved Parking Program (Floor 4 only) in March 2024*

# Non-Aero Detail: ADR Revenue Trends

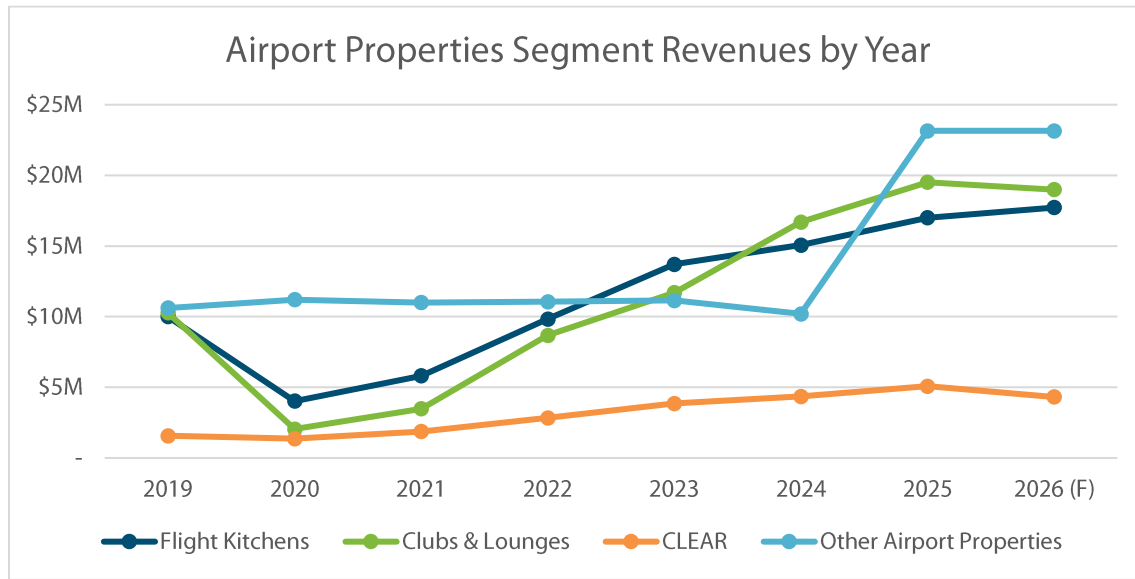
Airport Dining & Retail revenues have maintained a steady upward trajectory since 2019. This momentum is projected to continue through 2026, strengthened by the opening of **Concourse C Expansion** and a delay in Concourse A Duty-Free unit closures.



# Non-Aero Detail: AVBP Revenue Trends

Combined Airport Business & Properties revenues surpassed 2019 levels in 2023, though with uneven recovery patterns throughout the pandemic across different segments. Growth accelerated in 2025 with the addition of the International Place (STOC) property.

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



# 2026 Capital Expenditures

|  | 2026           | 2026              | 2026           | 2026           | Bud vs. Fcst |              |
|--|----------------|-------------------|----------------|----------------|--------------|--------------|
|  | YTD Actual     | Year-End Forecast | Budget         | POF            | \$           | %            |
| \$ in 000's                                    |                |                   |                |                |              |              |
| IWTP Enhancements <sup>(1)</sup>               | 1,665          | 14,514            | 9,760          | 6,697          | (4,754)      | -48.7%       |
| Post IAF Airline Realignment <sup>(2)</sup>    | 10,888         | 39,065            | 35,377         | 39,040         | (3,688)      | -10.4%       |
| 2026-2030 AFLD PVMNTS <sup>(3)</sup>           | 1,776          | 35,283            | 38,287         | 71,507         | 3,005        | 7.8%         |
| Perimeter Intrusion Detect Sys <sup>(4)</sup>  | 131            | 2,196             | 5,081          | 6,472          | 2,885        | 56.8%        |
| C Concourse Expansion <sup>(5)</sup>           | 41,796         | 106,537           | 108,970        | 119,813        | 2,434        | 2.2%         |
| 2021-25 AFLD Pvmnt&Spprt Infr <sup>(6)</sup>   | 4,953          | 11,842            | 9,476          | 23,892         | (2,366)      | -25.0%       |
| Airfield Snow Equipment <sup>(7)</sup>         | 4,546          | 6,612             | 4,558          | 915            | (2,054)      | -45.1%       |
| Biffy Facility Improvement <sup>(8)</sup>      | 44             | 808               | 2,382          | 2,867          | 1,574        | 66.1%        |
| S Concourse Evolution <sup>(9)</sup>           | 14,967         | 70,123            | 69,256         | 137,762        | (866)        | -1.3%        |
| Water Reservoir Rehabilitation <sup>(10)</sup> | 46             | 1,189             | 2,030          | 2,115          | 840          | 41.4%        |
| All Other                                      | 85,303         | 446,971           | 450,131        | 591,762        | 3,160        | 0.7%         |
| Subtotal                                       | 166,115        | 735,138           | 735,307        | 1,002,842      | 169          | 0.0%         |
| CIP Cashflow Mgmt Reserve                      | -              | (75,658)          | (76,353)       | (166,955)      | (695)        | 0.9%         |
| <b>Total Spending</b>                          | <b>166,115</b> | <b>659,481</b>    | <b>658,954</b> | <b>835,887</b> | <b>(527)</b> | <b>-0.1%</b> |

(1) \$4.2M added for 30% design refinement and overall schedule shortened.

(2) Unforeseen conditions increased cost. UA lounge updated estimates show higher costs.

(3) Moved \$4M of 2026 Contract 2 Contractor's bid to SCE.

(4) Schedule Delay as a result of delayed testing due to faulty equipment.

(5) The 2026 Q1 actual costs were lower than expected due to production rates lower than planned.

(6) Replaced more pavement panels with rapid set concrete adjacent to work areas.

(7) During budget, estimated 80% of the invoice to be spent in 2026 until the vendor completed the work to meet the requirements. Vendor is now on track to complete it in 2026.

(8) Construction is starting later than budget. 60% design was delayed 2 months due to an elevation adjustment request.

(9) Very minor change. Variance is 1.1% of \$68M total forecasted in 2026.

(10) 3 months schedule delay for field fabrication of shell

# Maritime Division Appendix

2026 Q1 Financial Performance Report

# Cruise

| \$ in 000s                     | 2025 YTD       | 2026 YTD       | 2026 YTD       | Bud Var      |             |
|--------------------------------|----------------|----------------|----------------|--------------|-------------|
|                                | Actual         | Actual         | Budget         | \$           | %           |
| <b>Revenue by Facility:</b>    |                |                |                |              |             |
| P66 Cruise                     | (420)          | 3              | (433)          | 436          | 101%        |
| P66 Vessel Ops                 | 0              | 0              | 0              | 0            | NA          |
| T91 Cruise                     | 38             | 15             | 2              | 14           | 703%        |
| T46 Cruise                     | 0              | 0              | 0              | 0            | NA          |
| Utilities                      | 43             | 47             | 24             | 23           | 94%         |
| <b>Total Revenue</b>           | <b>(339)</b>   | <b>66</b>      | <b>(407)</b>   | <b>473</b>   | <b>116%</b> |
| <b>Dept Expenses:</b>          |                |                |                |              |             |
| Staff                          | 231            | 305            | 342            | 36           | 11%         |
| Outside Services               | 37             | 0              | 30             | 30           | 99%         |
| General Expenses               | 540            | 539            | 560            | 21           | 4%          |
| Equipment & Supplies           | 360            | 54             | 120            | 66           | 55%         |
| Utilities                      | 14             | 24             | 51             | 27           | 53%         |
| <b>Support Services:</b>       |                |                |                |              |             |
| Maintenance                    | 770            | 915            | 874            | (41)         | -5%         |
| Environmental                  | 129            | 265            | 309            | 44           | 14%         |
| PMG                            | 176            | 182            | 414            | 232          | 56%         |
| Planning                       | 46             | 63             | 142            | 80           | 56%         |
| Economic Development           | 95             | 175            | 190            | 15           | 8%          |
| Police/Security                | 426            | 452            | 462            | 11           | 2%          |
| Other/Central Services         | 2,178          | 2,569          | 2,584          | 15           | 1%          |
| <b>Total Expense</b>           | <b>5,001</b>   | <b>5,543</b>   | <b>6,079</b>   | <b>536</b>   | <b>9%</b>   |
| <b>NOI Before Depreciation</b> | <b>(5,341)</b> | <b>(5,477)</b> | <b>(6,485)</b> | <b>1,008</b> | <b>16%</b>  |
| Depreciation                   | 1,771          | 2,022          | 1,842          | (180)        | -10%        |
| <b>NOI After Depreciation</b>  | <b>(7,111)</b> | <b>(7,500)</b> | <b>(8,328)</b> | <b>828</b>   | <b>10%</b>  |

## Vs. Budget

### **Revenue - \$473K Below**

- NCL sublease payment timing

### **Expenses - \$536K Below**

- PMG - \$232K
  - T91 West Cruise maintenance dredging was budgeted
- Equipment & Supplies - \$66K
  - CTA allowances were budgeted but new terminal operator w/ no allowances

### **Depreciation - \$180K Higher**

- T91 shore power equipment not included in budget

## Vs. 2025

### **Revenue - \$405K Higher**

- NCL sublease payment timing

### **Expenses - \$542K Higher**

- Support services:
  - Other/Central Services - \$391K
  - Environmental - \$136K
  - Economic Development - \$80K

# Elliott Bay Fishing & Commercial

| \$ in 000s                     | 2025 YTD       | 2026 YTD       | 2026 YTD       | Bud Var      |             |
|--------------------------------|----------------|----------------|----------------|--------------|-------------|
|                                | Actual         | Actual         | Budget         | \$           | %           |
| <b>Revenue by Facility:</b>    |                |                |                |              |             |
| T91 Fishing                    | 672            | 590            | 808            | (217)        | -27%        |
| T91 Vessel Ops                 | 77             | 77             | 116            | (40)         | -34%        |
| Kellogg Island                 | 118            | 122            | 123            | (1)          | -1%         |
| T25 Docks                      | 105            | 109            | 108            | 0            | 0%          |
| T18 Dolphins                   | 52             | 103            | 106            | (4)          | -3%         |
| P34 Dolphins                   | 78             | 96             | 63             | 33           | 53%         |
| Other (P28, T46, T108)         | 171            | 228            | 141            | 87           | 62%         |
| Utilities                      | 124            | 156            | 197            | (41)         | -21%        |
| <b>Total Revenue</b>           | <b>1,396</b>   | <b>1,481</b>   | <b>1,663</b>   | <b>(181)</b> | <b>-11%</b> |
| <b>Dept Expenses:</b>          |                |                |                |              |             |
| Staff                          | 183            | 213            | 224            | 11           | 5%          |
| Outside Services               | (9)            | (9)            | 4              | 13           | 345%        |
| General Expenses               | (20)           | 145            | 34             | (110)        | -320%       |
| Equipment & Supplies           | 1              | 0              | 7              | 7            | 96%         |
| Utilities                      | 259            | 116            | 277            | 162          | 58%         |
| <b>Support Services:</b>       |                |                |                |              |             |
| Maintenance                    | 367            | 350            | 402            | 52           | 13%         |
| Environmental                  | 65             | 83             | 98             | 15           | 16%         |
| PMG                            | 18             | 58             | 81             | 23           | 28%         |
| Planning                       | 26             | 32             | 43             | 10           | 24%         |
| Economic Development           | 21             | 45             | 48             | 3            | 5%          |
| Police/Security                | 158            | 217            | 193            | (24)         | -13%        |
| Other/Central Services         | 594            | 765            | 731            | (34)         | -5%         |
| <b>Total Expense</b>           | <b>1,662</b>   | <b>2,016</b>   | <b>2,141</b>   | <b>125</b>   | <b>6%</b>   |
| <b>NOI Before Depreciation</b> | <b>(266)</b>   | <b>(534)</b>   | <b>(478)</b>   | <b>(56)</b>  | <b>-12%</b> |
| Depreciation                   | 864            | 924            | 1,166          | 242          | 21%         |
| <b>NOI After Depreciation</b>  | <b>(1,130)</b> | <b>(1,458)</b> | <b>(1,644)</b> | <b>186</b>   | <b>-11%</b> |

## Vs. Budget

### Revenue - \$181K Below

- T-91 Fishing Operations - \$217K below
  - Billing timing
  - Lower activity from Ocean Peace and O'Hara Corp
- T-91 Vessel Operations - \$40K below
  - Billing timing
- P28 & P34 Dolphins - \$140K over
  - Stronger Olympic Tug & Barge usage

### Expenses - \$125K Below

- Utilities - \$161K under
  - T-91 billing timing
- General expenses - \$110K over
  - Bad debt

## Vs 2025

### Revenue - \$85K Higher

- 5% rate increases

### Expenses - \$354K Higher

- Central Services - \$171K higher (allocation driven)
- Bad debt expenses - \$134K higher
- Security - \$59K higher due to new contract
- PMG - \$40K higher, due to the T-91 Electrical Assessment
- Partially offset by Utilities - \$143K lower, primarily at T-91, due to timing

# Recreational Boating

| \$ in 000s                     | 2025 YTD     | 2026 YTD       | 2026 YTD       | Bud Var      |            |
|--------------------------------|--------------|----------------|----------------|--------------|------------|
| Revenue by Facility:           | Actual       | Actual         | Budget         | \$           | %          |
| Shilshole Bay Marina           | 4,017        | 4,093          | 4,234          | (142)        | -3%        |
| Harbor Island Marina           | 138          | 163            | 156            | 8            | 5%         |
| Bell Harbor Marina             | 116          | 132            | 116            | 16           | 13%        |
| Utilities                      | 211          | 161            | 185            | (25)         | -13%       |
| Misc Revenue                   | 0            | 0              | 0              | 0            | NA         |
| <b>Total Revenue</b>           | <b>4,482</b> | <b>4,549</b>   | <b>4,692</b>   | <b>(143)</b> | <b>-3%</b> |
| <u>Dept Expenses:</u>          |              |                |                |              |            |
| Staff                          | 631          | 883            | 711            | (172)        | -24%       |
| Outside Services               | 38           | 40             | 43             | 2            | 6%         |
| General Expenses               | 321          | 68             | 50             | (18)         | -36%       |
| Equipment & Supplies           | 11           | 26             | 44             | 17           | 40%        |
| Utilities                      | 272          | 370            | 406            | 36           | 9%         |
| <u>Support Services:</u>       |              |                |                |              |            |
| Maintenance                    | 982          | 964            | 1,221          | 257          | 21%        |
| Environmental                  | 45           | 189            | 193            | 4            | 2%         |
| PMG                            | 70           | 69             | 132            | 63           | 48%        |
| Planning                       | 30           | 33             | 71             | 37           | 53%        |
| Economic Development           | 55           | 97             | 103            | 6            | 6%         |
| Police/Security                | 353          | 424            | 414            | (10)         | -2%        |
| Other/Central Services         | 1,334        | 1,399          | 1,474          | 75           | 5%         |
| <b>Total Expense</b>           | <b>4,142</b> | <b>4,564</b>   | <b>4,862</b>   | <b>298</b>   | <b>6%</b>  |
| <b>NOI Before Depreciation</b> | <b>340</b>   | <b>(15)</b>    | <b>(170)</b>   | <b>155</b>   | <b>91%</b> |
| Depreciation                   | 928          | 1,061          | 1,045          | (16)         | -2%        |
| <b>NOI After Depreciation</b>  | <b>(588)</b> | <b>(1,076)</b> | <b>(1,215)</b> | <b>139</b>   | <b>11%</b> |

## Vs. Budget

### Revenue - \$143K Below

- SBM - \$136K under
  - Lower monthly moorage occupancy
  - LAB - \$25K lower due to demand
  - 31 slips at SBM used for SaBM relocation
- Utility - \$27K under
  - Primarily at SBM
- BHM - \$16K over
  - Stronger occupancies

### Expenses - \$298K Below

- Maintenance - \$257K (allocation-driven)
- Central Services - \$75K (allocation-driven)
- PMG - \$63K (allocation-driven)
- Workers' Comp - \$172K over

## Vs 2025

### Revenue - \$67K Higher

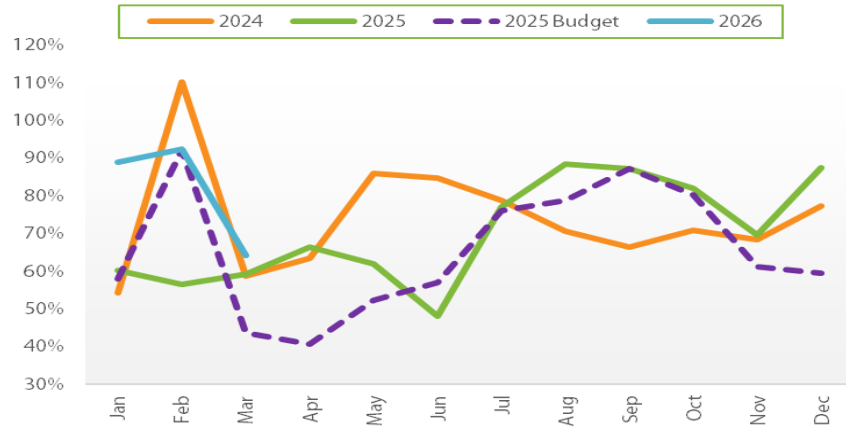
- Moorage rates increase - average of 4.7%
- Utilities at SBM - \$50K lower

### Expenses - \$422K Higher

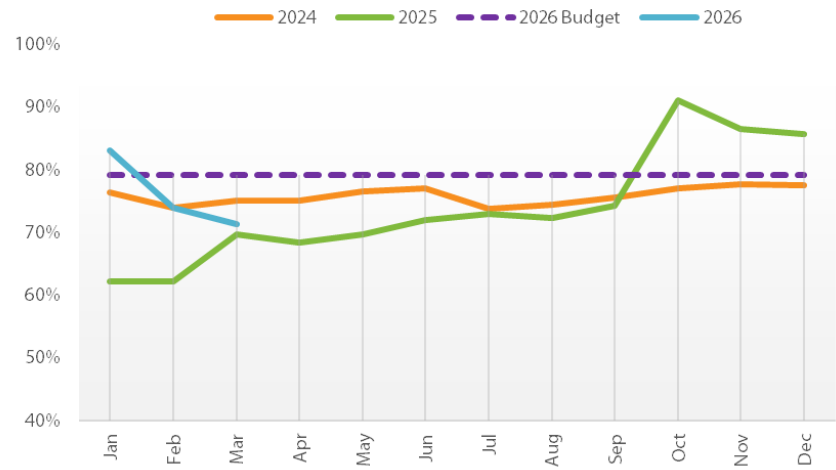
- Workers' Comp - \$252K higher
- Environmental - \$144K higher (allocation-driven)
- Utilities - \$98K higher
- General Expense - \$253K lower in bad debt

# Recreational Boating Occupancy

### Occupancy at Bell Harbor Marina

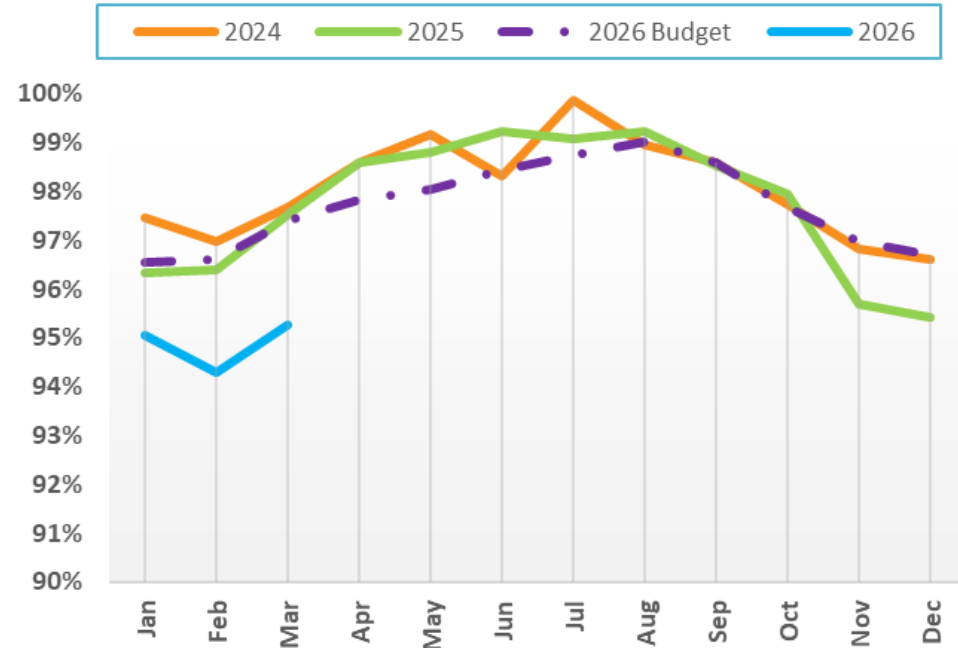


### Occupancy at Harbor Island Marina



|                                   | BUD          | 2026         | 2025         | Act vs Bud   | '26 vs '25    |
|-----------------------------------|--------------|--------------|--------------|--------------|---------------|
| SBM Occupancy                     | 96.9%        | 94.9%        | 96.8%        | -1.97%       | -1.88%        |
| BHM Occupancy                     | 64.6%        | 81.9%        | 58.6%        | 17.25%       | 23.25%        |
| HIM Occupancy                     | 79.1%        | 76.1%        | 64.6%        | -2.98%       | 11.49%        |
| <b>Total Recreational Marina:</b> | <b>80.2%</b> | <b>84.3%</b> | <b>73.3%</b> | <b>4.10%</b> | <b>10.95%</b> |

### Occupancy at Shilshole Bay Marina



# Ship Canal Fishing & Operations

| \$ in 000s                     | 2025 YTD       | 2026 YTD       | 2026 YTD       | Bud Var      |             |
|--------------------------------|----------------|----------------|----------------|--------------|-------------|
|                                | Actual         | Actual         | Budget         | \$           | %           |
| <b>Revenue by Facility:</b>    |                |                |                |              |             |
| FT Commercial                  | 837            | 762            | 836            | (73)         | -9%         |
| FT Rec Boating                 | 250            | 255            | 254            | 2            | 1%          |
| Salmon Bay Marina              | 295            | 94             | 197            | (103)        | -52%        |
| Maritime Industrial Center     | 48             | 55             | 56             | (1)          | -2%         |
| Utilities                      | 105            | 71             | 59             | 12           | 20%         |
| Misc Revenue                   | 0              | (5)            | 0              | (5)          | NA          |
| <b>Total Revenue</b>           | <b>1,535</b>   | <b>1,235</b>   | <b>1,401</b>   | <b>(167)</b> | <b>-12%</b> |
| <b>Dept Expenses:</b>          |                |                |                |              |             |
| Staff                          | 362            | 365            | 384            | 19           | 5%          |
| Outside Services               | 3              | 27             | 23             | (3)          | -14%        |
| General Expenses               | 203            | (4,397)        | 53             | 4,450        | 8372%       |
| Equipment & Supplies           | 8              | 6              | 22             | 16           | 71%         |
| Utilities                      | 275            | 240            | 295            | 55           | 19%         |
| <b>Support Services:</b>       |                |                |                | 0            |             |
| Maintenance                    | 609            | 620            | 748            | 127          | 17%         |
| Environmental                  | 47             | 90             | 91             | 1            | 1%          |
| PMG                            | 55             | 284            | 342            | 58           | 17%         |
| Planning                       | 15             | 22             | 31             | 9            | 28%         |
| Economic Development           | 24             | 44             | 47             | 3            | 5%          |
| Police/Security                | 154            | 188            | 186            | (2)          | -1%         |
| Other/Central Services         | 608            | 713            | 732            | 19           | 3%          |
| <b>Total Expense</b>           | <b>2,364</b>   | <b>(1,797)</b> | <b>2,954</b>   | <b>4,751</b> | <b>161%</b> |
| <b>NOI Before Depreciation</b> | <b>(829)</b>   | <b>3,032</b>   | <b>(1,552)</b> | <b>4,584</b> | <b>295%</b> |
| Depreciation                   | 635            | 657            | 646            | (11)         | -2%         |
| <b>NOI After Depreciation</b>  | <b>(1,464)</b> | <b>2,375</b>   | <b>(2,198)</b> | <b>4,574</b> | <b>208%</b> |

## Vs. Budget

### Revenue - \$167K Below

- SaBM closure -\$103K under
- Silver Bay at FT Commercial unexpectedly vacated in Sep 2025
- 13 slips at FT Rec Boating used for SaBM relocation

### Expenses - \$4.7M Below

- General Expense: \$4.4M under, driven by reversal of SaBM Dock A-C impairment loss recorded at 2025 YE
  - Entry to be booked in April
- Maintenance \$127K under (allocation-driven)
- PMG \$58K under (allocation-driven)

## Vs. 2025

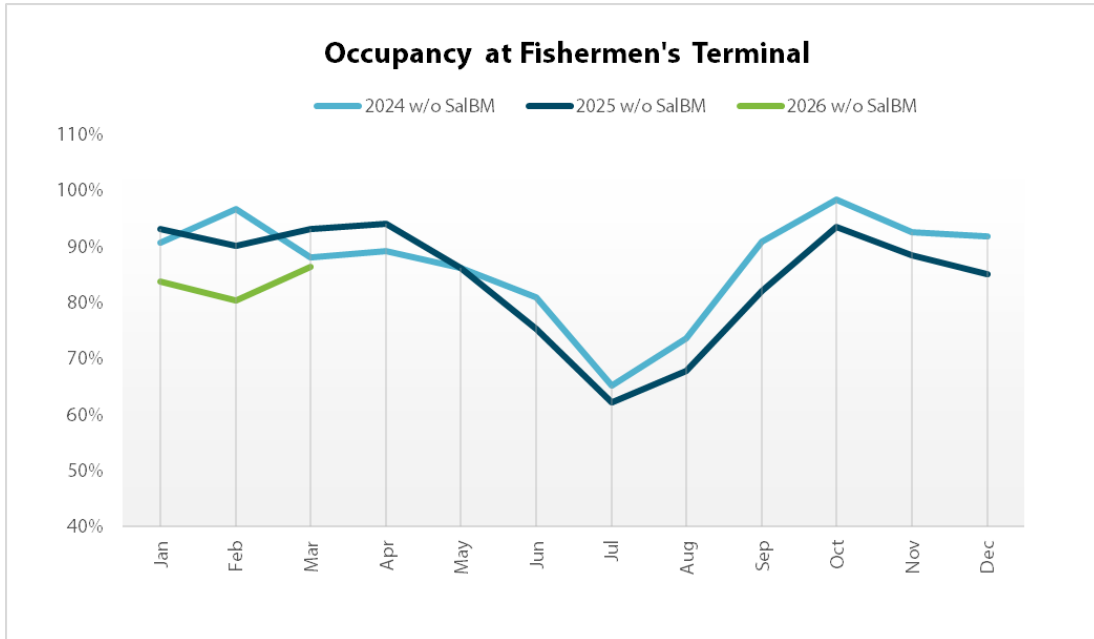
### Revenue - \$300K Below

- SaBM closure - \$201K lower
- Silver Bay at FT Commercial departure - \$51K lower
- Rate increases from 0% to 10% based on vessel size

### Expenses - \$4.1M Below

- General Expenses: \$4.2M lower, primarily due to reversal of SaBM Dock A-C impairment loss

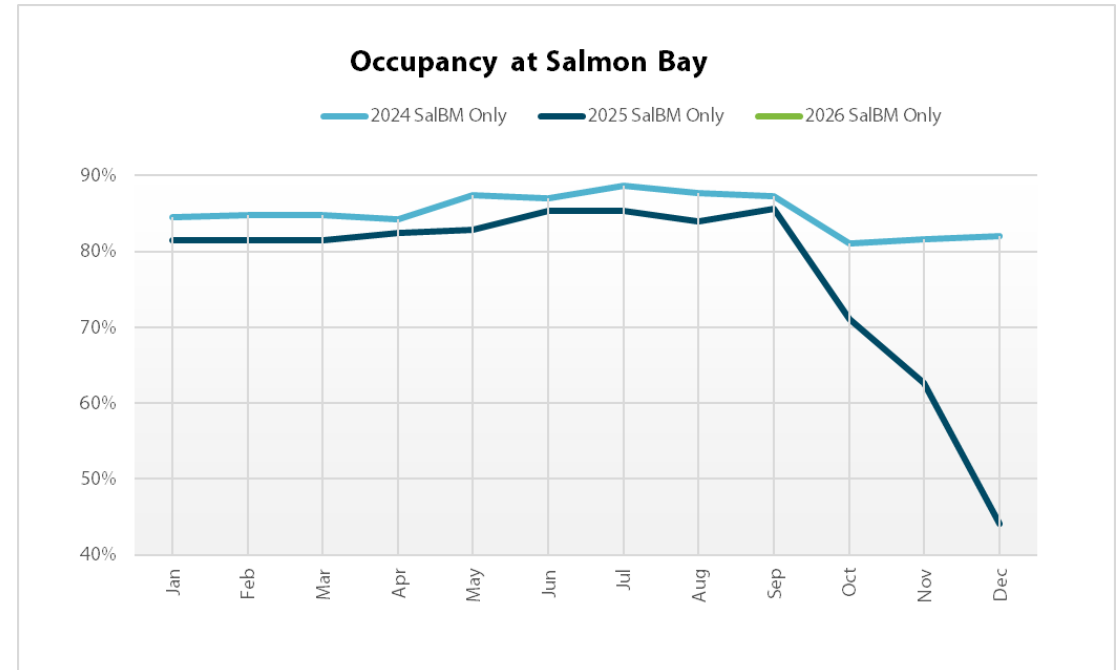
# Ship Canal Fishing & Commercial Occupancy



## Occupancy

- Monthly occupancy rates per marina as of Q1:

- ✓ FT Fishing down -2.21%
- ✓ FT Rec Boating down 0.82%
- ✓ SaBM down -47.15%



# Portfolio Management

| \$ in 000s                                 | 2025 YTD       | 2026 YTD       | 2026 YTD       | Bud Var      |            |
|--|----------------|----------------|----------------|--------------|------------|
|  | Actual         | Actual         | Budget         | \$           | %          |
| <b>Revenue by Facility</b>                 |                |                |                |              |            |
| Terminal 91 and Uplands                    | 1,662          | 1,663          | 1,713          | (50)         | (3%)       |
| Conference Event Centers (CEC)             | 1,529          | 2,180          | 1,727          | 453          | 26%        |
| Marina Office and Retail (FT,MIC,SaBM,SBM) | 865            | 830            | 859            | (29)         | (3%)       |
| WTCW                                       | 186            | 199            | 204            | (5)          | (3%)       |
| Bell Street Garage & Retail                | 478            | 360            | 502            | (142)        | (28%)      |
| T102                                       | 604            | 541            | 582            | (40)         | (7%)       |
| T106                                       | 59             | 809            | 810            | (1)          | (0%)       |
| Other (FTZ, P2, P69,T108,T34,T5 Tsubota)   | 484            | 474            | 450            | 24           | 5%         |
| Utilities                                  | 787            | 904            | 843            | 61           | 7%         |
| <b>Total Revenue</b>                       | <b>6,654</b>   | <b>7,962</b>   | <b>7,689</b>   | <b>272</b>   | <b>4%</b>  |
| <b>Dept Expenses:</b>                      |                |                |                |              |            |
| Staff                                      | 713            | 700            | 751            | 51           | 7%         |
| Outside Services                           | 272            | 136            | 196            | 61           | 31%        |
| General Expenses                           | 2,097          | 2,465          | 2,362          | (103)        | (4%)       |
| Equipment & Supplies                       | 38             | 42             | 75             | 33           | 44%        |
| Utilities/Telecommunications               | 1,149          | 917            | 1,278          | 361          | 28%        |
| <b>Support Services:</b>                   |                |                |                |              |            |
| Maintenance                                | 1,691          | 1,605          | 2,014          | 409          | 20%        |
| Environmental                              | 68             | 214            | 348            | 135          | 39%        |
| PMG  | 222            | 306            | 440            | 134          | 30%        |
| Planning                                   | 69             | 83             | 179            | 96           | 54%        |
| Economic Development                       | 204            | 361            | 485            | 124          | 26%        |
| Police/Security                            | 536            | 760            | 754            | (6)          | (1%)       |
| Other/Central Services                     | 2,297          | 2,273          | 2,030          | (242)        | (12%)      |
| <b>Total Expense</b>                       | <b>9,357</b>   | <b>9,862</b>   | <b>10,913</b>  | <b>1,052</b> | <b>10%</b> |
| <b>NOI Before Depreciation</b>             | <b>(2,703)</b> | <b>(1,900)</b> | <b>(3,224)</b> | <b>1,324</b> | <b>41%</b> |
| Depreciation                               | 1,595          | 1,700          | 1,940          | 240          | 12%        |
| <b>NOI After Depreciation</b>              | <b>(4,299)</b> | <b>(3,600)</b> | <b>(5,164)</b> | <b>1,564</b> | <b>30%</b> |

## Vs. Budget

### Revenue - \$272K Over

- CEC- repeat clients, upsells, and last-minute bookings
- Annual rate escalation & new tenants
- Partially offset by terminated leases & billing timing

### Expenses - \$1M Below

- Outside Services- invoice timing & unspent outside services
- Utilities- misbilling by SPU, RNG new purchase model
- MM: Wages & Benefits, unspent contracted services & maintenance materials
- Lower allocations across most support services

## Vs. 2025

### Revenue - \$1.3M Higher

- Increased CEC activity
- T106 full revenue. 2025 included environmental credits

### Expenses- \$504K Higher

- Higher CEC business activity increased variable expenses
- Higher allocations across most support services, particularly Environmental, EDD & Police

## Looking forward Q2 2026

- New tenants at FT, T102
- Cafe opening in Centennial Park
- FT: Maritime Innovation Center (MInC) & Trowbridge

# Portfolio Management – Conference Event Center

| \$ in 000s                     | 2025 YTD       | 2026 YTD       | 2026 YTD       | Bud Var    |              |
|--------------------------------|----------------|----------------|----------------|------------|--------------|
|                                | Actual         | Actual         | Budget         | \$         | %            |
| <b>Revenue by Facility:</b>    |                |                |                |            |              |
| Conference Centers             | 1392           | 2045           | 1542           | 503        | 33%          |
| WTC                            | 137            | 135            | 185            | (50)       | (27%)        |
| Utilities                      | 46             | 44             | 48             | (4)        | (9%)         |
| <b>Total Revenue</b>           | <b>1,575</b>   | <b>2,224</b>   | <b>1,775</b>   | <b>449</b> | <b>25%</b>   |
| <b>Dept Expenses:</b>          |                |                |                |            |              |
| Staff                          | 0.2            | 0.2            | 0.3            | 0          | 29%          |
| Outside Services               | -              | -              | -              | -          | NA           |
| General Expenses               | 1,751          | 2,080          | 1,937          | (143)      | (7%)         |
| Equipment & Supplies           | 19             | 24             | 51             | 27         | 54%          |
| Utilities/Telecommunications   | 48             | 57             | 81             | 24         | 30%          |
| <b>Support Services:</b>       |                |                |                |            |              |
| Maintenance                    | 207            | 215            | 242            | 27         | 11%          |
| Environmental                  | -3             | 58             | 86             | 28         | 33%          |
| PMG                            | 76             | 56             | 52             | (4)        | (9%)         |
| Planning                       | 15             | 15             | 42             | 27         | 65%          |
| Economic Development           | 52             | 53             | 57             | 4          | 7%           |
| Police/Security                | 75             | 138            | 146            | 8          | 5%           |
| Other/Central Services         | 819            | 710            | 709            | (1)        | 0%           |
| <b>Total Expense</b>           | <b>3,059</b>   | <b>3,406</b>   | <b>3,404</b>   | <b>(2)</b> | <b>(0%)</b>  |
| <b>NOI Before Depreciation</b> | <b>(1,484)</b> | <b>(1,181)</b> | <b>(1,628)</b> | <b>447</b> | <b>(27%)</b> |
| Depreciation                   | 299            | 309            | 301            | (8)        | (3%)         |
| <b>NOI After Depreciation</b>  | <b>(1,783)</b> | <b>(1,490)</b> | <b>(1,929)</b> | <b>439</b> | <b>(23%)</b> |

## **Vs. Budget**

### **Revenue - \$449K Over**

- Returning client
- Upsell activity and increased last-minute bookings

### **Expenses - \$2K Over**

- General Exp- higher variable expenses
- Lower allocation across most support services

## **Vs. 2025**

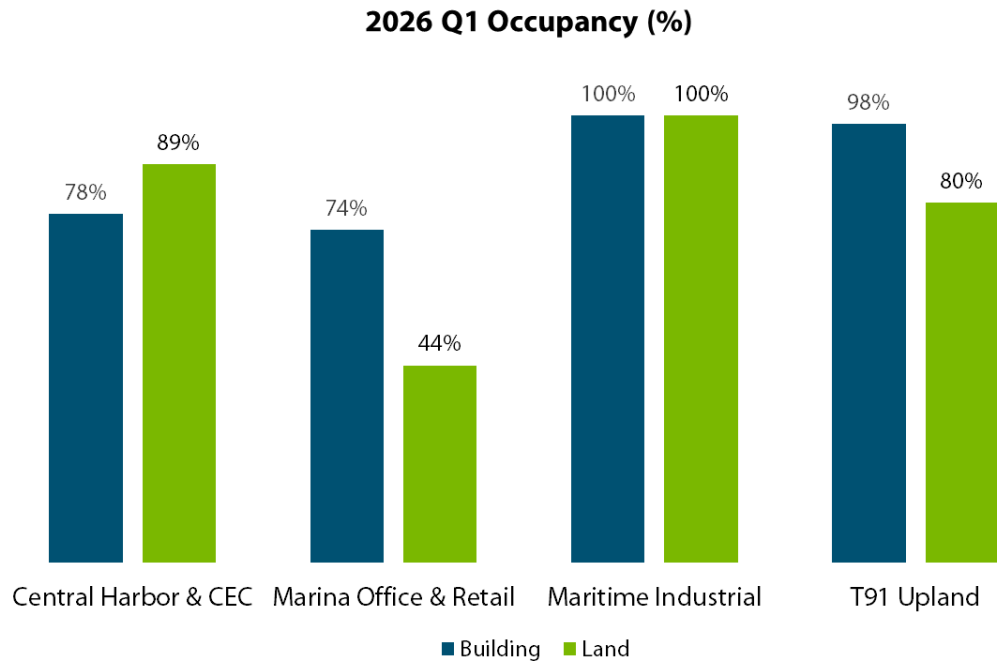
### **Revenue - \$649K Higher**

- Higher business volumes
- Misc. revenue: parking, cancellation fees

### **Expenses- \$347K Higher**

- Higher CEC business activity increased variable expenses
- Higher allocation from Environmental & Police

# All Portfolio Management Occupancy



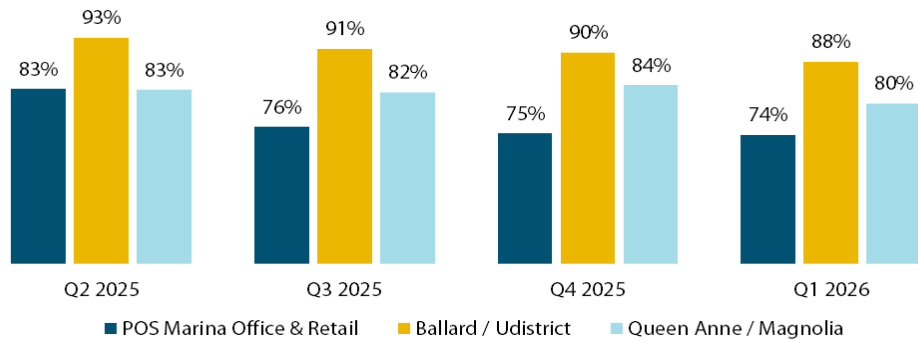
| Total Available SF 894,856 |                |                |            |
|----------------------------|----------------|----------------|------------|
| Building                   | SF Occupied    | SF Vacant      | % Occupied |
| CEC                        | 62,196         | -              | 100%       |
| Central Harbor             | 220,758        | 79,771         | 73%        |
| Marina Office & Retail     | 146,726        | 50,637         | 74%        |
| Maritime Industrial        | 271,370        | -              | 100%       |
| T91 Upland                 | 62,206         | 1,192          | 98%        |
| <b>Total</b>               | <b>763,256</b> | <b>131,600</b> | <b>85%</b> |

| Total Available SF 3,324,118 |                  |                |            |
|------------------------------|------------------|----------------|------------|
| Land                         | SF Occupied      | SF Vacant      | % Occupied |
| Central Harbor               | 1,230,489        | 150,423        | 89%        |
| Marina Office & Retail       | 161,009          | 204,297        | 44%        |
| Maritime Industrial          | 1,194,194        | -              | 100%       |
| T91 Upland                   | 308,706          | 75,000         | 80%        |
| <b>Total</b>                 | <b>2,894,398</b> | <b>429,720</b> | <b>87%</b> |

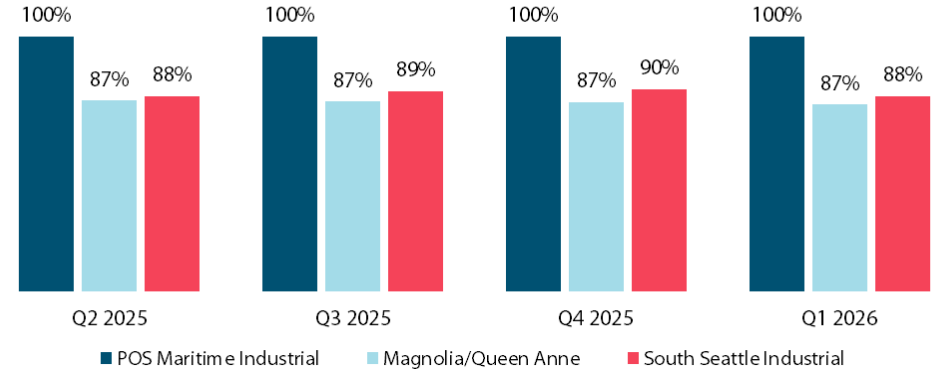
Overall 87%: Building 85%, Land 87%

# All Portfolio Management Market Statistics

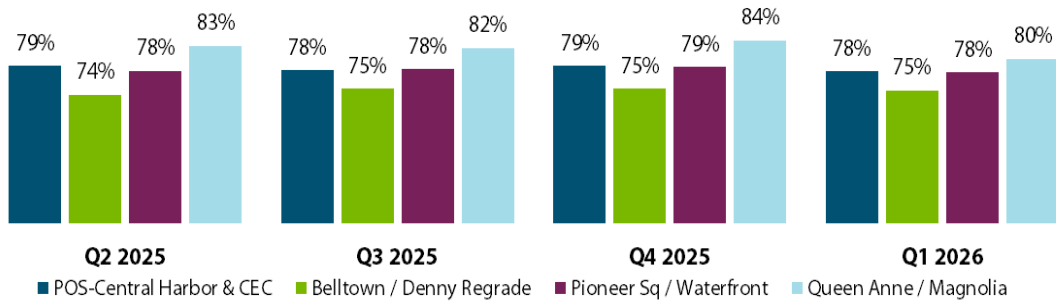
Marina Office & Retail Building Occupancy Rate (Office)



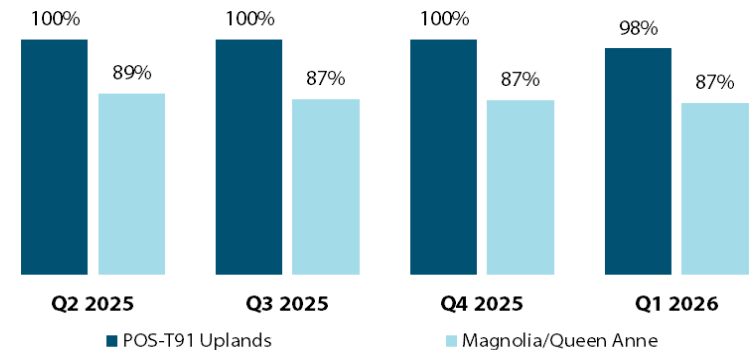
Martime Industrial Building Occupancy Rate (Industrial)



Central Harbor Management Building Occupancy Rate (Office)



T-91 Uplands Building Occupancy Rate (Industrial)



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

# P69 Facilities

| \$ in 000s<br>Org basis:    | 2025 YTD   | 2026 YTD   | 2026 YTD   | Bud Var   |            |
|-----------------------------|------------|------------|------------|-----------|------------|
|                             | Actual     | Actual     | Budget     | \$        | %          |
| Salaries & Benefits         | 151        | 147        | 142        | (4)       | (3%)       |
| Equipment Expense           | 6          | 5          | 5          | (0)       | (0%)       |
| Supplies and Stock          | 11         | 9          | 17         | 8         | 47%        |
| Outside Services            | 71         | 64         | 91         | 27        | 30%        |
| Travel & Other Employee Exp | 0          | 2          | 2          | 0         | 11%        |
| General Expenses            | 17         | 26         | 25         | (1)       | (2%)       |
| All Other Expenses          | 155        | 151        | 170        | 19        | 11%        |
| <b>Total Expense</b>        | <b>412</b> | <b>404</b> | <b>453</b> | <b>49</b> | <b>11%</b> |

## Vs. Budget

### **\$49K Below**

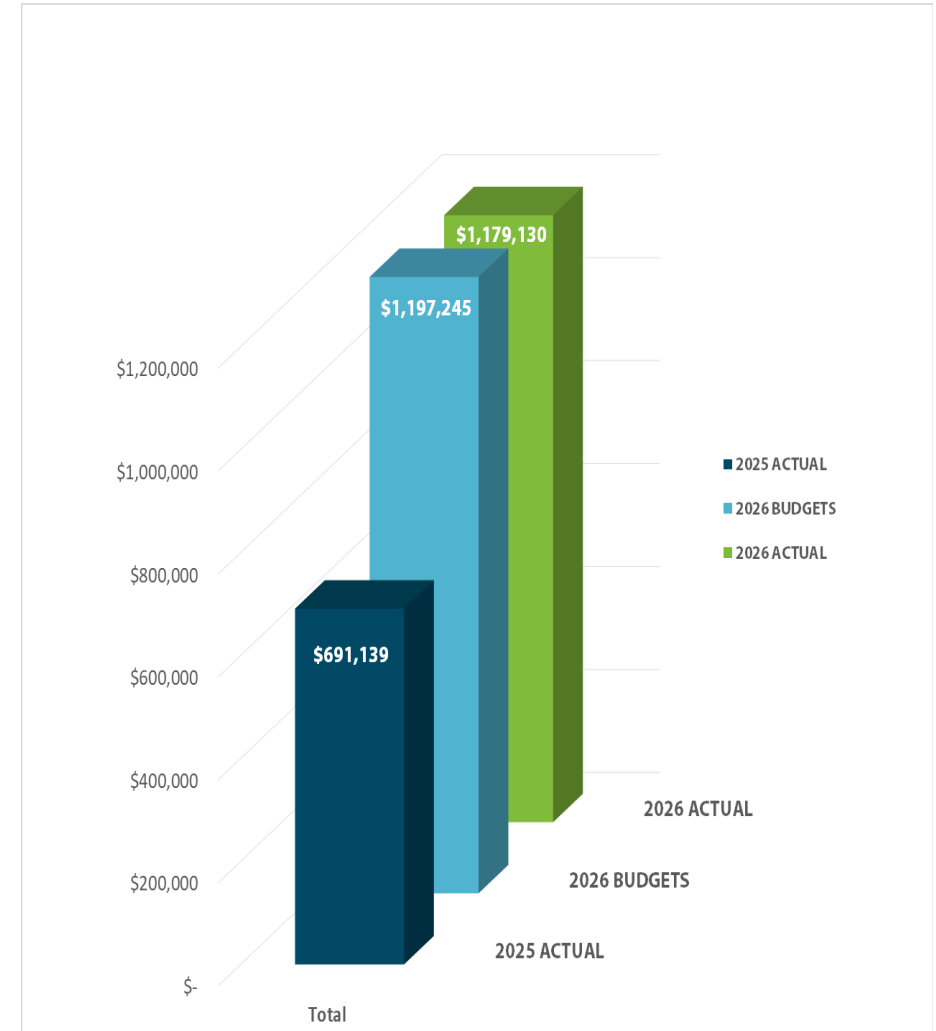
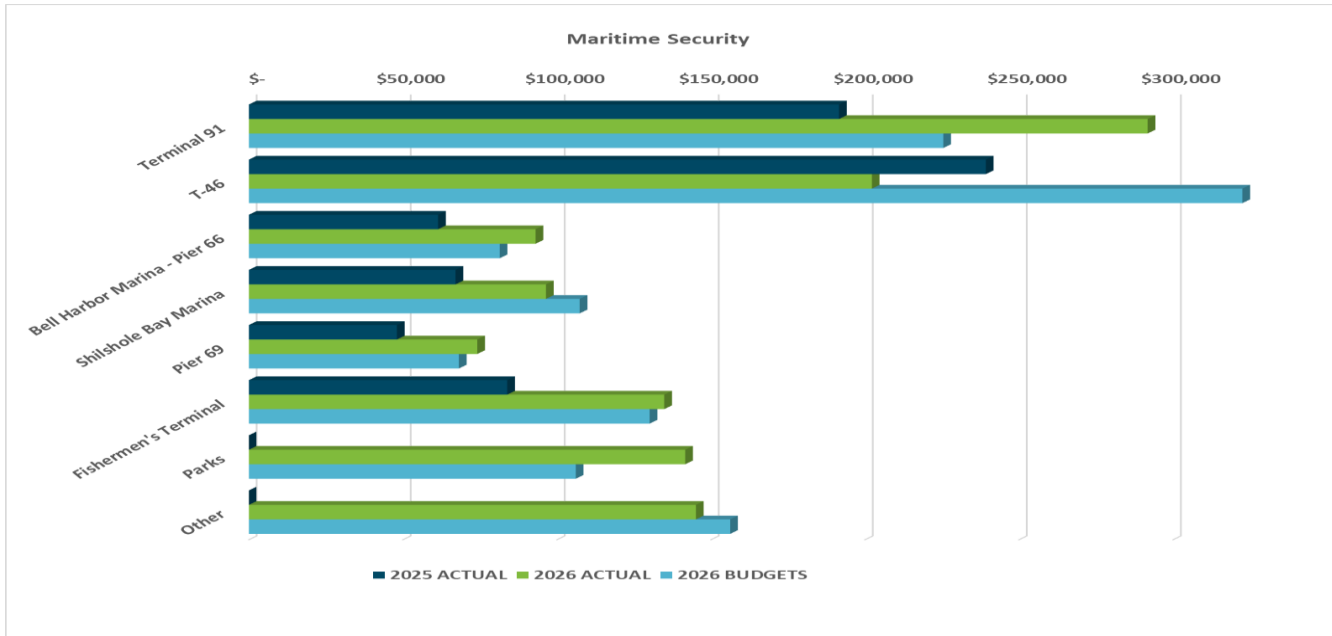
- Supplies & Stock, \$8K
- Outside Services, \$27K- Invoice timing for Janitorial Services
- Utilities, \$15K
- **Partially offset** by Fitness center equipment & audio repairs, late 2025 invoices paid in 2026

## Vs. 2025

### **\$8K Below**

- Outside Service, \$7K- invoice timing for software subscription
- Utilities, \$5K
- **Partially offset** by \$8K higher in General Expenses-postage/delivery services

# Maritime Security



## Variance from Budget

- The YTD actual expenses are approximately \$18K below budget, primarily due to the reduction in the number of guards and the consolidation of the supervisor position at T-46.
- Partically offset by the addition of a second vehicle and a driving patrol at T-91.

## Variance from 2025

- Beginning in July 2025, the new security contract approved by the commissioners took effect with Prosegur

# Stormwater Utility

| \$ in 000's                    | 2024 YTD     | 2025 YTD     | 2026 YTD     | 2026 YTD     | Actual vs. Budget |              | Change from 2025 |             |
|--------------------------------|--------------|--------------|--------------|--------------|-------------------|--------------|------------------|-------------|
|                                | Actual       | Actual       | Actual       | Budget       | Variance          |              | \$               | %           |
|                                |              |              |              |              | \$                | %            | \$               | %           |
| <b>Revenue</b>                 |              |              |              |              |                   |              |                  |             |
| NWSA                           | 329          | 231          | 423          | 363          | 60                | 17%          | 192              | 83%         |
| Tenants Revenue                | 1,041        | 1,247        | 1,257        | 1,367        | (110)             | -8%          | 10               | 1%          |
| Port Non-tenants Revenue       | 442          | 463          | 571          | 514          | 57                | 11%          | 108              | 23%         |
| Other Service Revenue          | -            | -            | 1            | 2            | (1)               | -47%         | 1                | NA          |
| <b>Total Revenues</b>          | <b>1,812</b> | <b>1,941</b> | <b>2,252</b> | <b>2,246</b> | <b>6</b>          | <b>0%</b>    | <b>311</b>       | <b>16%</b>  |
| <b>Expenses</b>                |              |              |              |              |                   |              |                  |             |
| SWU                            | 316          | 341          | 460          | 449          | (11)              | -2%          | 119              | 35%         |
| Maintenance Expenses           | 913          | 1,023        | 1,066        | 1,319        | 253               | 19%          | 43               | 4%          |
| Central Waterfront PM          | 10           | 12           | 12           | 41           | 29                | 71%          | -                | NA          |
| Environmental & Sustainability | 9            | 35           | 60           | 92           | 32                | 35%          | 25               | 71%         |
| Environmental Finance          | 10           | 18           | 26           | 21           | (5)               | -24%         | 8                | 44%         |
| Other Central Services         | 250          | 338          | 329          | 313          | (16)              | -5%          | (9)              | -3%         |
| <b>Total Expenses</b>          | <b>1,508</b> | <b>1,767</b> | <b>1,953</b> | <b>2,235</b> | <b>282</b>        | <b>13%</b>   | <b>186</b>       | <b>11%</b>  |
| <b>NOI Before Depreciation</b> | <b>304</b>   | <b>174</b>   | <b>299</b>   | <b>11</b>    | <b>288</b>        | <b>2643%</b> | <b>125</b>       | <b>72%</b>  |
| Depreciation                   | 315          | 334          | 350          | 354          | 4                 | 1%           | 16               | 5%          |
| <b>NOI After Depreciation</b>  | <b>(11)</b>  | <b>(160)</b> | <b>(51)</b>  | <b>(343)</b> | <b>292</b>        | <b>-85%</b>  | <b>109</b>       | <b>-68%</b> |

- Revenue favorable 6K Tenant revenue unfavorable \$110K and NWSA favorable \$60K and Port Non-Tenant favorable \$57k
- Expenses are favorable by 282K due primarily to under spend by Marine Maintenance.
- Cash fund balance as of 3.30.2026 was \$2.883M below the 50% revenue target of \$4.543M (63% of Target Met)

# Maritime Division Admin

Q1 2026 came in **26% over budget**, resulting in a **(61K) overspend**

## Vs. Budget:

### **Salaries & Benefits: (\$68K)**

- Overspent due to results of Compensation project
- Transferred Sr. Admin position from Fishing Ops mid-January

### **Travel & Other Employee Exp: \$17K**

- Unused budget for Singapore Maritime Week airfare and registration

### **Outside Services Exp: \$9K**

- Unused budget for Directors Retreat Facilitation Consultant
- Budget may still be used in Q3

### **Promotional Expenses: (\$21K)**

- Shared cost with Public Affairs for the SODO Business Improvement Area (BIA), 15K
- 2025 invoice for the National Harbor Safety Conference meal sponsorship (10K) was paid late due to the pause in TBC spending

## Vs. 2025:

### **\$80K Lower**

- Three vacant positions moved to other LOB's in 2026. Chief Development Officer, Innovation Program Manager and Sr. Resiliency Planner.

| \$ in 000's                    | 2025 YTD   | 2026 YTD   | 2026 YTD   | Over(Under) Budget |             |
|--------------------------------|------------|------------|------------|--------------------|-------------|
|                                | Actual     | Actual     | Budget     | \$                 | %           |
| Salaries & Benefits            | 183        | 246        | 178        | (68)               | -38%        |
| Travel & Other Employee Exp    | 20         | 20         | 37         | 17                 | 46%         |
| Outside Services               | 15         | 2          | 11         | 9                  | 84%         |
| Equipment Expense              | 0          | 0          | 1          | 0                  | 17%         |
| Promotional Expenses           | (5)        | 25         | 4          | (21)               | -488%       |
| All Other Expenses             | 1          | 2          | 4          | 2                  | 57%         |
| <b>Total Operating Expense</b> | <b>215</b> | <b>295</b> | <b>235</b> | <b>(61)</b>        | <b>-26%</b> |

# Economic Development Division

# Appendix

2026 Q1 Financial Performance Report



# Tourism

Overall Annual Spending came in **41% under budget** or **\$142K underspent**

## Vs. Budget:

### **Outside Services Tax Levy: \$100K underspent:**

- Budget for State of Washington Tourism contract will be used at year-end

### **Advertising: \$20K underspent:**

- Budget for Marketing campaign underspent due to timing but will be utilized by year-end

### **Travel & Other Employee Expense: \$19K underspent:**

- Travel is underspent due to timing but will be used by year-end

### **Outside Services: \$18K underspent:**

- The Creative Services contract experienced a timeline adjustment, shifting invoicing to later in the year.
- Pacific Northwest Consultants invoice expected to be below budget

### **Promotional Expense: \$8K overspent:**

- Opportunity to purchased larger quantity of promotional items to take advantage of volume discount pricing
- Some of these items will support upcoming FIFA-related activities

| Tourism \$ In 000's                  | 2025 YTD   | 2026 YTD   | 2026 YTD   | Budget Variance |            |
|--------------------------------------|------------|------------|------------|-----------------|------------|
|                                      | Actual     | Actual     | Budget     | \$              | %          |
| Salaries & Benefits                  | 171        | 164        | 156        | (8)             | -5%        |
| Travel & Other Employee Exp          | 5          | 10         | 29         | 19              | 65%        |
| Outside Services (excludes Tax Levy) | 34         | 11         | 29         | 18              | 63%        |
| Outside Services Tax Levy            | 0          | 0          | 100        | 100             | 100%       |
| Advertising                          | 8          | 0          | 20         | 20              | 100%       |
| Promotional Expenses                 | 4          | 18         | 10         | (8)             | -85%       |
| All Other Expenses                   | (10)       | 1          | 3          | 1               | 51%        |
| <b>Total Operating Expense</b>       | <b>213</b> | <b>205</b> | <b>347</b> | <b>142</b>      | <b>41%</b> |

# Diversity In Contracting (Small Business)

Overall Annual Spending came in **19% under budget** or **\$123K underspent**

## Vs. Budget:

### **Outside Services: Underspent by \$52K**

- Pending invoice for Mentor Protégé programs, \$50K

### **Outside Services Tax Levy: Underspent by \$27K**

- Business Accelerator cohort begins in May, \$37.5K
- Budget for DBE/WMBE Training – WMBE/SBE Capacity Building Certifications will be reallocated, \$12.5K

### **Advertising: Underspent by \$15K**

- Full budget expected to be utilized by year-end

### **Trade Business & Community: Underspent by \$17K**

- Industry Partner Training classes budget of \$6K
- Pending invoice for Thurston County Alliance budget of \$5K
- Association of Woman and Minority Businesses (AWMB) Contractor Day scheduled for Q2; projected to come in under budget

### **All Other Expenses: Overspent by \$21K**

- 2025 Office of Minority & Women's Business Enterprises (OMWBE) invoice of \$54K coded to Miscellaneous Expense

## Vs. 2025: \$46K Higher

- South King County Tax Levy payment to Northwest Mountain Minority Supplier: \$23K
- 2025 OMWBE invoice processed in 2026, \$54K

| Small Business - \$ In 000's          | 2025 YTD   | 2026 YTD   | 2026 YTD   | Budget Variance |            |
|---------------------------------------|------------|------------|------------|-----------------|------------|
|                                       | Actual     | Actual     | Budget     | \$              | %          |
| Salaries & Benefits                   | 415        | 416        | 426        | 10              | 2%         |
| Travel & Other Employee Exp           | 5          | 3          | 22         | 19              | 88%        |
| Outside Services (excludes Tax Levy)  | 13         | 12         | 64         | 52              | 81%        |
| Outside Services Tax Levy             | 0          | 23         | 50         | 27              | 55%        |
| Advertising                           | 39         | 44         | 59         | 15              | 25%        |
| Promotional Expenses                  | 0          | 0          | 4          | 4               | 100%       |
| <i>Trade Business &amp; Community</i> | 0          | 0          | 17         | 17              | 100%       |
| All Other Expenses                    | 5          | 26         | 5          | (21)            | -407%      |
| <b>Total Operating Expense</b>        | <b>477</b> | <b>524</b> | <b>647</b> | <b>123</b>      | <b>19%</b> |

**Purpose:** Advance equity and address contracting disparities by increasing the utilization of Women Minority Business Enterprises and other disadvantaged firms.

# Real Estate Development & Planning

Overall Annual Spending came in **37% under budget** or **\$140K underspent**

| Re Dev - \$ In 000's           | 2025 YTD   | 2026 YTD   | 2026 YTD   | Budget Variance |            |
|--------------------------------|------------|------------|------------|-----------------|------------|
|                                | Actual     | Actual     | Budget     | \$              | %          |
| Salaries & Benefits            | 139        | 138        | 135        | (3)             | -2%        |
| <i>*Aviation Properties</i>    | 83         | 61         | 45         | (16)            | NA         |
| <i>*Maritime Properties</i>    | 56         | 77         | 90         | 13              | NA         |
| Travel & Other Employee Exp    | 1          | 5          | 3          | (2)             | -67%       |
| Outside Services               | 6          | 85         | 41         | (44)            | -107%      |
| <i>Aviation Properties</i>     | 26         | 16         | 65         | 49              | 75%        |
| <i>Maritime Properties</i>     | 0          | 0          | 135        | 135             | 100%       |
| All Other Expenses             | 0          | (4)        | 1          | 5               | 500%       |
| <b>Total Operating Expense</b> | <b>172</b> | <b>240</b> | <b>380</b> | <b>140</b>      | <b>37%</b> |

## Vs Budget:

### **Outside Services:**

- EDD properties **overspent by \$44K**
  - Weber Thompson invoices for CEM-Terminal 5 Freight Corridor
- Aviation properties **underspent by \$49K**
  - Pending invoices from Jacobs Group expected Q2
- Maritime properties **underspent by \$135K**
  - Pending invoices from Jacobs Group expected Q2

### Vs 2025: \$69K Higher

Outside Services spend due to CEM-Terminal 5 Freight Corridor spending

\*Allocation breakdown of Salaries & Benefits

# Economic Development Division ~ Admin

Q1 Spending came in **11% under budget** or **\$61K underspent**

| Admin - \$ in 000's                   | 2025 YTD   | 2026 YTD   | 2026 YTD   | Budget Variance |            |
|---------------------------------------|------------|------------|------------|-----------------|------------|
|                                       | Actual     | Actual     | Budget     | \$              | %          |
| Salaries & Benefits                   | 163        | 187        | 177        | (10)            | -6%        |
| Travel & Other Employee Exp           | 15         | 41         | 186        | 145             | 78%        |
| Outside Services (excludes Tax Levy)  | 74         | 90         | 100        | 10              | 10%        |
| Outside Services Tax Levy             | 23         | 0          | 45         | 45              | 100%       |
| Promotional Expenses                  | 0          | 1          | 4          | 2               | 65%        |
| <i>Trade Business &amp; Community</i> | 13         | 150        | 11         | (139)           | -1233%     |
| All Other Expenses                    | 4          | 34         | 42         | 8               | 19%        |
| <b>Total Operating Expense</b>        | <b>293</b> | <b>502</b> | <b>564</b> | <b>61</b>       | <b>11%</b> |

## Vs. Budget:

### **Travel & Other Employee Expenses: \$145K underspent**

- Memberships SAF Cascadia, \$100K expected to hit in Q2
- Travel, Lodging & Meals
  - Airfare \$25K
  - Registration \$10K
  - Employee Food & Lodging \$4K

### **Outside Services Tax Levy: \$45K underspent**

- Maritime Blue \$45K timing

### **Trade Business & Community Expenses: (\$139K) overspent**

- King County MOU Sponsorship \$125K Community Business Connector program (Tax Levy)
  - Delayed 2025 payment
- Sound Industrial Alliance, \$25K unbudgeted
- Expecting more sponsorships resulting in additional overspending in TBC

## Vs. 2025: \$209K Higher

- Trade Business & Comm \$137K in Sponsorships
- All Other expenses \$30K in Advertising
- Travel & Other Employee expenses \$26K
- Outside Services (excludes Tax Levy) \$16K Greater Seattle Partners Public Contributions

# Workforce Development

Q1 2026 Spending came in **11% under budget** or **\$57K underspent**

| Workforce Development \$ in 000's | 2025 YTD   | 2026 YTD   | 2026 YTD   | Budget Variance |            |
|-----------------------------------|------------|------------|------------|-----------------|------------|
|                                   | Actual     | Actual     | Budget     | \$              | %          |
| Salaries & Benefits               | 247        | 229        | 239        | 10              | 4%         |
| Travel & Other Employee Exp       | 1          | 1          | 4          | 3               | 73%        |
| Outside Services                  | 134        | 214        | 265        | 51              | 19%        |
| Trade Busines & Community         | 3          | 5          | 0          | -5              | NA         |
| All Other Expenses                | 4          | 7          | 5          | -2              | -35%       |
| <b>Total Operating Expense</b>    | <b>389</b> | <b>456</b> | <b>513</b> | <b>57</b>       | <b>11%</b> |

## Vs. Budget:

### **Salaries & Benefits: \$10K underspent**

- Contract & Budget Specialist position filled late in the quarter

### **Outside Services: \$51K underspent**

- Awaiting invoices on multiple contracts
- Leaning towards new MOA for:
  - I-BEST Pilot Development/Partnership, \$25K
  - Language Access in Port-Related Careers, \$25K

## Vs. 2025: \$63K Higher

- Outside Services spend Urban League Metropolitan Seattle

# Central Services Appendix

2026 Q1 Financial Performance Report

# Central Services YTD Financial Highlights

|  | 2024 YTD      | 2025 YTD      | 2026 YTD      | 2026 YTD      | 2026 YTD      | Actual vs. Revsd_Bud |                | Change from 2025 |                |
|--|---------------|---------------|---------------|---------------|---------------|----------------------|----------------|------------------|----------------|
|  | Actual        | Actual        | Actual        | Budget        | Revsd_Bud     | Variance             |                | Incr (Decr)      |                |
| \$ in 000's  |               |               |               |               |               | \$                   | %              | \$               | %              |
| <b>Operating Revenues</b>                                    | <b>66</b>     | <b>25</b>     | <b>(4)</b>    | <b>8</b>      | <b>8</b>      | <b>(12)</b>          | <b>-156.6%</b> | <b>(29)</b>      | <b>-116.9%</b> |
| Core Central Support Services                                | 29,564        | 29,331        | 31,614        | 32,913        | 33,659        | 2,045                | 6.1%           | 2,284            | 7.8%           |
| Police   | 10,727        | 11,067        | 11,878        | 12,574        | 12,574        | 697                  | 5.5%           | 810              | 7.3%           |
| Engineering/PCS  | 3,135         | 4,106         | 4,508         | 5,369         | 5,369         | 861                  | 16.0%          | 402              | 9.8%           |
| <b>Operating Expenses</b>                                    | <b>43,426</b> | <b>44,504</b> | <b>48,000</b> | <b>50,857</b> | <b>51,602</b> | <b>3,602</b>         | <b>7.0%</b>    | <b>3,496</b>     | <b>7.9%</b>    |
| Lease Interest Expense                                       | 23            | 10            | 7             | 4             | 4             | (2)                  | -55.1%         | (4)              | -34.2%         |
| SBITA Interest Expense                                       | 60            | 147           | 154           | 79            | 79            | (75)                 | -94.5%         | 7                | 4.8%           |
| <b>Total Operating Exp plus<br/>Lease/SBITA Interest Exp</b> | <b>43,509</b> | <b>44,661</b> | <b>48,161</b> | <b>50,940</b> | <b>51,686</b> | <b>3,525</b>         | <b>6.8%</b>    | <b>3,500</b>     | <b>7.8%</b>    |

2026 YTD Total Operating Expenses are \$3.6M under revised budget due to:

- Payroll and General Expenses are higher than revised budget with lower charges to Capital Projects.
- Outside Services, Promotional Expenses, Equipment Expense, and Travel & Other Employee Expenses are lower than revised budget due to the timely processing of actual expenses.

# Central Services YTD Expense by Category

| \$ in 000's  | 2024 YTD      | 2025 YTD      | 2026 YTD      | 2026 YTD      | 2026 YTD      | Actual vs. Revsd_Bud Variance |             | Change from 2025 Incr (Decr) |             |
|--|---------------|---------------|---------------|---------------|---------------|-------------------------------|-------------|------------------------------|-------------|
|  | Actual        | Actual        | Actual        | Budget        | Revsd_Bud     | \$                            | %           | \$                           | %           |
| Salaries & Benefits                                      | 25,855        | 29,061        | 29,605        | 28,305        | 28,305        | (1,300)                       | -4.6%       | 544                          | 1.9%        |
| Wages & Benefits   | 10,111        | 10,645        | 11,091        | 10,770        | 10,770        | (322)                         | -3.0%       | 446                          | 4.2%        |
| Payroll to Capital Projects                              | 5,643         | 5,048         | 5,897         | 7,115         | 7,115         | 1,219                         | 17.1%       | 849                          | 16.8%       |
| Equipment Expense  | 175           | 241           | 441           | 833           | 833           | 392                           | 47.1%       | 200                          | 83.1%       |
| Supplies & Stock   | 176           | 272           | 324           | 258           | 258           | (66)                          | -25.7%      | 51                           | 18.8%       |
| Outside Services   | 7,067         | 5,901         | 7,893         | 12,077        | 10,193        | 2,300                         | 22.6%       | 1,992                        | 33.8%       |
| Travel & Other Employee Expenses                         | 391           | 534           | 645           | 1,037         | 1,037         | 392                           | 37.8%       | 110                          | 20.7%       |
| Insurance Expense  | 1,286         | 1,061         | 1,676         | 1,644         | 1,644         | (32)                          | -2.0%       | 615                          | 58.0%       |
| Litigated Injuries & Damages                             | 131           | 14            | 260           | -             | -             | (260)                         | 0.0%        | 246                          | 1823.7%     |
| Other Expenses   | 3,242         | 1,959         | 1,805         | 1,474         | 4,104         | 2,299                         | 56.0%       | (154)                        | -7.9%       |
| Charges to Capital Projects/Overhead Alloc               | (10,651)      | (10,231)      | (11,636)      | (12,656)      | (12,656)      | (1,020)                       | 8.1%        | (1,405)                      | 13.7%       |
| <b>O&amp;M Expenses</b>                                  | <b>43,426</b> | <b>44,504</b> | <b>48,000</b> | <b>50,857</b> | <b>51,602</b> | <b>3,602</b>                  | <b>7.0%</b> | <b>3,496</b>                 | <b>7.9%</b> |
| Lease Interest Expense                                   | 23            | 10            | 7             | 4             | 4             | (2)                           | -55.1%      | (4)                          | -34.2%      |
| SBITA Interest Expense                                   | 60            | 147           | 154           | 79            | 79            | (75)                          | -94.5%      | 7                            | 4.8%        |
| <b>Total Operating Exp plus Lease/SBITA Interest Exp</b> | <b>43,509</b> | <b>44,661</b> | <b>48,161</b> | <b>50,940</b> | <b>51,686</b> | <b>3,525</b>                  | <b>6.8%</b> | <b>3,500</b>                 | <b>7.8%</b> |

- Outside Services and Other Expenses below revised budget due to spending delays.

# Central Service Financial Summary (YE Forecast)

|                                 | 2024           | 2025           | 2026           | 2026           | 2026           | Actual vs. Revsd_Bud<br>Variance |              | Change from 2025<br>Incr (Decr) |                |
|---------------------------------|----------------|----------------|----------------|----------------|----------------|----------------------------------|--------------|---------------------------------|----------------|
|                                 | Actual         | Actual         | Forecast       | Budget         | Revsd_Bud      | \$                               | %            | \$                              | %              |
| \$ in 000's                     |                |                |                |                |                |                                  |              |                                 |                |
| <b>Total Operating Revenues</b> | <b>403</b>     | <b>14</b>      | <b>247</b>     | <b>259</b>     | <b>259</b>     | <b>(12)</b>                      | <b>-4.5%</b> | <b>233</b>                      | <b>1696.0%</b> |
| Core Central Support Services   | 142,358        | 98,442         | 134,708        | 129,624        | 132,607        | (2,101)                          | -1.6%        | 36,266                          | 36.8%          |
| Police                          | 43,591         | 46,327         | 48,167         | 48,213         | 48,213         | 46                               | 0.1%         | 1,840                           | 4.0%           |
| Engineering/PCS                 | 15,644         | 18,256         | 20,833         | 21,887         | 21,887         | 1,054                            | 4.8%         | 2,577                           | 14.1%          |
| <b>Total Operating Expenses</b> | <b>201,593</b> | <b>163,025</b> | <b>203,708</b> | <b>199,724</b> | <b>202,708</b> | <b>(1,000)</b>                   | <b>-0.5%</b> | <b>40,683</b>                   | <b>25.0%</b>   |

# Central Services Capital Spending

| \$ in 000's                            | 2026         | 2026              | 2026          | 2026            | Budget Variance |              |
|--|--------------|-------------------|---------------|-----------------|-----------------|--------------|
|  | YTD Actual   | Year-End Forecast | Budget        | Plan of Finance | \$              | %            |
| Corporate Fleet Replacement            | 260          | 4,354             | 4,503         | 1,144           | 149             | 3.3%         |
| Engineering Fleet Replacement          | 162          | 1,343             | 1,331         | 560             | (12)            | -0.9%        |
| Police Small Cap and Axon Contract     | 150          | 2,122             | 2,371         | 2,211           | 249             | 10.5%        |
| Police IT System Upgrades              | 15           | 1,561             | 1,687         | 827             | 126             | 7.5%         |
| Services Tech - Small Cap              | 195          | 1,445             | 1,500         | 1,388           | 55              | 3.7%         |
| Infrastructure - Small Cap             | 58           | 1,503             | 1,500         | 1,500           | (3)             | -0.2%        |
| PeopleSoft Financial System Upgrade    | 171          | 1,321             | 1,530         | 1,474           | 209             | 13.7%        |
| Physical Access Control System Refresh | 27           | 677               | 1,473         | 979             | 796             | 54.0%        |
| Radio Microwave Redund. Loop           | 4            | 1,351             | 1,350         | 953             | (1)             | -0.1%        |
| Private Cellular Network (LTE)         | 0            | 250               | 1,250         | 2,000           | 1,000           | 80.0%        |
| Maximo Software System Upgrade         | 21           | 751               | 1,200         | 600             | 449             | 37.4%        |
| Other (note 1)                         | 99           | 3,488             | 3,945         | 6,956           | 457             | 11.6%        |
| Subtotal                               | 1,162        | 20,166            | 23,640        | 20,592          | 3,474           | 14.7%        |
| CIP Cashflow Adjustment                | -            | (5,700)           | (6,800)       | (6,400)         | (1,100)         | 16.2%        |
| <b>TOTAL</b>                           | <b>1,162</b> | <b>14,466</b>     | <b>16,840</b> | <b>14,192</b>   | <b>2,374</b>    | <b>14.1%</b> |

Note:

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

# Portwide Appendix

2026 Q1 Financial Performance Report



# Port Wide Financial Summary

|  | 2024 YTD       | 2025 YTD       | 2026 YTD       | 2026 YTD       | 2026 YTD       | Actual vs. Revsd_Bud<br>Variance |                | Change from 2025<br>Incr (Decr) |              |
|--|----------------|----------------|----------------|----------------|----------------|----------------------------------|----------------|---------------------------------|--------------|
|  | Actual         | Actual         | Actual         | Budget         | Revsd_Bud      | \$                               | %              | \$                              | %            |
| \$ in 000's  |                |                |                |                |                |                                  |                |                                 |              |
| Aeronautical Revenues                                    | 121,398        | 131,580        | 145,625        | 144,915        | 145,097        | 528                              | 0.4%           | 14,045                          | 10.7%        |
| Airport Non-Aero Revenues                                | 72,024         | 72,389         | 75,233         | 76,805         | 74,861         | 372                              | 0.5%           | 2,844                           | 3.9%         |
| Seaport Revenues   | 28,559         | 27,196         | 32,132         | 28,717         | 28,742         | 3,390                            | 11.8%          | 4,936                           | 18.1%        |
| <b>Operating Revenues</b>                                | <b>221,981</b> | <b>231,165</b> | <b>252,990</b> | <b>250,437</b> | <b>248,700</b> | <b>4,290</b>                     | <b>1.7%</b>    | <b>21,825</b>                   | <b>9.4%</b>  |
| Lease Interest Income                                    | 4,144          | 5,903          | 7,226          | 6,198          | 6,198          | 1,028                            | 16.6%          | 1,323                           | 22.4%        |
| <b>Total Operating Rev plus Lease Interest Income</b>    | <b>226,125</b> | <b>237,068</b> | <b>260,216</b> | <b>256,634</b> | <b>254,898</b> | <b>5,318</b>                     | <b>2.1%</b>    | <b>23,148</b>                   | <b>9.8%</b>  |
| <b>O&amp;M Expenses</b>                                  | <b>138,683</b> | <b>142,829</b> | <b>159,570</b> | <b>174,052</b> | <b>175,188</b> | <b>15,617</b>                    | <b>8.9%</b>    | <b>16,742</b>                   | <b>11.7%</b> |
| Lease Interest Expense                                   | 24             | 18             | 2,028          | 1,979          | 1,979          | (49)                             | -2.5%          | 2,010                           | 11049.3%     |
| SBITA Interest Expense                                   | 137            | 213            | 215            | 130            | 130            | (85)                             | -65.5%         | 1                               | 0.7%         |
| <b>Total Operating Exp plus Lease/SBITA Interest Exp</b> | <b>138,844</b> | <b>143,060</b> | <b>161,814</b> | <b>176,161</b> | <b>177,297</b> | <b>15,483</b>                    | <b>8.7%</b>    | <b>18,754</b>                   | <b>13.1%</b> |
| <b>NOI before Depreciation</b>                           | <b>83,298</b>  | <b>88,336</b>  | <b>93,420</b>  | <b>76,385</b>  | <b>73,512</b>  | <b>19,908</b>                    | <b>27.1%</b>   | <b>5,083</b>                    | <b>5.8%</b>  |
| Depreciation   | 65,010         | 70,924         | 77,257         | 77,344         | 77,344         | 87                               | 0.1%           | 6,334                           | 8.9%         |
| <b>NOI after Depreciation</b>                            | <b>18,288</b>  | <b>17,413</b>  | <b>16,162</b>  | <b>(959)</b>   | <b>(3,832)</b> | <b>19,995</b>                    | <b>-521.8%</b> | <b>(1,250)</b>                  | <b>-7.2%</b> |

- Total Operating Revenues: \$4.3M higher than revised budget due to more revenues than budgeted
- Total Operating Expenses: \$15.6M lower than revised budget mainly due to delay in Outside Services spending, less Equipment purchases, Travel & Other Employee expenses, and Other Expenses
- NOI before Depreciation: \$19.9M higher than revised budget

# Port Wide YTD Operating Revenues Summary

| \$ in 000's   | 2024 YTD       | 2025 YTD       | 2026 YTD       | 2026 YTD       | 2026 YTD       | Actual vs. Revsd_Bud Variance |             | Change from 2025 Incr (Decr) |             |
|---|----------------|----------------|----------------|----------------|----------------|-------------------------------|-------------|------------------------------|-------------|
|   | Actual         | Actual         | Actual         | Budget         | Revsd_Bud      | \$                            | %           | \$                           | %           |
| Aeronautical Revenues                                 | 121,398        | 131,580        | 145,625        | 144,915        | 145,097        | 528                           | 0.4%        | 14,045                       | 10.7%       |
| Public Parking  | 28,608         | 28,587         | 29,279         | 27,316         | 27,316         | 1,964                         | 7.2%        | 692                          | 2.4%        |
| Rental Cars - Operations                              | 9,122          | 6,579          | 6,784          | 6,655          | 6,655          | 130                           | 1.9%        | 206                          | 3.1%        |
| Rental Cars - Operating CFC                           | 1,601          | 2,178          | -              | 2,197          | -              | -                             | 0.0%        | (2,178)                      | -100.0%     |
| ADR & Terminal Leased Space                           | 15,785         | 16,125         | 16,994         | 18,417         | 18,547         | (1,553)                       | -8.4%       | 868                          | 5.4%        |
| Ground Transportation                                 | 5,283          | 5,195          | 5,187          | 5,440          | 5,440          | (253)                         | -4.7%       | (8)                          | -0.2%       |
| Employee Parking                                      | 2,581          | 3,053          | 3,348          | 3,480          | 3,480          | (132)                         | -3.8%       | 295                          | 9.7%        |
| Airport Commercial Properties                         | 3,497          | 3,001          | 3,730          | 4,368          | 4,368          | (638)                         | -14.6%      | 730                          | 24.3%       |
| Airport Utilities                                     | 2,146          | 2,520          | 2,788          | 1,703          | 1,703          | 1,085                         | 63.7%       | 267                          | 10.6%       |
| International Place                                   | -              | 1,248          | 2,878          | 2,887          | 2,887          | (9)                           | -0.3%       | 1,630                        | 130.6%      |
| Clubs and Lounges                                     | 2,946          | 3,813          | 3,999          | 4,017          | 4,017          | (18)                          | -0.4%       | 186                          | 4.9%        |
| Cruise  | (603)          | (2,466)        | (1,922)        | (2,390)        | (2,390)        | 468                           | -19.6%      | 543                          | -22.0%      |
| Recreational Boating                                  | 4,041          | 4,482          | 4,549          | 4,692          | 4,692          | (143)                         | -3.0%       | 67                           | 1.5%        |
| Fishing & Operations                                  | 2,759          | 2,909          | 2,713          | 3,053          | 3,053          | (340)                         | -11.1%      | (196)                        | -6.7%       |
| Grain   | 1,254          | 1,331          | 1,257          | 1,314          | 1,314          | (56)                          | -4.3%       | (73)                         | -5.5%       |
| Maritime Lease Portfolio                              | 3,582          | 3,604          | 4,329          | 4,526          | 4,526          | (196)                         | -4.3%       | 725                          | 20.1%       |
| Conference & Event Centers                            | 1,825          | 1,575          | 2,224          | 1,775          | 1,775          | 449                           | 25.3%       | 649                          | 41.2%       |
| NWSA Distributable Revenue                            | 14,520         | 14,583         | 17,642         | 14,600         | 14,600         | 3,042                         | 20.8%       | 3,059                        | 21.0%       |
| Other   | 1,637          | 1,269          | 1,586          | 1,474          | 1,622          | (37)                          | -2.3%       | 317                          | 25.0%       |
| <b>Operating Revenues (w/o Aero)</b>                  | <b>100,583</b> | <b>99,585</b>  | <b>107,365</b> | <b>105,522</b> | <b>103,603</b> | <b>3,762</b>                  | <b>3.6%</b> | <b>7,780</b>                 | <b>7.8%</b> |
| <b>Total Operating Revenues</b>                       | <b>221,981</b> | <b>231,165</b> | <b>252,990</b> | <b>250,437</b> | <b>248,700</b> | <b>4,290</b>                  | <b>1.7%</b> | <b>21,825</b>                | <b>9.4%</b> |
| Lease Interest Income                                 | 4,144          | 5,903          | 7,226          | 6,198          | 6,198          | 1,028                         | 16.6%       | 1,323                        | 22.4%       |
| <b>Total Operating Rev plus Lease Interest Income</b> | <b>226,125</b> | <b>237,068</b> | <b>260,216</b> | <b>256,634</b> | <b>254,898</b> | <b>5,318</b>                  | <b>2.1%</b> | <b>23,148</b>                | <b>9.8%</b> |

# Port Wide YTD Operating Expense Summary

| \$ in 000's  | 2024 YTD       | 2025 YTD       | 2026 YTD       | 2026 YTD       | 2026 YTD       | Actual vs. Revsd_Bud Variance |             | Change from 2025 Incr (Decr) |              |
|--|----------------|----------------|----------------|----------------|----------------|-------------------------------|-------------|------------------------------|--------------|
|  | Actual         | Actual         | Actual         | Budget         | Revsd_Bud      | \$                            | %           | \$                           | %            |
| Salaries & Benefits                                      | 52,676         | 59,420         | 61,034         | 59,706         | 59,706         | (1,328)                       | -2.2%       | 1,614                        | 2.7%         |
| Wages & Benefits   | 43,311         | 41,500         | 50,995         | 51,143         | 51,143         | 148                           | 0.3%        | 9,495                        | 22.9%        |
| Payroll to Capital Projects                              | 9,052          | 9,174          | 10,278         | 12,791         | 12,791         | 2,513                         | 19.6%       | 1,103                        | 12.0%        |
| Outside Services   | 28,114         | 24,117         | 37,595         | 45,300         | 43,417         | 5,822                         | 13.4%       | 13,478                       | 55.9%        |
| Utilities  | 8,210          | 9,470          | 6,880          | 7,664          | 7,664          | 784                           | 10.2%       | (2,590)                      | -27.3%       |
| Equipment Expense  | 2,078          | 1,831          | 2,137          | 3,463          | 3,463          | 1,326                         | 38.3%       | 306                          | 16.7%        |
| Supplies & Stock   | 2,715          | 3,051          | 2,674          | 2,706          | 2,706          | 32                            | 1.2%        | (377)                        | -12.4%       |
| Travel & Other Employee Expenses                         | 800            | 1,223          | 1,269          | 2,684          | 2,684          | 1,415                         | 52.7%       | 46                           | 3.8%         |
| Third Party Mgmt Op Exp                                  | 2,892          | 3,963          | 5,653          | 5,342          | 5,342          | (311)                         | -5.8%       | 1,690                        | 42.7%        |
| B&O Taxes  | 1,429          | 907            | 1,876          | 2,649          | 2,652          | 775                           | 29.2%       | 969                          | 106.9%       |
| Other Expenses   | 5,918          | 6,407          | 2,308          | 5,027          | 8,043          | 5,735                         | 71.3%       | (4,099)                      | -64.0%       |
| Charges to Capital Projects/Overhead Alloc               | (18,512)       | (18,235)       | (23,129)       | (24,423)       | (24,423)       | (1,294)                       | 5.3%        | (4,895)                      | 26.8%        |
| <b>O&amp;M Expenses</b>                                  | <b>138,683</b> | <b>142,829</b> | <b>159,570</b> | <b>174,052</b> | <b>175,187</b> | <b>15,617</b>                 | <b>8.9%</b> | <b>16,742</b>                | <b>11.7%</b> |
| Lease Interest Expense                                   | 24             | 18             | 2,028          | 1,979          | 1,979          | (49)                          | -2.5%       | 2,010                        | 11049.3%     |
| SBITA Interest Expense                                   | 137            | 213            | 215            | 130            | 130            | (85)                          | -65.5%      | 1                            | 0.7%         |
| <b>Total Operating Exp plus Lease/SBITA Interest Exp</b> | <b>138,844</b> | <b>143,060</b> | <b>161,814</b> | <b>176,161</b> | <b>177,296</b> | <b>15,483</b>                 | <b>8.7%</b> | <b>18,754</b>                | <b>13.1%</b> |

- Outside Services were \$5.8M under revised budget due to delay in spending
- Other Expenses were \$5.7M under revised budget due to delay in spending
- Travel & Other Employee Expenses were \$1.4M under revised budget due to spending delays in training and travel
- Equipment Expense were \$1.3M under revised budget due to delay in spending
- Charges to Capital Projects/Overhead Allocations were under by (\$1.3M) due to spending delays in Capital Projects

# Port Wide Capital Spending Summary

| \$ in 000's                       | 2026           | 2026           | 2026           | 2026            | Budget Variance |             |
|-----------------------------------|----------------|----------------|----------------|-----------------|-----------------|-------------|
|                                   | YTD Actual     | Forecast       | Budget         | Plan of Finance | \$              | %           |
| Aviation                          | 166,115        | 659,481        | 658,954        | 835,887         | (527)           | -0.1%       |
| Maritime                          | 32,731         | 94,921         | 93,384         | 80,958          | (1,537)         | -1.6%       |
| Central Services & Other (note 1) | 1,276          | 17,250         | 19,817         | 16,088          | 2,567           | 13.0%       |
| <b>TOTAL</b>                      | <b>200,122</b> | <b>771,652</b> | <b>772,155</b> | <b>932,933</b>  | <b>503</b>      | <b>0.1%</b> |

Note:

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

# New Accounting Standard GASB 103

## The definition of nonoperating revenues and expenses:

- (a) **subsidiaries** received and provided,
- (b) **contributions** to permanent and term endowments,
- (c) revenues and expenses related to **financing**,
- (d) resources from the **disposal** of capital assets and inventory, and
- (e) **investment** income and expenses.

If it doesn't meet the definition of nonoperating, it is operating.

# GASB 103 Accounts Change Summary

| GASB 103 Account Crosswalk                    |                  |                  |                                |
|---|------------------|------------------|--------------------------------|
| Type  | Old Account      | GASB 103 Account | Account Description            |
| OpRev→NonOp                                   | 49164            | 70405            | RAC CFC Revenue                |
| OpRev→NonOp                                   | 49275            | 70275            | Federal Forfeitures            |
| OpRev→NonOp                                   | 49282            | 70282            | State Forfeitures              |
| NonOp→OpRev                                   | 70120            | 49151            | Accts Rec Int/Penalty- B&O Tax |
| NonOp→OpRev                                   | 70130            | 49152            | PFC A/R Interest Income        |
| NonOp→OpRev                                   | 70205            | 49205            | ENVRS Recovery of Past Costs   |
| NonOp→OpRev                                   | 70210            | 49130            | Misc Revenue (Wholesale)       |
| NonOp→OpRev                                   | 70212            | 49140            | Misc Revenue (Retail) - Sls Tx |
| NonOp→OpRev                                   | 70213            | 49155            | Misc Revenue - Leasehold Tx    |
| NonOp→OpRev                                   | 70214            | 49145            | Misc Revenue - Retail B&O Tx   |
| NonOp→OpRev                                   | 70215            | 49160            | Misc Revenue - Exempt          |
| NonOp→OpRev                                   | 70320            | 49180*           | Cashiers Over or Short         |
| NonOp→OpExp                                   | 70380            | 67180            | Election Expense               |
| NonOp→OpExp                                   | 70390            | 67700            | Business & Occupation Taxes    |
| NonOp→OpExp                                   | 70400            | 67750            | Miscellaneous Expense          |
| NonOp→OpExp                                   | 70430            | 67950            | Environmental Remediation Liab |
| NonOp→OpExp                                   | 70435            | 64200            | Outside Legal Expense          |
| NonOp→OpExp                                   | 70700            | 67730*           | Banking Services               |
| NonOp→OpExp                                   | 70710            | 67735            | DVP - Custodial Costs          |
| NonOp→OpExp                                   | 74010            | 67010            | WPT GASB 68 Amort & Expense    |
|   | Existing Account |                  |                                |
|   | New Account      |                  |                                |
| *Repurposed/recycled accounts 49180 and 67730 |                  |                  |                                |

# GASB 103 Impacts on 2026 Budget

|                                      |                                      | <u>REVSD BDGT 2026</u>                   |  |
|--------------------------------------|--------------------------------------|--|--|
| <i>Old Accounts</i>                  | <i>New Accounts</i>                  | <b>Total Port of Seattle<br/>Changes</b> | <b>North Harbor Alliance<br/>Changes</b> |
| 70400-Miscellaneous Expense          | 67750-Miscellaneous Expense          | 8,567,776                                | -  |
| 70430-Non-Op Environmental Expense   | 67950-Environmental Remediation Liab | 14,800,000                               | -  |
| 70700-Banking Services               | 67730*-Banking Services              | 138,000                                  | 2,750                                    |
| 70710-DVP - Custodial Costs          | 67735-DVP - Custodial Costs          | 15,000                                   | -  |
| 70380-Election Expense               | 67180-Election Expense               | 1,844,952                                | -  |
| 70390-Administrative B&O Tax Expense | 67700-Business & Occupation Taxes    | 12,403                                   | -  |
| 70435-Enviromentl Recovery Legal Exp | 64200-Outside Legal Expense          | 465,000                                  | -  |
| 74010-Pension Trust Fund Contributio | 67010-WPT GASB 68 Amort & Expenses   | 1,500,000                                | -  |
| 70210-Miscellaneous Revenue          | 49130-Misc Revenue (Wholesale)       | -  | -  |
| 70212-Misc Revenue - ST & BO Taxable | 49140-Misc Revenue (Retail) - SlS Tx | -  | -  |
| 70213-Misc Non-Op Revenue - LH Tax   | 49155-Misc Revenue - Leasehold Tx    | -  | -  |
| 70214-Retail B&O Taxable             | 49145-Misc Revenue - Retail B&O Tx   | -  | -  |
| 70215-Miscellaneous Revenue - Exempt | 49160-Misc Revenue - Exempt          | 517,776                                  | -  |
| 70120-Accts Rec Int/Penalty- B&O Tax | 49151-Accts Rec Int/Penalty-B&O Tax  | 594,257                                  | -  |
| 70130-PFC A/R Interest Income        | 49152-PFC A/R Interest Income        | -  | -  |
| 70320-Cashiers Over or Short         | 49180*-Cashiers Oiver or Short       | -  | -  |
| 49275-Federal Forfeitures            | 70275-Federal Forfeitures            | -  | -  |
| 49282-State Forfeitures              | 70282-State Forfeitures              | -  | -  |
| 49164-RAC CFC Operating Rev          | 70405-RAC CFC Revenues**             | 24,306,761                               | -  |
|                                      | <b>TOTAL OPERATING REVENUE</b>       | <b>(23,194,728)</b>                      | <b>-</b>                                 |
|                                      | <b>TOTAL OPERATING EXPENSE</b>       | <b>27,343,131</b>                        | <b>2,750</b>                             |