

Item Number: 11a supp
Meeting Date: August 12, 2025

A photograph of the Port of Seattle building, a modern structure with a white facade and large windows. The words "PORT OF SEATTLE" are visible on the building's exterior. To the right of the building, three flags are flying on tall poles: the Washington state flag, the United States flag, and the rainbow Pride flag. The sky is a clear, bright blue.

Port of Seattle Q2 2025 Financial Performance Report

Key Highlights

SEA passenger volume is expected to be 0.9% higher compared to 2024 actual; expecting 53.1M passengers in 2025

2025 cruise season will run from April-Oct with a projected 298 sailings and 1.9M revenue passengers

Total operating revenues were \$1.2M or 0.2% above budget in Q2 and projected to be \$893K above budget on a full-year basis

Total operating expenses were \$12.8M or 3.8% below budget in Q2 and projected to be \$11.2M above budget on a full-year basis

Total capital spending is projected to be \$927.0M, 99.9% of the budget for the year

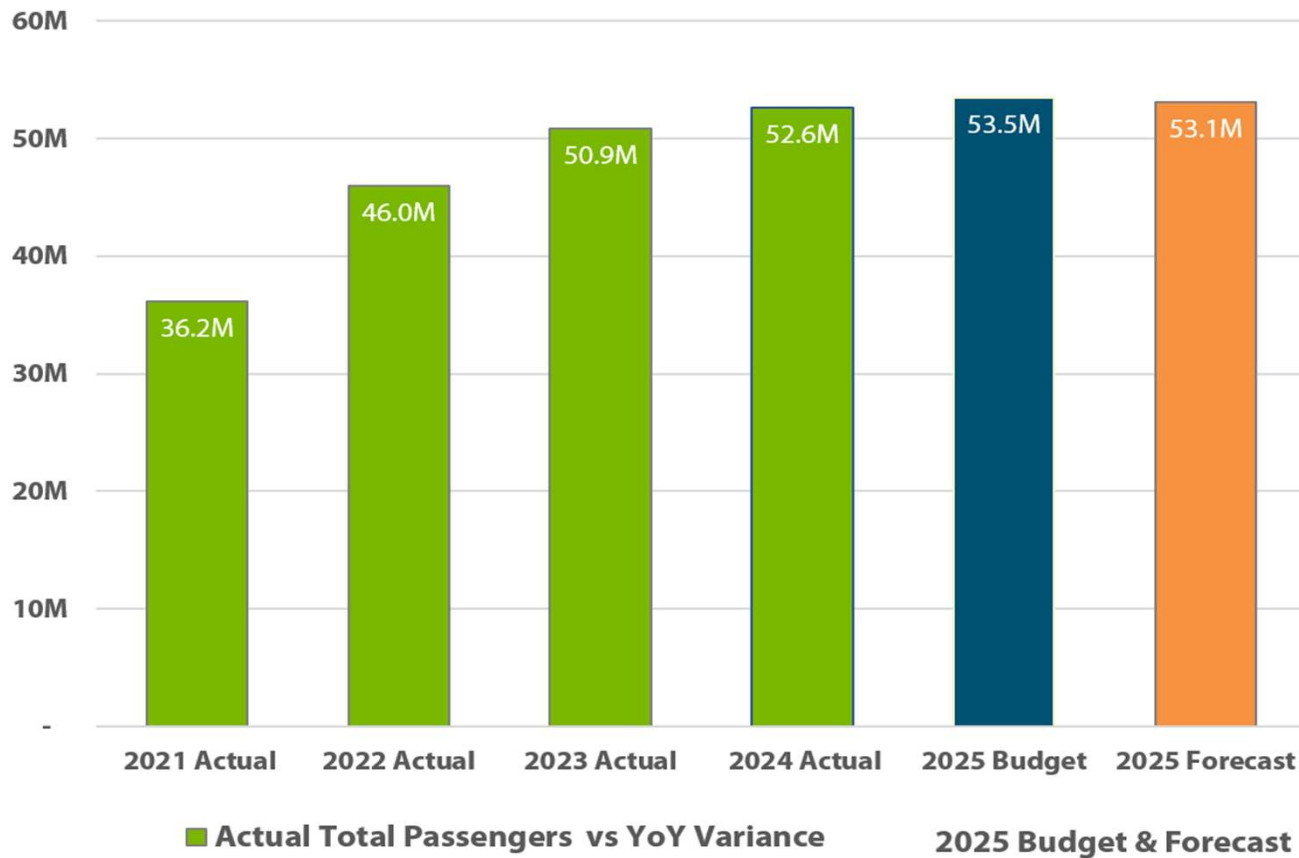


Aviation Division

2025 Q2 Financial Performance Report



Passenger Growth



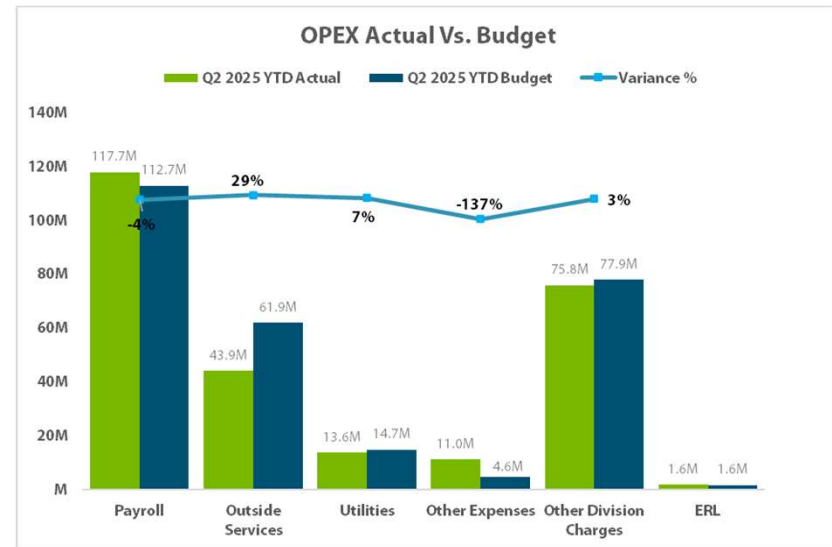
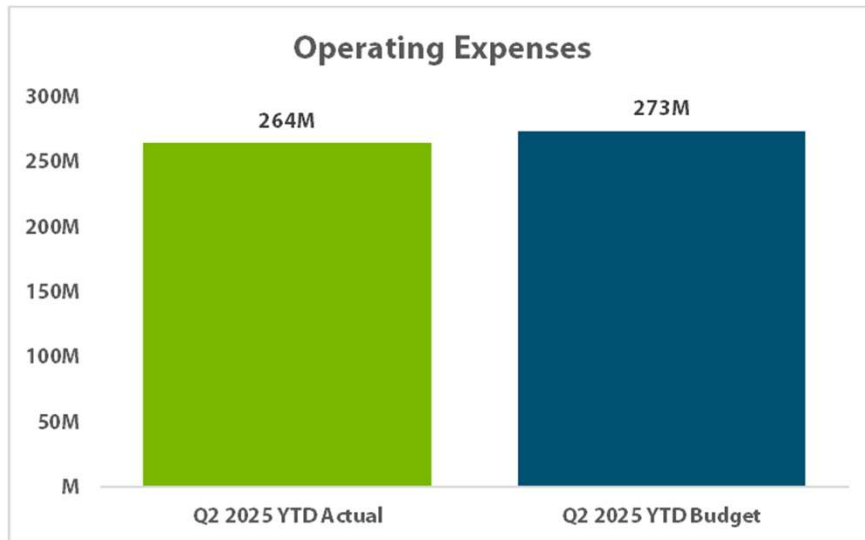
.9%

*Forecast Growth
compared
to 2024 Actual*

-.7%

*2025 forecast is
slightly lower
than budget*

Operating Expenses Summary (Q2 2025)



\$9.2M or 3.4% under budget

- **Payroll variance of (\$5M):** Salaries & Benefits are higher by \$375K due to the Compensation project, and wages & benefits are higher by \$5.1M due to contractual increases, and lower charges to capital projects
- **Outside Services underspent by \$18M:** Primarily due to lower spending in professional & personal services, onsite consultants and contracted services
- **Other Expenses higher by (\$6.4M):** Mainly driven by lower charges to capital
- **Lower charges from Central Services YTD by \$2.3M:** Due to lower outside services, equipment expenses, travel, partially offset by higher payroll and other expenses

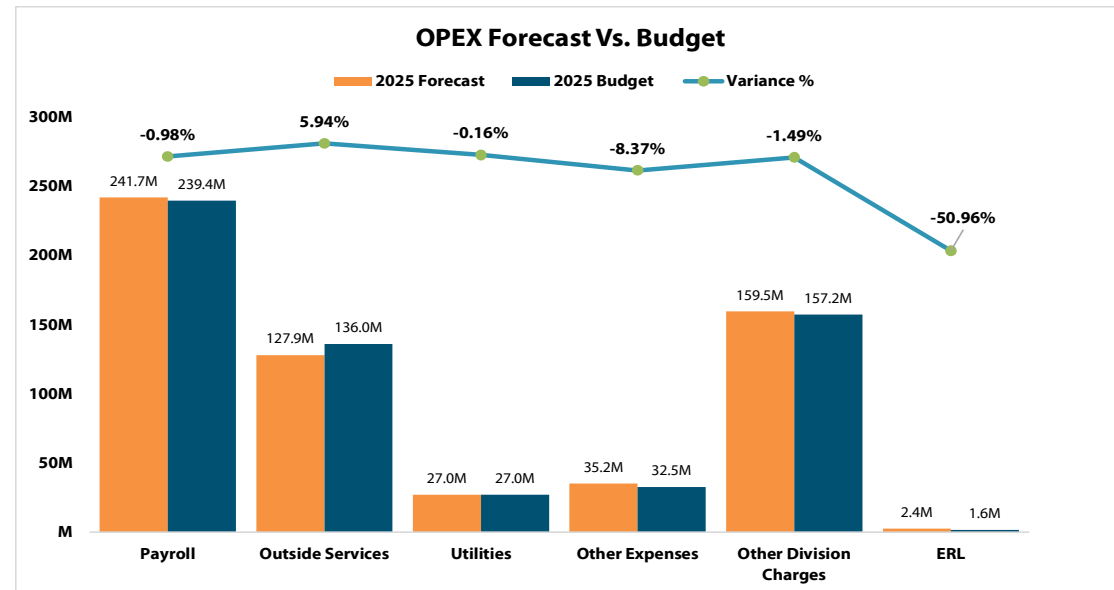
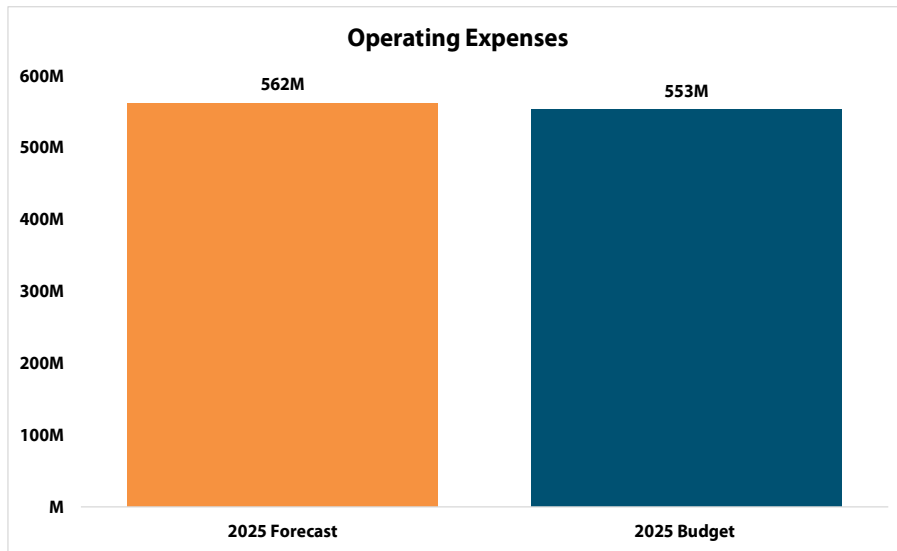
Financial Summary

<i>Figures in \$000s</i>	Forecast	Budget	Variance
Revenues			
Aeronautical	570,570	563,836	6,734
Non-Aeronautical	367,618	372,280	(4,662)
Total Revenues	938,189	936,117	2,072
Total O&M Expenses	562,068	553,222	(8,846)
NOI w/o Pension True-up	376,121	382,895	(6,774)
<u>Key Measures</u>			
Non-Aero NOI (in \$000s)	173,794	183,023	(9,229)
CPE (\$)	19.85	19.43	(0.42)
Debt Service Coverage	1.82	1.84	(0.02)
<u>Other Information</u>			
ADF Balance (in \$000s)	830,000	829,830	170
Capital Spending (in \$000s)	806,938	816,331	9,393

Business/Financial Highlights

- Aero revenues – Total Revenues increased due to increase in Aero Expenses mostly due to TSA Exit Lane Staffing contract and higher payroll costs.
- Non-aero revenues – net forecast down by \$4.7M
 - Slower growth in Parking & ADR than assumed in the Budget
 - Strong performance in Flight Kitchens & Clubs & one month of additional revenue from STOC than assumed in the Budget
- Operating expenses are expected to be higher than the budget by \$8.8M
 - Total Aviation expenses is forecasted to be \$5.5M higher than budgeted mainly due to the TSA exit lane staffing contract and charges from Other Divisions.

Operating Expenses Summary (Full Year Forecast)



\$8.9M or 1.6% over budget

Operating Expense is forecasted to be higher than budget primarily due to

- Higher wages & benefits
- TSA exit lane contract
- Higher charges from Central Services due to higher salaries & benefits

Debt Service Coverage Ratio slightly lower than budget

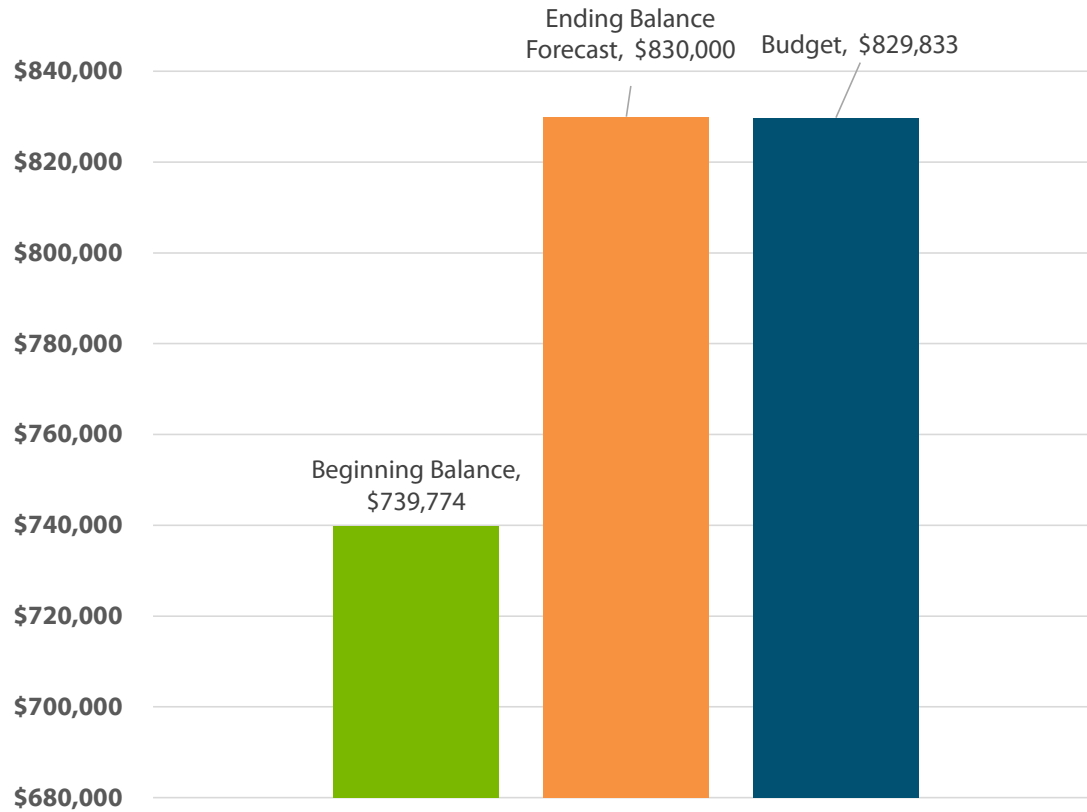
	in \$000's	2024 Actual	2025 Forecast	2025 Budget	Variance
Revenues					
Aero		520,942	570,570	563,836	6,734
Non-aero		348,212	367,618	372,280	(4,662)
Total Revenues		869,154	938,189	936,117	2,072
O&M		(529,828)	(562,068)	(553,222)	(8,846)
Net Operating Income		339,326	376,121	382,895	(6,774)
CFC Excess		(10,174)	(10,483)	(9,209)	(1,274)
Other net non-operating		52,270	22,130	21,073	1,057
Available for debt service		381,421	387,767	394,759	(6,992)
Debt Service					
Gross debt service (net of cap i)		326,295	338,454	339,226	(772)
CFC offset		(24,890)	(25,056)	(25,060)	4
PFC offset		(100,000)	(100,000)	(100,000)	-
Net Debt Service		201,405	213,397	214,166	(769)
Debt Service Coverage		1.89	1.82	1.84	(0.02)

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

- **Non-aero revenues** are projected to be \$4.7M below budget due to slower growth in Parking and ADR, and delays in the expanded Employee Parking program, partially offset by stronger performance in Flight Kitchens, Port-owned Clubs, and an extra month of STOC ownership.
- **Aero revenues** are projected to exceed budget by \$6.7M primarily due to increased Aero expenses related to TSA Exit Lane Staffing.
- **Total O&M** spending is projected to be \$8.8M over budget, primarily driven by increased expenses in TSA Exit Lane not in the budget, higher payroll and charges from Central Services.

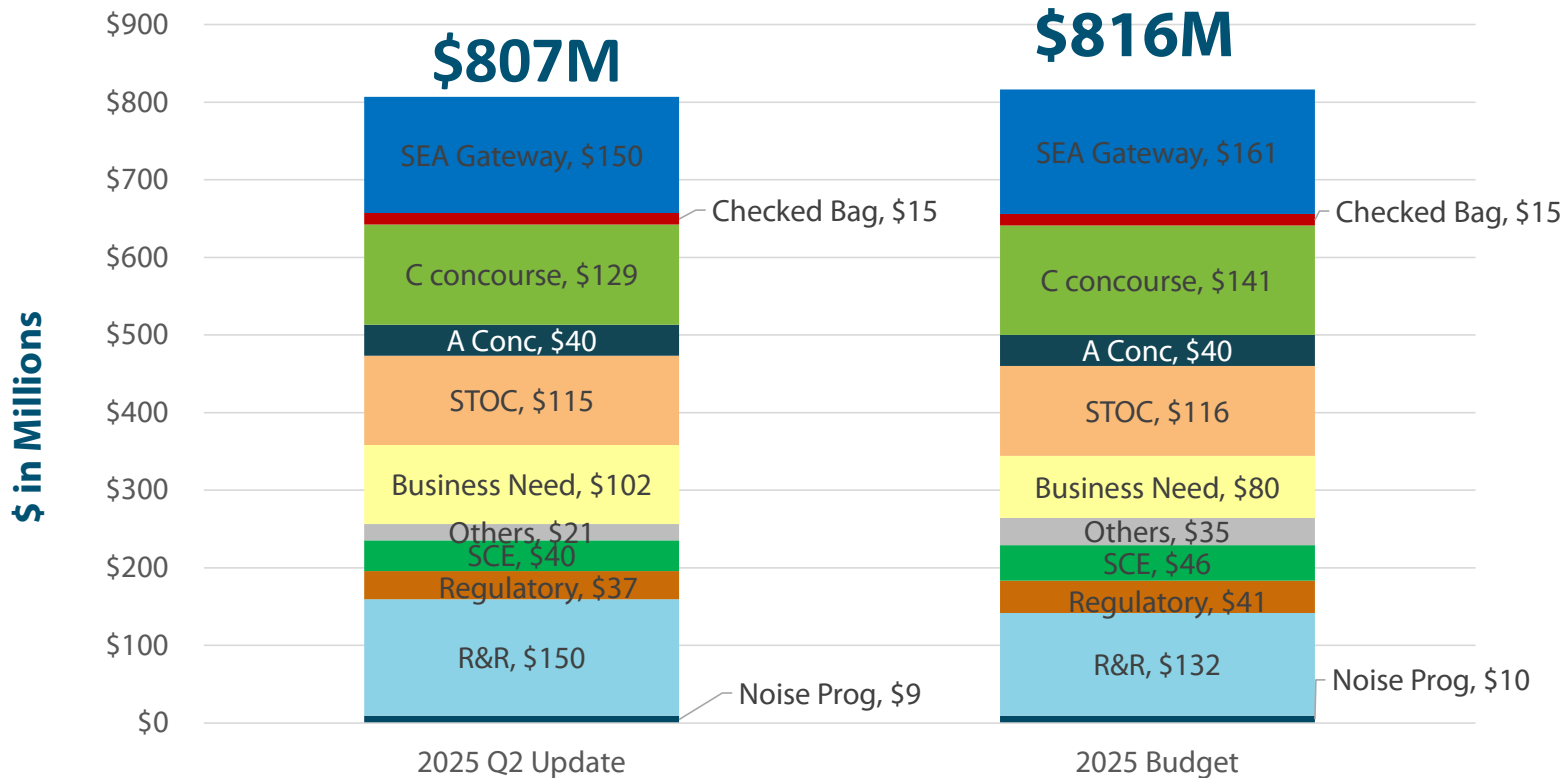
Airport Development Fund Balance

\$ in 000's



- Ending balance forecast of \$830M which is the target of \$830M (18 months of O&M in 2025).

2025 Capital Spending Forecast – 99% on target



- \$807M is projected 2025 capital spending. It's \$9M less than the 2025 budget.
- C Concourse is projected to spend \$12M less as actuals for structural steel erection were lower than projected.
- SEA Gateway projects less spending due to changes in billing.
- Other categories were adjusted by the updated cashflow reserve.

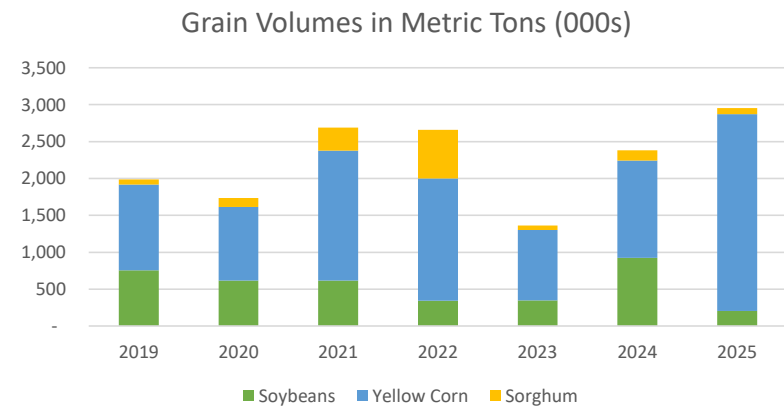
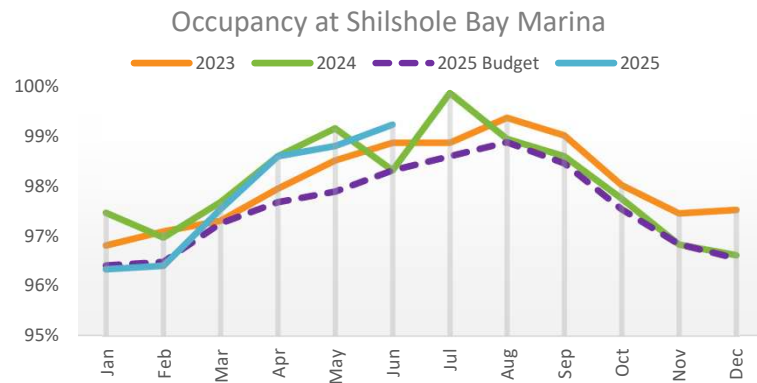
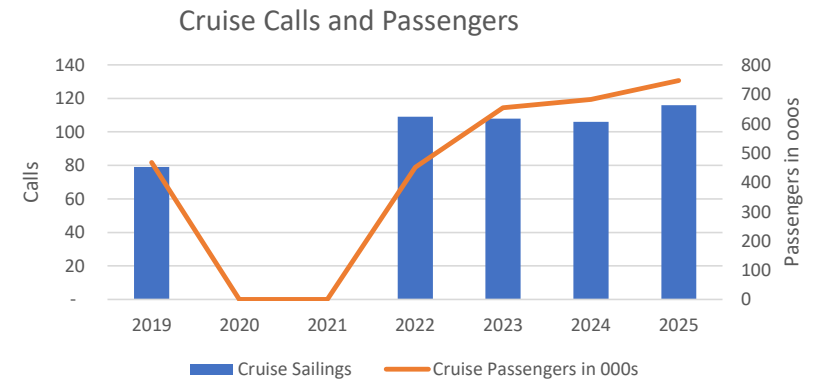
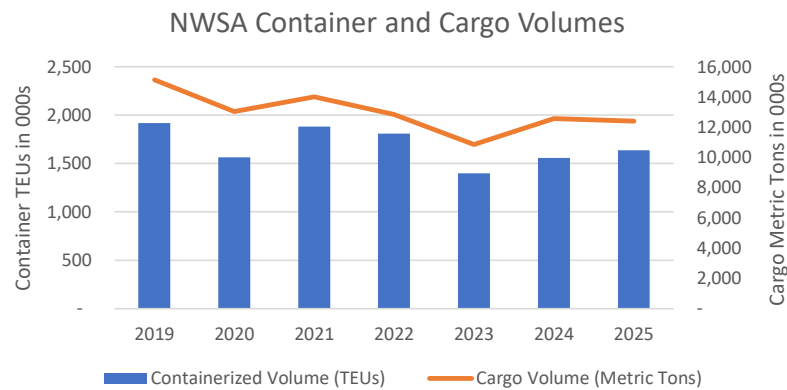
Seaport

2025 Q2 Financial Performance Report



Seaport Key Metrics

YTD Q2 2025



Seaport Performance Summary – Q2 2025

	2023 YTD	2024 YTD	2025 YTD	2025 YTD	Actual vs. Budget		Change from 2024		2025	2025	Fcst vs. Budget	
\$ in 000's	Actual	Actual	Actual	Budget	\$	%	\$	%	Forecast	Budget	\$	%
Revenues												
Maritime	44,209	50,915	53,905	53,348	557	1%	2,990	6%	116,865	118,115	(1,250)	-1%
Economic Development Division	8	9	11	2	9	601%	2	21%	13	3	10	333%
Joint Venture	29,205	29,100	31,857	28,447	3,409	12%	2,757	9%	56,920	56,920	0	0%
Total Revenue	73,422	80,023	85,772	81,797	3,975	5%	5,749	7%	173,797	175,037	(1,240)	-1%
Expenses												
Maritime	41,350	45,668	49,946	51,273	1,328	3%	4,277	9%	105,473	103,748	(1,725)	-2%
Economic Development Division	731	648	827	1,229	403	33%	178	27%	3,800	3,890	90	2%
Joint Venture	1,437	1,773	903	864	(39)	-5%	(870)	-49%	2,213	1,763	(450)	-26%
Total Expense	43,519	48,090	51,676	53,367	1,691	3%	3,586	7%	111,485	109,400	(2,085)	-2%
NOI Before Stormwater Utility	29,904	31,934	34,097	28,430	5,666	20%	2,163	7%	62,312	65,637	(3,325)	-5%
Stormwater Utility NOI	664	488	66	(73)	139	-190%	(422)	-87%	(343)	(343)	0	0%
Total Non-Aviation Business NOI	30,567	32,422	34,162	28,357	5,805	20%	1,740	5%	61,969	65,294	(3,325)	-5%

Revenue

- Waterside have continues strong demand.
- Grain volumes up 24% from 2024.
- Cruise tracking to budget.
- Offsets: T106 credit and multi-year Grain billing issue.

Expenses

- Payroll impacts.
- YTD-
 - Timing of Outside Services spend.
 - Overhead Allocations not yet applied from Balance Sheet.

Maritime Division

2025 Q2 Financial Performance Report



Maritime Division 2025 Financials

Forecast

<i>Figure in \$000s</i>	Forecast	Budget	Variance
Revenues			
Fishing, Commercial, & Recreational			
Marinas	29,883	29,883	0
Cruise	50,037	50,037	0
RE Portfolio Mgmt.	31,531	33,156	(1,625)
Grain / Other	5,413	5,038	375
Total	116,865	118,115	(1,250)
O&M Expense			
Direct	42,982	42,657	(325)
Support Services	32,893	31,993	(900)
Central Services and Other	29,598	29,098	(500)
Total	105,473	103,748	(1,725)
Net Operating Income	11,392	14,367	(2,975)
Capital Spending	103,014	89,827	(13,187)

Revenues –

- Great start for Grain terminal & Marinas.
- Cruise on track.
- Portfolio Mgmt. – Env. Credit and Conference Centers.

Year to Date Q2

<i>YTD Q2 2025 Figure in \$000s</i>	Actuals	Budget	Variance
Revenues			
Fishing, Commercial, & Recreational			
Marinas	15,289	14,846	443
Cruise	19,994	19,732	262
RE Portfolio Mgmt.	14,989	16,083	(1,094)
Grain / Other	3,633	2,687	947
Total	53,905	53,348	557
O&M Expense			
Direct	20,436	21,291	855
Support Services	14,968	15,495	526
Central Services and Other	14,541	14,488	(54)
Total	49,946	51,273	1,328
Net Operating Income	3,959	2,075	1,885
Capital Spending	47,458		

Expenses –

- Cyber Attack impacts delaying expenses.
- Negative Variance in Payroll expected.
- Remediation costs continue.

Maritime Capital

YTD Q2

	2025 Actual	2025 YE Forecast	2025 Budget	2025 POF	Budget vs Forecast	
\$ in 000's					\$	%
T91 Berth 6 & 8 Redev	26,266	53,863	45,903	59,766	7,960	17%
FT Maritime Innovation Center	6,410	16,740	16,832	22,675	(92)	-1%
MIC Electrical Replacements	1,736	3,678	3,678	9,640	0	0%
T91 New Cruise Gangway	985	3,235	3,220	6,402	15	0%
Bell St Parking Garage Imrov	406	1,906	2,115	2,658	(209)	-10%
P90/P91 E Term Emerg Repair	1,978	2,043	1,899	0	144	8%
FT Site Improvements	272	1,920	1,860	1,432	60	3%
Elliott Bay Connections (EBC)	14	956	1,145	1,145	(189)	-17%
P66 Fender Replacement	1,615	1,635	1,055	3,070	580	55%
Waterfront LED Lighting	30	605	1,021	650	(416)	-41%
Fleet	888	3,701	3,660	3,800	41	1%
All Other Projects	6,858	22,343	23,251	52,636	(908)	-4%
Subtotal	47,458	112,625	105,639	163,874	6,986	7%
CIP CashFlow Mgt	0	(9,611)	(15,812)	(32,175)	6,201	-39.2%
Total Maritime	47,458	103,014	89,827	131,699	13,187	15%
% of Capital Budget	53%	115%				

Projects with Significant Variances

T91 Berth 6&8 – Increase in 2025 due to change orders related to seawall/other unexpected site conditions. Assumed 50% use of contingency but now closer to 80%

P66 Fender Replacement – Project is on schedule and budget. Additional costs reflect the inclusion of a barge impact assessment.

Waterfront LED Lighting – Common space projects underway, but tenant space projects delayed for additional development.

All Other Projects – MD Video Camera Project procurement of HW pushed out to 2026, engagement with PCS slower than anticipated.

Forecasted Spend: Over budget, but below funding plan.

Economic Development Division

2025 Q2 Financial Performance Report



Economic Development Division

P&L Rollup

Year to Date

	2023 YTD	2024 YTD	2025 YTD	2025 YTD	Actual vs. Budget Variance		Change from 2024	
\$ in 000's	Actual	Actual	Actual	Budget	\$	%	\$	%
Total Revenues	8	9	11	2	9	601%	2	21%
Total Operating Expenses	731	648	827	1,229	403	33%	178	27%
Net Operating Income	(723)	(640)	(816)	(1,228)	412	-34%	(176)	28%
Depreciation	6	5	7	5	(2)	-34%	2	40%
Net Income	(729)	(645)	(823)	(1,233)	410	33%	(178)	-28%

Forecast

	2023	2024	2025	2025	Actual vs. Budget Variance		Change from 2024	
\$ in 000's	Actual	Actual	Actual	Budget	\$	%	\$	%
Total Revenues	(24)	8	13	3	10	333%	5	61%
Total Operating Expenses	3,351	2,951	3,900	3,890	(10)	0%	949	32%
Net Operating Income	(3,375)	(2,943)	(3,887)	(3,887)	0	0%	(944)	32%
Depreciation	12	14	11	11	0	0%	(4)	-25%
Net Income	(3,387)	(2,957)	(3,898)	(3,898)	0	0%	(940)	-32%

Note: Totals excluding impact of pension adjustment

Key Variances

Note: Includes primarily Tourism and EDD Levy

Year to Date

- \$51K benefit from GASB 87 reclassification at Duwamish Hub.
- Timing of contract payments.

Forecast

- Planning to spend to Budget
- Increase from prior year:
 - Two-year cycle impact for EDD Grants planned in Q4.
 - Payroll growth.

Economic Development Division

Department Cost

Department Financials

<i>Figure in \$000s</i>	YTD Q2 Act	YTD Q2 Bud	Variance
O&M Expense			
Division Administration	819	744	(75)
EDD Partnership Grant Program	0	0	0
Real Estate Dev & Planning	338	778	440
Diversity in Contracting	823	1,176	353
Tourism	558	837	279
Capital to Expense	57	0	(57)
*Contingency	13	100	88
Total	2,607	3,635	1,029

Business Highlights

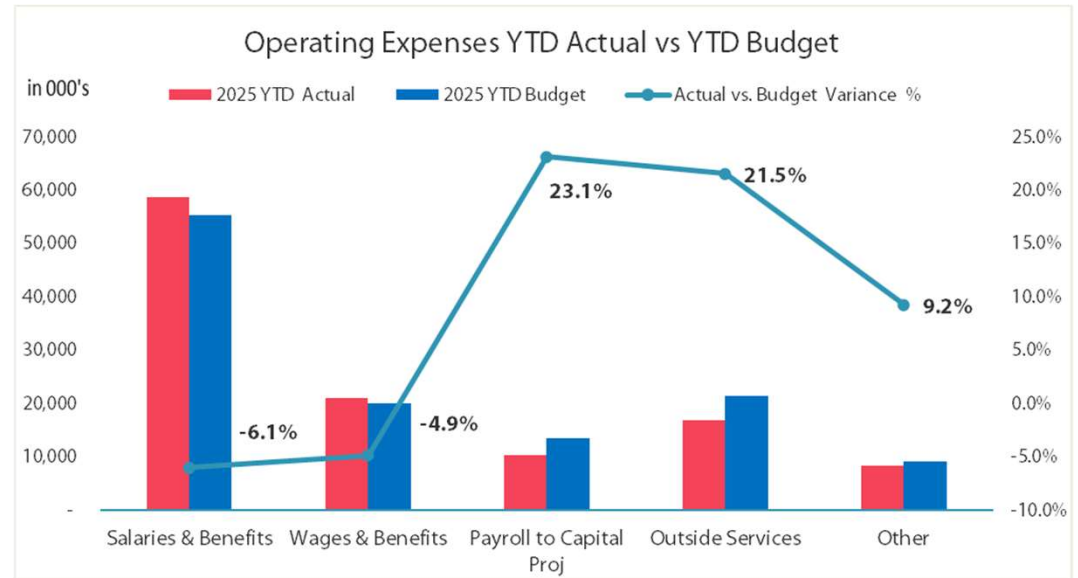
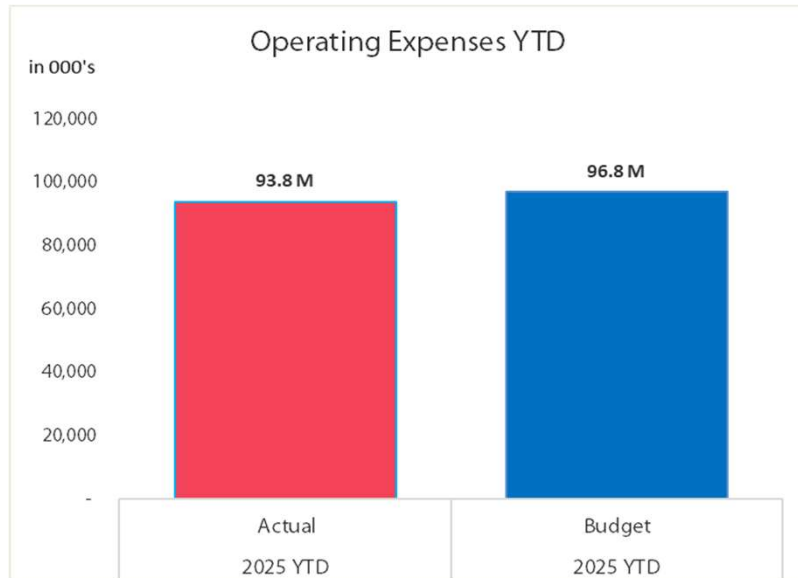
- General Underspending in Outside Services and GASB 87 lease impact.
- Real Estate Dev & Planning
 - Des Moines Creek west project underway.
 - EV charging stations on Maritime Pier 2 property going to commission in September.
- Tourism
 - Industry facing decrease in international travel to U.S.
 - \$550K for Tourism matching grants budgeted for Q3 & Q4.
- Diversity in Contracting
 - New 5-year WMBE Goals of passed.
 - Working with CPO to expedite Payment to small businesses.
- EDD Partnership Grant Program underspent
 - Partnership program expecting to utilize about 80% of matching grant funds.

Central Services

2025 Q2 Financial Performance Report



Operating Expenses Summary (YTD)



\$3.0M or 3.1% favorable

- Payroll Costs **\$1.2M** higher than budget
- Equipment Expense **\$785K** below budget
- Outside Services **\$4.6M** below budget
- Travel & Other Employee Expenses **\$744K** underspent
- Charges to Capital Projects **\$1.9M** below budget

2025 Financial Forecast Summary

<i>Figures in \$000s</i>	Forecast	Budget	Variance
Revenues	244	183	61
Core Central Support Services	132,884	127,143	(5,742)
Police	45,849	45,860	12
Engineering/PCS	20,336	22,907	2,571
O&M Expenses	199,069	195,910	(3,159)
Capital Spending	11,759	17,747	5,988

- Central Services:
 - Payroll higher than budget due to the Comp project (Retro and Equity Pay) and COLA increase.
 - Outside services are higher than budgeted due to unbudgeted legal matters and cyberattack-related expenses.
 - General Expenses are higher than budgeted due to Litigated Injuries & Damages.
- Police outside services are lower than budgeted.
- Engineering & PCS outside services and Overhead Allocations are lower than budgeted.

Port Wide

2025 Q2 Financial Performance Report



Port Wide Financial Summary (YTD)

	2023 YTD	2024 YTD	2025 YTD	2025 YTD	Actual vs. Budget		Change from 2024	
	Actual	Actual	Actual	Budget	Variance		Incr (Decr)	
\$ in 000's					\$	%	\$	%
Aeronautical Revenues	240,218	252,437	273,752	275,055	(1,303)	-0.5%	21,314	8.4%
Airport Non-Aero Revenues	145,446	158,483	170,758	170,868	(110)	-0.1%	12,275	7.7%
Seaport Revenues	76,356	82,984	88,589	85,936	2,653	3.1%	5,605	6.8%
Total Operating Revenues	462,020	493,904	533,099	531,858	1,240	0.2%	39,195	7.9%
Total Operating Expenses	264,352	289,103	321,204	334,022	12,818	3.8%	32,101	11.1%
NOI before Depreciation	197,668	204,801	211,895	197,837	14,059	7.1%	7,094	3.5%
Depreciation	124,427	130,832	142,924	133,135	(9,789)	-7.4%	12,092	9.2%
NOI after Depreciation	73,241	73,969	68,971	64,702	4,270	6.6%	(4,998)	-6.8%

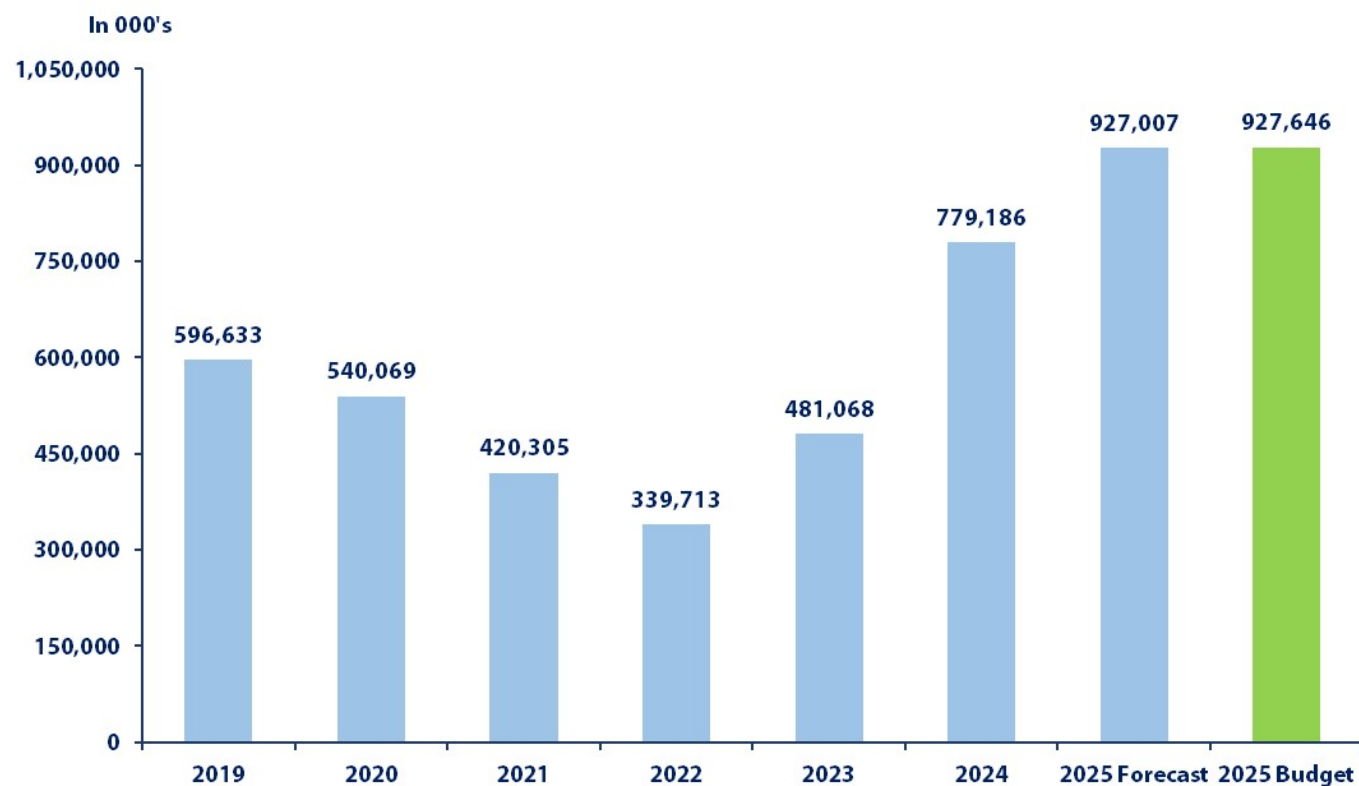
- Total Operating Revenues: \$1.2M higher than budget
- Total Operating Expenses: \$12.8M below budget mainly due to delay in Outside Services spending, less Equipment purchases, and Travel & Othe Employee expenses
- NOI before Depreciation: \$14.0M above budget

Port Wide Financial Summary (YE Forecast)

	2023	2024	2025	2025	Fcst vs. Budget Variance		Change from 2024 Incr (Decr)	
\$ in 000's	Actual	Actual	Forecast	Budget	\$	%	\$	%
Aeronautical Revenues	479,697	520,942	570,570	563,836	6,734	1.2%	49,629	9.5%
Airport Non-Aero Revenues	326,592	348,212	367,618	372,280	(4,662)	-1.3%	19,406	5.6%
Seaport Revenues	162,991	174,395	182,298	183,476	(1,179)	-0.6%	7,903	4.5%
Total Operating Revenues	969,281	1,043,549	1,120,486	1,119,593	893	0.1%	76,937	7.4%
Total Operating Expenses	550,899	652,642	689,531	678,288	(11,243)	-1.7%	36,890	5.7%
NOI before Depreciation	418,382	390,907	430,955	441,305	(10,350)	-2.3%	40,048	10.2%
Depreciation	256,740	277,917	267,028	267,028	-	0.0%	(10,889)	-3.9%
NOI after Depreciation	161,642	112,990	163,927	174,277	(10,350)	-5.9%	50,937	45.1%

- Total Operating Revenues are expected to be \$893K above budget due to higher Aero Revenue; partially offset by lower Airport Non-Aero Revenues and Seaport RE Portfolio Management.
- Total Operating expenses are expected to be \$11.2M above budget mainly due to higher Payroll and Outside Services.
- Net Operating Income before Depreciation is forecasted to be \$10.4M below budget.

Port Wide Capital Spending



- Q2 YTD total capital spending was \$439M
- Full year capital spending is expected to be \$927M, \$0.6M or 0.1% below budget

Aviation Division Appendix

2025 Q2 Financial Performance Report



Airport Activity

	YTD 2023	YTD 2024	YTD 2025	% Change from 2024
Total Passengers (000's)				
Domestic	21,046	21,470	21,504	0.2%
International	2,694	3,027	3,380	11.7%
Total	23,740	24,497	24,884	1.6%
Operations	199,644	205,871	209,440	1.7%
Landed Weight (In Millions of lbs.)				
Cargo	1,321	1,395	1,240	-11.1%
All other	13,784	14,124	14,644	3.7%
Total	15,105	15,519	15,885	2.4%
Cargo - Metric Tons				
Domestic freight	147,135	174,322	146,307	-16.1%
International & Mail freight	52,589	51,727	59,402	14.8%
Total	199,724	226,049	205,709	-9.0%

2025 YTD Passenger volume:

YTD through June passenger volume is 1.6% higher than YTD in 2024.

Month summary (Jun 2025 vs. Jun 2024)

Airline	Code	Current pax	Market share	Previous pax	Pax % diff
Alaska Airlines (rollup)	AS	2,604,158	50.4%	2,643,856	-1.5%
Delta Air Lines (rollup)	DL	1,193,425	23.1%	1,206,428	-1.1%
United Airlines (rollup)	UA	275,630	5.3%	264,614	4.2%
Southwest Airlines (r..	WN	256,198	5.0%	246,314	4.0%
American Airlines (rol..	AA	229,985	4.5%	224,332	2.5%

Aviation Financial Summary

Financial Summary (\$ in 000's)	2023	2024	2025	2025	Forecast vs. Budget Variance		Incr/(Decr) Change from 2024	
	Actual	Actual	Forecast	Budget	\$	%	\$	%
Operating Revenue								
Aeronautical Revenues	479,697	520,942	570,570	563,836	6,734	1.2%	49,629	9.5%
Non-Aeronautical Revenues	326,592	348,212	367,618	372,280	(4,662)	-1.3%	19,406	5.6%
Total Operating Revenues	806,289	869,154	938,189	936,117	2,072	0.2%	69,035	7.9%
Total Operating Expenses w/o Pension True-Up	469,263	548,405	562,068	553,222	(8,846)	-1.6%	13,663	2.5%
Net Operating Income	360,598	339,326	376,121	382,895	(6,774)	-1.8%	36,794	10.8%
CPE	17.52	18.26	19.85	19.43	(0.42)	-2.2%	1.59	8.7%
Non-Aero NOI (\$ in 000s)	181,377	175,946	173,794	183,023	(9,229)	-5.0%	(2,152)	-1.2%
Enplaned passengers (in 000s)	25,371	26,295	26,472	26,737	(265)	-1.0%	177	0.7%
Capital Expenditures (in 000s)	444,072	684,442	806,938	816,331	9,393	1.2%	122,496	17.9%

Key Performance Measures

	2022	2023	2024	2025	2025	Forecast vs. Budget Variance		Incr/(Decr) Change from 2024	
	Actual	Actual	Actual	Forecast	Budget				
						\$	%	\$	%
Key Performance Metrics									
Cost per Enplanement (CPE)	16.09	17.52	18.26	19.85	19.43	(0.42)	-2.2%	1.59	8.7%
Non-Aeronautical NOI (in 000's)	135,483	189,063	175,946	173,794	183,023	(9,229)	-5.0%	(2,152)	-1.2%
Other Performance Metrics									
O&M Cost per Enplanement	17.20	18.60	20.88	21.23	20.69	(0.54)	-2.6%	0.35	1.7%
Non-Aero Revenue per Enplanement	11.17	12.87	13.26	13.89	13.92	(0.04)	-0.3%	0.63	4.7%
Debt per Enplanement (in \$)	193	166	157	153	154	0	0.3%	(4)	-2.6%
Debt Service Coverage	2.64	2.02	1.89	1.82	1.84	(0.02)	-1.1%	(0.07)	-3.7%
Days cash on hand (18 months = 545 day)	457	507	512	545	517	28	5.4%	33	6.4%
Activity (in 000's)									
Enplanements	22,966	25,371	26,295	26,472	26,737	(265)	-1.0%	177	0.7%
Total Passengers	45,964	50,885	52,641	53,122	53,474	(352)	-0.7%	481	0.9%

Aviation Expense YTD Summary

Total Airport Expense Summary (\$ in 000's)	2023 YTD (Q2)	2024 YTD (Q2)	2025 YTD (Q2)	2025 YTD (Q2)	Actual vs. Budget Variance		Incr/(Decr) Change from 2024	
	Actual	Actual	Actual	Budget	\$	%	\$	%
Operating Expenses								
Payroll	92,502	102,225	117,688	112,680	(5,008)	-4.4%	15,462	15.1%
Outside Services	38,888	42,557	43,919	61,898	17,979	29.0%	1,361	3.2%
Utilities	11,437	13,220	13,570	14,662	1,092	7.4%	350	2.6%
Other Expenses	7,092	5,335	10,997	4,644	(6,353)	-136.8%	5,662	106.1%
Total Airport Direct Charges	149,919	163,338	186,174	193,884	7,711	4.0%	22,835	14.0%
Environmental Remediation Liability	6,377	1,308	1,609	1,589	(20)	-1.2%	301	23.0%
Capital to Expense	359	258	575	-	(575)		317	123.0%
Total Exceptions	6,737	1,566	2,184	1,589	(595)	-37.4%	618	39.5%
Total Airport Expenses	156,656	164,904	188,358	195,473	7,116	3.6%	23,453	14.2%
Corporate	42,814	48,749	53,251	54,609	1,358	2.5%	4,502	9.2%
Police	14,123	18,735	19,705	19,831	127	0.6%	970	5.2%
Maritime/Economic Development/Other	1,940	2,240	2,833	3,424	591	17.3%	593	26.5%
Total Charges from Other Divisions	58,877	69,724	75,789	77,864	2,075	2.7%	6,064	8.7%
Total Operating Expenses w/o Pension True-Up	215,532	234,629	264,146	273,338	9,191	3.4%	29,518	12.6%

Aviation Expense YE Summary

Total Airport Expense Summary (\$ in 000's)	2022	2023	2024	2025	2025	Forecast vs. Budget Variance		Incr/(Decr) Change from 2024	
	Actual	Actual	Actual	Forecast	Budget	\$	%	\$	%
Operating Expenses									
Payroll	168,389	193,130	223,027	234,395	232,074	(2,321)	-1.0%	11,368	5.1%
Outside Services	75,700	87,364	104,086	117,577	125,654	8,077	6.4%	13,491	13.0%
Utilities	22,880	23,285	25,543	27,010	26,966	(44)	-0.2%	1,466	5.7%
Other Expenses	15,141	17,655	21,596	20,795	9,772	(11,023)	-112.8%	(801)	-3.7%
Total Airport Direct Charges	282,110	321,434	374,253	399,777	394,465	(5,312)	-1.3%	25,524	6.8%
Environmental Remediation Liability	(1,274)	13,017	2,600	2,399	1,589	(810)	-51.0%	(201)	-7.7%
Capital to Expense	2,356	480	553	377	-	(377)		(176)	-31.8%
Total Exceptions	1,081	13,497	3,153	2,776	1,589	(1,187)	-74.7%	(377)	-12.0%
Total Airport Expenses	283,191	334,931	377,406	402,553	396,054	(6,499)	-1.6%	25,147	6.7%
Corporate	60,659	95,740	125,262	114,442	111,534	(2,908)	-2.6%	(10,820)	-8.6%
Police	27,660	33,750	39,709	38,622	38,624	2	0.0%	(1,087)	-2.7%
Maritime/Economic Development/Other	3,687	4,840	6,028	6,450	7,009	558	8.0%	422	7.0%
Total Charges from Other Divisions	92,006	134,331	170,999	159,514	157,167	(2,347)	-1.5%	(11,485)	-6.7%
Total Operating Expenses w/o Pension True-Up	375,198	469,263	548,405	562,068	553,222	(8,846)	-1.6%	13,663	2.5%

Aeronautical Business YTD

Aeronautical NOI (S in 000's)	2023 YTD (Q2)	2024 YTD (Q2)	2025 YTD (Q2)	2025 YTD (Q2)	Actual vs. Budget Variance		Incr/(Decr) Change from 2024	
	Actual	Actual	Actual	Budget	\$	%	\$	%
Rate Base Revenues								
Airfield Movement Area	66,779	74,894	80,564	80,413	151	0.2%	5,670	7.6%
Airfield Apron Area	14,321	13,414	15,960	17,177	(1,218)	-7.1%	2,546	19.0%
Terminal Rents	133,174	134,447	140,124	140,343	(219)	-0.2%	5,677	4.2%
Federal Inspection Services (FIS)	17,345	19,948	24,042	24,042	(0)	0.0%	4,095	20.5%
Total Rate Base Revenues	231,618	242,702	260,690	261,975	(1,286)	-0.5%	17,987	7.4%
Airfield Commercial Area	8,600	9,735	13,062	13,079	(17)	-0.1%	3,327	34.2%
Total Aeronautical Revenues	240,218	252,437	273,752	275,055	(1,303)	-0.5%	21,314	8.4%
Total Aeronautical Expenses	151,356	162,767	180,612	184,420	3,807	2.1%	17,845	11.0%
Aeronautical NOI	88,862	89,670	93,139	90,635	2,504	2.8%	3,469	3.9%

Aeronautical Business

Aeronautical NOI (\$ in 000's)	2023	2024	2025	2025	Forecast vs. Budget Variance		Incr/(Decr) Change from 2024	
	Actual	Actual	Forecast	Budget	\$	%	\$	%
Rate Base Revenues								
Airfield Movement Area	142,797	170,821	168,041	166,149	1,892	1.1%	(2,781)	-1.6%
Airfield Apron Area	26,118	32,270	35,931	35,432	499	1.4%	3,661	11.3%
Terminal Rents	251,892	279,722	289,814	286,307	3,507	1.2%	10,092	3.6%
Federal Inspection Services (FIS)	41,214	15,206	49,918	49,811	108	0.2%	34,712	228.3%
Total Rate Base Revenues	462,020	498,019	543,704	537,699	6,005	1.1%	45,685	9.2%
Airfield Commercial Area	17,677	22,922	26,866	26,137	729	2.8%	3,944	17.2%
Total Aeronautical Revenues	479,697	520,942	570,570	563,836	6,734	1.2%	49,629	9.5%
Total Aeronautical Expenses	308,162	367,736	378,447	373,174	(5,273)	-1.4%	10,711	2.9%
Aeronautical NOI	171,535	153,205	192,124	190,663	1,461	0.8%	38,918	25.4%
Debt Service	(144,395)	(157,518)	(178,887)	(179,527)	641	-0.4%	(21,369)	13.6%
Net Cash Flow	27,140	(4,312)	13,237	11,135	2,102	18.9%	17,549	-407.0%

Aero Cost Drivers

\$ in 000's	2025 Budget	2025 Forecast	Impact on Aero Revenues Budget vs Forecast	
			\$	%
O&M ⁽¹⁾	360,905	365,993	5,088	1.4%
Debt Service Before Offsets	236,757	237,699	942	0.4%
Debt Service PFC Offset	(93,230)	(93,247)	(17)	0.0%
Net Debt Service	143,527	144,452	925	0.6%
Amortization	36,712	36,712	-	0.0%
Space Vacancy	(672)	(681)	(9)	1.3%
Grants and Other	(2,773)	(2,773)	-	0.0%
Rate Base Revenues	537,699	543,704	6,005	1%
Commercial area	26,137	26,866	729	3%
Total Aero Revenues	563,836	570,570	6,734	1%

Aero Revenue Forecast is higher due to increased O&M

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

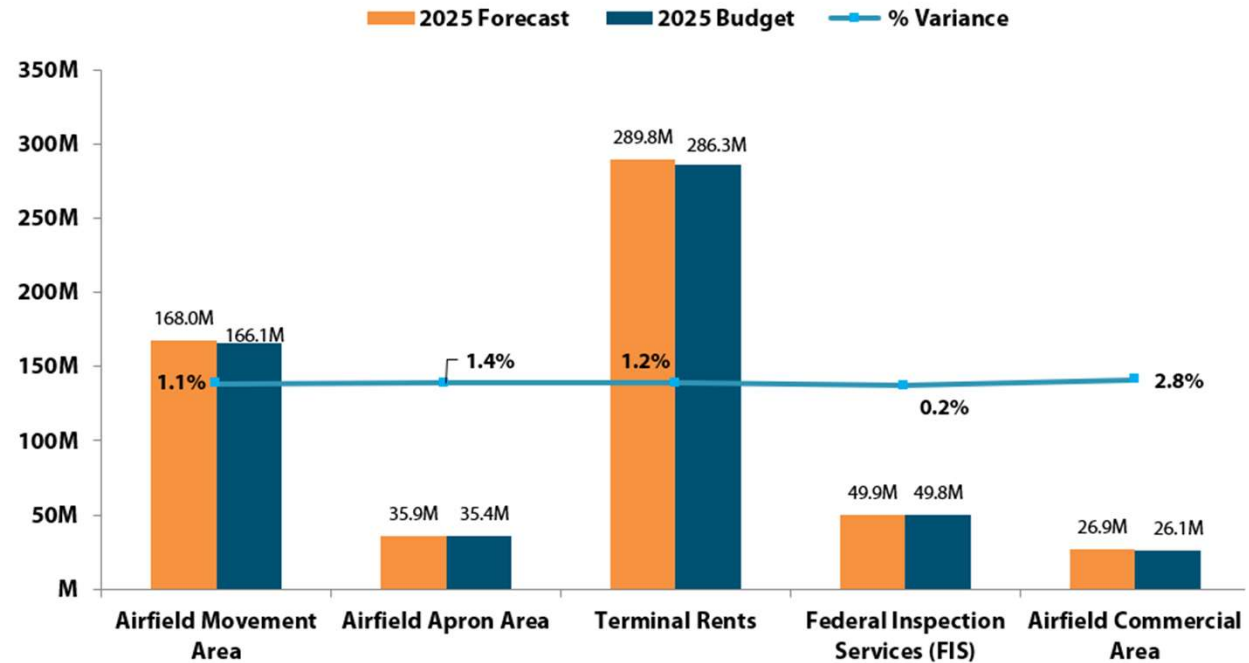
Aero rate base revenues based on cost recovery formulas

Aeronautical Revenue

Forecast
\$571M

↑ **\$6.7M**
1.2%

Budget
\$564M



Aeronautical Revenue higher than budgeted due to higher forecasted expenses:

- Unbudgeted increase due to Exit Lane Staffing of more than \$3.5M
- Higher Payroll costs primarily due to the compensation project and wages and benefits
- Higher costs from Central Services

Non-Aeronautical Business Year End

Non-Aeronautical NOI (\$ in 000's)	2023	2024	2025	2025	Forecast vs. Budget Variance		Incr/(Decr) Change from 2024	
	Actual	Actual	Forecast	Budget	\$	%	\$	%
Non-Aeronautical Revenues								
Public Parking	110,990	116,626	116,057	119,634	(3,577)	-3.0%	(569)	-0.5%
Rental Cars	63,460	66,271	67,795	67,197	598	0.9%	1,524	2.3%
Ground Transportation	24,878	23,946	24,705	25,901	(1,196)	-4.6%	759	3.2%
Airport Dining & Retail	65,952	73,703	73,230	76,630	(3,401)	-4.4%	(474)	-0.6%
Other	61,312	67,666	85,832	82,919	2,913	3.5%	18,166	26.8%
Total Non-Aeronautical Revenues	326,592	348,212	367,618	372,280	(4,662)	-1.3%	19,406	5.6%
Total Non-Aeronautical Expenses	137,529	162,092	183,341	180,048	3,293	1.8%	21,249	13.1%
Non-Aeronautical NOI¹	189,063	186,121	184,277	192,232	(7,955)	-4.1%	(1,843)	-1.0%
Less: CFC Surplus	(7,686)	(10,174)	(10,483)	(9,210)	(1,274)	13.8%	(309)	3.0%
Adjusted Non-Aeronautical NOI	181,377	175,946	173,794	183,023	(9,229)	-5.0%	(2,152)	-1.2%
Debt Service	(27,096)	(43,887)	(34,511)	(34,633)	123	-0.4%	9,377	-21.4%
Net Cash Flow	154,281	132,059	139,283	148,389	(9,106)	-6.1%	7,224	5.5%

Operating Revenue was REDUCED by Federal Concessionaire Relief grants in 2023

Non-Aeronautical Business YTD

Non-Aeronautical NOI (\$ in 000's)	2023 YTD (Q2)	2024 YTD (Q2)	2025 YTD (Q2)	2025 YTD (Q2)	Actual vs. Budget Variance		Incr/(Decr) Change from 2024	
	Actual	Actual	Actual	Budget	\$	%	\$	%
Non-Aeronautical Revenues								
Public Parking	52,391	59,047	58,728	60,903	(2,175)	-3.6%	(319)	-0.5%
Rental Cars	23,516	23,675	26,594	25,560	1,033	4.0%	2,919	12.3%
Ground Transportation	11,750	11,853	11,784	12,419	(636)	-5.1%	(69)	-0.6%
Airport Dining & Retail	27,200	32,670	33,031	34,234	(1,202)	-3.5%	362	1.1%
Other	30,589	31,238	40,622	37,752	2,870	7.6%	9,383	30.0%
Total Non-Aeronautical Revenues	145,446	158,483	170,758	170,868	(110)	-0.1%	12,275	7.7%
Total Non-Aeronautical Expenses	41,438	71,861	83,534	88,918	(5,384)	-6.1%	11,673	16.2%
Non-Aeronautical NOI	104,008	86,622	87,224	81,950	5,274	6.4%	603	0.7%

(Operating Revenue REDUCED by Federal Concessionaire Relief grants in 2023)

Non-Aeronautical Business YE

(Actual Business Performance shown before grant rent credits in prior years)

Non-Aeronautical Revenue Recovery Trend by Year (\$ in 000's)	2023 Actual	2024 Actual	2025 Forecast	2025 Budget	Incr/(Decr) 2025 Forecast v. 2025 Budget \$ %		Incr/(Decr) 2025 Actual v. 2024 Actual \$ %	
Non-Aeronautical Revenues								
Public Parking	110,990	116,626	116,057	119,634	(3,577)	-3.0%	(569)	-0.5%
Rental Cars	63,460	66,271	67,795	67,197	598	0.9%	1,524	2.3%
Ground Transportation	24,878	23,946	24,705	25,901	(1,196)	-4.6%	759	3.2%
Airport Dining & Retail	85,090	75,622	73,230	76,630	(3,401)	-4.4%	(2,392)	-3.2%
Commercial Properties	20,370	21,744	22,697	32,704	(10,007)	-30.6%	953	4.4%
International Place (STOC)	-	-	12,529	-	12,529		12,529	
Non-Airline Terminal Leased Space	8,702	7,909	7,911	7,730	181	2.3%	2	0.0%
Clubs and Lounges	11,710	16,709	18,217	16,593	1,624	9.8%	1,508	9.0%
Utilities	8,666	9,578	10,838	10,838	-	0.0%	1,259	13.1%
Other Non-Aero Revenue	12,272	11,725	13,640	15,054	(1,414)	-9.4%	1,914	16.3%
Total Non-Aeronautical Revenues BEFORE grants	346,138	350,131	367,618	372,280	(4,662)	-1.3%	17,487	5.0%
less Concession Relief grants	(1,918)	-	-	-	-		-	
Non-Aeronautical Operating Revenue	344,220	350,131	367,618	372,280	(4,662)	-1.3%	17,487	5.0%
Total Enplanements	25,371	26,295	26,472	26,737	(265)	-1.0%	177	0.7%
<i>International Enplanements</i>	<i>2,869</i>	<i>3,276</i>	<i>3,556</i>	<i>3,338</i>	<i>218</i>	<i>6.5%</i>	<i>280</i>	<i>8.5%</i>
<i>International Enplanements %</i>	<i>11.3%</i>	<i>12.5%</i>	<i>13.4%</i>	<i>12.5%</i>	<i>0</i>	<i>7.6%</i>	<i>0</i>	<i>7.8%</i>
<i>O&D Enplanements</i>	<i>17,608</i>	<i>18,354</i>	<i>18,424</i>	<i>18,609</i>	<i>(185)</i>	<i>-1.0%</i>	<i>70</i>	<i>0.4%</i>

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

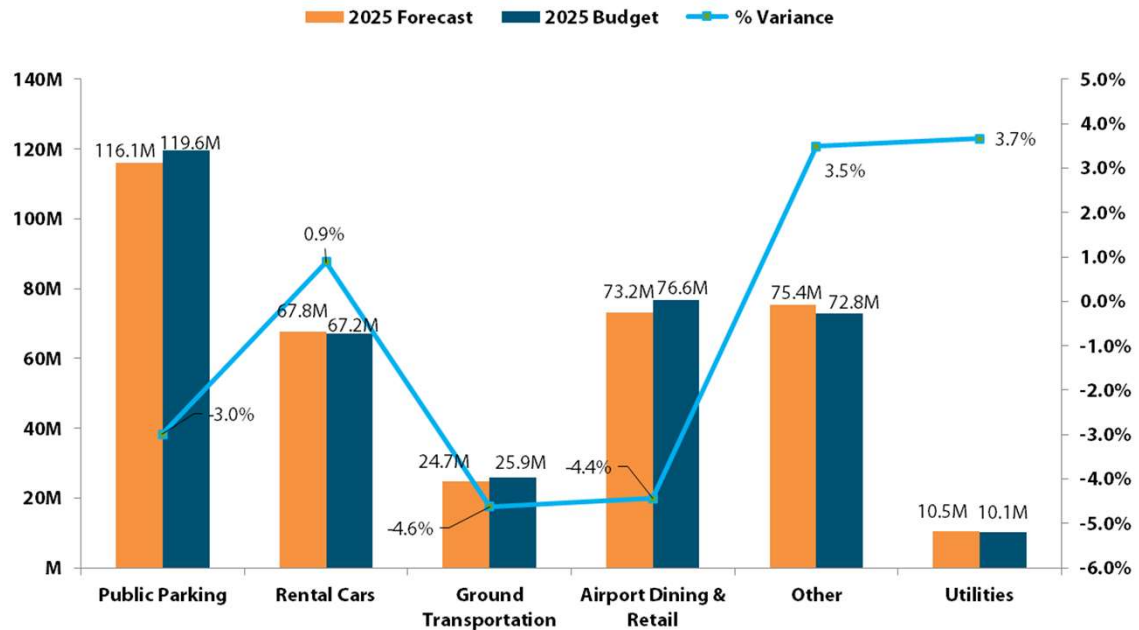
Non-Aeronautical Revenues

Forecast
\$367.6M

↓

Budget
\$372.3M

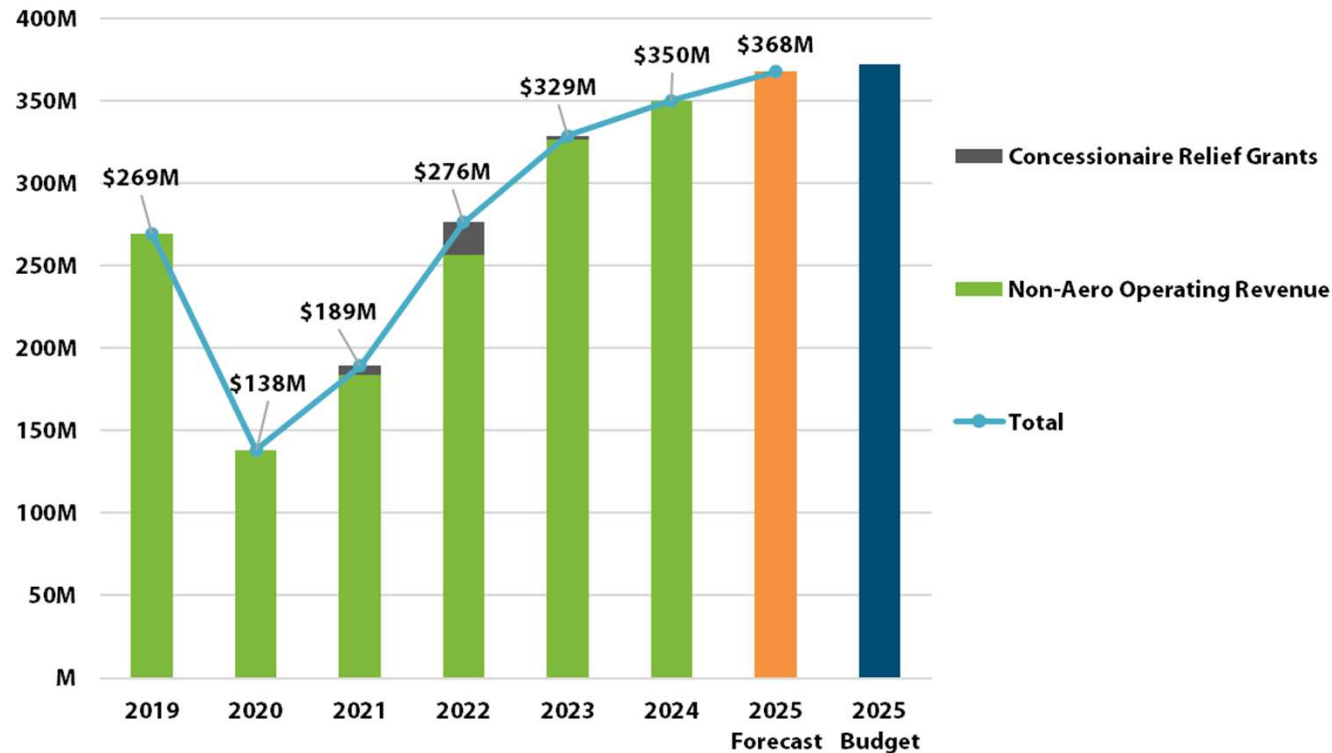
\$4.6M
-1.3%



Non-Aero Revenue key drivers:

- Parking revenue expected to be flat in 2025 compared to 2024 after several years of strong growth. ADR revenue growth slower than expected in the 2025 Budget due to lower enplanements and delayed opening of two tenants. Employee Parking expansion program is progressing slower than planned.
- Offset by strong performance in Flight Kitchens, Rental Cars, and Port-owned Clubs. In addition, the International Place property (STOC) acquisition closed on February 28, providing one additional month of revenue than anticipated in the budget.

Non-Aero Revenue YoY with Concessions Grant Impact

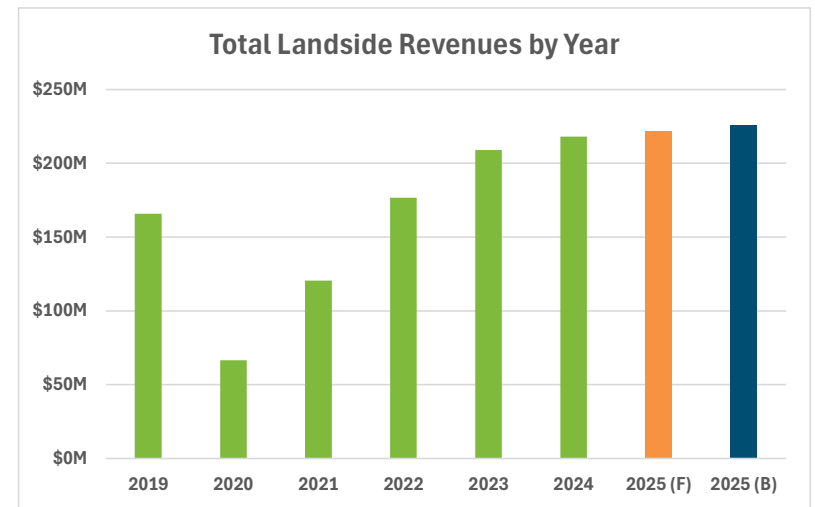
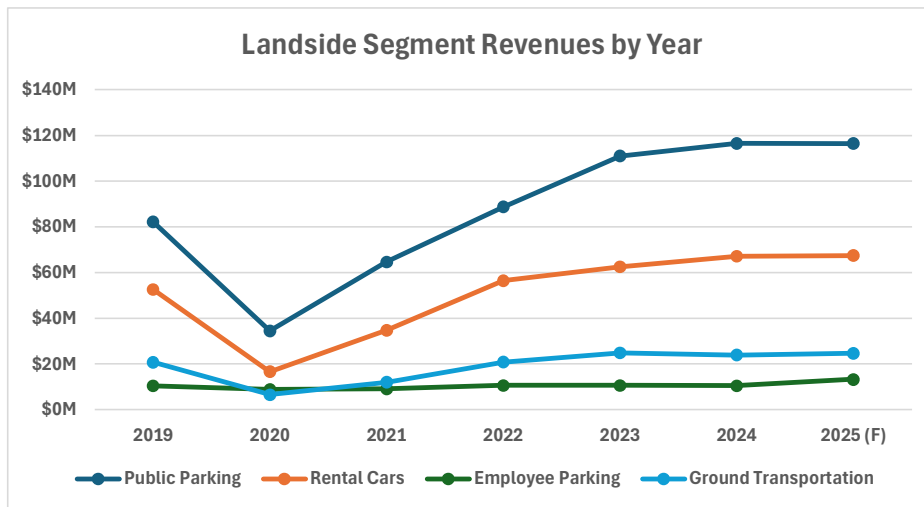


2025 Non-Aero revenue per enplanement is forecasted at \$13.89, significantly higher than pre-pandemic best of \$10.40 in 2019

Note: All Concessionaire Relief grants fully utilized in prior years

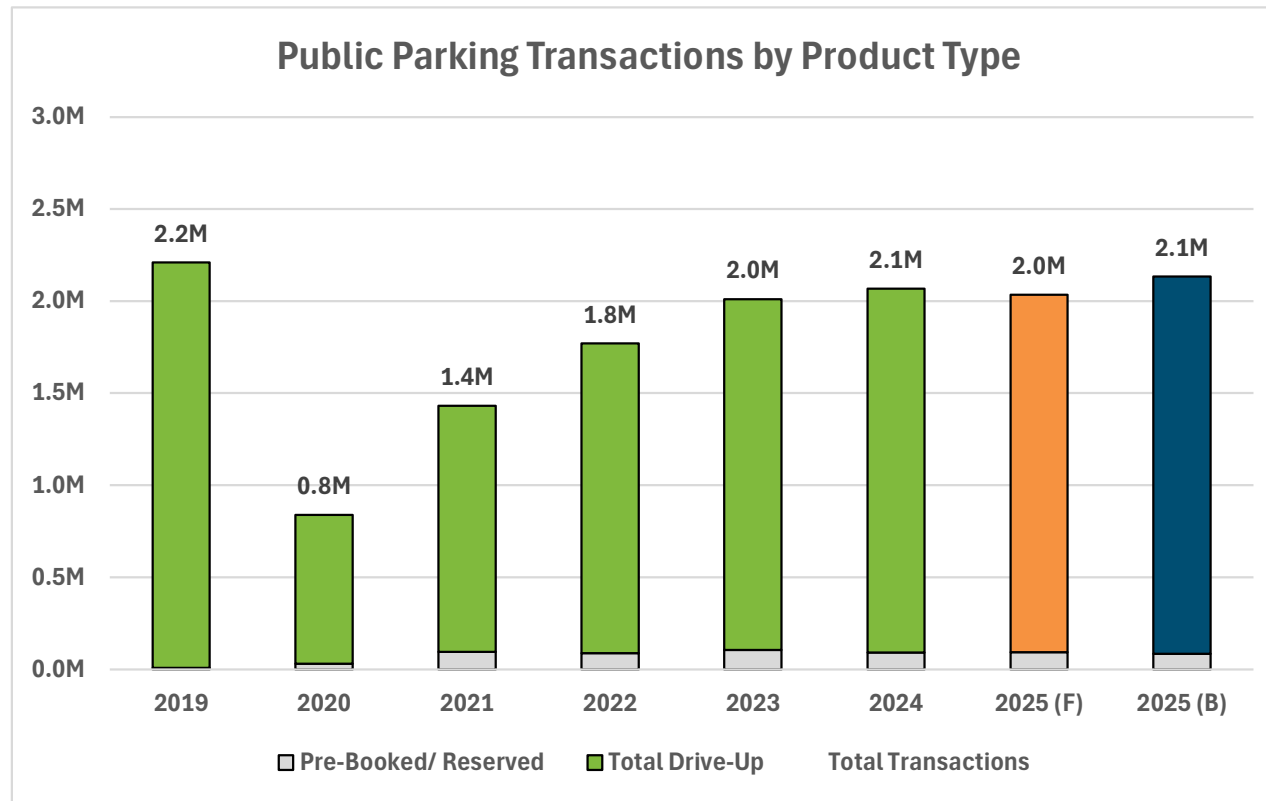
Non-Aero Detail: Landside Revenue Trends

Each individual Landside revenue segment surpassed 2019 levels in 2022, and each segment is forecasted to show 2025 flat to slightly above 2024.



Non-Aero Detail: Public Parking Transactions

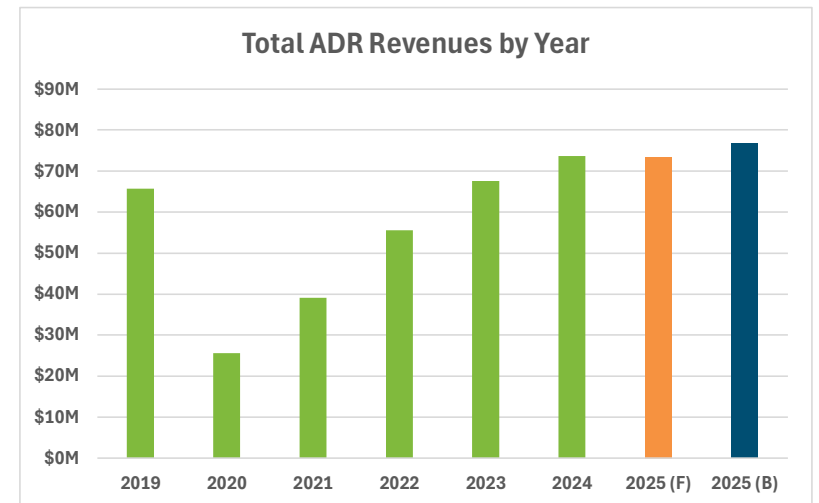
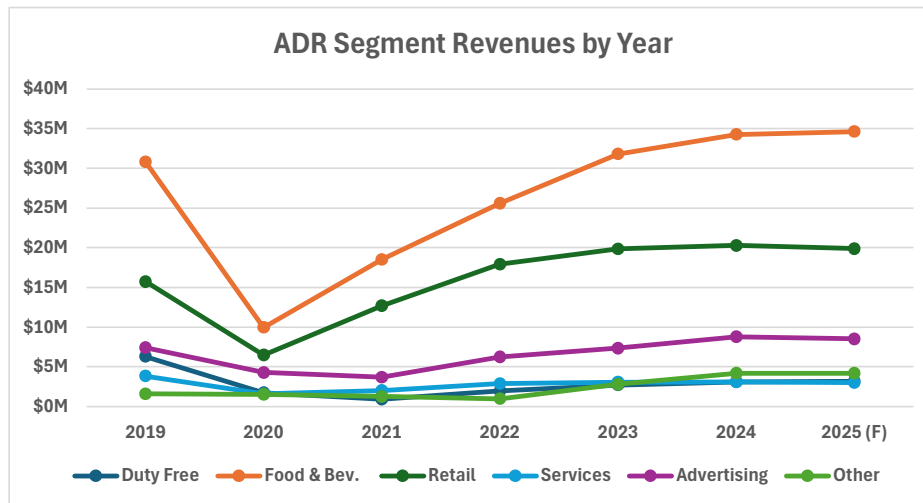
Public Parking transaction trend driven by customer preference for close-in self-parking during pandemic recovery period.
2025 annual Parking transaction growth is expected to be slightly below 2024 levels.



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

Non-Aero Detail: ADR Revenue Trends

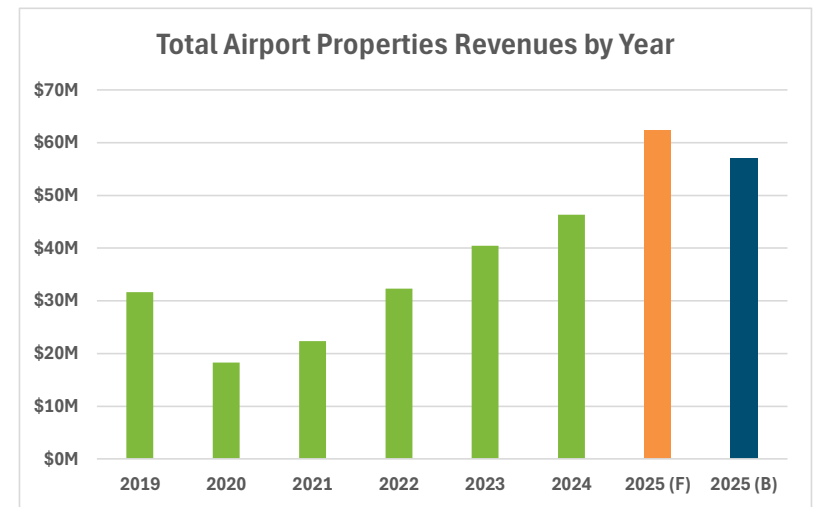
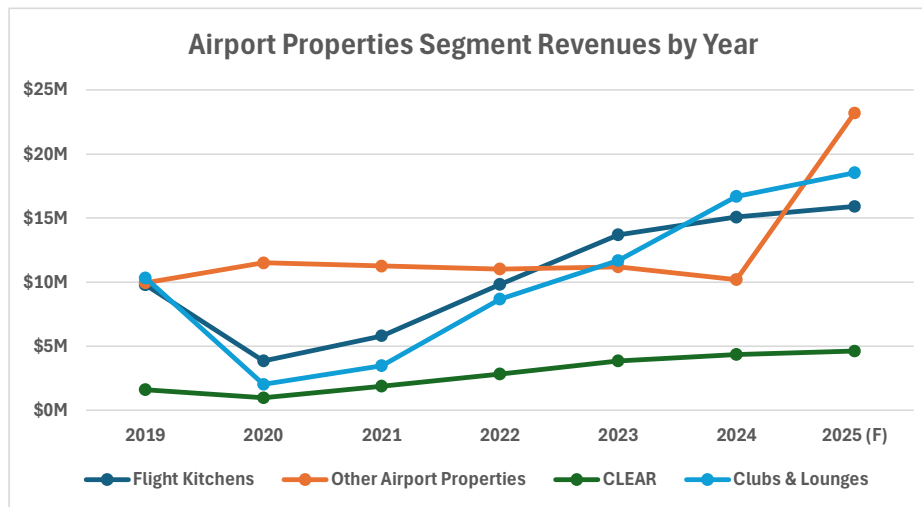
Airport Dining & Retail revenues continue to grow year over year since 2019; however, 2025 revenue growth is slower than expected in the 2025 Budget.



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 will continue 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.



ADF Summary (Sources and Uses)

\$ in 000's	2025 Forecast	2025 Budget	Variance
1/1/2025 ADF Balance	\$ 739,774	\$ 703,614	\$ 36,161
Sources			
Airline Revenue before airline settlement	563,836	563,836	(0)
Non-Airline Revenue net of CFC excess	347,145	350,657	(3,512)
Non-operating Income	17,051	18,473	(1,422)
Legal Settlement for IAF & cyber outage claim	29,806	-	29,806
Total Sources of ADF	\$ 957,838	\$ 932,966	\$ 24,872
Uses			
Operating Expenses	(595,567)	(540,808)	(54,759)
Debt Service net of offsets (PFCs,CFCs, cap i)	(213,572)	(214,160)	588
2024 Airline Settlement & other adjustment	(14,000)	(10,000)	(4,000)
Capital Expenditures (net of grants)	(44,473)	(41,781)	(2,692)
Total Uses of ADF	\$ (867,612)	\$ (806,749)	\$ (60,863)
2025 Net Cashflows	\$ 90,226	\$ 126,217	\$ (35,991)
12/31/2025 ADF Balance	\$ 830,000	\$ 829,830	\$ 170

ADF target of 18-month operating expense is \$830M

- **Beginning balance was \$36M higher** due to higher non-aero revenue than 2024 forecast during 2025 budget.
- **Sources:**
 1. \$28M IAF legal settlement & \$1.8M cyber outage claims
 2. \$3.5M lower non-airline revenue & \$1.4M lower interest income collection
- **Uses:**
 1. Operating Expenses in cash basis are projected to be \$55M higher than budget mainly due cash payments for 2024 expenses.
 2. 2024 Airline settlement surplus of \$14M will credit to airlines. Credits due to IAF settlement & Pension Credit.

2025 Capital Expenditures

	2025 YTD Actual	2025 Year-End Forecast	2025 Budget	2025 POF	Bud vs. Fest	
\$ in 000's					\$	%
C Concourse Expansion ⁽¹⁾	45,784	129,189	141,052	142,789	11,863	8.4%
SEA Gateway ⁽²⁾	74,751	150,483	160,484	156,409	10,002	6.2%
Post IAF Airline Realignment ⁽³⁾	22,260	48,316	38,693	45,075	(9,623)	-24.9%
MT Low Voltage Sys Upgrade ⁽⁴⁾	7,927	16,724	23,746	26,600	7,022	29.6%
S Concourse Evolution ⁽⁵⁾	11,646	39,529	45,729	114,775	6,200	13.6%
2021-25 AFLD Pavement ⁽⁶⁾	7,007	32,299	37,083	45,430	4,784	12.9%
Building 161E Renovation ⁽⁷⁾	331	779	4,089	6,725	3,310	80.9%
Checkpoint 1 Relocation ⁽⁸⁾	7,886	9,636	12,925	10,195	3,289	25.4%
Upgrades STS Train Control ⁽⁹⁾	3,120	9,994	12,457	15,899	2,463	19.8%
Snow Storage Expansion ⁽¹⁰⁾	408	733	3,143	16,292	2,410	76.7%
All Other	204,811	402,940	427,108	623,755	24,168	5.7%
Subtotal	385,931	840,621	906,510	1,203,944	65,888	7.3%
CIP Cashflow Mgmt Reserve	-	(33,683)	(90,179)	(166,955)	(56,496)	62.6%
Total Spending	385,931	806,938	816,331	1,036,989	9,392	1.2%

- (1) Actuals costs were lower than projected for structural steel erection. Q2 2025 actual costs closely aligned with projected cost and the Contractor has achieved their planned production in June 2025.
- (2) Q2 '25 actual costs exceeded the projection by \$10M. It was assumed that 4 months of invoices would be paid, actual was 5 as contactor caught up to lag in billings. Port expects a \$13M invoice per month totalling \$150M per year (94%).
- (3) The bulk of project scope accelerated work in Q2, Q3 and Q4 2025 and include completion of PKG1 Enabling work, PKG3 Airline Relocation and PKG4 Zone 4 Ticket Counters. Mechanical Upgrades will continue through the end of 2026
- (4) Anticipating significant savings; Mortenson provided forecast for baseline and anticipated billing for entire contract, currently projecting significant savings.
- (5) Lower spending is projected primarily due to slower submission and processing of payments for AECOM and the shifting of \$3M for capital purchases from 2025 to 2026.
- (6) Due to Quantity savings on 2024 Contract 1 unit price items and unused Construction contingency.
- (7) Design delays due to scope coordination with project stakeholders, which subsequently will push out the construction timeline, as well.
- (8) Some aspects of the scope of work got pushed into a different phase (later than expected)
- (9) STS ATC 2025 cashflow EAC vs 2026 B/L cashflow Alstom projected delay in delivery/receipt of Couple Retrofit kits planned for Aug '25 now Jan '26. STS Fiber project Contractual Closeout delayed.
- (10) Construction postponed to summer 2026 to avoid the raining season.

Maritime Division Appendix

2025 Q2 Financial Performance Report

Maritime 2025 YTD Q2 Financial Summary

	2022 YTD	2023 YTD	2024 YTD	2025 YTD	2025 YTD	Actual vs. Budget Variance		Change from 2024	
\$ in 000's	Actual	Actual	Actual	Actual	Budget	\$	%	\$	%
Ship Canal Fishing & Operations	2,328	2,651	2,650	3,027	2,799	228	8%	377	14%
Elliott Bay Fishing & Commercial Operation	2,638	2,829	2,872	3,132	2,948	184	6%	260	9%
Recreational Boating	6,914	7,751	8,321	9,130	9,099	30	0%	808	10%
Cruise	11,258	15,437	19,027	19,994	19,732	262	1%	967	-5%
Grain	3,405	1,964	3,079	3,643	2,687	957	36%	564	18%
Conference & Event Centers	2,538	3,377	3,687	3,867	4,056	(190)	-5%	179	5%
Leasing Portfolio	9,378	10,180	11,272	11,122	12,027	(905)	-8%	(150)	-1%
Other	7	19	6	(10)	0	(10)		(16)	-263%
Total Revenue	38,467	44,209	50,915	53,905	53,348	557	1%	2,990	6%
Expenses									
Maritime Direct	16,068	16,176	18,074	20,436	21,291	855	4%	2,362	13%
Total Direct	16,068	16,176	18,074	20,436	21,291	855	4%	2,362	13%
Maintenance Expenses	8,091	8,716	9,437	9,598	9,984	386	4%	161	2%
Economic Development	981	928	1,200	1,035	861	(174)	-20%	(165)	-14%
Env & Sustainability	827	1,563	1,609	1,443	2,117	674	32%	(167)	-10%
Seaport Finance & Cost Recovery	698	880	954	1,151	1,048	(103)	-10%	197	21%
Waterfront Project Management	526	996	807	1,742	1,484	(258)	-17%	935	116%
Total Support Services	11,124	13,082	14,006	14,968	15,495	526	3%	962	7%
IT	2,048	2,312	2,585	2,805	2,566	(239)	-9%	220	9%
Police Expenses	1,680	2,365	2,893	2,568	2,641	73	3%	(325)	-11%
External Relations	1,307	1,424	1,699	1,985	1,859	(126)	-7%	286	17%
Other Central Services	5,312	5,763	6,172	6,959	7,130	170	2%	787	13%
Aviation Division / Other	260	228	239	224	292	68	23%	(15)	-6%
Total Central Services / Other	10,607	12,092	13,588	14,541	14,488	(54)	0%	954	7%
Total Expense	37,799	41,350	45,668	49,946	51,273	1,328	3%	4,277	9%
NOI Before Depreciation	668	2,859	5,247	3,959	2,075	1,885	-91%	(1,287)	25%
Depreciation	10,853	11,183	11,132	12,033	10,855	(1,178)	-11%	902	8%
NOI After Depreciation	(10,185)	(8,324)	(5,885)	(8,074)	(8,781)	707	8%	(2,189)	-37%

Variance from Budget

- Revenue \$557K favorable:
 - Grain – Higher Volumes.
 - Leasing Portfolio includes \$1.25M credit for Environments Liabilities at T106.
- Operating Exp. \$1.3M lower:
 - Direct \$855M lower – Payroll savings and tenant improvements.
 - Support Services \$526K lower– Timing of Project Spend, primarily small works.
 - Central Services \$54K unfavorable – Timing of consulting spend/invoicing.

Maritime 2025 Financial Forecast

	2022	2023	2024	2025	2025	Actual vs. Budget		Change from 2024	
\$ in 000's	Actual	Actual	Actual	Forecast	Budget	Variance		\$	%
						\$	%		
Ship Canal Fishing & Operations	4,592	5,076	5,169	5,600	5,600	0	0%	431	8%
Elliott Bay Fishing & Commercial Operations	5,975	6,564	6,602	6,010	6,010	0	0%	(592)	-9%
Recreational Boating	13,978	15,505	16,555	18,273	18,273	0	0%	1,718	10%
Cruise	30,469	41,726	43,145	50,037	50,037	0	0%	6,893	16%
Grain	5,792	3,356	5,920	5,409	5,034	375	7%	(511)	-9%
Conference & Event Centers	8,914	6,738	7,490	8,776	9,151	(375)	-4%	1,286	17%
Leasing Portfolio	19,367	20,764	21,920	22,756	24,006	(1,250)	-5%	835	4%
Other	10	10	8	4	4	0	NA	(5)	-56%
<i>Pension Revenue Adjustment</i>	<i>170</i>	<i>(90)</i>	<i>(18)</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>NA</i>	<i>18</i>	<i>NA</i>
Total Revenue	89,265	99,648	106,791	116,865	118,115	(1,250)	-1%	10,073	9%
Expenses									
Maritime Direct	33,680	37,061	36,595	42,982	42,657	(325)	-1%	6,387	17%
Total Direct	33,680	37,061	36,595	42,982	42,657	(325)	-1%	6,387	17%
Maintenance Expenses	17,021	19,317	20,832	19,981	19,581	(400)	-2%	(851)	-4%
Economic Development	1,830	2,543	2,202	2,133	2,133	0	0%	(69)	-3%
Env & Sustainability	3,356	4,028	4,992	5,336	5,136	(200)	-4%	344	7%
Seaport Finance & Cost Recovery	1,506	1,738	2,222	2,233	2,083	(150)	-7%	11	1%
Waterfront Project Management	1,235	2,313	2,945	3,210	3,060	(150)	-5%	265	9%
Total Support Services	24,948	29,939	33,193	32,893	31,993	(900)	-3%	(300)	-1%
IT	4,296	4,731	5,250	5,758	5,235	(523)	-10%	508	10%
Police Expenses	3,902	5,620	6,044	5,145	5,145	0	0%	(898)	-15%
External Relations	2,729	3,005	3,620	3,375	3,664	289	8%	(245)	-7%
Other Central Services	11,530	12,769	16,852	14,787	14,521	(266)	-2%	(2,066)	-12%
Aviation Division / Other	514	471	436	533	533	0	0%	97	22%
Total Central Services / Other	22,972	26,596	32,202	29,598	29,098	(500)	-2%	(2,605)	-8%
Total Expense before Pension Adjustment	81,600	93,596	101,991	105,473	103,748	(1,725)	-2%	3,482	3%
<i>Pension Expense Adjustment</i>	<i>(2,561)</i>	<i>3,850</i>	<i>(3,145)</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>NA</i>	<i>3,145</i>	
Total Expense	79,039	97,446	98,846	105,473	103,748	(1,725)	-2%	6,627	7%
<i>NOI excluding Pension Adjustments</i>	<i>7,495</i>	<i>6,142</i>	<i>4,818</i>	<i>11,392</i>	<i>14,367</i>	<i>(2,975)</i>	<i>-21%</i>	<i>6,573</i>	<i>136%</i>
NOI Before Depreciation	10,226	2,202	7,945	11,392	14,367	(2,975)	-21%	3,446	43%
Depreciation	21,974	22,421	23,850	21,433	21,433	0	0%	(2,417)	-10%
NOI After Depreciation	(11,748)	(20,219)	(15,905)	(10,042)	(7,067)	(2,975)	-42%	5,863	37%

Variance from Budget

- **Revenue \$2.7M favorable:**
 - Grain, higher than expected volumes offset by prior years' overbilling.
 - Conference Centers lower volumes.
 - Five months of \$250K credit at T106 ground lease unbudgeted.
- **Operating Expense \$1.7M above:**
 - Direct T91 remediation offset by lower Conference Center volumes.
 - Support Services – Payroll increases and Workers Comp.
 - Central Services – Increased Payroll.

Joint Venture Q2 2025 Financials

	2024 YTD	2025 YTD	2025 YTD	Fav (UnFav)		Incr (Decr)	
	Actual	Actual	Budget	Actual vs. Budget		Change from 2024	
\$ in 000's				\$	%	\$	%
Revenue							
NWSA Distributable Revenue	29,664	32,221	29,166	3,055	10%	2,557	9%
Contra Joint Venture Revenue	(953)	(974)	(1,056)	82	-8%	(21)	2%
Subtotal Distributable Revenue from NWSA	28,711	31,248	28,110	3,137	11%	2,536	9%
Other Service Revenue Tenant Reimbursements	225	210	255	(45)	-18%	(15)	-7%
Port Revenue from NWSA Facilities	164	129	83	47	N/A	(34)	-21%
Total Revenues	29,100	31,587	28,447	3,139	11%	2,487	8.5%
Expenses							
Maintenance Expenses	291	89	256	166	65%	(202)	-69%
JV Direct	763	141	64	(76)	-118%	(622)	-82%
Security	105	174	120	(55)	-46%	70	66%
Environmental & Sustainability	400	189	168	(20)	-12%	(211)	-53%
Seaport Finance & Cost Recovery	102	164	160	(4)	-3%	62	61%
Waterfront PMG	13	43	22	(21)	-98%	30	226%
Central Services / Other	100	103	74	(29)	-39%	3	3%
Total Expenses	1,773	903	864	(39)	-5%	(870)	-49%
NOI Before Depreciation	27,327	30,683	27,583	3,100	11%	3,356	12%
Legacy Depreciation for NWSA Facilities	7,284	5,655	7,112	1,457	20%	(1,629)	-22%
NOI After Depreciation	20,043	25,028	20,472	4,557	22%	4,985	25%

Home Port Activities

Revenues:

- NWSA Distributable Revenue higher than budget due to preemptive shipping and project spending less than budget.
- Port Revenue from NWSA Facilities higher from unbudgeted T46 autos.

Expenses

- Expenses higher than budget due to \$120K bad debt expense at T46 and payroll related allocations.

Cruise 2025 Financials

\$ in 000s	2024 YTD	2025 YTD	2025 YTD	Bud Var	
<u>Revenue by Facility:</u>	Actual	Actual	Budget	\$	%
P66 Cruise	4,992	6,065	5,483	582	11%
P66 Vessel Ops	0	0	15	(15)	-100%
T91 Cruise	13,875	13,425	13,359	65	0%
Utilities	160	505	875	(371)	-42%
Total Revenue	19,027	19,994	19,732	262	1%
<u>Dept Expenses:</u>					
Staff	457	546	565	19	3%
Outside Services	228	65	441	376	85%
General Expenses	1,114	1,204	1,200	(4)	0%
Equipment & Supplies	30	410	493	82	17%
Utilities	161	442	902	459	51%
<u>Support Services:</u>					
Maintenance	2,102	1,653	1,665	12	1%
Environmental	374	298	549	251	46%
PMG	223	535	391	(145)	-37%
Planning	118	103	244	141	58%
Economic Development	40	225	161	(64)	-40%
Police/Security	1,144	1,043	1,136	93	8%
Other/Central Services	4,064	4,872	5,030	158	3%
Total Expense	9,598	10,850	12,210	1,360	11%
NOI Before Depreciation	9,428	9,144	7,522	1,622	22%
Depreciation	2,932	3,521	2,543	978	38%
NOI After Depreciation	6,496	5,623	4,979	644	13%

Variance from Budget

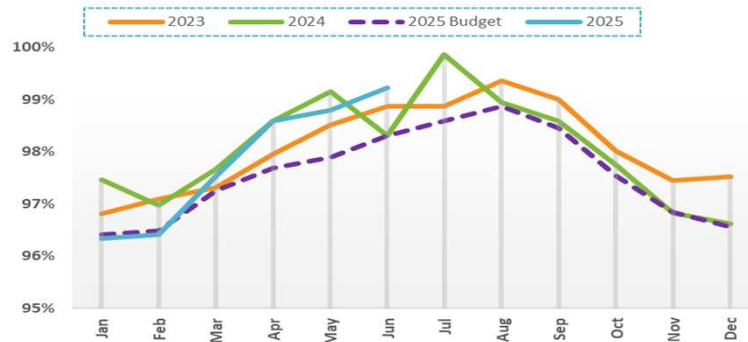
- **Revenue \$262K Higher**
 - Average occupancy ~104% as budgeted
- **Expenses \$1.36M Lower**
 - Outside Services - \$376K
 - Port Valet billing timing
 - Utilities - \$459K
 - P66 electricity for shore power

Variance from 2024

- **Revenue \$967K Increase**
 - 2025 revenue higher due to rate escalations & total passengers 65K higher
 - Addition of Queen Elizabeth
- **Expenses \$1.25M Increase**
 - Additional FTE
 - 1st year with P66 shore power utilities

Recreational Boating Occupancy

Occupancy at Shilshole Bay Marina



SBM Occupancy

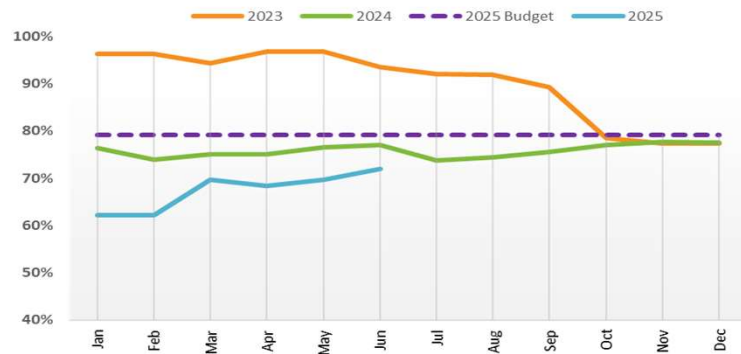
BHM Occupancy

HIM Occupancy

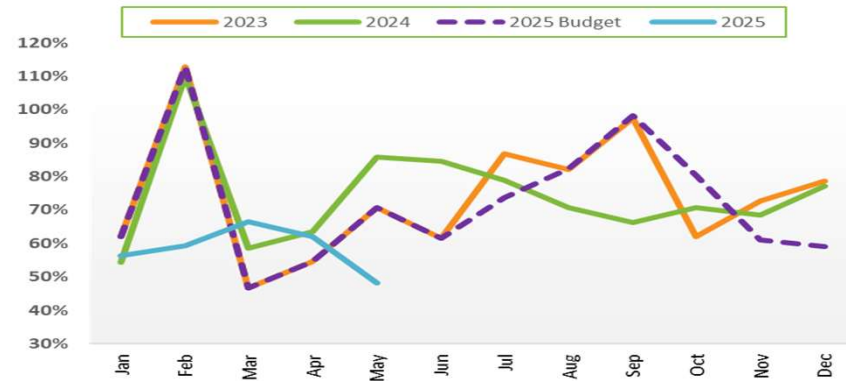
Total Recreational Marinas

	BUD	2025	2024	Act vs Bud	'25 vs '24
SBM Occupancy	97.3%	97.8%	98.0%	0.48%	-0.21%
BHM Occupancy	68.1%	58.7%	76.2%	-9.39%	-17.44%
HIM Occupancy	79.1%	67.3%	75.7%	-11.77%	-8.33%
Total Recreational Marinas	81.5%	74.6%	83.3%	-6.89%	-8.66%

Occupancy at Harbor Island Marina



Occupancy at Bell Harbor Marina



Recreational Boating

\$ in 000s	2024	2025	2025	Bud Var	
	Actual	Actual	Budget	\$	%
<u>Revenue by Facility:</u>					
Shilshole Bay Marina	7,484	8,182	8,229	(47)	-1%
Harbor Island Marina	262	284	279	5	2%
Bell Harbor Marina	209	238	216	22	10%
Utilities	367	426	375	51	14%
Misc Revenue	0	0	0	0	NA
Total Revenue	8,321	9,130	9,099	30	0%
<u>Dept Expenses:</u>					
Staff	1,267	1,358	1,528	169	11%
Outside Services	128	69	104	35	34%
General Expenses	157	286	78	(208)	-266%
Equipment & Supplies	33	68	99	31	31%
Utilities	705	562	646	85	13%
<u>Support Services:</u>					
Maintenance	1,772	2,085	2,266	181	8%
Environmental	299	99	310	211	68%
PMG	137	162	162	0	0%
Planning	66	60	141	81	57%
Economic Development	23	130	93	(37)	-40%
Police/Security	760	729	712	(17)	-2%
Other/Central Services	3,667	4,170	4,423	253	6%
Total Expense	7,745	8,420	9,034	614	7%
NOI Before Depreciation	576	710	66	644	984%
Depreciation	1,686	1,910	1,801	108	6%
NOI After Depreciation	(1,110)	(1,200)	(1,736)	536	-31%

Vs. Budget

Revenue \$30K Higher

- Electricity \$51K higher
- Bell Harbor moorage revenue \$22K higher due to higher occupancy
- SBM lower due to live-aboard budgeted rates vs actual rates

Expenses \$614K Lower

- General expenses \$208K higher due to bad debt from cyberattack
- Central Services \$253K lower than budget
- Maintenance allocations \$121K lower

Vs 2024

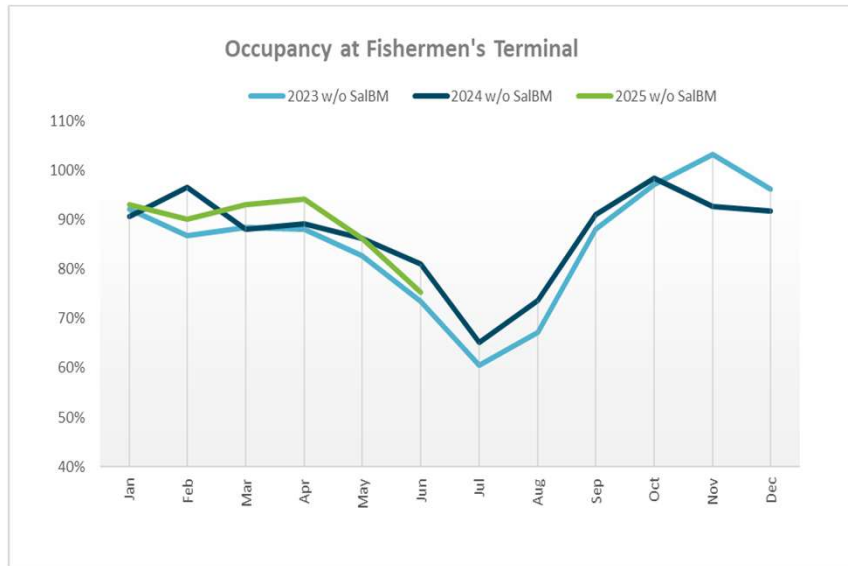
Revenue \$809K Higher

- Moorage rates increase in 2025

Expenses \$675K Higher

- \$503K increase in Central Services/Other
- \$340K increase in Maintenance allocations
- \$198K increase in bad debt expenses related to the cyberattack

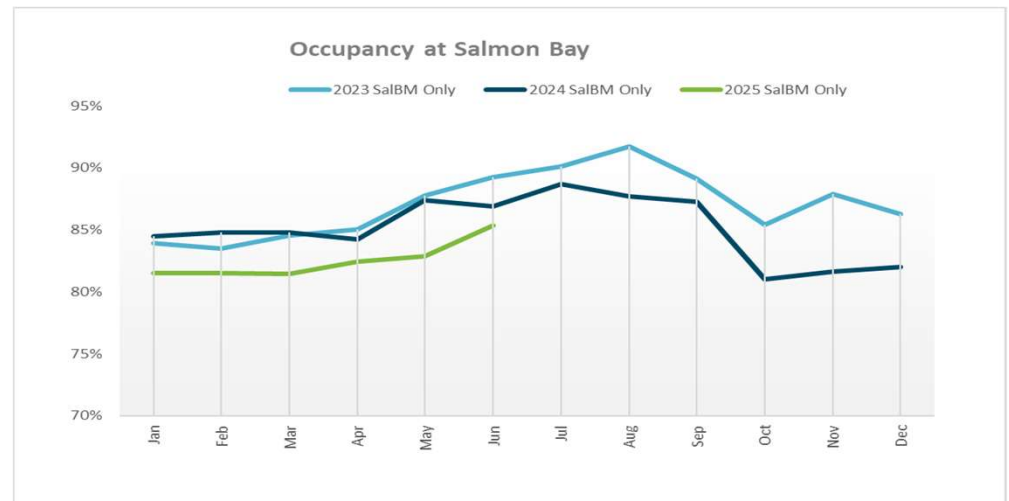
Ship Canal Fishing & Commercial Occupancy



Occupancy

- Monthly occupancy rates per marina as of Q2:

- ✓ FT Fishing down -2.23%
- ✓ FT Rec Boating up 2.26%
- ✓ SaBM down -2.9%



Ship Canal Fishing & Operations

\$ in 000s	2024	2025	2025	Bud Var	
	Actual	Actual	Budget	\$	%
Revenue by Facility:					
FT Commercial	1,484	1,590	1,564	26	2%
FT Rec Boating	409	515	454	62	14%
Salmon Bay Marina	545	592	613	(20)	-3%
Maritime Industrial Center	57	117	58	60	104%
Utilities	155	212	111	101	91%
Misc Revenue	0	0	0	0	NA
Total Revenue	2,650	3,027	2,799	228	8%
Dept Expenses:					
Staff	664	733	760	27	4%
Outside Services	16	11	15	5	30%
General Expenses	144	374	96	(279)	-291%
Equipment & Supplies	13	14	39	24	63%
Utilities	482	456	464	9	2%
Support Services:					
Maintenance	1,020	1,326	1,370	44	3%
Environmental	346	207	166	(41)	-25%
PMG	112	130	339	209	62%
Planning	28	37	63	26	41%
Economic Development	10	58	41	(16)	-40%
Police/Security	310	320	301	(19)	-6%
Other/Central Services	1,675	2,042	2,101	58	3%
Total Expense	4,157	4,976	4,995	19	0%
NOI Before Depreciation	(1,507)	(1,948)	(2,196)	248	-11%
Depreciation	1,176	1,268	1,213	55	5%
NOI After Depreciation	(2,683)	(3,216)	(3,409)	193	-6%

Vs. Budget

Revenue \$228K Higher

- \$100K higher in electricity sales
- Moorage revenue \$114K higher due to higher occupancy at FT Rec Boating and MIC
- Increases offset by decreased use of SaBM

Expenses \$19K Lower

- General expenses \$279K higher- increased bad debt from cyberattack
- PMG costs \$209K lower – MIC & FT pile replacement project budgeted

Vs. 2024

Revenue \$149K Higher

- Increase in revenue as some fishing vessels stayed longer for repairs
- Rate increases
- The Ballard Lock was also closed for two extra days in Q1 2025

Expenses \$819K Higher

- \$367K in increases Central Services/Other
- \$306K increase in Marine Maintenance - \$185K in allocations
- \$279K bad debt expenses higher due to cyberattack

Elliott Bay Fishing & Commercial

\$ in 000s	2024	2025	2025	Bud Var	
	Actual	Actual	Budget	\$	%
Revenue by Facility:					
T91 Fishing	1,341	1,525	1,363	162	12%
T91 Vessel Ops	303	202	325	(123)	-38%
Kellogg Island	224	235	234	1	0%
T25 Docks	205	211	211	0	0%
T18 Dolphins	140	166	124	42	34%
P34 Dolphins	88	166	126	40	32%
Other (P69, P2, T108)	233	291	179	113	63%
Utilities	338	335	386	(50)	-13%
Total Revenue	2,872	3,132	2,948	184	6%
Dept Expenses:					
Staff	390	369	413	44	11%
Outside Services	0	8	10	1	14%
General Expenses	(56)	109	53	(56)	-107%
Equipment & Supplies	1	3	9	6	62%
Utilities	689	563	496	(67)	-14%
Support Services:					
Maintenance	733	779	792	13	2%
Environmental	524	762	111	(651)	-586%
PMG	58	169	112	(57)	-51%
Planning	36	60	54	(7)	-13%
Economic Development	10	50	36	(14)	-40%
Police/Security	371	323	324	1	0%
Other/Central Services	960	1,246	1,221	(25)	-2%
Total Expense	3,715	4,442	3,630	(812)	-22%
NOI Before Depreciation	(843)	(1,310)	(682)	(628)	92%
Depreciation	1,647	1,740	1,657	82	5%
NOI After Depreciation	(2,490)	(3,050)	(2,339)	(710)	30%

Vs. Budget

Revenue \$184K Higher

- T-91 Fishing operations
 - \$162K higher from a delayed start in the Hake fishery and extended vessel repairs
- T-91 Vessel Operations
 - Foss lease revenue budgeted at \$19K per month for T-91 Vessel Ops is being recorded at T-46 at the tariff rate until the lease remains unsigned

Total Expenses \$812K Higher:

- \$628K related to reserve for environmental remediation payment
- \$56K bad debt expenses in general expenses from cyberattack
- Increased PMG expenses for the Dock Rehabilitation Project at T-91

Vs 2024

Revenue \$260K Higher

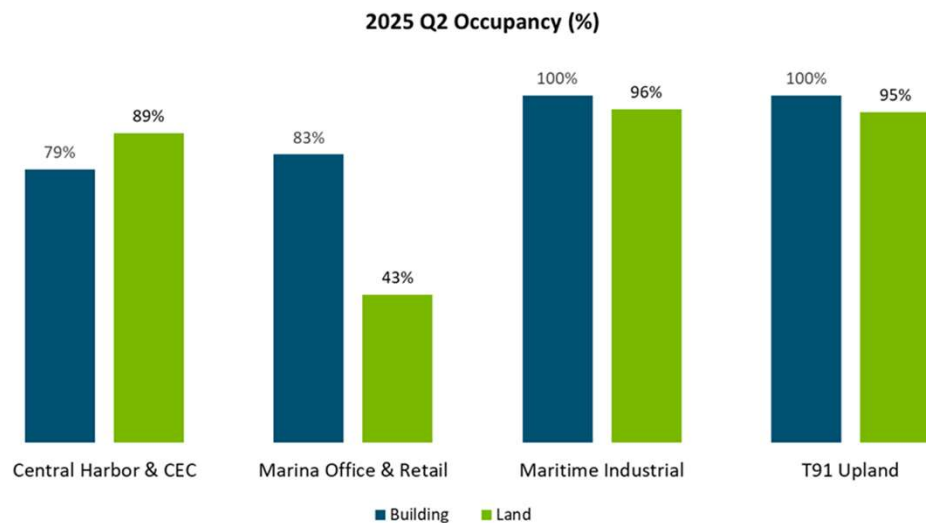
- Rate increases
- More spot usage for repairs

Expenses \$727K Higher

- 2025 increase due to T91 environmental remediation payment, bad debt, and T91 dock rehab

All Portfolio Management Occupancy

June 2026



New tenants at both WTCW and FT with leases beginning second half.

Total Available SF		905,613		
Building	SF Occupied	SF Vacant	% Occupied	
CEC	69,915	-	100%	
Central Harbor	220,137	76,839	74%	
Marina Office & Retail	168,287	34,572	83%	
Maritime Industrial	271,370	-	100%	
T91 Upland	64,493	-	100%	
Total	794,202	111,411		

Total Available SF		3,398,519		
Land	SF Occupied	SF Vacant	% Occupied	
Central Harbor	1,235,239	143,173	90%	
Marina Office & Retail	152,001	204,297	43%	
Maritime Industrial	1,194,194	50,000	96%	
T91 Upland	399,615	20,000	95%	
Total	2,981,049	417,470		

Portfolio Management

\$ in 000s	2024 Act	2025 Act	2025 Bud	Bud Var	
				\$	%
Revenue by Facility:					
Marina Office & Retail	1,724	1,788	1,718	70	4%
Maritime Industrial	3,137	2,747	4,122	(1,375)	-33%
Central Harbor & FTZ	5,006	4,349	4,688	(339)	-7%
Conference Event Centers	3,639	3,812	3,997	(185)	-5%
Utilities	1,453	2,293	1,558	735	47%
Total Revenue	14,959	14,989	16,083	(1,094)	-7%
Dept Expenses:					
Staff	991	1,080	1,156	76	7%
Outside Services	437	102	429	327	76%
General Expenses	4,179	4,454	4,736	281	6%
Equipment & Supplies	34	50	129	78	61%
Utilities	2,229	2,177	1,939	(238)	-12%
Support Services:					
Maintenance	3,638	3,588	3,722	134	4%
Environmental	246	135	370	236	64%
PMG	255	685	440	(245)	-56%
Planning	143	357	630	273	43%
Police/Security	981	1,097	1,120	23	2%
Other/Central Services	5,892	5,969	5,609	(360)	-6%
Total Expense	19,025	19,695	20,280	585	3%
NOI Before Depreciation	(4,066)	(4,706)	(4,196)	(509)	12%
Depreciation	3,351	3,265	3,338	(73)	-2%
NOI After Depreciation	(7,417)	(7,970)	(7,534)	(436)	6%

Overall Occupancy

- Overall occupancy 88%: Building 88%, Land 88%

Vs. Budget

Revenues \$1.1M Lower

- Environmental cost credit to TC Northwest (\$1.25M)
- Less monthly parking at Bell Street Garage due to payment delay and a company reducing parking subsidy
- Partially offset by \$735K higher in utilities due to accruals numbers being reflected in the reports. We are still catching up with the 2025 utility billing.

Expenses \$585K Lower

- Unspent Tenant Improvements and Broker Fees at FT and SBM
- CEC reduced business volume led to lower operating costs

Vs. 2024

Revenue \$30K Higher

- Higher utility revenue partially offset by lower revenue at WTCW (lower occupancy) and at T106 (Env cost credit)

Expense \$669K Higher

- CEC increased business volume led to higher operating costs
- PMG's Outside Services for projects at MIC and P66

Highlights for Upcoming Quarters

- New tenants at WTCW and FT
- Seafair, parking revenue at P2

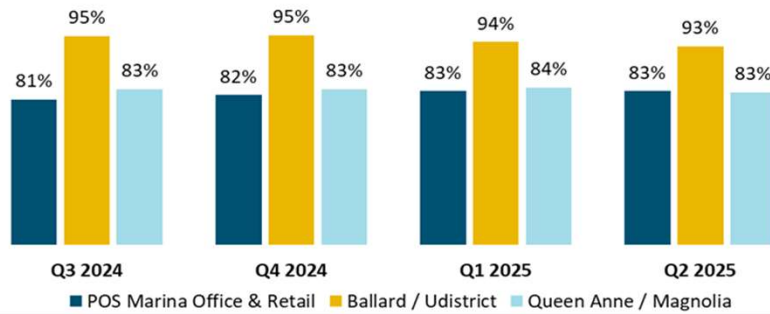
Stormwater Utility Tracking to Budget Q02

	2023 YTD	2024 YTD	2025 YTD	2025 YTD	Actual vs. Budget		Change from 2024	
\$ in 000's	Actual	Actual	Actual	Budget	Variance			
					\$	%	\$	%
Revenue								
NWSA	539	694	447	567	(120)	-21%	(247)	-36%
Tenants Revenue	2,115	2,131	2,530	2,586	(57)	-2%	399	19%
Port Non-tenants Revenue	862	814	932	932	0	0%	118	15%
Total Revenues	3,516	3,639	3,909	4,086	(176)	-4%	270	7%
Expenses								
SWU	701	816	916	1,215	299	25%	101	12%
Port Non-tenants Taxes	465	521	734	628	(106)	-17%	213	41%
Maintenance Expenses	1,826	2,082	2,358	2,480	122	5%	276	13%
Central Waterfront PM	16	35	37	20	(17)	-85%	1	4%
Environmental & Sustainability	15	22	74	16	(58)	-359%	52	240%
Environmental Finance	6	25	39	41	2	5%	14	53%
Other Central Services	-	-	-	-	-	NA	-	NA
Total Expenses	3,029	3,501	4,158	4,401	243	6%	657	19%
NOI Before Depreciation	487	138	(248)	(315)	67	-21%	(386)	-280%
Depreciation	624	621	666	679	13	2%	45	7%
NOI After Depreciation	(138)	(483)	(914)	(994)	80	-8%	(431)	89%

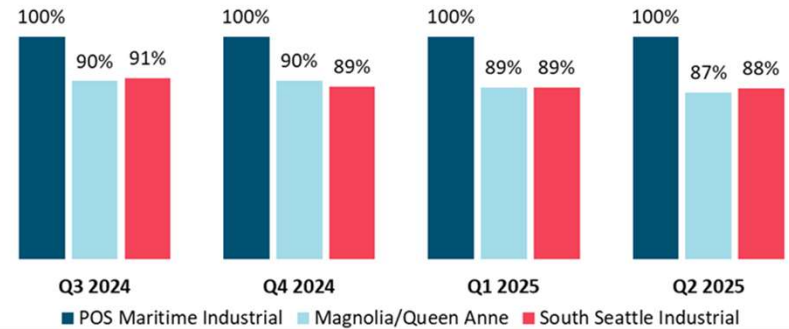
Expenses are under due to timing of outside services spend and consultant costs for regulatory strategy work

All Portfolio Management Market Statistics

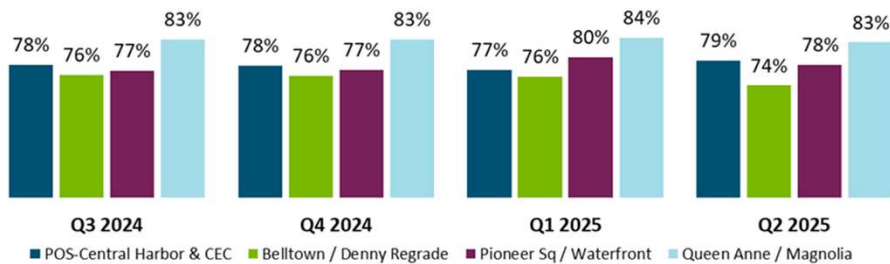
Marina Office & Retail Building Occupancy Rate (Office)



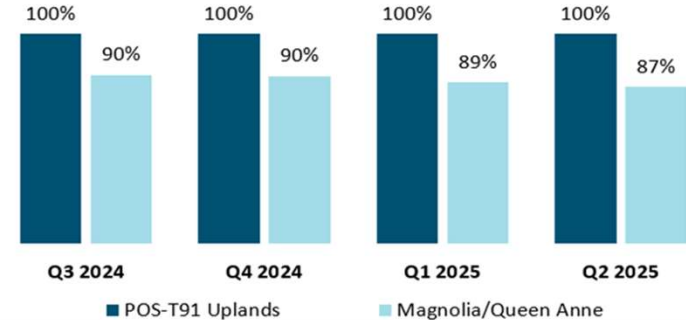
Martime Industrial Building Occupancy Rate (Industrial)



Central Harbor Management Building Occupancy Rate (Office)



T-91 Uplands Building Occupancy Rate (Industrial)



Waterfront PM

Waterfront Project Management

\$ in 000s	YTD 2024	YTD 2025	YTD 2025	Bud Var F/(U)	
	Actual	Actual	Budget	\$	%
Expenses					
Payroll	3,279	3,716	3,727	10	0%
Outside Services	421	1,229	611	(617)	-101%
Travel & Other Employee Exp	22	27	60	33	55%
Charges to Capital	(1,803)	(2,164)	(2,192)	(27)	1%
Other / OH Allocations	(82)	242	38	(204)	-537%
Total Expenses	1,838	3,049	2,244	(805)	-36%

Major Variances:

- Payroll Variance - As of end of Q2, there were 4 vacant positions. The variance is lower than expected due to the compensation changes.
- Charges to Capital – S&B less than projected due to vacant position and a higher charge to OH subclass.
- Outside Services – SMWKS contracts budgeted in Org 6260 have a positive variance, some projects postponed or moved to Large Capital team; some cancelled and new projects assigned. However, the WPM Expense projects \$541K were not budgeted in Org 6260 for 2025, creating a negative variance.
- Other/OH Allocations - Negative variance due to OH Allocation, the OH allocation will be adjusted and 0ed out.

Key Project Milestones:

- T5 Berth Modernization: Closed claim and settled litigation with general contractor Orion Marine.
- T5 Container Yard Expansion: Completed 30% design.
- T91 Uplands Redevelopment: Awarded Progressive Design Build contract with Hoffman Construction.
- T91/P66 Cruise Shore Power Extension: Issued Request for Proposal for progressive design builder.
- T18 Pile Cap Repairs: Advertised major construction contract.
- P66 Grand Staircase: Issued Notice of Intent to Award construction contract.

Marine Maintenance

\$ in 000's	2024 YTD	2025 YTD	2025 YTD	Bud Var	
	Actual	Actual	Budget	\$	%
Reimbursable Revenue					
JV	225	210	254	45	-18%
MD	162	134	141	7	-5%
Total Revenue	386	344	396	52	-13%
Labor					
Staff	7,630	8,696	8,332	(364)	4%
Equipment & Supplies	1,374	1,120	1,430	311	-22%
Outside Services	203	143	264	122	-46%
Utilities	169	150	107	(43)	40%
General Expenses	83	(143)	1	144	-22162%
Other Expenses	(106)	(84)	(22)	61	272%
SWU	1,440	1,549	1,697	147	-9%
Facilities	1,007	1,293	1,056	(237)	22%
BOST	998	1,155	1,073	(82)	8%
Fleet	1,517	1,481	1,857	376	-20%
Admin	177	85	480	395	-82%
Total Expense	14,492	15,444	16,274	830	-5%
Depreciation	704	943	773	(171)	22%
NOI after Depreciation	(14,810)	(16,043)	(16,651)	(607)	-4%

Variance from Budget

Reimbursable Revenue:

- JV is over at CT18 78% \$53K.
- Maritime is on target.

Expenses

- Labor: Additional \$500K to Workers Comp Self Insurance
- Facilities: \$186K over. Outside Service contracts not budgeted in current year (Elevator, Pest Control, FLS Monitoring). Includes P69 contracted services.
- Fleet: Savings in Fuel due to state pricing
- Admin: Vacant Director Position

Variance from 2024:

Revenue:

- T25&T30 Vacated by SSA

Expenses:

- Increase cost in Outside Service Contracts and Workers comp funding to self insurance.

Maritime Management Admin

\$ in 000's	2024	2025	2025	Under (Over) Budget	
	YTD	YTD	YTD	Variance	
	Actual	Actual	Budget	\$	%
Salaries & Benefits	357	374	616	242	39%
Outside Services	37	54	15	(39)	-250%
Travel & Other Employee Exp	58	40	82	42	51%
Equipment Expense	3	19	0	(19)	NA
General Expenses	(7)	2	0	(2)	NA
Supplies and Stock	1	1	1	(0)	-5%
Promotional Expenses	3	(4)	7	11	157%
All Other Expenses	5	3	6	3	44%
Total Operating Expense	457	490	728	238	33%

Major Variances:

Operating Expense: **\$238K/33%** underspent

- **Salaries & Benefits: \$242K** underspent due to Chief Development Officer (CDO) position being unfilled during part of Q2.
- **Travel & Other Employee Exp: \$42K** unspent budget due to the Managing Director not attending the Singapore Maritime Week, Port Authority Roundtable, and the international executive trip.
- **Promotional Expenses: \$11K** unspent budget for sponsorships expenses that have not been paid. This expense is expected to balance in the second half of the year.
- **Outside Services: (\$39K)** overspent Non-Architectural & Engineering Services provided by Lumiere Group for more time on contract to complete the Maritime Art Program strategy.

Maritime Planning

\$ in 000's	2024 YTD Actual	2025 YTD Actual	2025 YTD Budget	Under (Over) Budget Variance	
				\$	%
Salaries & Benefits	343	477	506	29	6%
Equipment Expense	6	0	11	10	96%
Supplies and Stock	1	0	1	0	18%
Outside Services	1	6	350	344	98%
Travel & Other Employee Exp	0	5	9	3	39%
Promotional Expenses	0	0	0	0	NA
General Expenses	0	0	0	0	99%
All Other Expenses	1	2	2	(0)	-1%
Total Operating Expense	352	491	879	387	44%

Projects	2025 Actuals
N10536 Elliott Bay Dolphin Program	6,442
N10527 MMSO Fleet & SWU Facility	103,812
N10428 Elliott Bay Connections	87,450
N10415 T91 Master Planning	23,702
N00030 WDFW Elliott Bay Fishing Pier	3,079
N00031 T91 West Gate Redesign	3,079
N99922 MD Policy Advocacy	7,925
	235,490

Major Variances:

Operating expense **\$387K/44%** underspent

- **Outside Services: \$344** underspent in Personal services due to capacity and time to build-out Strategic Planning/Policy program.
- **Salaries & Benefits: \$29K** underspent due to vacant Innovation Manager position.
- **Equipment Expense: \$10K** underspent, budget is for laptop, cell phone and chair for Innovation Manager position.

Maritime Environment & Sustainability

Maritime Environmental & Sustainability

\$ in 000s	YTD 2024	YTD 2025	YTD 2025	Bud Var F/(U)	
Expenses	Actual	Actual	Budget	\$	%
Payroll	2,591	3,134	2,777	(357)	-13%
Outside Services	306	42	475	433	91%
Travel & Other Employee Exp	57	52	119	67	56%
Charges to Capital	(839)	(708)	(1,013)	(305)	30%
Other / OH Allocations	35	(745)	64	809	1259%
Total Expenses	2,150	1,776	2,423	647	27%

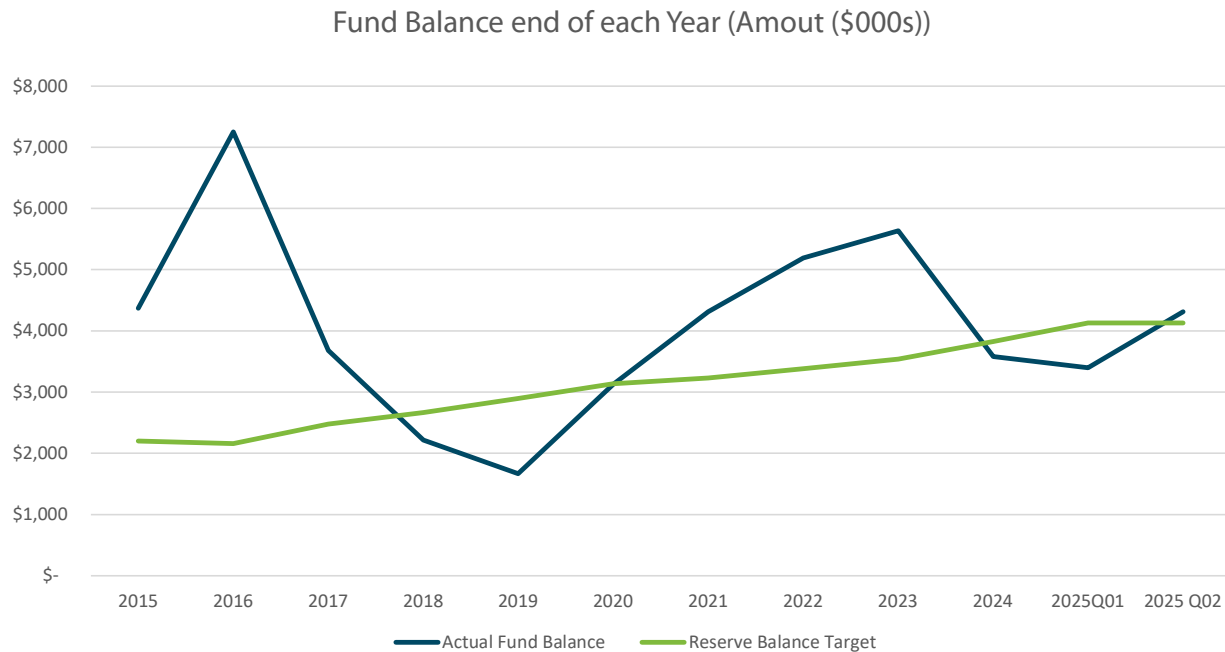
Major Variances:

- **Salaries & Benefits:** (407K) unfavorable due to comp project adjustments.
- **Charges to Cap/ERL 305K** unfavorable due to reduced charging to Cap/ERL projects including late hiring of a 100% capital FTE.
- **Outside Services 433K** favorable due to timing. Several consultant invoices are delayed.

Key Project Milestones:

- Completed ports Chapter of PNW2AK Green Corridor Feasibility Study RE: methanol storage, transport, and bunkering
- Continued spending on EPA Clean Ports Planning Grant and completed sub-recipient agreements with nearly all grant subrecipients
- Kicked off the Sustainable Maritime Fuels Collaborative, a regional cross-sector initiative led by WA Maritime Blue and to which the Port is contributing seed funding in 2025 to support consultant costs for organization planning and meeting facilitation
- Earth Day, staff contributed to family-friendly Earth Day event at Airport Concourse A, highlighting oyster shell stormwater treatment barrels and kelp restoration with a visit by Olive the Orca
- Developed SEPA for T18 shorepower project
- Submitted the revised EE/CA in May to EPA for the T25 S cleanup
- Executed 3 new IDIQ contracts (\$3M ea for 5 yrs) to support remediation, due diligence, and capital projects with ERL.
- Continued work to support cost-recovery claims
- Partnering with Cruise Team on Long Term Agreements negotiations – specifically enviro and decarb elements

Maritime SWU Fund Balance



Reserve fund target 50% of budgeted revenue

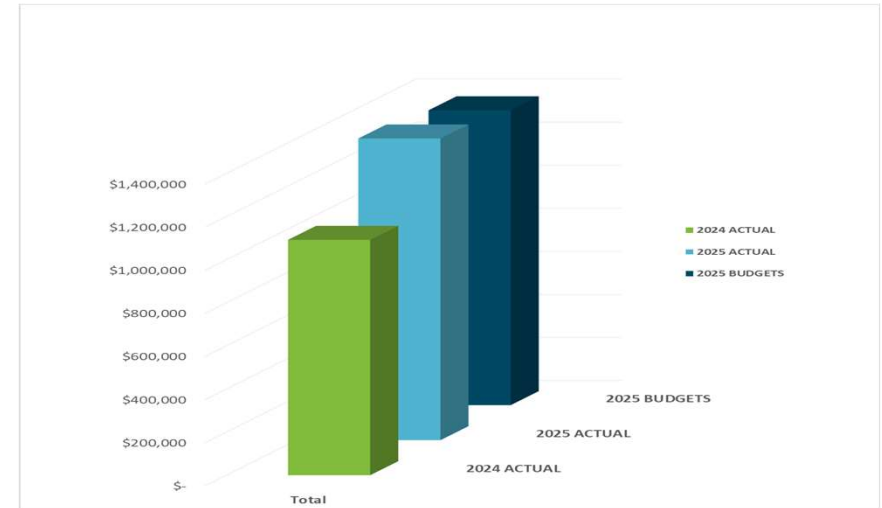
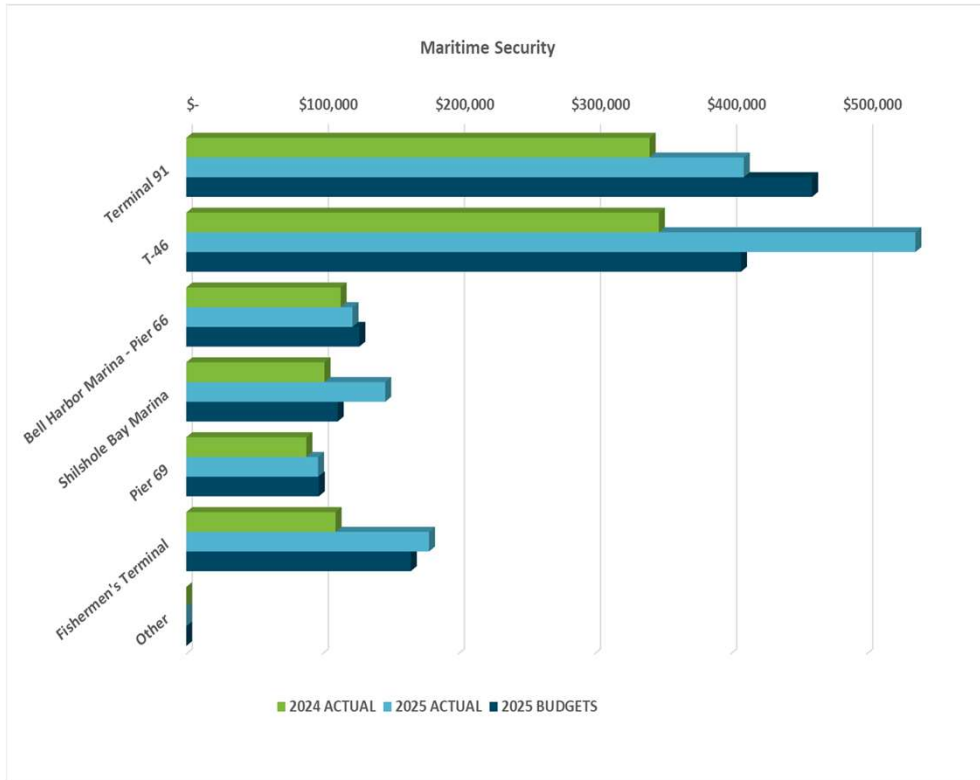
Minimum Reserve Target 183 days of O&M or 6mo revenue \$3,736,453

Business Highlights Marine SWU

Marine Stormwater Utility

- Stormwater Utility Strategic Plan - gathered input from stakeholders and completed development of major recommendations for a 2026 update to the 2021-2025 Strategic Plan and provided briefings to Div leadership
- Submitted application for recognition of Stormwater Utility and our Strategic Planning work to International Association of Ports and Harbors environmental/sustainable awards program
- Prepared for and conducted first (of 3 in 2025) stormwater utility advisory meeting with Port and NWSA executives to review accomplishments and draft budget and capital planning ahead of rate analysis process
- Completed 2025 rate changes and tenant and NWSA billings to wrap up recovery from post cyberattack
- Continued close coordination and cooperation with NWSA on stormwater permitting, especially industrial stormwater general permit draft to final and associated stormwater legal activity

Maritime Security



Variance from Budget

- The YTD actual expenses are approximately \$121K higher than the budget due to additional security services requested by NWSA at T-46.

Variance from 2024

- In 2025, 15% rate increase, along with additional security services requested at T46, T91, FT, and SBM, resulting in a \$397K increase.

Maritime Capital

	2025 Actual	2025 YE Forecast	2025 Budget	2025 POF	Budget vs Forecast	
\$ in 000's					\$	%
T91 Berth 6 & 8 Redev	26,266	53,863	45,903	59,766	7,960	17%
FT Maritime Innovation Center	6,410	16,740	16,832	22,675	(92)	-1%
MIC Electrical Replacements	1,736	3,678	3,678	9,640	0	0%
T91 New Cruise Gangway	985	3,235	3,220	6,402	15	0%
Bell St Parking Garage Imrov	406	1,906	2,115	2,658	(209)	-10%
P90/P91 E Term Emerg Repair	1,978	2,043	1,899	0	144	8%
FT Site Improvements	272	1,920	1,860	1,432	60	3%
Elliott Bay Connections (EBC)	14	956	1,145	1,145	(189)	-17%
P66 Fender Replacement	1,615	1,635	1,055	3,070	580	55%
Waterfront LED Lighting	30	605	1,021	650	(416)	-41%
Fleet	888	3,701	3,660	3,800	41	1%
All Other Projects	6,858	22,343	23,251	52,636	(908)	-4%
Subtotal	47,458	112,625	105,639	163,874	6,986	7%
CIP CashFlow Mgt	0	(9,611)	(15,812)	(32,175)	6,201	-39.2%
Total Maritime	47,458	103,014	89,827	131,699	13,187	15%
% of Capital Budget	53%	115%				

Projects with Significant Variances

T91 Berth 6&8 – Increase in 2025 due to change orders related to seawall/other unexpected site conditions. Assumed 50% use of contingency but now closer to 80%

P66 Fender Replacement – Project is on schedule and budget. Additional costs reflect the inclusion of a barge impact assessment.

Waterfront LED Lighting – Common space projects underway, but tenant space projects delayed for additional development.

All Other Projects – MD Video Camera Project procurement of HW pushed out to 2026, engagement with PCS slower than anticipated.

Economic Development Division Appendix

2025 Q2 Financial Performance Report



Economic Development Highlights

- **City Partnership Grant Program** moving back to a two-year cycle, application deadline extended to September 26 with matching payments expected late Q3 & Q4. Hosted four application workshop and executed five contracts,. Promotional Hosting coming up in Q3-Q4 for in person and webinars to communities participating in the program. Community Business Connector program scaling back funding and working with King County for alignment.
- **Real Estate** Des Moines Creek west project underway, EV charging stations on Maritime Pier 2 property going to commission in September and new design program for T91 Uplands project.
- **Tourism** industry experiencing a decrease in international travel to U.S., SEA new international routes, creating new marketing material and Tourism Marketing Support Program (TMSP) will be the two-year cycle in the second half of the year with a \$550K of matching grants budgeted. Continuation with State of Washington and other tourism contracts.
- **Lower Duwamish Hub** (non-payroll)) of \$175K still sponsored by the Economic Development Division. Most going to either the Environmental Tax Levy or the Maritime Habitat Initiatives.
- **Diversity in Contracting's** new 5-year goals passed by Commission. 16% going to MWBE, first sub-goal on construction of 14%, small businesses in construction industry desire for prompt payments from port, standing up limited public works to 150K and working with CPO to adjust Professional Services Cat I from 500K to 1M.

EDD Admin

	2024	2025	2025	Under (Over) Budget	
	YTD	YTD	YTD	Variance	
\$ in 000's	Actual	Actual	Budget	\$	%
Salaries & Benefits	406	347	378	31	8%
Outside Services	373	310	303	(7)	-2%
Travel & Other Employee Exp	8	34	39	5	14%
Promotional Expenses	28	19	19	0	1%
Equipment Expense	3	4	3	(1)	-47%
Supplies and Stock	0	3	0	(2)	-456%
General Expenses	(1)	3	0	(3)	NA
All Other Expenses	1	(1)	2	4	158%
Total Operating Expense	819	718	744	26	3%

Major Variances: Operating Expense \$26K/3% underspent.

- **Salaries & Benefits:** \$31K underspent due to salary budgeted for previous director.

Real Estate Development & Planning

	2024 YTD Actual	2025 YTD Actual	2025 YTD Budget	Under (Over) Budget Variance \$	%
\$ in 000's					
Salaries & Benefits	291	294	328	34	12%
Equipment Expense	2	1	5	4	354%
Supplies and Stock	0	0	0	0	0%
Outside Services	42	136	426	290	213%
Travel & Other Employee Exp	1	1	18	17	1477%
Promotional Expenses	0	0	0	0	NA
General Expenses	0	2	0	(1)	-92%
All Other Expenses	2	1	2	1	92%
Total Operating Expense	338	435	778	344	79%
Outside Services by Account					
64150 Personal Services	34	50	395	345	694%
64100 Professional Services	5	78	30	(48)	(62%)
All Other	3	8	1	(8)	NA
Total Outside Services	42	136	426	289	212%

Major Variances: Operating Expense: \$344K/79% underspent

- **Outside Services:** \$290 underspent
 - **EDD**
 - CoStar subscription services expense \$5K
 - Lawrence Stokes Attorney fees: \$3K
 - Magellan Space Planning \$4K
 - Bluebeam & Adobe Acrobat Pro \$400
 - Total 13K**
 - **AV**
 - Landrum & Brown: Planning Services \$54K, NERA 1 Development Alternatives \$8K
 - Heartland: Acquisition support services \$35K
 - Kidder Matthew: General Appraisal Services \$24K, WSDOT Land Swap appraisal \$4K
 - CBRE Valuation & Advisory Services \$12K
 - Total \$123K**
- **Salaries & Benefits:** \$34K underspent due to vacant RE Planning Specialist position.
 - AV \$66K underspent
 - EDD (\$34K) Over budget
- **Equipment Expense:** \$4K underspent due to no requests for Computer, Telephones or Software.
- **Travel & Other Employee Expenses:** \$17K underspent due to very little travel or training expenses to report.

EDD		AV Non-Aero Commercial Properties		Real Estate Dev & Planning Adm	
CEM Study Due Diligence	\$25,000	AV-New appraisal IDIQ	\$7,500	Real Estate Strategic Planning for FT, NWSA and AV	\$25,000
Real Estate Strategic Planning for FT, NWSA and AV	\$50,000	AV-New Service Directives - Design Services	\$30,000		
MD-RE Strategy Implementation (Feasibility and Due Diligence Efforts for Various Properties)	\$45,000	AV-RE Strategy Implementation (Feasibility and Due Diligence Efforts for Various Properties)	\$30,000		
MD-New Service Directives - Design Services	\$15,000	AV-New appraisal IDIQ	\$7,750		
MD-New appraisal IDIQ	\$15,000	AV-New Service Directives - Design Services	\$22,500		
Software Lics & Maint. Agreemt	\$750	AV-RE Strategy Implementation (Feasibility and Due Diligence Efforts for Various Properties)	\$30,000		
Total Outside Services Budget \$151,485		Total Outside Services Budget \$127,500		Total Outside Services Budget \$25,000	

EDD Small Business (Diversity in Contracting)

Major Variances: Operating Expense: \$224K/19% underspent

- **Outside Services:** \$226K underspent, contract expenses expected during 3rd & 4th quarter.

Tax Levy Budget

- Business Accelerator \$76K and PortGen Advanced \$26K expenses will occur late 3rd/4th quarter.
- Highline Small Business Development Center has a MOU multi-year contract over 3 years through 2027. Invoice in process reflects work performed during contract year mid-2024 through mid-2025. The \$60K budget was spread evenly for the year, YTD there is \$26K available for this line item, it will balance at yearend.

EDD Tax Levy Budget

- DBE/ACDBE/WMBE Training Consultants & Outreach \$26K.
- **Promotional Expense:** \$35K underspent due to no spending on Trade Business and Community expenses with Alliance NW (Thurston County), Association of Woman and Minority Businesses (AWMB), Ethnic Chambers, Events: WMBE/Chamber Community Connections, and others will occur later in the year.
- **Travel & Other Employee Expenses:** \$10K underspent due to Memberships expected to renew later in the year and budget for travel/training to AMAC conference that is no longer happening this year. Some travel/training related expenses to occur later in the year.
- **General Expenses:** \$13K overspent due to paying Advertisement invoices a month in advanced rather than one time per month.

	2024 YTD	2025 YTD	2025 YTD	Under (Over) Budget Variance	
\$ in 000's	Actual	Actual	Budget	\$	%
Salaries & Benefits	632	853	813	(40)	-5%
General Expenses	58	48	34	(13)	-38%
Travel & Other Employee Exp	16	20	30	10	33%
Outside Services	93	13	239	226	94%
Promotional Expenses	16	12	48	35	74%
Equipment Expense	1	2	5	3	59%
Supplies and Stock	2	0	2	1	73%
All Other Expenses	5	3	5	2	40%
Total Operating Expense	823	952	1,176	224	19%
Outside Services by Account					
64150 Personal Services	93	13	208	196	94%
64350 Outside Temp Clerical/Admin	0	0	0	0	NA
64370 Other Contracted Services	0	0	31	31	100%
All Other	1	1	0	(1)	NA
Total Outside Services	93	13	239	226	94%

EDD Tourism

\$ in 000's	2024 YTD Actual	2025 YTD Actual	2025 YTD Budget	Under (Over) Budget Variance \$ %	
Salaries & Benefits	307	331	309	(22)	-7%
Outside Services	151	294	380	86	23%
General Expenses	27	45	44	(2)	-3%
Promotional Expenses	34	42	52	10	19%
Travel & Other Employee Exp	37	36	48	12	25%
Equipment Expense	0	7	1	(6)	-698%
Supplies and Stock	0	0	1	0	15%
All Other Expenses	2	1	2	1	42%
Total Operating Expense	558	757	837	79	9%

Major Variances: Operating Expense: \$79K/9% underspent

- **Outside Services:** \$86K underspent due to Creative Services RFP in process, no payments thus far.
 - EDD Tax Levy: \$29K underspent. Tourism grants are paid out as final reports are submitted. Some participants requested extensions which will result in grants being paid during Q3 & Q4.
- **Travel & Other Employee Expenses:** \$12K underspent due to expenses for June travel moving through the Concur process and some events rescheduled from Q2 to Q3 & Q4.

Central Services Appendix

2025 Q2 Financial Performance Report



Central Services YTD Financial Highlights

	2023 YTD	2024 YTD	2025 YTD	2025 YTD	Actual vs. Budget		Change from 2024	
	Actual	Actual	Actual	Budget	Variance		Incr (Decr)	
\$ in 000's					\$	%	\$	%
Total Operating Revenues	290	145	119	53	66	123.9%	(25)	-17.6%
Core Central Support Services	51,219	59,083	62,009	61,799	(211)	-0.3%	2,926	5.0%
Police	17,323	22,275	23,145	23,551	406	1.7%	870	3.9%
Engineering/PCS	6,383	6,607	8,687	11,471	2,784	24.3%	2,080	31.5%
Total Operating Expenses	74,925	87,964	93,841	96,820	2,979	3.1%	5,877	6.7%

2025 YTD Total Operating Expenses are \$3.0M under budget due to:

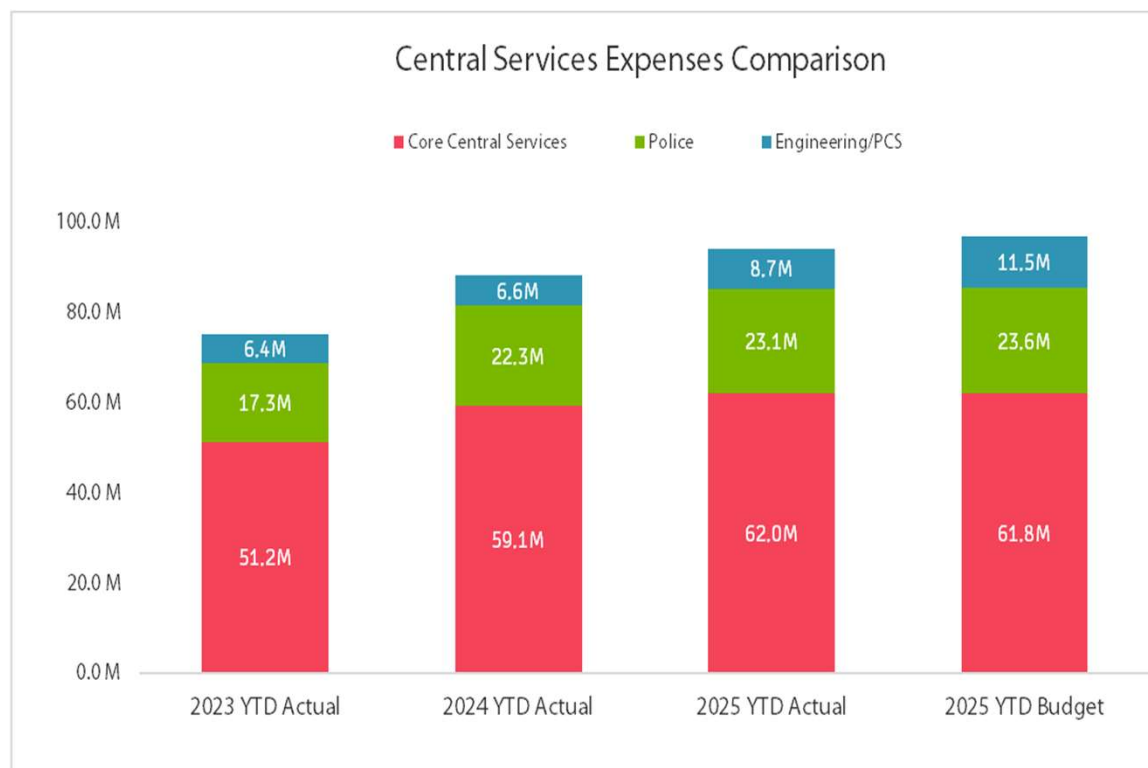
- Payroll higher than budget mainly due to the Comp project.
- Outside services being lower than budgeted due to the timely processing of actual expenses.

Central Services YTD Expense by Category

	2023 YTD	2024 YTD	2025 YTD	2025 YTD	Actual vs. Budget		Change from 2024	
	Actual	Actual	Actual	Budget	Variance		Incr (Decr)	
\$ in 000's					\$	%	\$	%
Salaries & Benefits	44,334	50,758	58,607	55,260	(3,347)	-6.1%	7,849	15.5%
Wages & Benefits	16,345	20,498	21,035	20,058	(978)	-4.9%	537	2.6%
Payroll to Capital Projects	9,367	11,343	10,353	13,467	3,114	23.1%	(991)	-8.7%
Equipment Expense	970	579	751	1,536	785	51.1%	172	29.6%
Supplies & Stock	518	433	550	458	(92)	-20.1%	118	27.2%
Outside Services	15,098	17,882	16,766	21,367	4,601	21.5%	(1,115)	-6.2%
Travel & Other Employee Expenses	999	1,243	1,429	2,172	744	34.2%	186	15.0%
Insurance Expense	2,163	2,571	2,620	3,099	479	15.5%	49	1.9%
Litigated Injuries & Damages	206	459	537	-	(537)	0.0%	78	17.0%
Other Expenses	2,439	3,883	2,378	1,839	(540)	-29.4%	(1,505)	-38.8%
Charges to Capital Projects/Overhead Alloc	(17,514)	(21,684)	(21,185)	(22,435)	(1,250)	5.6%	499	-2.3%
TOTAL	74,925	87,964	93,841	96,820	2,979	3.1%	5,877	6.7%

- The payroll is over budget primarily due to the Comp project.
- Outside Services below budget due to spending delays.

Central Services YTD Financial Highlights



2025 YTD Total Operating Expenses are **\$3.0M under** budget due to:

- Lower Outside Services, Equipment Expense, and Travel; partially offset by higher Payroll and lower charges to Capital Projects.

2025 YTD Total Operating Expenses are **\$5.9M higher** compared to 2024 due to:

- Higher Payroll, Travel & Other Employee Expenses, Supplies & Stock, Equipment Expense, and General Expenses in 2025; partially offset by less spending in Outside Services and Promotional Hosting.

Central Service Financial Summary (YE Forecast)

	2023	2024	2025	2025	Actual vs. Budget		Change from 2024	
	Actual	Actual	Forecast	Budget	Variance		Incr (Decr)	
\$ in 000's					\$	%	\$	%
Total Operating Revenues	(216)	403	244	183	61	33.5%	(158)	-39.3%
Core Central Support Services	103,824	146,886	132,884	127,143	(5,742)	-4.5%	(14,002)	-9.5%
Police	36,422	43,591	45,849	45,860	12	0.0%	2,258	5.2%
Engineering/PCS	11,907	15,644	20,336	22,907	2,571	11.2%	4,692	30.0%
Total Operating Expenses	152,153	206,121	199,069	195,910	(3,159)	-1.6%	(7,052)	-3.4%

Central Services Capital Spending

\$ in 000's	2025	2025	2025	2025	Budget Variance	
	YTD Actual	Year-End Forecast	Budget	Plan of Finance	\$	%
Engineering Fleet Replacement	321	2,084	2,284	980	200	8.8%
Corporate Fleet Replacement	262	1,912	3,950	3,030	2,038	51.6%
Services Tech - Small Cap	257	1,425	1,345	1,500	(80)	-5.9%
Infrastructure - Small Cap	366	469	1,564	1,500	1,095	70.0%
ID Badge System Upgrade	1,925	2,425	3,903	2,899	1,478	37.9%
Radio Microwave Redund. Loop	610	1,015	1,967	1,931	952	48.4%
Public Safety Dispatch	48	648	1,474	0	826	56.0%
Physical Access Control System Refresh	193	1,011	885	1,095	(126)	-14.2%
Maximo Software System Upgrade	0	1,000	1,000	1,600	0	0.0%
Police Axon Contract 2025	0	1,324	1,324	12,000	0	0.0%
Other (note 1)	223	3,046	4,751	12,950	1,705	35.9%
Subtotal	4,205	16,359	24,447	39,485	8,088	33.1%
CIP Cashflow Adjustment	-	(4,600)	(6,700)	(8,200)	(2,100)	31.3%
TOTAL	4,205	11,759	17,747	31,285	5,988	33.7%

Note:

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

Portwide Appendix

2025 Q2 Financial Performance Report



Port Wide YTD Operating Revenues Summary

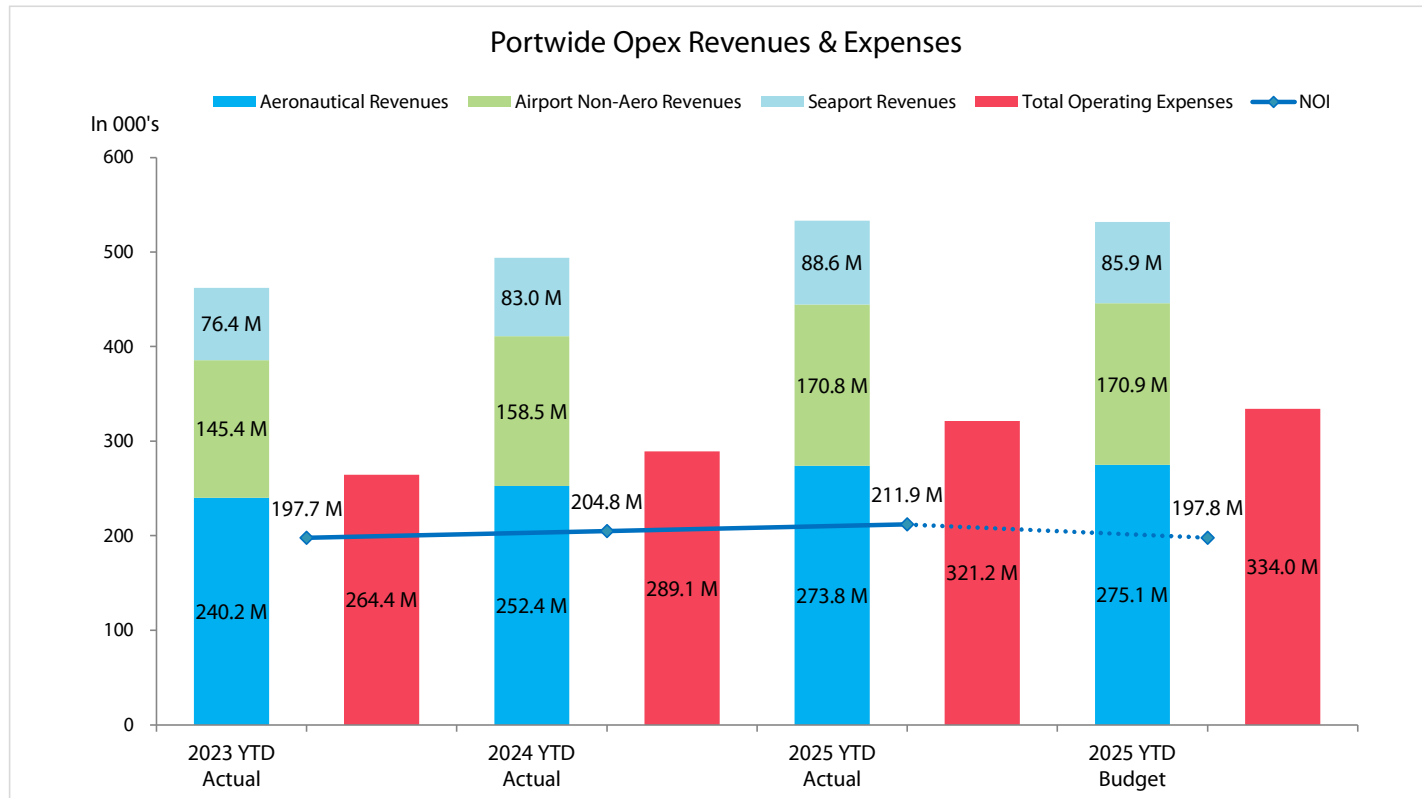
	2023 YTD	2024 YTD	2025 YTD	2025 YTD	Actual vs. Budget		Change from 2024	
	Actual	Actual	Actual	Budget	Variance		Incr (Decr)	
\$ in 000's					\$	%	\$	%
Aeronautical Revenues	240,218	252,437	273,752	275,055	(1,303)	-0.5%	21,314	8.4%
Public Parking	52,391	59,047	58,728	60,903	(2,175)	-3.6%	(319)	-0.5%
Rental Cars - Operations	18,021	16,759	18,448	18,363	85	0.5%	1,689	10.1%
Rental Cars - Operating CFC	5,495	6,916	8,145	7,197	949	13.2%	1,230	17.8%
ADR & Terminal Leased Space	31,985	36,364	37,172	37,897	(725)	-1.9%	808	2.2%
Ground Transportation	11,750	11,853	11,784	12,419	(636)	-5.1%	(69)	-0.6%
Employee Parking	5,460	5,223	6,272	6,905	(633)	-9.2%	1,049	20.1%
Airport Commercial Properties	9,618	9,930	10,985	13,721	(2,736)	-19.9%	1,055	10.6%
International Place	-	-	4,891	-	4,891	0.0%	4,891	0.0%
Clubs and Lounges	5,436	6,753	8,859	7,709	1,150	14.9%	2,106	31.2%
Airport Utilities	4,194	4,513	5,287	5,419	(132)	-2.4%	774	17.2%
Cruise	15,437	19,027	19,994	19,732	262	1.3%	967	5.1%
Recreational Boating	7,751	8,321	9,130	9,099	30	0.3%	808	9.7%
Fishing & Operations	5,481	5,523	6,159	5,747	412	7.2%	637	11.5%
Grain	1,964	3,079	3,643	2,687	957	35.6%	564	18.3%
Maritime Portfolio Management	5,205	6,136	6,603	7,193	(591)	-8.2%	467	7.6%
Central Harbor Management	4,960	5,126	4,505	4,823	(319)	-6.6%	(621)	-12.1%
Conference & Event Centers	3,377	3,687	3,867	4,056	(190)	-4.7%	179	4.9%
NWSA Distributable Revenue	28,949	29,664	32,221	29,166	3,055	10.5%	2,557	8.6%
Other	4,329	3,545	2,653	3,766	(1,113)	-29.6%	(892)	-25.2%
Total Operating Revenues (w/o Aero)	221,802	241,467	259,347	256,804	2,543	1.0%	17,880	7.4%
TOTAL	462,020	493,904	533,099	531,858	1,240	0.2%	39,195	7.9%

Port Wide YTD Operating Expense Summary

	2023 YTD	2024 YTD	2025 YTD	2025 YTD	Actual vs. Budget		Change from 2024	
	Actual	Actual	Actual	Budget	Variance		Incr (Decr)	
\$ in 000's					\$	%	\$	%
Salaries & Benefits	90,131	103,497	118,613	114,318	(4,295)	-3.8%	15,116	14.6%
Wages & Benefits	79,333	88,341	98,903	92,138	(6,765)	-7.3%	10,562	12.0%
Payroll to Capital Projects	15,420	18,260	18,373	23,830	5,457	22.9%	113	0.6%
Outside Services	57,221	63,807	64,213	89,435	25,222	28.2%	406	0.6%
Utilities	15,541	17,162	18,235	19,062	827	4.3%	1,073	6.3%
Equipment Expense	5,508	4,852	4,367	7,738	3,371	43.6%	(485)	-10.0%
Supplies & Stock	5,617	5,686	6,204	5,190	(1,015)	-19.5%	518	9.1%
Travel & Other Employee Expenses	2,208	2,827	3,129	5,115	1,986	38.8%	302	10.7%
Third Party Mgmt Op Exp	5,485	6,110	9,669	8,865	(804)	-9.1%	3,559	58.3%
B&O Taxes	2,895	3,027	2,924	3,420	495	14.5%	(102)	-3.4%
Other Expenses	14,940	13,261	14,149	11,277	(2,871)	-25.5%	888	6.7%
Charges to Capital Projects/Overhead Alloc	(29,947)	(37,726)	(37,576)	(46,366)	(8,790)	19.0%	151	-0.4%
TOTAL	264,352	289,103	321,204	334,022	12,818	3.8%	32,101	11.1%

- Outside Services were \$25.2M under budget due to delay in spending
- Equipment Expense were \$3.4M under budget due to spending delays
- Travel & Other Employee Expenses were \$2.0M lower than budget due to spending delays in training and travel
- Charges to Capital Projects/Overhead Allocations were lower by (\$8.8M) due to spending delays in Capital Projects

Port Wide Financial Summary (YTD)



- Total Operating Revenues: \$1.2M above budget
- Total Operating Expenses: \$12.8M below budget
- NOI before Depreciation: \$14.1M above budget

Port Wide Capital Spending Summary

\$ in 000's	2025 YTD Actual	2025 Forecast	2025 Budget	2025 Plan of Finance
Aviation	385,931	806,938	816,331	1,036,989
Maritime	47,458	103,014	89,827	131,699
Central Services & Other (note 1)	5,719	17,055	21,488	34,591
TOTAL	439,108	927,007	927,646	1,203,279

Note:

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