

# Port of Tacoma

Financial Report  
December 31, 2025

# Port of Tacoma Financial Report

**For The Year Ended  
December 31, 2025**

---

## Table of Contents

Independent auditor's report	1-3
Management's discussion and analysis	4-12
Financial statements	
Statements of net position—enterprise fund	14-15
Statements of revenues, expenses and changes in net position—enterprise fund	16
Statements of cash flows—enterprise fund	17-18
Statements of net position—post-employment health care benefits trust fund	19
Statements of changes in net position—post-employment health care benefits trust fund	20
Notes to financial statements	21-64
Required supplementary information	
Schedule of Port of Tacoma's share of net pension asset/liability (NPA/NPL)	65
Post-Employment Health Care Benefits Trust Fund—Schedule of changes in Port of Tacoma's net OPEB asset and related ratios	66
Post-Employment Health Care Benefits Trust Fund—Schedule of Port of Tacoma's contributions	67
Report of independent Auditors on Internal Control over Financial Reporting and on Compliance and Other Matters Based on Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	68-69
Report of independent Auditors on Compliance for the Major Federal Program; Report on Internal Control over Compliance; and Report on the Schedule of Expenditures of Federal Awards Required by the Uniform Guidance	70-72
Schedule of Expenditures of Federal Awards	73
Notes to Schedule of Expenditures of Federal Awards	74
Schedule of Findings and Questioned Cost	75
Summary Schedule of Prior Audit Findings	76

## **Report of Independent Auditors**

Board of Commissioners  
Port of Tacoma  
Tacoma, Washington

### **Report on the Audit of the Financial Statements**

#### ***Opinions***

We have audited the financial statements of the Port of Tacoma Enterprise Fund and Post-Employment Health Care Benefits Trust Fund (collectively the Port) as of and for the years ended December 31, 2025 and 2024, and the related notes to the financial statements, which collectively comprise the Port's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the Port of Tacoma Enterprise Fund and Post-Employment Health Care Benefits Trust Fund, as of December 31, 2025 and 2024, and the respective changes in financial position and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

#### ***Basis for Opinions***

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Port and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

#### ***Responsibilities of Management for the Financial Statements***

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Port's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

### ***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Port's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events considered in the aggregate that raise substantial doubt about the Port's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the required supplementary information, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated April 3, 2026, on our consideration of the Port's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Port's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Port's internal control over financial reporting and compliance.

*Baker Tilly US, LLP*

Tacoma, Washington  
April 3, 2026

# **Port of Tacoma**

## **MANAGEMENT'S DISCUSSION AND ANALYSIS**

### **YEARS ENDED DECEMBER 31, 2025 and 2024**

#### **INTRODUCTION**

The Port of Tacoma's (the Port) Management's Discussion and Analysis (MD&A) of financial activities and performance introduces the Port's 2025 and 2024 financial statements, with comparison to 2023, which include the Enterprise Fund as well as the Post-Employment Health Care Benefits Trust Fund. Port management prepared this MD&A and readers should consider it in conjunction with the financial statements and the notes thereto.

The Enterprise Fund accounts for all activities and operations of the Port except for the activities included within the Post-Employment Health Care Benefits Trust Fund.

The notes are essential to a full understanding of the data contained in the financial statements. This report also presents certain required supplementary information regarding pension and other post-employment benefits.

#### **OVERVIEW OF THE FINANCIAL STATEMENTS**

The financial section of this annual report consists of three parts: MD&A, the basic financial statements, and the notes to the financial statements. The financial statements include: the statements of net position, the statements of revenues, expenses and changes in net position, and the statements of cash flows of the Enterprise Fund. The report also includes the following two basic financial statements for the Post-Employment Health Care Benefits Trust Fund: statements of fiduciary net position and statements of changes in fiduciary net position.

The statements of net position and the statements of revenues, expenses and changes in net position illustrate whether the Port's financial position has improved as a result of the year's activities. The statements of net position present information on all of the Port's assets and deferred outflows, and liabilities and deferred inflows, with the difference reported as net position. Over time, increases or decreases in net position may serve as an indicator of whether the financial position of the Port is improving or deteriorating. The statements of revenues, expenses and changes in net position show how the Port's net position changed during the year. These changes are reported in the period in which the underlying event occurs, regardless of the timing of related cash flows.

**Fund financial statements:** A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Port uses two funds, an Enterprise Fund, which is a type of proprietary fund that reports business-type activities, and the Post-Employment Health Care Benefits Trust Fund.

#### **Formation of The Northwest Seaport Alliance**

The ports of Seattle and Tacoma (home ports) joined forces in August 2015 to unify management of marine cargo facilities and business to strengthen the Puget Sound gateway and attract more marine cargo and jobs to the region by creating The Northwest Seaport Alliance (NWSA). The NWSA is a special purpose governmental entity established as a Port Development Authority (PDA), similar to Public Development Authorities formed by cities and counties. The PDA is governed by the two ports as equal members (each a "Managing Member" and, collectively, "Managing Members") with each port acting through its elected commissioners. As approved, the charter for the NWSA (Charter) may be amended only by mutual agreement of the Managing Members. Each port will remain a separate legal entity, independently governed by its own elected commissioners.

## **MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)**

### **Membership Interests**

The home ports made an initial contribution of certain cargo terminals and related marine cargo business activities to the NWSA through license agreements (Licensed Properties). Under these agreements, the NWSA was charged with managing the properties as an agent on behalf of the Managing Members.

The initial contribution of each home port to the NWSA was 50% (based on the value of the contributed facilities using cash flow forecasts for each parcel that went to the NWSA) with a revaluation review that was settled in 2019 by the Managing Members.

The revaluation review determined that a material change in cash flows from Licensed Properties had occurred since the initial valuation and the Port of Seattle agreed to contribute up to an additional \$32 million to the NWSA. This additional contribution was in recognition that certain forecasted revenue streams not secured by long-term contractual agreements in the initial valuation may not be achieved due to the assumed redevelopment of Terminal 5. This additional contribution by the Port of Seattle was to be made to the NWSA in three installments. The first installment of \$11 million was made in March 2020, the second installment of \$11 million was made in March 2021 and the final installment of \$10 million was accrued in 2025 with the cash transfer made in February 2026. All of the contributions were distributed to the home ports.

The Managing Members also authorized the distribution of these affirmation payments to the home ports equally after the NWSA receives the funds from the Port of Seattle. These transactions do not impact NWSA's net position but will increase cash and reduce investment in joint venture for the Port of Tacoma. These distributions are being recorded as they are incurred.

### **Financial Framework**

The NWSA intends to support the credit profiles of both home ports, and its financial framework will preserve both ports' commitment to financial strength and fiscal stewardship. The NWSA distributes cash to each home port based on cash flow from operations, calculated pursuant to generally accepted accounting principles, capital grant contributions and interest. Cash distributions based on cash flow from operations and capital grant contributions are to be made no less than quarterly based on each home port's membership interests and investment interest income is distributed annually.

The NWSA is responsible for capital investments, including renewal and replacement projects and new development. Such capital investments, or post-formation assets, will be treated as tenant improvements owned by the NWSA. The ports of Seattle and Tacoma work cooperatively with the NWSA to develop an annual capital investment plan for approval by each Managing Member. Funding will be provided by joint contributions from the home ports; cash flow from operations will be distributed to the home ports and not retained by the NWSA for funding capital investments. Each Managing Member must approve its capital contributions.

The NWSA Charter recognizes that each home port's respective share of revenues received by the NWSA with respect to the Licensed Properties has been, or may be, pledged in connection with the home port's bond obligations. Under the Charter, the Managing Members instruct the Chief Executive Officer (CEO) to manage the PDA in a prudent and reasonable manner in support of the home ports' respective bond covenants. The home ports shall keep the CEO and the NWSA management informed of their respective bond obligations, and each shall notify the other home port of any proposed change to such home port's governing bond resolutions as soon as practicable before adoption. The Charter does not modify or alter the obligations of each home port with respect to its own bond obligations. The NWSA does not assume any obligations to the home ports' bond holders.

## MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

### Funding

Working capital cannot be redirected to fund capital construction as defined in the Charter. Future funding needs are evaluated during the annual budget process or if the working capital reserve should decline below a target minimum established by the Managing Members. Managing Members must vote affirmatively to approve additional working capital contributions. The NWSA has generated enough cash from operations to cover its working capital requirements through 2025 and the 2026 NWSA budget did not anticipate additional funding needs.

Further information on the formation and operations of the NWSA can be found in Note 1, Summary of Significant Accounting Policies, and Note 17, Joint Venture.

**Financial position summary - Enterprise Fund:** The statements of net position present the financial position of the Enterprise Fund of the Port. The statements include all of the Port's assets and liabilities of the Enterprise Fund. Net position serves as an indicator of the Port's financial position. The Port's current assets consist primarily of cash, investments, accounts receivable, related-party receivables - joint venture, current portion of leases receivable, asset held for sale, and prepayments and other current assets. A summarized comparison of the Port's Enterprise Fund assets, deferred outflows of resources, liabilities, deferred inflows of resources and net position at the close of calendar year-end follows (dollars in thousands):

	2025	2024	2023
Current assets	\$ 200,058	\$ 213,455	\$ 172,535
Capital and intangible assets, net	892,811	842,896	847,773
Long-term investments	191,126	164,058	133,140
Investment in joint venture	347,668	319,975	303,650
Leases receivable - non-current	198,531	203,940	195,635
Other assets	10,074	8,954	9,859
<b>Total assets</b>	<b>\$ 1,840,268</b>	<b>\$ 1,753,278</b>	<b>\$ 1,662,592</b>
Deferred outflows of resources	\$ 32,978	\$ 31,937	\$ 38,616
Current liabilities	\$ 60,742	\$ 67,560	\$ 49,416
Long-term debt, net	470,892	495,427	519,387
Other long-term liabilities	84,988	85,197	85,253
<b>Total liabilities</b>	<b>\$ 616,622</b>	<b>\$ 648,184</b>	<b>\$ 654,056</b>
Deferred inflows of resources	\$ 208,765	\$ 213,345	\$ 206,783
Net investment in capital assets	399,597	321,561	305,757
Restricted net position for Harbor Maint Tax proceeds and bond reserves	44,395	46,981	21,645
Restricted net position for Post-Employment Health Care Benefits Trust	3,521	3,195	2,708
Restricted net position for net pension asset	6,523	5,729	7,151
Unrestricted	593,823	546,220	503,108
<b>Total net position</b>	<b>\$ 1,047,859</b>	<b>\$ 923,686</b>	<b>\$ 840,369</b>

In 2025, the Port's total net position increased by \$124.2 million and 13% over the prior year to \$1.0 billion. Of this amount, \$399.6 million was the net investment in capital assets, \$44.4 million was restricted for future harbor maintenance costs and bond reserves, \$3.5 million was restricted net position for the Post-Employment Health Care Benefits Trust, \$6.5 million was restricted net position for the pension asset, and \$593.8 million was unrestricted and can be used to finance operating activities.

## **MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)**

In 2024, the Port's total net position increased by \$83.3 million and 10% over the prior year to \$923.7 million. Of this amount, \$321.6 million was the net investment in capital assets, \$47.0 million was restricted for future harbor maintenance costs and bond reserves, \$3.2 million was restricted net position for the Post-Employment Health Care Benefits Trust, \$5.7 million was restricted net position for the pension asset, and \$546.2 million was unrestricted and can be used to finance operating activities.

In 2023, the Port's total net position increased by \$88.6 million and 12% over the prior year to \$840.4 million. Of this amount, \$305.8 million was the net investment in capital assets, \$21.6 million was restricted for bond reserves, \$2.7 million was restricted net position for the Post-Employment Health Care Benefits Trust, \$7.2 million was restricted net position for the pension asset, and \$503.1 million was unrestricted and can be used to finance operating activities.

The Port's net investment in capital assets represents infrastructure and capital assets for Port terminal and real estate facilities. In 2025, the net investment in capital assets increased by \$78.0 million as capital asset investments, net of depreciation, increased \$49.9 million and related outstanding bond debt decreased by \$23.4 million, retention and accounts payable decreased by \$3.0 million and lease and SBITA liabilities decreased \$1.7 million. In 2024, the net investment in capital assets increased by \$15.8 million as capital asset investments, net of depreciation, decreased \$4.9 million and related outstanding bond debt decreased by \$22.8 million, offset by increases of \$1.5 million in retention and accounts payable and \$0.6 million in lease and SBITA liabilities. In 2023, the net investment in capital assets decreased by \$17.6 million as capital asset investments, net of depreciation, decreased \$32.9 million and related outstanding bond debt decreased by \$22.2 million, offset by increases of \$1.3 million in retention and accounts payable and \$5.6 million in lease and SBITA liabilities.

## MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

### Statements of Revenues, Expenses and Changes in Net Position (dollars in thousands):

	2025	2024	2023
Operating income			
Operating revenues	\$ 33,881	\$ 35,063	\$ 32,344
Joint venture income	106,991	62,399	57,685
<b>Total operating revenues</b>	<b>140,872</b>	<b>97,462</b>	<b>90,029</b>
Operating expenses	56,434	70,046	43,953
<b>Total operating income</b>	<b>84,438</b>	<b>27,416</b>	<b>46,076</b>
Non-operating revenues (expenses):			
Ad valorem tax revenues	26,896	26,030	25,337
Interest on general obligation bonds	(3,547)	(3,741)	(3,929)
<b>Net ad valorem tax revenues</b>	<b>23,349</b>	<b>22,289</b>	<b>21,408</b>
Interest income	12,455	11,993	9,156
Lease Interest Income, net	8,373	8,429	8,212
Net increase (decrease) in the fair value of investments	4,822	(50)	3,956
Interest expense	(14,910)	(15,104)	(15,568)
Other non-operating income (expense), net	3,221	27,024	13,152
<b>Total non-operating revenues, net</b>	<b>37,310</b>	<b>54,581</b>	<b>40,316</b>
<b>Increase in net position before capital grant contributions</b>	<b>121,748</b>	<b>81,997</b>	<b>86,392</b>
Capital grant contributions	2,425	1,320	2,174
<b>Increase in net position</b>	<b>124,173</b>	<b>83,317</b>	<b>88,566</b>
Net position, beginning of year	923,686	840,369	751,803
<b>Net position, end of year</b>	<b>\$ 1,047,859</b>	<b>\$ 923,686</b>	<b>\$ 840,369</b>

The Port earned operating revenue of \$140.9 million, which exceeded the prior year total by \$43.4 million. Joint Venture income from NWSA was \$107.0 million and is the Port's 50% share of NWSA's change in net position before Managing members contributions and distributions. This represents an increase over the prior year of \$44.6 million as NWSA's net position before Managing Members contributions and distributions increased by \$89.2 million, or 140% compared to prior year, primarily due to a receipt of \$82.5 million early termination fee for the cancellation of a long-term lease. Additional details regarding the NWSA's 2025 financial results can be found at [Finances | Northwest Seaport - Port of Tacoma](#). Revenue from Port operations of \$33.9 million declined by \$1.2 million versus the prior year, primarily due to lower volumes in the auto line of business.

Port operating expenses of \$56.4 million were \$13.6 million (29%) below the prior year, primarily due to lower environmental remediation costs, which were \$10.9 million less than 2024 primarily due to prior year costs incurred on the Parcel 94 remediation work related to the Maritime Center project and lower estimates for future remediation costs under GASB 49. Additionally, depreciation and amortization expenses decreased \$3.6 million compared to the prior year as existing assets became fully depreciated and were not yet replaced or replaced by NWSA and reflected on NWSA's financial reports.

## MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

As a result, operating income of \$84.4 million was \$57.0 million more than the prior year.

Net ad valorem tax levy revenue of \$23.3 million increased by \$1.1 million due to an increase in the tax levy of \$0.9 million and slight decrease in GO bond interest expense of \$0.2 million.

Net non-operating income for the current year was \$14.0 million, compared to \$32.3 million in the prior year. Significant current year non-operating items included lease interest income of \$8.4 million, a non-cash gain on investments of \$4.8 million, and the receipt of FY 2025 Harbor Maintenance Tax funds of \$3.3 million, and non-capital grant income of \$0.4 million, offset by \$2.5 million in net interest expenses.

The prior year's non-operating income of \$32.3 million include Harbor Maintenance Tax receipts of \$28.9 million, lease interest income of \$8.4 million, public expense of \$1.9 million in funding obligated to the Washington Department of Transportation for the SR-167 Completion project, and net interest expense of \$3.1 million.

Capital grant contributions of \$2.4 million (\$1.7 million for infrastructure grants and \$0.7 million for environmental grants) were \$1.1 million more than the prior year, due to increased spending on grant funded projects.

The annual activity resulted in an increase in net position of \$124.2 million, which was \$40.9 million more than the prior year.

### 2024 Revenues, Expenses and Changes in Net Position versus the Prior Year

NWSA joint venture income of \$62.4 million increased by \$4.7 million over the prior year and is the Port's 50% share of NWSA's change in net position before Managing members contributions and distributions. NWSA's net position before Managing Members contributions and distributions increased by \$9.4 million, or 8% compared to prior year as the NWSA's three lines of business combined to generate \$33.3 million more revenue than the previous year while incurring \$23.0 million more in operating expense and \$0.9 million more on non-capital project costs to support that growth. Additional details regarding the NWSA's 2024 financial results can be found at [Finances | Northwest Seaport - Port of Tacoma](#)

Port operating expenses of \$70.1 million were \$26.1 million (59%) above the prior year, primarily due to an increase in environmental expenses, which exceeded the prior year's expense by \$22.4 million. This increase was driven by higher estimated remediation costs per GASB 49, particularly for Parcel 1b (EBC), Parcel 95, and Parcel 94. These substantial cost estimations resulted in total environmental expenses of \$12.5 million in 2024. Additionally, the increase in environmental expenses is attributable to the remediation work at Parcel 94, with an estimated cost of \$9.0 million. This cost was originally budgeted as a capital expenditure but required reclassification to an environmental expense per GASB 49, further contributing to the increase in environmental expenses. Other operating expense increases were due to a lease agreement with the Puyallup Tribe at Kaiser and an Interlocal Agreement (ILA) with the NWSA at Portac, which added \$1.1 million and \$0.8 million, respectively, to support the Auto line of business. Depreciation declined by \$0.7 million as assets became fully depreciated but was offset by amortization expenses on lease assets and software-based information technology arrangements totaling \$1.2 million.

As a result, operating income of \$27.4 million was \$18.7 million less than the prior year.

Net ad-valorem tax levy revenue of \$22.3 million increased by \$0.9 million due to an increase in the tax levy of \$0.7 million and slight decrease in GO bond interest expense of \$0.2 million.

Net non-operating income for the current year was \$32.3 million, compared to \$18.9 million in the prior year. Significant current year income items included the receipt of FY 2024 Harbor Maintenance Tax funds of \$28.9 million, which is \$25.5 million more than the prior year, and lease interest income of \$8.4

## MANAGEMENT’S DISCUSSION AND ANALYSIS (Continued)

million, which exceeded the prior year by \$0.2 million. This income was offset by an increase in public expense, primarily due to an increase of \$1.9 million in funding obligated to the Washington Department of Transportation for the SR-167 Completion project, and by a net interest expense of \$2.9 million.

The prior year’s non-operating income of \$18.9 million included proceeds of \$10.0 from a claim settlement, lease interest income of \$8.2 million, a non-cash gain on investments of \$4.0 million, and Harbor Maintenance Tax disbursements of \$3.4 million, offset by a net interest expense of \$6.4 million.

Capital grant contributions of \$1.3 million (\$1.0 million for infrastructure grants and \$0.3 million for remediation grants) were \$0.9 million less than the prior year, primarily due to delays in grant funded projects.

The annual activity resulted in an increase in net position of \$83.3 million, which was \$5.2 million less than the prior year.

**Capital assets:** The Port’s investment in capital assets, net of depreciation, for its business activities as of December 31, 2025, amounted to \$892.8 million. This investment in capital assets includes land, buildings, improvements, machinery and equipment, intangible assets, and construction in process. The Port’s investment in capital assets, net of depreciation, for its business activities as of December 31, 2024, amounted to \$842.9 million. See Note 3, Capital and Intangible Assets, for additional information.

Capital spending for the years ended December 31 is summarized by major project/category in the table below (dollars in thousands):

	2025	2024
Description:		
Port Maritime Center	\$ 59,868	\$ 10,492
Facility and building improvements	19,785	5,871
Machinery and equipment	2,490	2,046
Information technology infrastructure	790	620
Habitat Development - Lower Wapato Creek	159	469
Property acquisition	22	49
Total	\$ 83,114	\$ 19,547

## MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

### Debt Administration

**Long-term debt:** At December 31, 2025, the Port's long-term debt, including current portion outstanding totaled \$491.7 million. Of this amount, general obligation bonds outstanding were \$117.1 million and revenue bonds outstanding were \$374.6 million. At December 31, 2024, the Port's long-term debt outstanding, including current portion, totaled \$515.5 million. Of this amount, general obligation bonds outstanding were \$126.0 million and revenue bonds outstanding were \$389.5 million.

The Port utilizes interest rate payment agreements (derivatives) to manage interest rate risk. The swap agreements synthetically fix, or "lock-in", interest rates on variable-rate revenue bond debt by providing cash flows that are intended to offset the variable-rate bond payments, leaving the Port with the fixed payment identified in each swap agreement. The Port does not hold or issue derivative financial instruments for trading purposes. These instruments are designated as cash-flow hedges on the trade date and are recognized on the statements of net position at fair value.

The Port requests bond ratings prior to issuing debt. Moody's and Standard & Poor's rated the Port's debt as follows:

Description	Moody's	Standard & Poor's
General Obligation (Senior Lien)	Aa2	AA+
Revenue Bonds (Senior Lien)	Aa3	AA+
Revenue Bonds (Subordinate)	A1	AA

**Post-Employment Health Care Benefits Trust Fund:** The Post-Employment Health Care Benefits Trust Fund (the Trust) accounts for the assets of the employee benefit plan held by the Port in a trustee capacity. A summarized comparison of the assets, liabilities and net position of the Trust and changes in net position for the years ended December 31, are as follows (dollars in thousands):

	2025	2024	2023
Total assets	\$ 4,608	\$ 4,467	\$ 4,442
Total liabilities	-	-	-
<b>Total fiduciary net position</b>	<b>\$ 4,608</b>	<b>\$ 4,467</b>	<b>\$ 4,442</b>
Total additions	\$ 229	\$ 169	\$ 193
Total deductions	(88)	(144)	(95)
<b>Increase (decrease) in fiduciary net position</b>	<b>141</b>	<b>25</b>	<b>98</b>
Net position - beginning of year	4,467	4,442	4,344
<b>Restricted fiduciary Net position End of year</b>	<b>\$ 4,608</b>	<b>\$ 4,467</b>	<b>\$ 4,442</b>

## **MANAGEMENT’S DISCUSSION AND ANALYSIS (Concluded)**

The Trust’s fiduciary net position increased slightly in 2025 as investment earnings of \$0.2 million exceeded costs of \$0.1 million; the investment rate of return for 2025 was 5.18%. In 2024, the Trust’s fiduciary net position increased \$0.1 million as investment earnings of \$0.2 million exceeded costs of \$0.1 million; the investment rate of return for 2024 was 3.91%. See Note 9 Post-Employment Health Care Benefits Trust Fund for more information.

## **REQUEST FOR INFORMATION**

The Port of Tacoma designed this financial report to provide our citizens, customers, investors and creditors with an overview of the Port’s finances. If you have questions or need additional information, please visit our website at [www.portoftacoma.com](http://www.portoftacoma.com) or contact: Chief Financial Officer, P.O. Box 1837, 1 Sitcum Way, Tacoma, Washington, 98401-1837, Telephone 253.383.5841, Fax 253.597.7573.

# **Financial Statements**

**Port of Tacoma**

**Enterprise Fund**

**Statements of Net Position**

**December 31, 2025 and 2024**

**(Dollars in Thousands)**

	2025	2024
<b>Assets</b>		
Current assets:		
Cash	\$ 11,246	\$ 2,172
Investments, at fair value	109,664	145,961
Trade accounts receivable, net of allowance for doubtful accounts	1,956	2,283
Grants receivable	580	1,082
Taxes receivable	684	648
Related-party receivables - joint venture	53,078	39,920
Leases receivable - current	8,428	7,033
Prepayments and other current assets	6,582	6,516
Assets held for sale	7,840	7,840
Total current assets	200,058	213,455
Non-current assets:		
Long-term investments:		
Restricted bond reserves and Harbor Maintenance Tax funds at fair value	44,395	46,981
Other long-term investments	146,731	117,077
Total long-term investments	191,126	164,058
Capital and intangible assets:		
Land	582,624	585,063
Buildings	100,919	100,534
Improvements	671,496	669,189
Machinery and equipment	85,342	84,087
Intangible assets	15,604	16,577
Construction in process	93,515	29,317
Total capital and intangible asset	1,549,500	1,484,767
Less accumulated depreciation	651,420	638,247
Less accumulated amortization	5,269	3,624
Capital and intangible assets, net	892,811	842,896
Investment in joint venture	347,668	319,975
Leases receivable, net of current portion	198,531	203,940
Net OPEB asset	3,521	3,195
Pension asset	6,523	5,729
Other	30	30
Total non-current assets	1,640,210	1,539,823
Total assets	\$ 1,840,268	\$ 1,753,278
Deferred outflows of resources:		
Accumulated decrease in fair value of hedging derivatives	\$ 20,653	\$ 19,588
OPEB deferred outflow	68	163
Pension deferred outflow	8,318	7,854
Advance refunding deferred losses	3,939	4,332
Total deferred outflows of resources	\$ 32,978	\$ 31,937

See notes to financial statements.

**Port of Tacoma**

**Enterprise Fund**

**Statements of Net Position**

**December 31, 2025 and 2024**

**(Dollars in Thousands)**

	2025	2024
<b>Liabilities and Net Position</b>		
Current liabilities:		
Accounts payable and accrued liabilities	\$ 15,597	\$ 18,936
Payroll and taxes payable	7,305	6,685
Accrued interest	2,012	1,624
Related party payables - joint venture	7,025	14,290
Current portion of long-term debt	20,800	20,098
Current portion of environmental liability	8,003	5,927
Total current liabilities	60,742	67,560
Non-current liabilities:		
Long-term debt:		
General obligation bonds, net	109,456	118,581
Revenue bonds, net	361,436	376,846
Net long-term debt	470,892	495,427
Other long-term liabilities:		
Interest rate payment agreements	20,653	19,588
Environmental liability, net of current portion	35,275	34,251
Pension Liability	1,558	2,392
Other	27,502	28,966
Other long-term liabilities	84,988	85,197
Total non-current liabilities	555,880	580,624
<b>Total liabilities</b>	<b>\$ 616,622</b>	<b>\$ 648,184</b>
Deferred inflows of resources:		
Leases deferred inflow	\$ 206,959	\$ 210,973
Pension deferred inflow	1,771	2,367
OPEB deferred inflow	35	5
<b>Total deferred inflows of resources</b>	<b>\$ 208,765</b>	<b>\$ 213,345</b>
Net position:		
Net investment in capital assets	\$ 399,597	\$ 321,561
Restricted net position for Harbor Maint Tax proceeds and bond reserves	44,395	46,981
Restricted net position for Post-Employment Health Benefits Trust	3,521	3,195
Restricted net position for net pension asset	6,523	5,729
Unrestricted	593,823	546,220
<b>Total net position</b>	<b>\$ 1,047,859</b>	<b>\$ 923,686</b>

See notes to financial statements.

**Port of Tacoma**

**Enterprise Fund  
Statements of Revenues, Expenses and Changes in Net Position  
Years Ended December 31, 2025 and 2024  
(Dollars in Thousands)**

	2025	2024
Operating revenues:		
Property revenue	\$ 33,881	\$ 35,063
Joint venture income	106,991	62,399
Total operating revenues	<u>140,872</u>	<u>97,462</u>
Operating expenses:		
Operations	6,321	6,818
Maintenance	5,298	3,821
Administration	8,896	8,861
Security	2,372	2,477
Environmental	13,395	24,285
Total operating expenses, before depreciation and amortization	<u>36,282</u>	<u>46,262</u>
Depreciation	17,056	21,354
Amortization	3,096	2,430
Depreciation and amortization	<u>20,152</u>	<u>23,784</u>
Total operating expenses	<u>56,434</u>	<u>70,046</u>
Operating income	<u>84,438</u>	<u>27,416</u>
Non-operating revenues (expenses):		
Ad valorem tax revenue	26,896	26,030
Interest on general obligation bonds	(3,547)	(3,741)
Net ad valorem tax revenues	<u>23,349</u>	<u>22,289</u>
Leases interest income, net	8,373	8,429
Interest income	12,455	11,993
Net increase (decrease) in the fair value of investments	4,822	(50)
Interest expense	(14,910)	(15,104)
Other non-operating income (expense), net	3,221	27,024
Total non-operating revenues, net	<u>37,310</u>	<u>54,581</u>
Increase in net position, before capital grant contributions	<u>121,748</u>	<u>81,997</u>
Capital grant contributions	2,425	1,320
Increase in net position	<u>124,173</u>	<u>83,317</u>
Net position:		
Net position, beginning of year	923,686	840,369
End of year	<u>\$ 1,047,859</u>	<u>\$ 923,686</u>

See notes to financial statements.

## Port of Tacoma

### Enterprise Fund Statements of Cash Flows Years Ended December 31, 2025 and 2024 (Dollars in Thousands)

	2025	2024
Cash flows from operating activities:		
Cash received from customers	\$ 34,208	\$ 34,624
Cash paid to suppliers for goods and services	(12,370)	(13,258)
Cash paid to employees	(16,396)	(16,106)
Cash received from (paid to) related party - joint venture	(11)	322
Cash received (paid) for other operating income (expense)	358	(1,134)
Net cash provided by operating activities	<u>5,789</u>	<u>4,448</u>
Cash flows from non-capital financing activities:		
Cash received from Monsanto class action lawsuit settlement	1,500	9,989
Cash received from operating grants	454	150
Cash received (paid) for deferred commitments	-	16
Net cash provided by non-capital financing activities	<u>1,954</u>	<u>10,155</u>
Cash flows from capital and related financing activities:		
Cash (used) received from sale of property, plant and equipment	-	6
Principal payments on general obligation and revenue bonds and other debt	(20,098)	(19,358)
Acquisition and construction of capital assets	(83,114)	(19,547)
Harbor maintenance tax funds received (used) for eligible projects	3,296	28,863
Interest paid on general obligation and revenue bonds and other debt	(21,261)	(22,224)
Cash received from federal and state grants	2,473	450
Cash received from property taxes for general obligation bonds	26,860	25,959
Lease/SBITA interest income (expense), net	8,223	8,213
Net cash provided (used) by capital and related financing activities	<u>(83,621)</u>	<u>2,362</u>
Cash flows from investing activities:		
Purchases of investments	(141,310)	(182,951)
Proceeds from sales and maturities of investment securities	154,957	134,100
Cash used to fund investment in joint venture	(42,514)	(21,070)
Cash distributions received from joint venture	101,340	42,007
Interest received on investments	12,479	11,888
Net cash provided by investing activities	<u>84,952</u>	<u>(16,026)</u>
Net increase (decrease) in cash	9,074	939
Cash:		
Beginning of year	<u>2,172</u>	<u>1,233</u>
End of year	<u>\$ 11,246</u>	<u>\$ 2,172</u>

(Continued)

**Port of Tacoma**

**Enterprise Fund  
Statements of Cash Flows (Continued)  
Years Ended December 31, 2025 and 2024  
(Dollars in Thousands)**

	2025	2024
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	\$ 84,438	\$ 27,416
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation	17,056	21,354
Amortization	3,096	2,430
Lease / SBITA interest	(311)	(297)
Cash received (paid) for non-operating income (expense)	(1,140)	(11,123)
Joint Venture Income received	(106,991)	(62,399)
Changes in assets and liabilities and deferred inflows / outflows:		
(Increase) decrease in land assets	2,439	-
(Increase) decrease in related-party receivables - joint venture	6,097	27,716
(Increase) decrease in accounts receivable	327	(439)
(Increase) decrease in prepayments	(66)	9,838
Increase (decrease) in accounts payable and accrued liabilities	(2,072)	3,383
Increase (decrease) in environmental liabilities	3,100	(11,325)
Increase (decrease) in payroll and taxes payable	620	(93)
Increase (decrease) in long-term liabilities	416	(247)
Increase (decrease) in net deferred pension and OPEB assets	(1,220)	(1,766)
<b>Total adjustments and changes</b>	<b>(78,649)</b>	<b>(22,968)</b>
<b>Net cash provided by operating activities</b>	<b>\$ 5,789</b>	<b>\$ 4,448</b>
Noncash investing and financing activities:		
Capital asset additions and other purchases financed with accounts payable	\$ 876	\$ 3,885
Capital construction payable to related party - joint venture	(1,159)	(13,199)
Distributions receivable from related party - joint venture	44,312	35,822
Increase (decrease) in fair value of investments	4,822	(50)

See notes to financial statements.

**Port of Tacoma**

**Fiduciary Fund - Post Employment Health Care Benefits Trust Fund**  
**Statements of Fiduciary Net Position**  
**December 31, 2025 and 2024**  
**(Dollars in Thousands)**

	2025	2024
Assets		
Cash	\$ 145	\$ 135
Fixed income securities, at fair value	4,463	4,332
Total assets	<u>4,608</u>	<u>4,467</u>
Plan Liabilities	<u>-</u>	<u>-</u>
Net position restricted for other post-employment benefits	<u>\$ 4,608</u>	<u>\$ 4,467</u>

See notes to financial statements.

**Port of Tacoma**

**Post-Employment Health Care Benefits Trust Fund  
Statements of Changes in Fiduciary Net Position  
Years Ended December 31, 2025 and 2024  
(Dollars in Thousands)**

	2025	2024
Additions:		
Employer contributions	\$ -	\$ -
Net increase (decrease) in fair market value of investments	94	65
Interest	135	103
Total additions	<u>229</u>	<u>168</u>
Deductions:		
Benefit payments	71	133
Administrative expenses	17	10
Total deductions	<u>88</u>	<u>143</u>
Change in net position	141	25
Net position restricted for other post-employment benefits		
Beginning of year	<u>4,467</u>	<u>4,442</u>
End of year	<u>\$ 4,608</u>	<u>\$ 4,467</u>

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 1. Summary of Significant Accounting Policies

**Reporting entity:** The Port of Tacoma (the Port) is a municipal corporation of the State of Washington created in 1918 under provisions of the Revised Code of Washington (RCW) 53.04.010 et seq. The Port has geographic boundaries co-extensive within Pierce County, Washington, and is situated on Commencement Bay in Puget Sound.

The Port is independent from Pierce County government and is administered by a five-member Board of Commissioners elected by Pierce County voters. The Commission delegates administrative authority to an Executive Director and administrative staff to conduct operations of the Port. The County levies and collects taxes on behalf of the Port. Pierce County provides no funding to the Port. Additionally, Pierce County does not hold title to any of the Port's assets, nor does it have any right to the Port's surpluses.

In August 2015, the ports of Seattle and Tacoma formed the NWSA, a special purpose governmental entity established as a Port Development Authority (PDA) under provisions of the RCW 53.04.010 et seq. similar to Public Development Authorities formed by cities and counties. Each Port Commission is a Managing Member of the NWSA. The NWSA's financial activity began effective January 1, 2016.

The Port of Seattle and Port of Tacoma (home ports) made an initial contribution of certain cargo terminals and related marine cargo business activities to the NWSA through license agreements (Licensed Properties). Effective January 1, 2016, the accounting for revenues and expenses associated with Licensed Properties became the responsibility of the NWSA and the ownership of the Managing Members is accounted for as a joint venture by the home ports. Additional information about the formation of the NWSA is presented in the MD&A and Note 17, Joint Venture.

The Port reports all of its activities and operations, except for the activities included with the Post-Employment Health Care Benefits Trust Fund, in the Enterprise Fund. Enterprise funds are used to account for operations that are financed and operated in a manner similar to private business enterprises with the intent that the cost of providing goods and services to customers is financed or recovered primarily through user charges. The Port tracks activity of the Post-Employment Health Care Benefits Trust in a Fiduciary Fund. Fiduciary Funds are used to accumulate resources to fund pension and other post-employment benefit (OPEB) plans.

**Nature of business:** The Enterprise Fund is used to account for the general operations of the Port, as more fully described below:

The Port is authorized by Washington law to provide and charge rentals, tariffs and other fees for docks, wharves and similar harbor facilities, including associated storage and traffic handling facilities, for waterborne commerce. The Port may also provide freight and passenger terminals, and transfer, as well as storage facilities for other modes of transportation, including air, rail and motor vehicles. The Port may acquire and improve lands for sale or lease for industrial or commercial purposes and may create industrial development districts.

**Measurement focus, basis of accounting and presentation:** The financial statements of the Port have been prepared in conformity with accounting principles generally accepted in the United States of America, as applied to government units, and the Port is accounted for as a business-type activity. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The Port accounts for its activities in its Enterprise Fund and Fiduciary Fund on a flow of economic resources measurement focus

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 1. Summary of Significant Accounting Policies (Continued)

and the full-accrual basis of accounting where revenues are recognized when earned and expenses are recognized when incurred, regardless of the timing of the related cash flows. Grants are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met. The accounting records of the Port are maintained in accordance with methods prescribed by the State Auditor under the authority of Chapter 43.09 RCW. The Port also follows the Uniform System of Accounts for Port Districts in the State of Washington.

**Use of estimates:** The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Significant estimates also affect the reported amounts of revenues and expenses during the reporting period. Significant estimates made by the Port include estimates surrounding environmental liabilities, estimates associated with pension and OPEB accounting, and valuation of derivatives. Actual results could differ from those estimates.

**Significant risks and uncertainties:** The Port is subject to certain business risks that could have a material impact on future operations and financial performance. These risks include economic conditions, collective bargaining disputes, federal, state and local government regulations, and changes in law.

The formation of the NWSA is intended to eliminate pricing competition between the home ports by creating a unified gateway to allow for coordination of customer relationships, to improve capacity utilization between the home ports and to rationalize strategic capital investments. The formation of the NWSA may or may not successfully address these risks, and may create new risks, including the risks associated with undertaking a new joint venture with an outside entity, the risk associated with the operating and financial performance of additional facilities, and exposure to the financial strength of the Port of Seattle to make future capital expenditures.

Under the NWSA Interlocal Agreement and the Charter, the Port has agreed to work cooperatively with the Port of Seattle and, accordingly, has agreed not to act unilaterally with respect to certain matters. Decisions that could have a material effect on the Port, including new business agreements and leases or amendments to existing agreements and leases and future capital contributions to the NWSA, must be approved by each Managing Member and, accordingly, the Port will need to reach an agreement with the Port of Seattle on these matters prior to executing any changes.

The Charter requires that the NWSA maintains the Bond Income Calculation and not take any action that would reasonably reduce its income below this minimum net operating income level unless each Managing Member votes separately to approve that action. This minimum net operating level is established based on the amount required at formation of the NWSA for the home ports to meet their then-current bond rate covenants and may not always reflect the amount required to meet bond rate covenants on a go-forward basis.

If net income before depreciation of the NWSA is not sufficient for either port to be in compliance with a rate covenant (as described in each home port's governing bond resolutions in effect as of the effective date), then (i) upon that home port's request, the NWSA shall hire an independent third-party consultant to perform an analysis and make recommendations for actions needed to achieve bond covenant compliance; (ii) if the consultant recommends an action that the NWSA is unwilling, unable or refuses to undertake, either Managing Member can require dissolution of the NWSA following the dispute resolution process even if within the "Initial Period" (as defined in the Charter, "the expiration of 20 years following the NWSA's formation"); and (iii) the NWSA shall have at least four months to respond, act and or dissolve following its receipt of the consultant's recommended action, unless a shorter time is required by the applicable bond covenants.

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 1. Summary of Significant Accounting Policies (Continued)

**Cash:** Cash represents cash and demand deposits. The Port maintains its cash in bank deposit accounts which are covered by the Public Deposit Protection Commission (PDPC) of the State of Washington.

**Trade accounts receivable:** Trade accounts receivable are carried at original invoice amount less an estimate made for doubtful accounts based on a review of all outstanding amounts. Management determines the allowance for doubtful accounts by identifying delinquent accounts and by using historical experience applied to an aging of accounts. Trade accounts receivable are written off when deemed uncollectible. Recoveries of receivables previously written off are recorded when received. The allowance for doubtful accounts at December 31, 2025 and 2024, was \$0.1 million and \$0.1 million, respectively.

**Investments:** Investments, unrestricted and restricted, except for the investments in the Washington State Local Government Investment Pool (LGIP) are stated at fair value, which is the price that would be received in an orderly transaction between market participants at the measurement date. The LGIP is similar to a money market fund recognized by the Securities and Exchange Commission. The LGIP invests in U.S. Agency Securities, Repurchase Agreements, U.S. Treasury Securities, Interest Bearing Bank Deposits and Certificates of Deposit. The investments are limited to high-quality obligations with limited maximum and average maturities. The pool is valued at amortized cost. Interest income on investments is recognized in non-operating revenues as earned. Changes in the fair value of investments are recognized on the statements of revenues, expenses and changes in net position. The Port's general policy is to not hold more than 20% of its holdings in any one investment. See Note 2 for further information.

**Investment in joint venture:** The Port adopted joint-venture accounting beginning January 1, 2016, to account for its 50% share in the NWSA. The Port's investments and the Port's 50% share of NWSA's net income and cash distributions will be presented on the statements of net position as investment in joint venture. The Port's 50% of the NWSA's net income and losses are presented on the statements of revenues, expenses and changes in net position as joint venture income. Additional information about the NWSA is presented in the MD&A and Note 17, Joint Venture.

**Bond reserves - restricted:** Required bond reserves and unspent bond proceeds, if any, are not available for current expenses when constraints placed on their use are legally enforceable due to (1) externally imposed requirements by creditors; (2) laws or regulations of other governments; and (3) constitutional provisions or enabling legislation are included in this category.

**Prepayments and other current assets:** Consist of prepaid expenses for various items as well as maintenance supplies. Maintenance supply inventories of \$4.3 million and \$4.2 million at December 31, 2025 and 2024, respectively, are valued at net realizable value, which approximates cost using the weighted-average method.

**Capital assets and depreciation and amortization:** Capital assets are recorded at cost. The Port's policy is to capitalize all asset additions greater than \$20,000 and with an estimated life of more than three years. Depreciation is computed on the straight-line method. The following lives are used:

	<u>Years</u>
Buildings and improvements	10-75
Machinery and equipment	3-20

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 1. Summary of Significant Accounting Policies (Continued)

Preliminary costs incurred for proposed projects are reported as construction in process on the statements of net position during construction of the facility. As projects are constructed, the project costs are transferred to the appropriate capital asset account; charges that relate to abandoned projects are expensed when the project is abandoned.

**Intangible assets:** Intangible assets are nonfinancial and lack physical substance, with an initial useful life extending beyond one reporting period. These assets include rights-of-way, subscription-based information technology arrangements (SBITAs), and intangible right-to-use assets for leases. They are classified with capital assets in the accompanying financial statements.

For the rights-of-way, management has determined that there are no factors limiting the useful life of these assets; therefore, they are considered indefinite-lived assets and are not being amortized. Right-to-use lease assets are amortized over the shorter of the lease term or the useful life of the underlying asset. SBITA assets are amortized over the shorter of the subscription term or the useful life of the underlying asset.

**Net position:** Net position consists of net investment in capital and intangible assets, restricted and unrestricted net position. Net investment in capital assets consists of capital and intangible assets, net of accumulated depreciation and amortization, reduced by the outstanding balances of any borrowings used for the acquisition, construction or improvement of those assets. Deferred outflow of resources and deferred inflows of resources that are attributable to the acquisition, construction or improvement of those assets or related debts should be included in this component of net position. This calculation excludes any unspent debt proceeds. Net position is reported as restricted when there are limitations imposed on its use either through the enabling legislation adopted by the Port or through external restrictions imposed by creditors, grantors, laws or regulations of other governments.

Net investment in capital assets consists of the following at December 31 (dollars in thousands):

	2025	2024
Capital and intangible assets, net	\$ 892,811	\$ 842,896
Less:		
Net bond premium	28,017	31,752
Advance refunding deferred losses	(3,939)	(4,332)
Long-term debt, including current portion	463,675	483,773
Capital related accrual, accounts payable and retentions payable	876	3,885
Lease and SBITA liabilities	4,585	6,257
Net investment in capital assets	<u>\$ 399,597</u>	<u>\$ 321,561</u>

The restricted component of net position was \$54.4 million and \$55.9 million at December 31, 2025 and 2024, respectively, and consisted of Harbor Maintenance Tax proceeds, bond reserves required per certain bond agreements, net pension assets related to the statewide public employee retirement plans administered by the Department of Retirement Systems (DRS) and the Post-employment Health Benefits Trust.

The unrestricted component of net position is the net amount of the assets and deferred outflows of resources, less liabilities and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted components of net position.

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 1. Summary of Significant Accounting Policies (Continued)

**Leases:** The Port defines a lease as a non-cancellable contract that conveys control of the right to use another entity's non-financial asset as specified in the contract for a period of time in an exchange or exchange-like transaction. The contract must be legally enforceable.

At the commencement of the lease, the Port measures the lease receivable (liability) at the present value of payments expected to be received/(paid) over the course of the lease term. Subsequently, the lease receivable (liability) is reduced by the principal portion of lease payments received (paid).

Key estimates and judgements related to leases with the Port are as follows:

- The Port's incremental borrowing rate is used as the discount rate to measure lease liability and lease receivable.
- Projected lease revenues and expenses included in the measurement of the lease are composed of fixed payments required per lease terms as well as any variable payments that are fixed in substance. All other variable payments are excluded.
- The lease will not be remeasured solely for a change in the variable payments unless there are any required remeasurement events.
- The lease term includes the non-cancellable period. Periods of the lease during which both the lessee and the lessor have a unilateral option to terminate are excluded from the lease term.
- Only lease incentive payments that are fixed or fixed in substance are included in the initial measurement and subject to remeasurement; variable or contingent lease incentive payments are not included in initial measurement.

The Port monitors changes in circumstances that may require remeasurement of a lease receivable or lease liability. When certain changes occur that are expected to significantly affect the amount of the lease, the lease receivable or lease liability is remeasured, and a corresponding adjustment is made to the deferred inflow of resources or lease assets.

**SBITAs:** SBITAs are contracts that allow the Port to use another party's information technology software for a specified period in exchange for payment. These contracts result in the recognition of a right-to-use subscription asset, classified as an intangible asset, and a corresponding subscription liability. The subscription asset is initially measured at the present value of the expected subscription payments over the term, including any capitalizable implementation costs. The subscription liability is recognized at the start of the subscription term and amortized over the subscription period, unless payment is made in full at the commencement of the term.

The Port uses its incremental borrowing rate as the discount rate to measure lease receivables, lease liabilities, and subscription liabilities, which was 3.39% and 3.37% for 2025 and 2024, respectively.

The Port reassesses the subscription liability at subsequent financial reporting dates if any changes, as specified by GAAP, have occurred by those dates. This remeasurement is based on the most recent SBITA contract before the changes, and if these changes, individually or collectively, are expected to significantly impact the subscription liability amount since the last measurement.

**Retentions payable:** The Port enters into construction contracts that may include retention provisions such that a certain percentage of the contract amount is held for payment until completion of the contract and acceptance by the Port. The Port's policy is to pay the retention due only after completion and acceptance have occurred. Retentions payable totaled \$0.1 million and \$0.1 million at December 31, 2025 and 2024, respectively. Retentions payable are included in accounts payable and accrued liabilities on the accompanying statements of net position.

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 1. Summary of Significant Accounting Policies (Continued)

**Federal and state grants:** The Port may receive federal and state grants as reimbursement for construction of facilities, environmental programs and terminal security infrastructure and maintenance. These grants are recognized on a reimbursement basis and included in capital contributions on the accompanying statements of revenues, expenses and changes in net position.

**Commercial paper and current portion of long-term debt:** Commercial paper includes borrowings with original maturities of less than one year and current portion of long-term debt is the portion of long-term debt payable within 12 months (see Notes 4 and 5).

**Interest rate payment agreements:** The Port accounts for derivative instruments, including certain derivative instruments embedded in other contracts (collectively referred to as derivatives) on the statements of net position at fair value. The payment instruments were designated as highly effective cash flow hedges at December 31, 2025 and 2024 (see Note 5).

**Refunds of debt:** Proceeds from bond defeasance are deposited in an irrevocable trust, with an escrow agent to service the debt on the refunded bonds. Accordingly, the defeased bonds and the related Trust, are not recorded on the Port's financial statements. The difference between the reacquisition price and the carrying amount of defeased debt results in either a gain or loss that is amortized over the life of the new debt or old debt, whichever is shorter (see Note 5).

**Employee benefits:** The Port accrues unpaid vacation and sick leave benefit amounts when earned and more likely than not to be used for time off or payable upon termination. These benefits are accrued at current rates of compensation. Accrued vacation and sick leave included in payroll and taxes payable amounted to \$1.8 million and \$0.8 million, respectively, at December 31, 2025, and \$1.7 million and \$0.6 million, respectively, at December 31, 2024. These accrued benefits for vacation and sick leave are expected to be either paid through payroll as employees use accrued time off or cashed out upon termination. Vacation and sick leave paid in 2025 were \$1.9 million and \$1.0 million, respectively, and \$1.8 million and \$0.9 million, respectively, in 2024.

The Port provides health care benefits for eligible employees through the HRA VEBA Trust, which is a nonprofit, multiple employer voluntary employees' beneficiary association (VEBA) authorized under Internal Revenue Code 501(c)(9). The HRA VEBA Trust offers a funded health reimbursement arrangement (HRA) plan available to certain governmental employers in the Northwest (Washington, Oregon and Idaho). The Trust is managed by a Board of Trustees elected by the plan participants, participating employers, or the board itself, depending on the Trustee position. The Port has two plans, one of which was closed to new employees hired after July 1, 2015 (VEBA5); the second plan is open to all eligible employees. The Port contributed \$0.4 million and \$0.5 million to eligible employee VEBA accounts in 2025 and 2024, respectively.

The Port offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457. The plan, available to all Port employees, permits them to defer a portion of their salary until future years. In accordance with GASB authoritative guidance, accounting and reporting for Internal Revenue Code Section 457 deferred compensation plans, employee assets are not reflected in the Port's financial statements. This plan is fully funded and held in an external trust.

**Post-Employment Health Care Benefits Trust:** The Port provides major medical coverage for eligible retired employees through the single-employer Post-Employment Defined Benefit Health plan (the Plan). The Plan is administered through the Port's self-insured medical plan. The Port established the Port of Tacoma Post-Employment Healthcare Funding Obligation Trust (the Trust) to be used solely for the cost of medical coverage for eligible Plan participants and for the payment of the cost of administering the Plan. The Port is the sole administrator and fiduciary of the Trust.

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 1. Summary of Significant Accounting Policies (Continued)

The net other post-employment benefits (OPEB) other than pensions asset complied with the provisions of GASB Statement No. 74 (see Note 9). The Plan's fiduciary financial statements for 2025 and 2024 may be found on pages 19 and 20 of this report.

**Pensions:** The Port's full-time and qualifying part-time employees participate in the cost-sharing, multiple-employer public employee defined benefit retirement plans administered by the Washington State Department of Retirement Systems (DRS). The net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, pension expense, information about the fiduciary net position of the Washington State Department of Retirement Systems Plan (PERS) and additions to/deductions from PERS's fiduciary net position have been determined on the same basis as they are reported by PERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value (see Note 8).

**Environmental remediation costs:** The Port environmental remediation policy requires accrual of pollution remediation obligation amounts when (a) one of the following specific obligating events is met and (b) the amount can be reasonably estimated. Obligating events include imminent endangerment to the public; permit violation; Port named as party responsible for sharing costs; Port named in a lawsuit to compel participation in pollution remediation; or commenced or legally obligated to commence pollution remediation. Potential cost recoveries such as insurance proceeds, if any, are evaluated separately from the Port's pollution remediation obligation. Costs incurred for pollution remediation obligations are typically recorded as non-operating environmental expenses unless the expenditures relate to the Port's principal ongoing operations, in which case, they are recorded as operating expenses. Costs incurred for pollution remediation obligations can be capitalized if they meet specific criteria. Capitalization criteria include preparation of property in anticipation of a sale; preparation of property for use if the property was acquired with known or suspected pollution that was expected to be remediated; performance of pollution remediation that restores a pollution-caused decline in service utility that was recognized as an asset impairment; or acquisition of capital assets that have a future alternative use not associated with pollution remediation efforts. See Note 12 for additional details.

**Security deposits:** Under the terms of certain property lease agreements, the Port's customers or tenants are required to provide security in the event of delinquencies in rent payment, default, or other events defined in these agreements. The security amounts are determined by lease terms. The Port held \$4.9 million and \$4.4 million in security deposits at December 31, 2025 and 2024, respectively, which are recorded as other long-term liabilities on the statements of net position.

**Deferred outflow and inflow of resources:** Deferred outflows of resources represent a consumption of net assets that applies to future reporting periods. The Port reports deferred outflows on the statements of net position for its fair value of hedging derivatives, pension and OPEB plans, and for the deferred cost of advance refunded bonds. Deferred inflows of resources represent a consumption of net assets that applies to future reporting periods. The Port records deferred inflow of resources on the statements of net position for its leases, pension and OPEB plans.

**Operating and non-operating revenues and expenses:** Property rental revenues are charges for use of the Port's facilities and are reported as operating revenue. Joint venture income is the Port's proportionate share of the NWSA net income earned on licensed home port assets and is reported as operating revenue. Lease Interest income, ad valorem tax levy revenues, and other revenues generated from non-operating sources are classified as non-operating. Operating expenses are costs primarily related to property rental activities. Interest expense and other expenses incurred not related to the normal operations of the Port's property rental activities are classified as non-operating.

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 1. Summary of Significant Accounting Policies (Concluded)

**Recent accounting pronouncements:** In April 2024, the GASB issued *Statement No. 103, Financial Reporting Model Improvements*. The objective of this Statement is to improve key components of the financial reporting model with the purpose of (a) enhancing the effectiveness of the financial reporting model in providing information that is essential for decision making and assessing a government's accountability and (b) addressing certain application issues identified through pre-agenda research conducted by the GASB. The requirements of this Statement are effective for reporting periods beginning after June 15, 2025. The Port is currently evaluating the effect of the adoption of this standard on its financial statements and related disclosures.

In September 2024, the GASB issued *Statement No. 104, Disclosure of Certain Capital Assets*. The Statement requires governments to separately disclose specific categories of capital assets within existing note disclosures, including right-to-use assets created under lease and subscription-based information technology arrangement (SBITA) standards, as well as capital assets that meet the criteria to be classified as held for sale. The requirements of this Statement are effective for reporting periods beginning after June 15, 2025. The Port is currently evaluating the effect of the adoption of this standard on its financial statements and related disclosures.

In December 2025, GASB issued *Statement No. 105 Subsequent Events*. The statement clarifies the subsequent events that constitute recognized and non-recognized events and establishes specific note disclosure requirements for non-recognized events. The requirements of this statement are effective for reporting periods beginning after June 15, 2026. The Port is currently evaluating the effect of the adoption of this standard on its financial statements and related disclosures.

**Recent accounting pronouncements adopted:** In April 2023, the GASB issued *Statement No. 102, Certain Risk Disclosures*. The Statement requires governments to disclose information about concentrations and constraints that could make the government vulnerable to the risk of a substantial impact. The requirements of this Statement are effective for reporting periods beginning after June 15, 2024. The Port adopted GASB Statement No. 102 for the year ended December 31, 2025; the adoption of this standard required no additional disclosure and did not have a material effect on the Port's financial statements.

#### Note 2. Deposits and Investments

**Discretionary deposits:** The Port's cash and cash equivalents of \$11.2 million and \$2.2 million as of December 31, 2025 and 2024, respectively, were deposited in qualified depositories as required by state statute. Deposits in excess of federal depository insurance coverage are covered by the Public Deposit Protection Commission of the State of Washington (PDPC). The PDPC is a statutory authority under Chapter 39.58 RCW. Currently, all well-capitalized public depositories with the state are required to collateralize uninsured public deposits at 50%.

**Investments:** State of Washington statutes authorize the Port to invest in direct obligations of the U.S. Government, certificates of deposit, bankers' acceptances, repurchase agreements, commercial paper, certain corporate notes, supranationals and municipal bonds. These investments must be placed with or through qualified public depositories of the State of Washington.

#### Risks:

**Concentration risk:** Concentration of credit risk is the risk of loss attributable to the magnitude of an investment in a single issuer. The Port's investment guidelines require diversification and sets limits on amount of investments by security and by issuer.

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 2. Deposits and Investments (Continued)

**Interest rate risk:** Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. The Port's investment guideline is to maximize investment return while preserving liquidity. To the extent possible, the Port will attempt to match its investments with anticipated cash flow requirements.

**Credit risk:** Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. It is measured by the assignment of a rating by a nationally recognized statistical rating agency. The Washington State LGIP is an unrated external investment pool, as defined by the GASB.

**Custodial credit risk:** Custodial credit risk is the risk that, in the event of the failure of the counterparty, the Port will not be able to recover the value of its investments or collateral securities that are in the possession of the outside party. To minimize this risk, the Port's policy requires that all security transactions are settled "delivery versus payment." This means that payment is made simultaneously with the receipt of the security. These securities are delivered to the Port's safekeeping bank. Except for the Washington State LGIP, the Port's investment securities are registered, or held by the Port or its agent in the Port's name. The certificates of deposit are covered by the PDPC of the State of Washington, a statutory authority under Chapter 39.58 RCW. The PDPC approves which banks and thrifts can hold state and local government deposits and monitors collateral pledged to secure uninsured public deposits. This secures public treasurers' deposits when they exceed the amount insured by the Federal Deposit Insurance Corporation (FDIC) <http://www.fdic.gov/deposit/deposits/Factsheet.html> by requiring banks and thrifts to pledge securities as collateral.

The LGIP manages a portfolio of securities that meet the maturity, quality, diversification and liquidity requirements set forth by the GASB for external investment pools that elect to measure, for financial reporting purposes, investments at amortized cost. The funds are limited to high-quality obligations with regulated maximum and average maturities to minimize both market and credit risk. The LGIP transacts with its participants at a stable net asset value per share of \$1.00, the same method used for reporting. LGIP participants may contribute and withdraw funds on a daily basis. Participants must inform the Office of the State Treasurer of any contribution or withdrawal over \$1 million no later than 9 a.m. on the same day the transaction is made. Contributions or withdrawals for \$1 million or less can be requested at any time prior to 10 a.m. on the day of the transaction. However, participants may complete transactions greater than \$1 million when notification is made between 9 a.m. and 10 a.m., at the sole discretion of the Office of the State Treasurer. All participants are required to file with the State Treasurer documentation containing the names and titles of the officials authorized to contribute or withdraw funds.

**Restricted investments:** Investments that are limited as to the manner in or purpose for which they may be used as imposed on by external persons or bodies, through constitutional provision, or via enabling legislation. The Port's restricted investments include revenue bond reserves and funds received from the Harbor Maintenance Tax.

Investments and restricted investments for the Enterprise Fund on the statements of net position at December 31 are as follows (dollars in thousands):

	2025	2024
Investments	\$ 256,395	\$ 263,038
Restricted Harbor Maint Tax proceeds and bond reserves	44,395	46,981
Total deposits and investments	<u>\$ 300,790</u>	<u>\$ 310,019</u>

See Note 9 for disclosures regarding the fiduciary fund investments.

## Port of Tacoma

### Notes to Financial Statements

#### Note 2. Deposits and Investments (Continued)

The tables below identify the type of investments, concentration of investments in any one issuer, and maturities of the Port investment portfolio (excluding investments held by the Post-Employment Health Care Benefits Trust Fund, see Note 9 for investment detail for the Trust) as of December 31 (dollars in thousands):

Investment Type	2025				Percentage of Total Portfolio
	Maturities (in years)				
	Fair Value	Less than 1	1-3	More than 3	
Corporate Bonds	\$ 7,545	\$ 2,499	\$ 5,046	\$ -	2.5%
Escrow Deposit with US Bank	64	64	-	-	0.0%
Federal Farm Credit Bank	29,621	-	-	29,621	9.8%
Federal Home Loan Bank	28,301	7,905	8,053	12,343	9.4%
Federal Home Loan Mortgage Corp	3,000	-	3,000	-	1.0%
Federal National Mortgage Association	3,159	-	-	3,159	1.1%
Municipal Bonds	55,241	4,645	8,399	42,197	18.4%
Supranationals	2,951	-	2,951	-	1.0%
United States Treasury Bonds	19,627	10,259	9,368	-	6.5%
State Local Investment Pool*	151,281	151,281	-	-	50.3%
Total investments	\$ 300,790	\$ 176,653	\$ 36,817	\$ 87,320	100.0%
Percentage of total portfolio		58.7%	12.2%	29.1%	100.00%

Investment Type	2024				Percentage of Total Portfolio
	Maturities (in years)				
	Fair Value	Less than 1	1-3	More than 3	
Corporate Bonds	\$ 9,367	\$ 2,017	\$ 4,376	\$ 2,974	3.0%
Escrow Deposit with US Bank	61	61	-	-	0.0%
Federal Farm Credit Bank	25,766	3,015	-	22,751	8.3%
Federal Home Loan Bank	29,676	5,033	12,529	12,114	9.7%
Federal Home Loan Mortgage Corp	5,945	5,945	-	-	1.9%
Federal National Mortgage Association	4,856	4,856	-	-	1.6%
Municipal Bonds	55,463	-	6,942	48,521	17.9%
Supranationals	4,836	1,978	2,858	-	1.6%
United States Treasury Bonds	33,392	16,879	12,119	4,394	10.8%
State Local Investment Pool*	140,657	140,657	-	-	45.2%
Total investments	\$ 310,019	\$ 180,441	\$ 38,824	\$ 90,754	100.0%
Percentage of total portfolio		58.2%	12.5%	29.3%	100.00%

\* Investments in Washington State Local Government Investment Pool. The investments in the pool are valued at amortized cost of the pool shares.

## Port of Tacoma

### Notes to Financial Statements

#### Note 2. Deposits and Investments (Concluded)

The tables below identify the credit risk of the Port's investment portfolio as of December 31 (dollars in thousands):

Investment Type	2025							
	Moody's Equivalent Credit Ratings							
	Fair Value	A2	A1	Aa3	Aa2	Aa1	Aaa	No Rating
Corporate Bonds	\$ 7,545	\$ -	\$ 2,006	\$ -	\$ -	\$ -	\$ 5,539	\$ -
Escrow Deposit with US Bank	64	-	-	-	-	-	-	64
Federal Farm Credit Bank	29,621	-	-	-	-	29,621	-	-
Federal Home Loan Bank	28,301	-	-	-	-	28,301	-	-
Federal Home Loan Mortgage Corp	3,000	-	-	-	-	3,000	-	-
Federal National Mortgage Association	3,159	-	-	-	-	3,159	-	-
Municipal Bonds	55,241	-	-	1,768	13,575	15,765	24,133	-
Supranationals	2,951	-	-	-	-	-	2,951	-
United States Treasury Bonds	19,627	-	-	-	-	15,922	-	3,705
State Local Investment Pool*	151,281	-	-	-	-	-	-	151,281
Total	\$ 300,790	\$ -	\$ 2,006	\$ 1,768	\$ 13,575	\$ 95,768	\$ 32,623	\$ 155,050

Investment Type	2024							
	Moody's Equivalent Credit Ratings							
	Fair Value	A2	A1	Aa3	Aa2	Aa1	Aaa	No Rating
Corporate Bonds	\$ 9,367	\$ -	\$ 1,966	\$ -	\$ 2,017	\$ -	\$ 5,384	\$ -
Escrow Deposit with US Bank	61	-	-	-	-	-	-	61
Federal Farm Credit Bank	25,766	-	-	-	-	-	25,766	-
Federal Home Loan Bank	29,676	-	-	-	-	-	29,676	-
Federal Home Loan Mortgage Corp	5,945	-	-	-	-	-	5,945	-
Federal National Mortgage Association	4,856	-	-	-	-	-	4,856	-
Municipal Bonds	55,463	-	470	2,761	13,820	12,254	26,158	-
Supranationals	4,836	-	-	-	-	-	4,836	-
United States Treasury Bonds	33,392	-	-	-	-	-	29,554	3,838
State Local Investment Pool*	140,657	-	-	-	-	-	-	140,657
Total	\$ 310,019	\$ -	\$ 2,436	\$ 2,761	\$ 15,837	\$ 12,254	\$ 132,175	\$ 144,556

\* Investments in Washington State Local Government Investment Pool. The investments in the pool are valued at amortized cost of the pool shares.

See Note 16 for fair value measurement disclosures of the Port's investments.

## Port of Tacoma

### Notes to Financial Statements

#### Note 3. Capital and Intangible Assets

The following activity took place in capital and intangible assets during 2025 (dollars in thousands):

	2025				
	Beginning of Year	Additions	Transfers	Retirements and Other	End of Year
Capital and intangible assets not being depreciated / amortized:					
Land	\$ 585,063	\$ -	\$ 458	\$ (2,897)	\$ 582,624
Intangible assets	4,263	-	-	-	4,263
Construction in process	29,317	83,047	(9,155)	(9,694)	93,515
Total capital and intangible assets not being depreciated / amortized	618,643	83,047	(8,697)	(12,591)	680,402
Capital assets being depreciated / amortized:					
Buildings	100,534	-	613	(228)	100,919
Improvements	669,189	-	4,468	(2,161)	671,496
Machinery and equipment	84,087	-	3,616	(2,361)	85,342
Intangible lease assets	6,613	-	-	(3)	6,610
Intangible SBITA assets	5,701	704	-	(1,674)	4,731
Total capital assets being depreciated / amortized	866,124	704	8,697	(6,427)	869,098
Less accumulated depreciation / amortization:					
Buildings	(84,029)	(3,618)	-	727	(86,920)
Improvements	(480,228)	(11,156)	-	1,816	(489,568)
Machinery and equipment	(73,990)	(2,282)	-	1,340	(74,932)
Intangible lease assets	(1,600)	(1,282)	-	93	(2,789)
Intangible SBITA assets	(2,024)	(1,814)	-	1,358	(2,480)
Total accumulated depreciation / amortization	(641,871)	(20,152)	-	5,334	(656,689)
Net, capital assets being depreciated / amortized	224,253	(19,448)	8,697	(1,093)	212,409
Net, capital and intangible assets	\$ 842,896	\$ 63,599	\$ -	\$ (13,684)	\$ 892,811

## Port of Tacoma

### Notes to Financial Statements

#### Note 3. Capital and Intangible Assets (Concluded)

The following activity took place in capital and intangible assets during 2024 (dollars in thousands):

	2024				End of Year
	Beginning of Year	Additions	Transfers	Retirements and Other	
Capital and intangible assets not being depreciated:					
Land	\$ 582,351	\$ -	\$ 2,584	\$ 128	\$ 585,063
Intangible assets	4,263	-	-	-	4,263
Construction in process	20,515	19,547	(6,509)	(4,236)	29,317
Total capital and intangible assets not being depreciated	607,129	19,547	(3,925)	(4,108)	618,643
Capital assets being depreciated / amortized:					
Buildings	101,698	-	2,262	(3,426)	100,534
Improvements	670,601	-	31	(1,443)	669,189
Machinery and equipment	89,698	-	1,632	(7,243)	84,087
Intangible lease assets	6,947	922	-	(1,256)	6,613
Intangible SBITA assets	1,490	4,211	-	-	5,701
Total capital assets being depreciated / amortized	870,434	5,133	3,925	(13,368)	866,124
Less accumulated depreciation / amortization:					
Buildings	(81,269)	(4,371)	-	1,611	(84,029)
Improvements	(466,910)	(14,725)	-	1,407	(480,228)
Machinery and equipment	(79,227)	(2,259)	-	7,496	(73,990)
Intangible lease assets	(1,383)	(1,199)	-	982	(1,600)
Intangible SBITA assets	(1,001)	(1,230)	-	207	(2,024)
Total accumulated depreciation / amortization	(629,790)	(23,784)	-	11,703	(641,871)
Net, capital assets being depreciated / amortized	240,644	(18,651)	3,925	(1,665)	224,253
Net, capital and intangible assets	\$ 847,773	\$ 896	\$ -	\$ (5,773)	\$ 842,896

The Port has entered into a number of Subscription-Based Information Technology Agreements with varying expiration dates, with some including options for renewal. The Port recognizes these agreements as an intangible "right-to-use" subscription asset and a corresponding subscription liability at the commencement of the subscription term, which coincides with the placement of the subscription asset into service. The subscription liability is measured at the present value of the expected subscription payments over the term, discounted using the Port's incremental borrowing rate.

The Port did not incur any expenses related to termination penalties or impairment losses. As of December 31, 2025 and 2024, the Port's SBITA assets, net of amortization, totaled \$2.3 million and \$2.0 million, respectively.

The majority of SBITA assets are prepaid and do not have a corresponding subscription liability. They are recorded in prepayments and other current assets on the statements of net position.

Minimum future subscription payments are as follows (dollars in thousands).

Years ending December 31:	Principal	Interest	Total
2026	\$ 764	\$ 9	\$ 773
Total	\$ 764	\$ 9	\$ 773

## Port of Tacoma

### Notes to Financial Statements

#### Note 4. Commercial Paper

The Port is authorized to use Subordinate Lien Revenue Notes (commercial paper) in an amount not to exceed \$100 million. The Port issues commercial paper to provide interim financing for capital asset projects. The draws are secured by a bank letter of credit that was renewed in February 2025, extending the expiration date to March 15, 2028.

The term of the commercial paper ranges from 1 to 270 days. At December 31, 2025 and 2024, there were no advances outstanding. The terms in this agreement are consistent with the Port's publicly issued variable rate bonds and do not contain unusual clauses for additional events of default or termination events different than the Port's publicly traded bonds and are not subject to acceleration in the event of default. The Port did not have commercial paper activity during 2025 and 2024.

#### Note 5. Long-Term Debt

The Port's long-term debt activity by type of debt for 2025 and 2024 is presented in the following tables (dollars in thousands):

Description and Date of Issue	**** Type	Original Coupon Rate	Original True Interest Cost ***	2025		Last Year of Maturity	December 31, 2024	December 31, 2024	Refundings/ Repayments	December 31, 2025
				Earliest Year of Call	December 31, 2025					
General Obligation Bonds										
09/08/16	A	Bonds 3.00-5.00%	2.705%	2026	2038	\$ 96,205	\$ -	\$ (2,785)	\$ 93,420	
09/06/17		Bonds 2.50-3.40%	3.177%	2027	2038	14,685	-	(860)	13,825	
04/08/21		DB 0.690%	0.690%	*	2025	3,763	-	(3,763)	-	
						114,653	-	(7,408)	107,245	
						11,336			9,811	
						(7,408)			(7,600)	
						<u>\$ 118,581</u>			<u>\$ 109,456</u>	
Revenue Bonds										
03/07/08		Bonds Variable Rate	Variable Rate	*	2036	\$ 45,545	\$ -	\$ (3,750)	\$ 41,795	
07/15/09**		Bonds Variable Rate	Variable Rate	*	2044	122,180	-	-	122,180	
09/08/16	A	Bonds 4.00-5.00%	2.552%	2026	2034	29,960	-	(2,400)	27,560	
09/08/16	B	Bonds 2.00-5.00%	3.642%	2026	2043	98,355	-	(795)	97,560	
09/30/19	A	Bonds 5.00%	1.822%	N/A	2031	21,740	-	(2,975)	18,765	
09/30/19	A	Bonds Variable Rate	Variable Rate	*	2035	38,115	-	-	38,115	
10/29/20	A	DB 1.35%	1.350%	*	2029	13,225	-	(2,770)	10,455	
						369,120	\$ -	\$ (12,690)	356,430	
						20,416			18,206	
						(12,690)			(13,200)	
						<u>\$ 376,846</u>			<u>\$ 361,436</u>	

\* Currently callable by the Port but intent is to pay off in accordance with stated maturity dates.

\*\* This bond issue was originally issued as 2008B and, during 2009, the bonds were reissued to secure a better rate. The new bond issue is still referred to as 2008B in all official documents.

\*\*\* Original True Interest Cost (TIC) is the rate necessary to discount the amounts payable on the respective principal and interest payment dates to the purchase price received for the new issue of bonds. TIC considers the time value of money and all costs associated with issuing the bonds.

\*\*\*\* Direct Borrowings (DB) are bonds held by banks.

## Port of Tacoma

### Notes to Financial Statements

#### Note 5. Long-Term Debt (Continued)

						2024			
Description and Date of Issue	**** Type	Original Coupon Rate	Original True Interest Cost ***	Earliest Year of Call	Last Year of Maturity	December 31, 2023	December 31, Issuance	Refundings/Repayments	December 31, 2024
General Obligation Bonds									
09/08/16	A	Bonds 3.00-5.00%	2.705%	2026	2038	\$ 98,860	\$ -	\$ (2,655)	\$ 96,205
09/06/17		Bonds 2.50-3.40%	3.177%	2027	2038	15,525	-	(840)	14,685
04/08/21		DB 0.690%	0.690%	*	2025	7,446	-	(3,683)	3,763
						121,831	-	(7,178)	114,653
Net premium						12,878			11,336
Less current portion						(7,178)			(7,408)
Total long-term general obligation bonds, net of current portion						<u>\$ 127,531</u>			<u>\$ 118,581</u>
Revenue Bonds									
03/07/08		Bonds Variable Rate	Variable Rate	*	2036	\$ 49,150	\$ -	\$ (3,605)	\$ 45,545
07/15/09**		Bonds Variable Rate	Variable Rate	*	2044	122,180	-	-	122,180
09/08/16	A	Bonds 4.00-5.00%	2.552%	2026	2034	32,245	-	(2,285)	29,960
09/08/16	B	Bonds 2.00-5.00%	3.642%	2026	2043	99,110	-	(755)	98,355
09/30/19	A	Bonds 5.00%	1.822%	N/A	2031	24,575	-	(2,835)	21,740
09/30/19	A	Bonds Variable Rate	Variable Rate	*	2035	38,115	-	-	38,115
10/29/20	A	DB 1.35%	1.350%	*	2029	15,925	-	(2,700)	13,225
						381,300	\$ -	\$ (12,180)	369,120
Net premium						22,736			20,416
Less current portion						(12,180)			(12,690)
Total long-term revenue bonds, net of current portion						<u>\$ 391,856</u>			<u>\$ 376,846</u>

\* Currently callable by the Port but intent is to pay off in accordance with stated maturity dates.

\*\* This bond issue was originally issued as 2008B and, during 2009, the bonds were reissued to secure a better rate. The new bond issue is still referred to as 2008B in all official documents.

\*\*\* Original True Interest Cost (TIC) is the rate necessary to discount the amounts payable on the respective principal and interest payment dates to the purchase price received for the new issue of bonds. TIC considers the time value of money and all costs associated with issuing the bonds.

\*\*\*\* Direct Borrowings (DB) are bonds held by banks.

**General obligation bonds:** General obligation bonds are limited tax general obligations of the Port. The Port has outstanding bonds that are publicly issued or bonds that are direct borrowings held by a bank. The Port uses ad valorem tax revenues to pay the general obligation bond principal and the related interest. Ad valorem tax revenues may not be used to pay revenue bond debt. Per Chapter 53.36 RCW, the Port may incur general obligation bond debt up to 0.25% of the assessed value of the taxable property in the Port district without a vote. At December 31, 2025, the assessed value of the taxable property was \$210,665.4 million; therefore, total general obligation bond debt allowable without a vote was \$526.7 million. The Port's outstanding non-voted general obligation bond debt as of December 31, 2025, was \$107.2 million, resulting in a remaining non-voted general obligation bond capacity of \$419.5 million.

**General Obligation Bond Direct borrowing:** The 2021 general obligation bonds with no outstanding balance as of December 31, 2025 were refunding bonds held by a bank that matured in 2025. The bonds were fixed-rate bonds with original coupon rate of 0.69% and were funded by the Port's tax levy. The terms in the direct borrowing agreement are consistent with the Port's publicly issued general obligation bonds and contain similar clauses that address significant default and termination events. In addition, the direct borrowing agreement is not subject to acceleration upon an event of default.

## Port of Tacoma

### Notes to Financial Statements

#### Note 5. Long-Term Debt (Continued)

**Revenue bonds:** The revenue bonds are secured by a pledge of the Port's net operating revenues as defined by bond documents. The outstanding revenue bonds are publicly issued or are held by banks through direct borrowings. Revenue bond proceeds finance acquisition, expansion, improvement and equipping Port terminal and industrial development facilities. The Port has pledged future net revenues and lease interest income to repay \$500.1 million in bond principal and interest through 2044. In 2025, revenue bond principal and interest were \$25.9 million and total revenues were \$149.2 million. During 2024, revenue bond principal and interest were \$27.2 million and total revenues were \$105.9 million. The revenue bonds contain coverage requirements related to maintaining adequate net revenues to support debt service.

**Revenue bond direct borrowings:** The 2020 revenue bonds with an outstanding balance at December 31, 2025 of \$10.5 million are refunding bonds held by a bank that expire in 2029. The bonds are fixed-rate bonds with original coupon rate of 1.35%. The terms in the direct borrowing agreement are consistent with the Port's publicly issued general obligation bonds and contain similar clauses that address significant default and termination events. In addition, the direct borrowing agreement is not subject to acceleration upon an event of default.

**Variable-rate servicing agreements:** The Port entered into reimbursement agreements with banks to provide Letter of Credit support on its variable-rate bonds. The reimbursement agreements have terms up to three years. The reimbursement agreement for the 2008B variable rate bonds with an outstanding amount of \$122.2 million at December 31, 2025 was set to expire on March 29, 2023 and was extended to March 27, 2026. The interest rate on the extended agreement is 0.38% compared to the previous agreement of 0.35% which equates to an increase in annual interest of approximately \$37,000.

**Interest rate payment agreements (swaps):** The Port entered into four swaps so that it may mitigate interest rate risk associated with the Port's variable-rate debt. The swaps synthetically fix or "lock-in" interest rates on variable revenue bond debt by requiring the Port to pay a fixed interest rate on the nominal value of the swap and receive variable interest rate cash flows that are intended to offset the variable-rate bond payments, leaving the Port with the fixed payments identified in each swap agreement.

The Port's existing swap contracts and the outstanding notional amounts at December 31, 2025, are detailed as follows. No cash was paid from the Port to the counterparty when the swaps were created (dollars in thousands):

SWAP Reference	Type	Original Notional Amount	Outstanding Notional Amount	Options	Contract Start Date	Effective Date	Maturity Date	Terms
2	Pay-fixed interest rate swap	\$ 30,000	\$ 15,774	None	9/25/08	9/25/08	12/1/36	Pay 3.320%, receive 70% of LIBOR (1)
3	Pay-fixed interest rate swap	80,000	57,130	None	9/20/07	7/28/11	12/1/40	Pay 4.155%, receive 70% of LIBOR (1)
4	Pay-fixed interest rate swap	130,000	95,095	None	9/20/07	7/26/12	12/1/41	Pay 4.200%, receive 70% of LIBOR (1)
5	Pay-fixed interest rate swap	20,000	14,940	None	9/20/07	7/25/13	12/1/42	Pay 4.229%, receive 70% of LIBOR (1)
		<u>\$ 260,000</u>	<u>\$ 182,939</u>					

(1) One-month Secured Overnight Financing Rate.

Port of Tacoma

Notes to Financial Statements

Note 5. Long-Term Debt (Continued)

Variable-Rate Debt	Outstanding Principal December 31, 2025	Outstanding Principal December 31, 2024
2008	\$ 41,795	\$ 45,545
2008B	122,180	122,180
2019A	38,115	38,115
Unhedged debt	(19,151)	(14,871)
	\$ 182,939	\$ 190,969

The following summarizes the change in fair value of the Port's pay-fixed, receive variable interest rate payment agreements at December 31, 2025 and 2024 (dollars in thousands):

SWAP Reference	2025 Changes in Fair Value		Classification	Fair Value at 12/31/25		Original Notional Amount
	Classification	Amount		Classification	Amount	
2	Deferred outflow	\$ (204)	Debt	\$ (603)	\$ 30,000	
3	Deferred outflow	(318)	Debt	(6,560)	80,000	
4	Deferred outflow	(481)	Debt	(11,574)	130,000	
5	Deferred outflow	(62)	Debt	(1,916)	20,000	
		\$ (1,065)		\$ (20,653)	\$ 260,000	

SWAP Reference	2024 Changes in Fair Value		Classification	Fair Value at 12/31/24		Original Notional Amount
	Classification	Amount		Classification	Amount	
2	Deferred outflow	\$ 481	Debt	\$ (399)	\$ 30,000	
3	Deferred outflow	2,579	Debt	(6,242)	80,000	
4	Deferred outflow	4,497	Debt	(11,093)	130,000	
5	Deferred outflow	744	Debt	(1,854)	20,000	
		\$ 8,301		\$ (19,588)	\$ 260,000	

Note: Swap Reference 1 was terminated in 2016.

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 5. Long-Term Debt (Continued)

**Risks:** The Port mitigates swap-related risk by following its Payment Agreement Guidelines. These guidelines are published in the Port's Annual Budget document within its Debt Guidelines. The guidelines manage each of the risks below:

**Counterparty or credit risk:** The Port's derivative instruments are held by three separate counterparties. By agreement, the Port requires posting of collateral when the counterparty owes to the Port on the swap termination value (fair value). The credit ratings for each of the counterparties are as follows (dollars in thousands):

SWAP Reference	Notional Amount	Bank Counterparty	Credit Worthiness		Termination Value
			Moody's	S&P	
2	\$ 30,000	Goldman Sachs	A1	A+	\$ (603)
3	80,000	Dexia	Baa3	BBB-	(6,560)
4	130,000	Dexia	Baa3	BBB-	(11,574)
5	20,000	Merrill Lynch	A1	A-	(1,916)
	<u>\$ 260,000</u>				<u>\$ (20,653)</u>

Note: Swap Reference 1 was terminated in 2016.

**Termination risk:** The Port or its counterparties may terminate a derivative instrument if the other party fails to perform under the terms of the contract. If the swap counterparty's credit rating deteriorates below A3/A- (Moody's/Standard & Poor's), the Port may terminate the swap at fair value; however, the Port may, at its option, continue in the swap. At this time, the Port will continue and has no plans to terminate the contract with Dexia due to their current rating.

**Basis risk:** The Port pays a daily interest rate to its bondholders and receives 70% of one-month Secured Overnight Financing Rate (SOFR) from its swap counterparties. In exchange for the fixed swap rates associated with using the SOFR index, the Port bears the risk that it could incur a shortfall between the variable rate paid on the bonds and the variable rate received on the swaps.

**Rollover risk:** The Port matched the term of its existing swap contracts to the term of the underlying debt so that it minimizes its exposure to rollover risk.

**Foreign currency risk:** The Port's derivative instruments are denominated in U.S. dollars.

**Contingencies:** If the Port's credit rating falls below A3/A- (Moody's/Standard & Poor's) for the swap with Goldman Sachs or below Baa2/BBB (Moody's/Standard & Poor's) for the other swaps, the Port bears the risk that its counterparties may terminate the agreement. The Port is prohibited by RCW 39.96 from posting collateral. The Port's subordinate lien credit rating is A1/AA (Moody's/Standard & Poor's) at December 31, 2025.

## Port of Tacoma

### Notes to Financial Statements

#### Note 5. Long-Term Debt (Concluded)

**Debt service for fixed- and variable-rate bonds estimated future payments:** The debt service requirements for fixed-rate general obligation, revenue bonds and the debt service requirements for the 2008 Subordinate-Lien Variable Rate Revenue Bonds, 2008B Subordinate-Lien Variable Rate Revenue Bonds, 2019A Subordinate-Lien Variable Rate Revenue Bonds and active swaps outstanding as of December 31, 2025, are as follows (dollars in thousands):

Years ending December 31:	Fixed Rate Bonds			Variable Rate Bonds			
	Principal	Interest	Total	Principal	Interest	Interest Rate Swap, Net (1)	Total
2026	\$ 16,900	\$ 11,972	\$ 28,872	\$ 3,900	\$ 4,826	\$ 125	\$ 8,851
2027	17,580	11,318	28,898	4,055	4,732	117	8,904
2028	18,385	10,566	28,951	4,215	4,635	109	8,959
2029	17,860	9,775	27,635	4,385	4,534	100	9,019
2030	16,935	8,964	25,899	4,560	4,429	91	9,080
2031-2035	71,275	33,746	105,021	58,795	18,536	303	77,634
2036-2040	68,795	17,307	86,102	-	14,539	73	14,612
2041-2045	33,855	3,370	37,225	122,180	11,632	5	133,817
	<u>\$ 261,585</u>	<u>\$ 107,018</u>	<u>\$ 368,603</u>	<u>\$ 202,090</u>	<u>\$ 67,863</u>	<u>\$ 923</u>	<u>\$ 270,876</u>

- (1) This amount represents the cash that is due to the counterparty based on the terms of the pay-fixed interest rate swap. The amounts for the subsequent years are based on the assumption that interest rate conditions that existed during 2025 will remain the same over the term of the derivative contracts.

The fixed and variable debt obligations estimated future payments separated by direct borrowings as of December 31, 2025, are as follows (dollars in thousands):

Years ending December 31:	GO Bonds		Direct Borrowing		Revenue Bonds		Revenue Direct Borrowing		Int Rate Swaps
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	Swap, Net (1)
2026	\$ 7,600	\$ 4,697	\$ -	\$ -	\$ 10,360	\$ 11,960	\$ 2,840	\$ 141	\$ 125
2027	7,885	4,405	-	-	10,835	11,543	2,915	103	117
2028	8,275	4,030	-	-	11,340	11,107	2,985	63	109
2029	8,665	3,636	-	-	11,865	10,650	1,715	23	100
2030	9,080	3,222	-	-	12,415	10,171	-	-	91
2031-2035	43,435	9,498	-	-	86,635	42,783	-	-	303
2036-2040	22,305	1,761	-	-	46,490	30,085	-	-	73
2041-2045	-	-	-	-	156,035	15,002	-	-	5
	<u>\$ 107,245</u>	<u>\$ 31,250</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 345,975</u>	<u>\$ 143,301</u>	<u>\$ 10,455</u>	<u>\$ 331</u>	<u>\$ 923</u>

- (1) This amount represents the cash that is due to the counterparty based on the terms of the pay-fixed interest rate swap. The amounts for the subsequent years are based on the assumption that interest rate conditions that existed during 2025 will remain the same over the term of the derivative contracts.

The paying agent for the Port's bonded debt is:

U.S. Bank  
Fiscal Agencies - 7 East  
101 Barclay Street  
New York, NY 10286

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 6. Risk Management

The Port is exposed to various risks of loss related to torts; damage to, theft of, and destruction of assets or cargo; natural disasters; and employee injuries. To limit its exposure, the Port purchases a variety of insurance policies. For general liability, the Port purchases \$150 million in coverage, subject to a \$25,000 deductible. All risk property insurance is purchased on a replacement value basis for most properties, subject to a limit of \$400 million and a per occurrence deductible of \$500,000. For flood losses a sub-limit of \$50 million applies and a per occurrence deductible of \$250,000 for all flood zones. For earthquake losses, a sub-limit of \$50 million apply. Insurance coverage for earthquakes is subject to a deductible defined as five percent of the value of the damaged property, with a minimum of \$100,000.

With the exception of losses which may arise from employee injuries, earthquakes and/or floods, no deductible exceeds \$500,000. Insurance coverage for the past three years has been sufficient to cover all claim settlements.

The Port is self-insured for its regular medical coverage. The liability for unpaid medical claims is included in payroll and taxes payable on the accompanying statements of net position and is expected to be paid in 2026. Excess loss coverage has been purchased through an outside provider to limit individual loss to \$135,000. Self-insured claim activity for December 31, was as follows (dollars in thousands):

	2025	2024	2023
Claims liability, beginning of year	\$ 2,310	\$ 1,951	\$ 1,655
Claims reserve	7,227	7,291	6,150
Payments on claims	(7,147)	(6,932)	(5,854)
Claims liability, end of year	<u>\$ 2,390</u>	<u>\$ 2,310</u>	<u>\$ 1,951</u>

The Port maintains a self-insurance program for workers' compensation. The self-insured retention for workers' compensation coverage is \$1,250,000. The estimated liability for workers' compensation is included in payroll and taxes payable on the accompanying statements of net position. At December 31, 2025, the estimated self-insurance liability for workers' compensation was \$465,000 and this amount is expected to be paid in 2026. The liability for unpaid claims represents the estimated future indemnity, medical, rehabilitation and legal costs for all open claims. Workers' compensation claim activity for December 31, 2025 was as follows (dollars in thousands):

	2025	2024	2023
Claims liability, beginning of year	\$ 508	\$ 450	\$ 519
Claims incurred during the year	315	216	293
Changes in estimate for prior year claims	477	415	131
Payments on claims	(834)	(573)	(493)
Claims liability, end of year	<u>\$ 465</u>	<u>\$ 508</u>	<u>\$ 450</u>

#### Note 7. Leases

The Port, as a lessor, leases land and facilities under long-term agreements at market rates with terms ranging from 1 to 50 years. The leases typically include provisions for rent changes based on the consumer price index or other market indexes, resulting in additional variable lease revenues that are not included in the measurement of the lease receivables.

## Port of Tacoma

### Notes to Financial Statements

#### Note 7. Leases (Continued)

Total revenue from long-term leases in 2025 were \$24.6 million, including \$16.0 million of principal and interest and \$8.6 million variable revenues that were not previously included in the lease receivable balance. Total revenue from long-term leases in 2024 were \$24.9 million, including \$16.3 million of principal and interest and \$8.6 million variable revenues that were not previously included in the lease receivable balance. Minimum future rental revenue from long-term leases is as follows (dollars in thousands):

Minimum future rental revenue from long-term leases is as follows (dollars in thousands).

Years ending December 31:	Principal	Interest	Total
2026	\$ 8,428	\$ 8,089	\$ 16,517
2027	8,167	7,773	15,940
2028	8,422	7,449	15,871
2029	8,354	7,124	15,478
2030	7,604	6,813	14,417
2031 - 2035	43,434	29,146	72,580
2036 - 2040	35,647	21,033	56,680
2041 - 2045	23,503	15,090	38,593
2046 - 2050	14,900	11,478	26,378
2051 - 2055	16,821	8,028	24,849
2056 - 2060	12,031	5,265	17,296
2061 - 2065	14,763	2,533	17,296
2066 - 2070	4,885	306	5,191
Total	\$ 206,959	\$ 130,127	\$ 337,086

The Port, as a lessee, leases aquatic land and building space for technology infrastructure and the agreements do not contain variable payments or residual value guarantees. The Port's intangible "right to use" assets are included in capital and intangible assets and other liabilities on the statements of net position and are presented in the following tables for the years ended December 31, (dollars in thousands):

	2025			
	Beginning of Year	Additions	Retirements and Other	End of Year
Lease assets being amortized:				
Land	\$ 5,479	\$ -	\$ -	\$ 5,479
Building space	923	-	-	923
Equipment	211	91	(94)	208
Total lease assets being amortized	6,613	91	(94)	6,610
Less accumulated amortization:				
Land	(1,253)	(979)	-	(2,232)
Building space	(197)	(204)	-	(401)
Equipment	(150)	(100)	94	(156)
Total accumulated amortization	(1,600)	(1,283)	94	(2,789)
Net, lease assets	\$ 5,013	\$ (1,192)	\$ -	\$ 3,821

**Port of Tacoma**

**Notes to Financial Statements**

**Note 7. Leases (Concluded)**

	2024			
	Beginning of Year	Additions	Retirements and Other	End of Year
Lease assets being amortized:				
Land	\$ 5,479	\$ -	\$ -	\$ 5,479
Building space	1,257	923	(1,257)	923
Equipment	211	-	-	211
Total lease assets being amortized	6,947	923	(1,257)	6,613
Less accumulated amortization:				
Land	(306)	(947)	-	(1,253)
Building space	(982)	(197)	982	(197)
Equipment	(95)	(55)	-	(150)
Total accumulated amortization	(1,383)	(1,199)	982	(1,600)
Net, lease assets	\$ 5,564	\$ (276)	\$ (275)	\$ 5,013

Minimum future lease payments for the leases are as follows (dollars in thousands):

	Principal	Interest	Total
Years ending December 31:			
2026	\$ 1,271	\$ 107	\$ 1,378
2027	1,268	64	1,332
2028	1,176	22	1,198
2029	10	4	14
2030	10	4	14
2031 - 2035	59	12	71
2036 - 2040	26	1	27
Total	\$ 3,821	\$ 214	\$ 4,034

**Note 8. Pension Plans**

**Pension plan:** The Port's full-time and qualifying part-time employees participate in one of the statewide local government retirement systems administered by the Washington State Department of Retirement Systems, under cost-sharing, multiple-employer public employee defined benefit retirement plans.

Historical trend and other information regarding each plan are presented in the Washington State Department of Retirement Systems annual comprehensive financial report. A copy of this report may be obtained at:

Department of Retirement Systems  
 Communications Unit  
 P. O. Box 48380  
 Olympia, WA 98504-8380  
 Internet Address: [www.drs.wa.gov](http://www.drs.wa.gov)

**Plan description and benefits:** Public Employees' Retirement System (PERS) was established in 1947, and its retirement benefit provisions are contained in chapters 41.34 and 41.40 RCW. PERS is a cost-sharing, multiple-employer retirement system composed of three separate pension plans for membership

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 8. Pension Plans (Continued)

purposes. PERS Plan 1 and PERS Plan 2 are defined benefit plans, and PERS Plan 3 is a defined benefit plan with a defined contribution component.

PERS members include elected officials; state employees; employees of the Supreme, Appeals and Superior Courts; employees of the legislature; employees of district and municipal courts; employees of local governments; and higher education employees not participating in higher education retirement programs.

PERS is composed of and reported as three separate plans for accounting purposes: Plan 1, Plan 2/3 and Plan 3. Plan 1 accounts for the defined benefits of Plan 1 members. Plan 2/3 accounts for the defined benefits of Plan 2 members and the defined benefit portion of benefits for Plan 3 members. Plan 3 accounts for the defined contribution portion of benefits for Plan 3 members.

Although members can only be a member of either Plan 2 or Plan 3, the defined benefits of Plan 2 and Plan 3 are accounted for in the same pension trust fund. All assets of Plan 2/3 may legally be used to pay the defined benefits of any of the Plan 2 or Plan 3 members or beneficiaries, as the terms of the plans define. Therefore, Plan 2/3 is considered a single plan for accounting purposes.

PERS Plan 1 is closed to new entrants. PERS Plan 1 members were vested after the completion of five years of eligible service. PERS Plan 1 provides retirement, disability and death benefits. Retirement benefits are calculated using 2% of the member's Average Final Compensation (AFC) times the member's years of service. AFC is the average of the member's 24 consecutive highest-paid service credit months. Members are eligible for retirement from active status at any age with at least 30 years of service, at age 55 with at least 25 years of service, or at age 60 with at least five years of service.

PERS Plan 1 retirement benefits are actuarially reduced to reflect the choice of a survivor benefit. Members retiring from inactive status before the age of 65 may also receive actuarially reduced benefits. Other benefits include duty and nonduty disability payments, an optional Cost-of-Living Adjustment (COLA), and a one-time, duty-related death benefit, if found eligible by the Washington State Department of Labor & Industries.

The PERS Plan 1 member contribution rate is established by statute at 6%. The employer contribution rate is developed by the Office of the State Actuary (OSA) and includes an administrative expense component that is currently set at 0.20%.

PERS Plan 2 members are vested after completing five years of eligible service. Plan 3 members are vested in the defined benefit portion of their plan after 10 years of service or after five years of service if 12 months of that service are earned after age 44. PERS Plan 2/3 provides retirement, disability and death benefits. Retirement benefits for Plan 2 are calculated using 2% of the member's AFC times the member's years of service. Retirement defined benefits for Plan 3 are calculated using 1% of AFC times the member's years of service. AFC is the monthly average of the member's 60 consecutive highest-paid service credit months. PERS Plan 2/3 has no cap on years of service credit.

Members are eligible for retirement with a full benefit at age 65 with at least five years of service credit. Retirement before age 65 is considered an early retirement. PERS Plan 2/3 members who have at least 20 years of service credit and are 55 years of age or older are eligible for early retirement with a reduced benefit. The benefit is reduced by a factor that varies according to age for each year before age 65. PERS Plan 2/3 retirement benefits are actuarially reduced to reflect the choice of a survivor benefit. Other

## Port of Tacoma

### Notes to Financial Statements

#### Note 8. Pension Plans (Continued)

PERS Plan 2/3 benefits include duty and nonduty disability payments; a COLA based on the Consumer Price Index, capped at 3% annually; and a one-time, duty-related death benefit, if found eligible by the Washington State Department of Labor & Industries.

The PERS Plan 2/3 employer and employee contribution rates are developed by the OSA to fully fund Plan 2 and the defined benefit portion of Plan 3. The Plan 2/3 employer rates include a component to address the PERS Plan 1 unfunded actuarial accrued liability, currently set at 2.55%, and an administrative expense that is currently set at 0.20%.

PERS Plan 3 members are immediately vested in the defined contribution portion of their plan. PERS Plan 3 defined contribution benefits are totally dependent on employee contributions and investment earnings on those contributions. PERS Plan 3 members choose their contribution rate when joining membership and can change rates only when changing employers. As established by chapter 41.34 RCW, Plan 3 defined contribution rates are set at a minimum of 5% and a maximum of 15%; members have six rate options to choose from. Employers do not contribute to the defined contribution benefits.

**Contributions:** The required contribution rates, expressed as a percentage of covered payrolls, as of December 31, were:

2025	PERS Plan 1	PERS Plan 2	PERS Plan 3
Employer*	9.53%	9.53%	9.53%
Employee	6.00%	6.36%	**
2024	PERS Plan 1	PERS Plan 2	PERS Plan 3
Employer*	9.53%	9.53%	9.53%
Employee	6.00%	6.36%	**

\* The employer rates include the employer administrative expense fee of 0.20% at 12/31/2024 and 12/31/2023. For Plan 3, applies to defined benefit portion only.

\*\* Rate selected by PERS 3 members, 5% minimum to 15% maximum

The Port and employees made required contributions for 2025 and 2024. The Port's required contributions for the years ended December 31, are as follows (dollars in thousands):

Year	PERS Plan 1	PERS Plan 2/3	Total
2025	\$ 727	\$ 1,822	\$ 2,549
2024	\$ 773	\$ 1,658	\$ 2,547

**Pension assets (liabilities), pension expense, and deferred inflows and outflows of resources related to pensions:** The Port's proportion of the net pension asset (liability) was based on a projection of the Port's long-term share of contributions to the pension plan, relative to the projected contributions of all participating agencies, actuarially determined.

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 8. Pension Plans (Continued)

The Port's proportionate share of net pension asset (liability) for the years ended December 31, are presented in the following table (dollars in thousands):

Port's proportionate share of the net pension (liability)/asset:

	PERS 1	PERS 2/3	Total
2025	\$ (1,558)	\$ 6,523	\$ 4,965
2024	\$ (2,392)	\$ 5,729	\$ 3,337

	PERS 1	PERS 2/3
2025	0.1321%	0.1709%
2024	0.1346%	0.1738%
Change in proportionate share	-0.0025%	-0.0029%

For the years ended December 31, 2025 and 2024, the Port reported the following pension benefit (dollars in thousands):

Port's pension benefit:

	PERS 1	PERS 2/3	Total
2025	\$ 192	\$ 463	\$ 655
2024	\$ 79	\$ 441	\$ 520

## Port of Tacoma

### Notes to Financial Statements

#### Note 8. Pension Plans (Continued)

At December 31, 2025 and 2024, the Port reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (dollars in thousands):

2025	PERS 1	PERS 2/3	Total
Sources of deferred outflow of resources:			
Net difference between projected and actual earnings on pension plan investments (2)	\$ -	\$ -	\$ -
Changes in assumptions (1)	-	2,522	2,522
Differences between expected and actual experience (1)	-	4,769	4,769
Changes in proportionate differences between Port contributions and proportionate share of contributions (1)	-	217	217
Port contributions subsequent to measurement date	-	810	810
Total	\$ -	\$ 8,318	\$ 8,318
Sources of deferred inflow of resources:			
Net difference between projected and actual earnings on pension plan investments (2)	\$ (107)	\$ (1,470)	\$ (1,577)
Changes in assumptions (1)	-	(180)	(180)
Differences between expected and actual experience (1)	-	-	-
Changes in proportionate differences between Port contributions and proportionate share of contributions (1)	-	(14)	(14)
Total	\$ (107)	\$ (1,664)	\$ (1,771)
2024			
Sources of deferred outflow of resources:			
Net difference between projected and actual earnings on pension plan investments (2)	\$ -	\$ -	\$ -
Changes in assumptions (1)	-	3,163	3,163
Differences between expected and actual experience (1)	-	3,256	3,256
Changes in proportionate differences between Port contributions and proportionate share of contributions (1)	-	168	168
Port contributions subsequent to measurement date	360	907	1,267
Total	\$ 360	\$ 7,494	\$ 7,854
Sources of deferred inflow of resources:			
Net difference between projected and actual earnings on pension plan investments (2)	\$ (191)	\$ (1,643)	\$ (1,834)
Changes in assumptions (1)	-	(363)	(363)
Differences between expected and actual experience (1)	-	(13)	(13)
Changes in proportionate differences between Port contributions and proportionate share of contributions (1)	-	(157)	(157)
Total	\$ (191)	\$ (2,176)	\$ (2,367)

- (1) The recognition period for each plan is equal to the average of the expected remaining service lives of all employees provided with pensions through the pension plan, which was determined at the beginning of the measurement date.  
(2) The recognition period is a closed, five-year period for all plans.

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 8. Pension Plans (Continued)

As of December 31, 2025, deferred outflows of resources related to pensions resulting from the Port's contributions subsequent to the measurement date were \$0.8 million and will be recognized as a reduction of the net pension asset in the year ending December 31, 2026. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows (dollars in thousands):

	PERS 1	PERS 2/3	Total
Years ending December 31:			
2026	\$ 102	\$ 2,280	\$ 2,382
2027	(74)	939	865
2028	(77)	946	869
2029	(58)	391	333
2030	-	838	838
Thereafter	-	450	450
Total	\$ (107)	\$ 5,844	\$ 5,737

#### **Actuarial assumptions:**

The total pension liability (TPL) for each of the plans was determined using the most recent actuarial valuation completed in 2024 with a valuation date of June 30, 2024, with the results rolled forward to the valuation date of June 30, 2025. The actuarial assumptions used in the valuation are summarized in the Actuarial Section of DRS' Annual Comprehensive Financial Report located on the DRS website. The actuarial assumptions used in the valuation were based on the results of the 2013-2018 Demographic Experience Study Report and the 2023 Economic Experience Study. Additional assumptions for subsequent events and law changes are current as of the 2024 Actuarial Valuation Report.

The 2024 total pension asset (liability) for each of the plans was determined using the most recent actuarial valuation completed in 2024 with a valuation date of June 30, 2023 with results rolled forward to the measurement date of June 30, 2024. The actuarial assumptions used in the June 30, 2023, valuation were based on the results of the Office of the Actuary's (OSA) 2013-2018 Demographic Experience Study Report and the 2023 Economic Experience Study. Additional assumptions for subsequent events and law changes are current as of the 2023 actuarial valuation report.

**Inflation:** 2.75% total economic inflation; 3.25% salary inflation (2024: 2.75% for total economic inflation; 3.25% for salary inflation).

**Salary increases:** In addition to the base 3.25% salary inflation assumption, salaries are also expected to grow by service-based salary increases (2024: salaries were expected to grow 3.25%).

**Investment rate of return:** 7.00% (2024: 7.00%)

**Mortality rates:** Mortality rates in 2025 and 2024 were developed using the Society of Actuaries' Pub.H-2010 mortality rates, which vary by member status (e.g., active, retiree, or survivor), as the base table. OSA applied age offsets for each system, as appropriate, to better tailor the mortality rates to the demographics of each plan. OSA applied the long-term MP-2017 generational improvement scale, also developed by the Society of Actuaries, to project mortality rates for every year after the 2010 base table. Under "generational" mortality, a member is assumed to receive additional mortality improvements in each future year, throughout their lifetime.

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 8. Pension Plans (Continued)

##### Assumption and method changes:

Actuarial results that OSA provided reflect the following changes in assumptions and methods:

##### Assumption Changes:

- Assumptions did not change from the prior contribution rate setting date June 30, 2022 Actuarial Valuation Report (AVR).

##### Method Changes:

- OSA improved their modeling of benefits paid to retirees and beneficiaries in their month of death to better match current administration.

**Discount rate:** The discount rate used to measure the total pension liability was 7.00% for all plans (2024: 7.00%). To determine that rate, an asset sufficiency test was completed to test whether each pension plan's fiduciary net position was sufficient to make all projected future benefit payments for current plan members. Based on the assumptions described in OSA's certification letter within the DRS Annual Comprehensive Financial Report, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return of 7.00% was used to determine the total liability.

**Sensitivity of the net pension liability (asset) to changes in the discount rate:** The table below presents the net pension liability (asset) of the Port, calculated using the discount rate of 7.00% as well as what the Port's net pension liability (asset) would be if it were calculated using a discount rate 1 percentage point lower (6.00%) or 1 percentage point higher (8.00%) than the current rate (dollars in thousands):

	Pension Trust	1% Decrease	Discount Rate	1% Increase
December 31, 2025				
Discount rate		6.00%	7.00%	8.00%
Proportionate share of net pension liability	PERS 1	\$ (2,629)	\$ (1,558)	\$ (619)
Proportionate share of net pension (liability)/asset	PERS 2/3	(10,586)	6,523	20,574
December 31, 2024				
Discount rate		6.00%	7.00%	8.00%
Proportionate share of net pension liability	PERS 1	\$ (3,519)	\$ (2,392)	\$ (1,404)
Proportionate share of net pension (liability)/asset	PERS 2/3	(10,328)	5,729	18,917

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 8. Pension Plans (Concluded)

**Long-term expected rate of return:** The OSA selected a 7.00% long-term expected rate of return on pension plan investments using a building-block method (2024: 7.00% long-term expected rate of return). In selecting this assumption, the OSA reviewed the historical experience data, considered the historical conditions that produced past annual investment returns, and considered Capital Market Assumptions (CMA's) and simulated expected investment returns provided by the Washington State Investment Board (WSIB). The CMAs contain three pieces of information for each class of assets WSIB currently invests in: expected annual return, standard deviation of the annual return, and correlations between the annual returns of each asset class with every other asset class. The WSIB uses the CMAs and their target asset allocation to simulate future investment returns at various future times.

**Estimated rates of return by asset class:** Best estimates of arithmetic real rates of return for each major asset class included in the pension plan's target asset allocation as of June 30, 2025, and 2024 are summarized below. The inflation component used to create the table is 2.50% and 2.50% for June 30, 2025, and 2024, respectively, and represents WSIB's long-term estimate of broad economic inflation consistent with their 2023 CMAs.

Asset Class	Target Allocation	% Long-Term Expected Real Rate of Return Arithmetic
Fixed income	19.0%	2.1%
Tangible assets	8.0%	4.5%
Real estate	18.0%	4.8%
Global equity	30.0%	5.6%
Private equity	25.0%	8.6%
	<u>100.0%</u>	

Detailed information about the pension plan's fiduciary net position is available in the separately issued DRS financial reports. Additional actuarial and pension plan information is included in the DRS 2025 Annual Comprehensive Financial Report, including descriptions of actuarial data, assumptions, methods, and plan provisions relied on for the preparation of GASB No. 67 and GASB No. 68. Additional details regarding this information are included in OSA's 2024 Actuarial Valuation Report on the OSA website [leg.wa.gov/osa](http://leg.wa.gov/osa).

#### Note 9. Post-Employment Health Care Benefits Trust Fund

The Port provides major medical coverage for eligible retired employees through the Plan. The Plan is a single employer plan administered through the Port of Tacoma's self-insured medical plan. The Port established the Trust to be used solely for the cost of medical coverage for eligible Plan participants and for payment of the cost of administering the Trust. The Port is the sole administrator and fiduciary of the Trust. Management and funding of the Trust is the responsibility of the Port Treasurer. The Port shall have the right at any time, and from time to time, to modify, alter or amend the Plan in whole or in part effective as of a specified date, pursuant to the laws of the State of Washington.

The Plan's financial statements for December 31, 2025 and 2024, may be found on pages 19 and 20 of this report.

## Port of Tacoma

### Notes to Financial Statements

#### Note 9. Post-Employment Health Care Benefits Trust Fund (Continued)

**Plan description:** The Plan provides major medical coverage, subject to a deductible, and a maximum benefit limit of \$2,000,000 per person for eligible retired employees and qualified dependent spouses. Retirees and their spouses are eligible for Port-paid, post-employment medical benefits upon attainment of age 60 through the age of 69, provided they have completed a minimum of 15 years of service and are eligible to retire under PERS. Employees retiring before the age of 60 are eligible for Port-paid, post-employment medical benefits for up to 10 years, provided they have completed 20 years of service and are eligible to retire under PERS. The Plan is closed to employees hired on or after March 15, 2007. The Plan does not require employee or retiree contributions. There are 6 active members, 11 inactive members and zero inactive members entitled to, but not yet receiving, benefits in the Plan. The Port will fund the Plan as necessary (on a pay-as-you-go basis) to enable the Plan to pay vested accrued benefits to participants as they become due. However, the Trust was fully funded at its inception, and it has not needed additional contributions from the Port.

**Summary of accounting policies:** The financial statements are prepared using the accrual basis of accounting. Medical benefits that are in accordance with the Plan are recognized when due. Contributions to the Plan, if required, will be recognized in the period that the contributions are made.

The Plan is administered through a qualifying trust per paragraph 4, item (b), of GASB No. 75, *Accounting and Financial Reporting for Post-Employment Benefits Other Than Pensions*. An actuarial valuation was completed in January 2026 with results based on the January 1, 2026, actuarial valuation date with a measurement date and reporting date of December 31, 2025. For the prior year, the actuarial valuation was completed in January 2025 with results based on the January 1, 2025, actuarial valuation date with a measurement date and reporting date of December 31, 2024.

**Rate of return:** The long-term expected rate of return on OPEB plan investments was set to 4.43% at December 31, 2025, up from 4.28% on December 31, 2024 (based on the December 31, 2025, S&P Municipal Bond 20-Year High Grade Rate Index), to better reflect future expectations.

The changes in net OPEB asset were as follows at December 31, 2025 (dollars in thousands):

	Total OPEB Liability (a)	Plan Net Position (b)	Net OPEB (Asset) Liability (a-b)
Beginning balance, December 31, 2024	\$ 1,272	\$ 4,467	\$ (3,195)
Service cost	24	-	24
Interest	52	-	52
Differences between expected and actual experience	(179)	-	(179)
Changes of assumptions	(11)	-	(11)
Benefit payments	(71)	(71)	-
Expected return on plan investments	-	189	(189)
Current expense of asset gain/loss	-	40	(40)
Administrative expense	-	(17)	17
Net changes	(185)	141	(326)
Ending balance, December 31, 2025	\$ 1,087	\$ 4,608	\$ (3,521)

**Port of Tacoma**

**Notes to Financial Statements**

---

**Note 9. Post-Employment Health Care Benefits Trust Fund (Continued)**

OPEB (income) expense for December 31, 2025, is as follows (dollars in thousands):

Service cost	\$	24
Interest		52
Administrative expense		17
Deferred (inflows) outflows of resources:		
Differences between expected and actual experience		(179)
Expected return on plan investments		(189)
Changes in assumptions		(11)
Current expense of asset gain		(8)
Amortization of or change in beginning balances		93
OPEB income	<u>\$</u>	<u>(201)</u>

The changes in net OPEB asset were as follows at December 31, 2024 (dollars in thousands):

	Total OPEB Liability (a)	Plan Net Position (b)	Net OPEB (Asset) Liability (a-b)
	<u>\$</u>	<u>\$</u>	<u>\$</u>
Beginning balance, December 31, 2023	1,733	4,442	(2,709)
Service cost	30	-	30
Interest	65	-	65
Differences between expected and actual experience	(448)	-	(448)
Changes of assumptions	25	-	25
Benefit payments	(133)	(133)	-
Expected return on plan investments	-	174	(174)
Current expense of asset gain/loss	-	(6)	6
Administrative expense	-	(10)	10
Net changes	<u>(461)</u>	<u>25</u>	<u>(486)</u>
Ending balance, December 31, 2024	<u>\$ 1,272</u>	<u>\$ 4,467</u>	<u>\$ (3,195)</u>

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 9. Post-Employment Health Care Benefits Trust Fund (Continued)

OPEB (income) expense for December 31, 2024, is as follows (dollars in thousands):

Service cost	\$	30
Interest		65
Administrative expense		10
Deferred (inflows) outflows of resources:		
Differences between expected and actual experience		(448)
Expected return on plan investments		(174)
Changes in assumptions		25
Current expense of asset gain		1
Amortization of or change in beginning balances		77
OPEB income	\$	<u>(414)</u>

**Actuarial methods and assumptions:** Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality and the health care cost trend. Amounts determined regarding the funded status of the plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future.

Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and the plan members) and include the types of benefits provided at the time of each valuation. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

The actuarial present value of accumulated plan benefits is determined by an independent actuary. The results are based on a January 1, 2026, actuarial valuation date with a measurement date and reporting date of December 31, 2025, for the current year. The results of the prior year were based on the January 1, 2025, actuarial valuation date with a measurement date and reporting date of December 31, 2024.

The 2025 actuarial valuation method used was entry age normal; the assumption for salary increases was 3.0%. The Mortality improvement scale was PubG-2010 Combined Fully Generational Table with generational mortality improvement projected under Projection Scale MP-2021 for 2025. The medical trend was 8.00% graded down to 5.75% over three years and following the Getzen model thereafter to an ultimate rate of 4.04% in 2075.

The 2024 actuarial valuation method used was entry age normal; the assumption for salary increases was 3.0%. The Mortality improvement scale was PubG-2010 Combined Fully Generational Table with generational mortality improvement projected under Projection Scale MP-2021 for 2024. The medical trend was 7.00% graded down to 5.60% over three years and following the Getzen model thereafter to an ultimate rate of 4.04% in 2075.

**Discount rate:** The discount rate was 4.43% in 2025 and was based on the December 31, 2025, S&P Municipal Bond 20-Year High Grade Rate Index. The discount rate was 4.28% in 2024 and was based on the December 31, 2024, S&P Municipal Bond 20-Year High Grade Rate Index.

Port of Tacoma

Notes to Financial Statements

**Note 9. Post-Employment Health Care Benefits Trust Fund (Continued)**

**Sensitivity of the net OPEB asset to changes in the discount rate:** The following presents the net OPEB asset of the Port, as well as what the Port's net OPEB asset would be if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the current discount rate (dollars in thousands):

	1% Decrease	Discount Rate	1% Increase
December 31, 2025	3.43%	4.43%	5.43%
	\$ 3,486	\$ 3,521	\$ 3,555
December 31, 2024	3.28%	4.28%	5.28%
	\$ 3,153	\$ 3,195	\$ 3,236

**Sensitivity of the net OPEB asset to changes in the health care cost trend rates:** The following represents the net OPEB asset calculated using the stated health care cost trend assumption, as well as what the OPEB asset would be if it were calculated using a health care cost trend rate that is 1 percentage-point lower or 1-percentage-point higher than the assumed trend rate (dollars in thousands):

	1% Decrease 7.00% decreasing to 4.75% then following the Getzen model	Current 8.00% decreasing to 5.75% then following the Getzen model	1% Increase 9.00% decreasing to 6.75% then following the Getzen model
December 31, 2025	\$ 3,561	\$ 3,521	\$ 3,479
	1% Decrease 6.00% decreasing to 4.60% then following the Getzen model	Current 7.00% decreasing to 5.60% then following the Getzen model	1% Increase 8.00% decreasing to 6.60% then following the Getzen model
December 31, 2024	\$ 3,245	\$ 3,195	\$ 3,143

For the year ended December 31, 2025, the recognized OPEB benefit was \$201,000 and deferred outflows of resources and deferred inflows of resources related to OPEB were as follows (dollars in thousands):

	Net Deferred Outflow of Resources
Net difference between projected and actual earnings on OPEB plan investments	\$ 33
Change in assumptions	-
Differences between expected and actual experience	-
Total	<u>\$ 33</u>

**Port of Tacoma**

**Notes to Financial Statements**

**Note 9. Post-Employment Health Care Benefits Trust Fund (Continued)**

For the year ended December 31, 2024, the recognized OPEB benefit was \$414,000 and deferred outflows of resources and deferred inflows of resources related to OPEB were as follows (dollars in thousands):

	Net Deferred Outflow of Resources
Net difference between projected and actual earnings on OPEB plan investments	\$ 158
Change in assumptions	-
Differences between expected and actual experience	-
Total	<u>\$ 158</u>

At December 31, 2025 and 2024, differences between expected and actual experience are amortized over the average remaining service lives of all participants which for the current period is one year. Asset gains or losses are amortized over five years. Plan amendments are recognized immediately. Changes in actuarial assumptions are amortized over the average remaining service lives of all participants.

Amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows (dollars in thousands):

Years ending December 31, 2024:	
2026	\$ 56
2027	(8)
2028	(7)
2029	(8)
Total	<u>\$ 33</u>

**Investments:**

**Investment policy:** As of December 31, 2025 and 2024, the Plan's investments were deposited in qualified depositories as required by state statutes. Those statutes authorize the Trust to invest in direct obligations of the U.S. Government, certificates of deposit, bankers' acceptances, repurchase agreements, commercial paper and certain municipal bonds. Investments are valued at fair value. The following is the Plan's asset allocation at December 31:

Asset Class	Target allocation	
	2025	2024
Fixed income	97%	97%
Cash	3%	3%
	<u>100%</u>	<u>100%</u>

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 9. Post-Employment Health Care Benefits Trust Fund (Continued)

**Rate of return:** The annual money-weighted rate of return on the OPEB plan investments, net of investment expense for December 31, 2025 and 2024, was 5.18% and 3.91%, respectively. The money-weighted rate of return expresses investment performance, net of investment expenses, adjusted for changing amounts actually invested.

#### Risks:

**Interest rate risk:** Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. The Port's investment guideline is to maximize investment return while preserving liquidity. To the extent possible, the Port will attempt to match its investments with anticipated cash flow requirements using the specific-identification method. The tables below present investment types, durations and amount by issuer.

**Credit risk:** Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. The Trust investments are rated AA+ by Moody's equivalent credit rating as of December 31, 2025 and 2024.

**Custodial credit risk:** Custodial credit risk is the risk that, in the event of the failure of the counterparty or the Trust, the Port will not be able to recover the value of its investments or collateral securities that are in the possession of the outside party. The deposits and investments are covered by the PDPC of the State of Washington. The PDPC is a statutory authority under Chapter 39.58 RCW. The PDPC approves which banks and thrifts can hold state and local government deposits and monitors collateral pledged to secure uninsured public deposits. This secures public treasurers' deposits when they exceed the amount insured by the [FDIC](#) by requiring banks and thrifts to pledge securities as collateral.

**Concentration risk:** Concentration of credit risk is the risk of loss attributable to the magnitude of an investment in a single issuer. The Port's investment guidelines require diversification and set limits on amount of investments by security and by issuer.

**Trust deposits and investments:** The Trust's cash and cash equivalents of \$0.1 million and \$0.1 million as of December 31, 2025 and 2024, respectively, were deposited in qualified depositories as required by state statute.

The Trust follows the Port's investment guidelines as presented in Note 2, Deposits and Investments. The tables below identify the type of investments, concentration of investments in any one issuer and maturities of the Trust portfolio as of December 31 (dollars in thousands):

**Port of Tacoma**

**Notes to Financial Statements**

**Note 9. Post-Employment Health Care Benefits Trust Fund (Concluded)**

Investment Type	2025				Percentage of Total Portfolio
	Maturities (in years)				
	Fair Value	Less Than 1	1-3	More Than 3	
Federal National Mortgage Association	\$ 280	\$ -	\$ 129	\$ 150	6.3%
United States Treasury Bonds	4,183	845	2,033	1,305	93.7%
Total investments	<u>\$ 4,463</u>	<u>\$ 845</u>	<u>\$ 2,162</u>	<u>\$ 1,455</u>	<u>100.0%</u>
Percentage of total portfolio		18.9%	48.5%	32.6%	100.0%

Investment Type	2024				Percentage of Total Portfolio
	Maturities (in years)				
	Fair Value	Less Than 1	1-3	More Than 3	
Federal National Mortgage Association	\$ 248	\$ 248	\$ -	\$ -	5.7%
United States Treasury Bonds	4,084	1,028	2,028	1,028	94.3%
Total investments	<u>\$ 4,332</u>	<u>\$ 1,276</u>	<u>\$ 2,028</u>	<u>\$ 1,028</u>	<u>100.0%</u>
Percentage of total portfolio		29.5%	46.8%	23.7%	100.0%

The Plan's investments are measured and reported on a fair value basis classified and disclosed in one of the following three categories:

**Level 1:** Quoted market prices in active markets for identical assets or liabilities.

**Level 2:** Observable market-based inputs or unobservable inputs that are corroborated by market data.

**Level 3:** Unobservable inputs that are not corroborated by market data.

Additional information about the Port's application of fair value measurements can be found in Note 16, Fair Value Measurements. Fair value of Plan investments as of December 31 (dollars in thousands):

2025	Level 1	Level 2	Total
Federal National Mortgage Association	\$ -	\$ 280	\$ 280
United States Treasury Bonds	4,183	-	4,183
Total Post-Employment Health Care Benefits Trust Fund	<u>\$ 4,183</u>	<u>\$ 280</u>	<u>\$ 4,463</u>

2024	Level 1	Level 2	Total
Federal National Mortgage Association	\$ -	\$ 248	\$ 248
United States Treasury Bonds	4,084	-	4,084
Total Post-Employment Health Care Benefits Trust Fund	<u>\$ 4,084</u>	<u>\$ 248</u>	<u>\$ 4,332</u>

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 10 Property Taxes

The County Treasurer acts as an agent to collect property taxes levied in the county for all taxing authorities. Taxes are levied annually on January 1, on property values listed as of the prior May 31. The lien date is January 1. Assessed values are established by the County Assessor at 100% of fair market value. A revaluation of all property is required every six years.

Taxes are due in two equal installments on April 30 and October 31. Collections are distributed monthly to the Port by the County Treasurer.

The Port is permitted by law to levy up to 45 cents per \$1,000 of assessed valuation for general Port purposes. The rate may be adjusted for either of the following reasons:

- (a) Washington State law in Revised Code of Washington (RCW) 84.55 limits the growth of regular property taxes, but it allows additional amounts for new construction. The Port is allowed to raise revenues in excess of the limit if approved by a majority of the voters as provided in RCW 84.55.050.
- (b) The Port may voluntarily levy taxes at a lower rate.

Special levies approved by the voters are not subject to the above limitations. In 2025 the Port's regular tax levy was \$0.131 per \$1,000 on a total assessed valuation of \$210.5 billion, for a total regular levy amount of \$27.6 million. In 2024 the Port's regular tax levy was \$0.133 per \$1,000 on a total assessed valuation of \$202.3 billion, for a total regular levy amount of \$26.8 million.

#### Note 11 Commitments and Other Long-Term Liabilities

**Commitments:** The Port has entered into contractual agreements for the development of a new Maritime Center and administration building, terminal maintenance, infrastructure improvements, environmental projects, and professional services. At December 31, 2025, these future commitments are as follows (dollars in thousands):

Description	Remaining Commitments
Maritime Center	\$ 63,301
Terminal projects	30,252
Environmental	10,678
Consulting and other	19,479
	<u>\$ 123,710</u>

The Port agreed to purchase support services from the NWSA. The support services received by the Port include commercial management, planning, and environmental support services. The agreements are renewed annually. Additional information regarding commitments of the NWSA is presented in Note 17, Joint Venture.

**Other long-term liabilities:** Port deferred commitments of \$17.8 million and \$17.8 million at December 31, 2025 and 2024, respectively are recorded as long-term liabilities on the statements of net position and are discussed below.

In December 2022, the Port Commission approved a resolution to contribute up to \$2.0 million to the City of Fife for the phase 2 of Interstate 5/Port of Tacoma Interchange Project. The project is a multi-phased plan to provide an overall interchange reconfiguration that would create a one-way couplet by adding a

## Port of Tacoma

### Notes to Financial Statements

---

#### **Note 11 Commitments and Other Long-Term Liabilities (concluded)**

new bridge over I-5 at 34<sup>th</sup> Avenue East to carry northbound traffic while the existing bridge at Port of Tacoma Road will be converted to one-way southbound. Locating the new southbound exit ramp from I-5 closer to the freeway and farther from Pacific Highway will eliminate tight turns for trucks and avoid interference with the intersection of Port of Tacoma Road and Pacific Highway. When completed, Interstate 5/Port of Tacoma Road Interchange would improve freight mobility to and from the Port, which in turn, improves access to local and area businesses.

In December 2019, the Port Commission approved a resolution committing the Port to providing a contribution for the State Route 167 (SR-167) Completion Project, which is part of the Puget Sound Gateway Program. The SR 167 Completion Project, one of two Puget Sound Gateway Program projects will build the remaining four miles of SR 167 between Meridian Avenue in Puyallup and I-5, completing a long-planned connection to I-5 and will help ensure that people and goods move more reliably through the Puget Sound region. As of December 31, 2025, the balance of this commitment contribution was \$15.8 million.

#### **Note 12 Environmental Liabilities**

The Port monitors properties throughout the tideflats for current and potential effects of hazardous substances. The Port has identified or in some cases has been designated by state or federal government with the responsibility to address remediation activities such as site assessments and cleanups.

Existing environmental liabilities on property and facilities licensed to NWSA will remain the responsibility of the Port. However, environmental liabilities that arise from development of new facilities for NWSA customers will be the responsibility of NWSA.

Future expenditures for environmental remediation obligations using the expected cash flow technique were \$43.3 million \$40.2 million at December 31, 2025 and 2024, respectively. This liability is included in environmental liability on the accompanying statements of net position. Recoveries of environmental remediation costs from other parties are recorded as a reduction of the related costs using the expected cash flow technique. Significant remediation obligations are discussed in the following paragraphs:

In 2017, a feasibility study was completed for the redevelopment of a log processing facility for future terminal expansion. In 2018, a settlement was reached with the previous owner and a cash payment of \$8.6 million was received to pay for future environmental costs. A portion of those costs is expected to be capitalized and is included in the environmental liability. The capital and expense environmental remediation obligation was \$5.0 million and \$5.2 million at December 31, 2025 and 2024, respectively.

The Port discovered contamination on the Blair Peninsula on land formally used for a naval shipyard, fuel storage and mineral fiber insulation manufacturing. A portion of these costs is expected to be capitalized. The environmental remediation obligation was \$62.0 million and \$54.2 million at December 31, 2025 and 2024, respectively.

The Port transferred land to the Tribe in 1988 under the 1988 Puyallup Land Settlement Agreement. The terms of the agreement obligated the Port to remediate the property in the event of future development. In April 2008, the parties entered into a land swap agreement for several of the same parcels for the development of marine terminals. The environmental remediation obligation was \$7.8 million and \$5.9 million at December 31, 2025 and 2024, respectively.

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 12. Environmental Liabilities (continued)

The Port owns land within the boundaries of the Commencement Bay near the Shore Tideflats Superfund Site, for which a Remedial Investigation and Feasibility Study have been performed by the U.S. Environmental Protection Agency and the Washington State Department of Ecology, pursuant to the Federal Comprehensive Environmental Response Compensation and Liability Act. Remedial actions are currently underway or complete at all known sites. The environmental remediation obligation for the Hylebos waterway superfund site was \$0.7 million and \$0.7 million at December 31, 2025 and 2024, respectively

The Port owns property within the Taylor Way-Alexander Avenue Fill Area (TWAAFA), an area developed in the early 1960s using historic fill materials. Environmental investigations identified the presence of hazardous substances, including metals, petroleum hydrocarbons, chlorinated solvents and PCBs in soil and groundwater. The contamination was identified through soil borings, groundwater monitoring, and related environmental assessments conducted in coordination with the Washington State Department of Ecology. In February 2024, the Port filed suit in the U.S. District Court for the Western District of Washington against Burlington Environmental, LLC seeking recovery of past and future remediation costs associated with releases from adjacent unlined waste-oil ponds that contributed to contamination at Port Parcel 111. A bench trial was scheduled for November 2025. On September 16, 2025, the Port Commission approved a settlement agreement resolving the litigation. Under the agreement, Burlington will pay the Port \$3.2 million, of which \$2.6 million represents the purchase of Port Parcel 111 at market value and \$0.6 million reimburses the Port for attorneys' fees and past remediation costs. As of December 31, 2025, the Port's environmental remediation obligation for the TWAAFA area decreased to \$0.6 million, primarily due to the Burlington settlement, compared with \$8.0 million at December 31, 2024.

In April 2023, the Port Commission authorized environmental assessments and cultural resource monitoring for Parcels 92 and 94 in preparation for the Maritime Center Project. The assessments completed later that year identified widespread soil contamination and intermittent groundwater impacts. As a result, the property was added to the Washington State Department of Ecology's list of Contaminated Sites. Additional sampling conducted in early 2024 refined estimates of the contaminated soil volume and supported the development of a remedial action plan. Remediation activities began in September 2024 to support the planned September 2026 opening of the Maritime Skills Center. The cleanup is being performed as an independent interim action and includes excavation and off-site disposal of impacted shallow vadose zone soils in accordance with the Model Toxics Control Act. Future redevelopment phases involving Parcels 92 and 132 will also require completion of cleanup activities before redevelopment can proceed. For Parcel 132, the selected remedy has an estimated cost of \$4.6 million. In 2025, The Port received notice of a \$2.0 million EPA cleanup grant award, with negotiations of the grant agreement almost completed. This cost is included as part of the 5-year environmental liability estimate. For Parcel 92, the selected remedy has an estimated cost of \$7.4 million; however, implementation is voluntary and contingent on securing the EPA grant. Therefore, this cost is also excluded from the five-year liability estimate. All remediation costs associated with these activities are expected to be capitalized. The Port's environmental remediation obligation totaled \$4.6 million as of December 31, 2025 and \$1.6 million as of December 31, 2024

The Port owns property adjacent to the Blair Waterway, Parcel 115, that has been utilized since 1992 for the receipt, storage, and distribution of granular slag materials. Environmental inspections conducted by the Washington State Department of Ecology identified concerns related to the storage and containment of slag materials, including potential exposure to stormwater and migration of contaminants to adjacent properties and the Blair Waterway. Based on the issuance of regulatory orders and the listing of the site,

## Port of Tacoma

### Notes to Financial Statements

---

#### **Note 12. Environmental Liabilities (concluded)**

the Port determined that a pollution remediation obligation exists in accordance with GASB Statement No. 49. During 2025, the Port completed additional sediment sampling and evaluated cleanup alternatives, including interim remediation actions focused on contaminated sediments within the federal navigation channel slopes. Based on updated investigation results, revised assumptions, and new obligating events affecting the scope and timing of interim actions, the estimated environmental remediation obligation was updated to \$7.7 million as of December 31, 2025.

The estimated cost of the environmental remediation projects expected to be capitalized in future periods was approximately \$65.5 million and \$52.5 million at December 31, 2025 and 2024, respectively.

#### **Note 13 Contingencies**

The Port is named as a defendant in various lawsuits incidental to carrying out its function. The Port believes its ultimate liability, if any, will not be material to the financial statements.

#### **Note 14 Major Customers**

The Ports of Tacoma and Seattle joined forces in August 2015 to unify management of marine cargo facilities and business to strengthen the Puget Sound gateway and attract more marine cargo and jobs to the region by creating The Northwest Seaport Alliance. Effective January 1, 2016, the accounting for revenues and expenses associated with properties licensed to the NWSA became the responsibility of the NWSA and that activity is reflected on the Statements of Revenues, Expenses and Changes in Net Position as Joint Venture Income. Joint Venture income in 2025 and 2024 was \$107.0 million and \$62.4 million respectively, and 71.7% and 58.9% of total revenue, respectively. Further information on joint venture activity with the NWSA can be found in Note 17, Joint Venture.

#### **Note 15 Related-Party Transactions**

The commissioners of the Port and the Executive Director also serve as officers and directors of other private and public agencies. The Revised Code of Washington, Section 53, authorizes the Port District to cooperate and invest with such agencies, including trade centers, economic development and other municipal entities. The Port supports such agencies in its normal course of business.

The Port commissioners also govern the NWSA. The NWSA is a separate governmental entity established as a Port Development Authority and is governed by the ports of Tacoma and Seattle as equal members (each a "Managing Member" and, collectively, "Managing Members") with each port acting through its elected commissioners.

Additional information on the formation of the NWSA and related-party activities are presented in the MD&A, Note 1, Summary of Significant Accounting Policies, and Note 17, Joint Venture.

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 16 Fair Value Measurements

The Port's assets and liabilities that are measured and reported on a fair value basis are classified and disclosed in one of the following three categories:

**Level 1:** Quoted market prices in active markets for identical assets or liabilities.

**Level 2:** Observable market-based inputs or unobservable inputs that are corroborated by market data.

**Level 3:** Unobservable inputs that are not corroborated by market data.

In determining the appropriate levels, the Port performs a detailed analysis of the assets and liabilities that are subject to the guidance. The Port's fair value measurements are evaluated by an independent third-party vendor. The third-party vendor uses a variety of methods when pricing these securities that incorporate relevant observable market data to arrive at an estimate of what a buyer in the marketplace would pay for a security under current market conditions. Level 1 inputs are quoted prices in active markets for identical assets assessed at the measurement date. An active market for the asset is a principal market in which transactions for the asset are open to many and occur with sufficient frequency and volume. Level 2 inputs include quoted prices for similar assets in active markets, quoted prices for identical or similar assets in markets where there isn't sufficient activity, and/or where price quotations vary substantially either over time or among market makers (some brokered markets, for example), or in which little information is released publicly. Level 2 investments that do not have observable trade data are valued using the present value of expected future cash flow model option or the adjusted discounted cash flow model technique. The Port did not have any Level 3 assets or liabilities at December 31, 2025 and 2024.

The Port has four swaps outstanding so that it may mitigate interest rate risk. The swaps synthetically fix or "lock-in" interest rates on variable revenue bond debt by providing cash flows that are intended to offset the variable-rate bond payments, leaving the Port with the fixed payment identified in each swap agreement. The fair value of the interest rate swap agreement (used for purposes other than trading) are the estimated amounts the Port would pay to terminate the swap agreement at the reporting date, taking into account current interest rates for the swap agreement and the creditworthiness of the swap counterparty and the third-party bond insurer.

## Port of Tacoma

### Notes to Financial Statements

#### Note 16. Fair Value Measurements (Concluded)

The tables below present the balances of assets and liabilities measured at fair value by level within the hierarchy at December 31, (dollars in thousands):

Fair value of assets and liabilities as of December 31, 2025:

	Level 1	Level 2	Total
Investments - Enterprise Fund:			
Corporate Bonds	\$ -	\$ 7,545	\$ 7,545
Federal Farm Credit Bank	-	29,621	29,621
Federal Home Loan Bank	-	28,301	28,301
Federal Home Loan Mortgage Corporation	-	3,000	3,000
Federal National Mortgage Association	-	3,159	3,159
Municipal Bonds	-	55,241	55,241
Supranationals	-	2,951	2,951
United States Treasury Bonds	15,922	3,705	19,627
Total investments - Enterprise Fund	\$ 15,922	\$ 133,523	\$ 149,445
Long-term liabilities - interest rate swaps	\$ -	\$ 20,653	\$ 20,653

Fair value of assets and liabilities as of December 31, 2024:

	Level 1	Level 2	Total
Investments - Enterprise Fund:			
Corporate Bonds	\$ -	\$ 9,367	\$ 9,367
Federal Farm Credit Bank	-	25,766	25,766
Federal Home Loan Bank	-	29,676	29,676
Federal Home Loan Mortgage Corporation	-	5,945	5,945
Federal National Mortgage Association	-	4,856	4,856
Municipal Bonds	-	55,463	55,463
Supranationals	-	4,836	4,836
United States Treasury Bonds	29,554	3,838	33,392
Total investments - Enterprise Fund	\$ 29,554	\$ 139,747	\$ 169,301
Long-term liabilities - interest rate swaps	\$ -	\$ 19,588	\$ 19,588

#### Note 17 Joint Venture

The State Legislature granted qualifying ports the authority to create a PDA for the management of maritime activities and to allow ports to act cooperatively and use financial resources strategically, while remaining separate entities and complying with federal regulations. Pursuant to the PDA statute, if a PDA is created jointly by more than one port district, the PDA must be managed by each port district as a member, in accordance with the terms of the statute and the Charter. Any port district that creates a PDA must oversee the affairs, operations, and funds of the PDA to correct any deficiency and ensure that the purposes of each program undertaken are reasonably accomplished. The statute permits a PDA, in managing maritime activities of a port district or districts, to own and sell real and personal property; to enter into contracts; to sue and be sued; to loan and borrow funds; to issue bonds, notes and other evidence of indebtedness; to transfer funds, real or personal property, property interests or services; and to perform community services related to maritime activities managed by the PDA. As discussed, the statute allows, but the Charter prohibits, the NWSA to issue bonds, borrow funds or enter into other debt instruments. By statute, PDAs do not have the power of eminent domain or the power to levy taxes or special assessments. In transferring real property to a PDA, the port district or districts creating the PDA

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 17. Joint Venture (Continued)

must impose appropriate deed restrictions necessary to ensure the continued use of the property for the public purpose for which the property is transferred.

The NWSA is governed by its Managing Members, with each Managing Member acting pursuant to the Charter through its elected commissioners. The Managing Members appoint a Chief Executive Officer (CEO) who is responsible for hiring staff and entering into service agreements with the Managing Members as needed. In addition, both Managing Members may provide services through shared service agreements with a portion of staff time allocated to, and paid by, the NWSA.

The home ports share net income and cash distributions from the NWSA on a 50/50 basis. The Port's 50% share of NWSA net income and cash distributions are presented on the statements of net position as investment in joint venture. The NWSA joint venture income is recorded monthly and the cash distributions from the NWSA are generally received in the following month.

The investment in joint venture as of December 31, 2025 and 2024, is presented as follows (dollars in thousands):

	January 1, 2025	2025 Activity	December 31, 2025
Description:			
Working capital contributions	\$ 25,500	\$ -	\$ 25,500
Capital construction contributions	345,852	30,531	376,383
Noncash capital work-in-process	8,906	-	8,906
Total contributions	380,258	30,531	410,789
Joint Venture income	490,641	106,991	597,632
Cash distributions from Joint Venture	(550,924)	(109,829)	(660,753)
End balance	\$ 319,975	\$ 27,693	\$ 347,668

  

	January 1, 2024	2024 Activity	December 31, 2024
Description:			
Working capital contributions	\$ 25,500	\$ -	\$ 25,500
Capital construction contributions	319,424	26,428	345,852
Noncash capital work-in-process	8,906	-	8,906
Total contributions	353,830	26,428	380,258
Joint Venture income	428,242	62,399	490,641
Cash distributions from Joint Venture	(478,423)	(72,501)	(550,924)
End balance	\$ 303,649	\$ 16,326	\$ 319,975

The home ports generally fund NWSA's capital contribution requirements in the following month, after the amount due is determined. During 2025 and 2024, the Port contributed \$30.5 million and \$26.4 million, respectively, for capital construction projects in accordance with the capital investment plan approved by the Managing Members. At December 31, 2025 and 2024, \$6.2 million and \$13.2 million, respectively, were payable to the NWSA and are presented on the statements of net position as related-party payable – Joint Venture.

Cash distributions from the NWSA are generally received in the following month. The Port's receivable for cash distributions earned through December 31, 2025 and 2024, were \$44.3 million and \$35.8 million, respectively, and are presented on the statements of net position as related-party receivables - joint venture.

## Port of Tacoma

### Notes to Financial Statements

---

#### Note 17. Joint Venture (Concluded)

The Port and the NWSA annually enter into agreements to provide support services to each other. The support services provided by the Port to the NWSA include equipment and facilities maintenance, security, facilities development, finance and accounting, procurement, public affairs, information technology, risk management and office infrastructure. The costs for these services provided by the Port to the NWSA are based on agreed-upon direct charges and allocations. These support services totaled \$38.0 million in 2025 and \$36.8 million in 2024.

Support services provided by the NWSA to the Port include commercial management, planning and environmental support services. The costs for these services provided by the NWSA to the Port are based on agreed-upon direct charges and allocations. These support services totaled \$0.9 million in 2025 and \$0.9 million in 2024.

The Port invoices the net amount of the support services, capital construction spending and operating costs incurred for NWSA operations to the NWSA monthly and payments are typically received in the following month. The net amount of these receivables at December 31, 2025 and 2024, was \$3.8 million and \$4.1 million, respectively, and is included in related-party receivables - joint venture on the statements of net position.

A summarized statement of net position of the NWSA and its statement of revenues, expenses and changes in net position for the years ended December 31, 2025 and 2024, is as follows (dollars in thousands):

	2025	2024
Total assets and deferred outflows	\$ 2,525,758	\$ 2,616,577
Total liabilities and deferred inflows	1,801,540	1,956,418
Total net position	<u>\$ 724,218</u>	<u>\$ 660,159</u>
Operating revenues	205,859	207,618
Total Operating Expense	156,840	150,904
Operating Income	<u>49,019</u>	<u>56,714</u>
Non-operating income, net	81,884	(887)
Lease interest income, net	66,128	64,067
Capital grant contributions	16,950	4,904
Increase in net position before Managing Member contributions and distributions	<u>213,981</u>	<u>124,798</u>
Managing Member contributions and distributions, net	<u>(149,922)</u>	<u>(93,273)</u>
Increase in net position	64,059	31,525
Net position, beginning of year	660,159	628,634
Net position, end of year	<u>\$ 724,218</u>	<u>\$ 660,159</u>

The NWSA financial report may be obtained at: <https://www.nwseaportalliance.com>.

# Port of Tacoma

## Required Supplementary Information

**Enterprise Fund**  
**Schedule of Port of Tacoma's Share of Net Pension Asset/Liability (NPA/NPL)**  
**December 31, 2025**  
(Dollars in Thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
<b>PERS Plan 1</b>										
Port's proportion of NPL	1.320%	0.135%	0.135%	0.138%	0.144%	0.145%	0.161%	0.160%	0.177%	0.190%
Port's proportionate share of NPL	\$ 1,558	\$ 2,392	\$ 3,087	\$ 3,838	\$ 1,763	\$ 5,124	\$ 6,172	\$ 7,165	\$ 8,412	\$ 10,213
Port's covered payroll (plan year)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38	\$ 72	\$ 70	\$ 67
Port's proportionate share of the net pension liability (asset) as a percentage of its covered payroll (plan year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16391.8%	9951.4%	12017.1%	15243.3%
Plan fiduciary net pension position as a percentage of the total pension liability	89.1%	84.1%	80.2%	76.6%	88.7%	68.6%	67.1%	63.2%	61.2%	57.0%
Contractually required contribution	\$ 727	\$ 773	\$ 951	\$ 836	\$ 1,076	\$ 1,012	\$ 1,189	\$ 1,032	\$ 1,059	\$ 1,136
Contributions in relation to the contractually required contribution	(367)	(785)	(842)	(878)	(955)	(1,057)	(1,108)	(1,118)	(963)	(1,152)
Contribution deficiency (excess)	\$ 360	\$ (12)	\$ 109	\$ (42)	\$ 121	\$ (45)	\$ 81	\$ (86)	\$ 96	\$ (16)
Port's covered payroll (Port's fiscal year)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 72	\$ 70	\$ 67
Contributions as a percentage of covered payroll (Port's fiscal year)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1532%	1376%	1719%
<b>PERS Plan 2/3</b>										
Port's proportion of NPL	-171.000%	0.174%	0.174%	0.180%	0.186%	0.189%	0.206%	0.2042%	0.2265%	0.2395%
Port's proportionate share of (NPA)/NPL	\$ (6,523)	\$ (5,729)	\$ (7,515)	\$ (6,666)	\$ (18,482)	\$ 2,417	\$ 2,004	\$ 3,487	\$ 7,869	\$ 12,057
Port's covered payroll (plan year)	\$ 28,648	\$ 26,057	\$ 252,098	\$ 22,540	\$ 22,209	\$ 21,269	\$ 23,210	\$ 21,200	\$ 20,352	\$ 23,892
Port's proportionate share of the net pension liability (asset) as a percentage of its covered payroll (plan year)	-22.8%	-22.0%	-28.5%	-29.6%	-83.2%	11.4%	8.6%	16.4%	38.7%	50.5%
Plan fiduciary net pension position as a percentage of the total pension liability	105.5%	105.2%	107.0%	106.7%	120.3%	97.2%	97.8%	95.8%	91.0%	85.8%
Contractually required contribution	\$ 1,822	\$ 1,658	\$ 1,596	\$ 1,434	\$ 1,758	\$ 1,684	\$ 1,789	\$ 1,631	\$ 1,479	\$ 1,526
Contributions in relation to the contractually required contribution	(1,725)	(1,813)	(1,583)	(1,486)	(1,590)	(1,746)	(1,770)	(1,641)	(1,479)	(1,526)
Contribution deficiency (excess)	\$ 97	\$ (155)	\$ 13	\$ (52)	\$ 168	\$ (62)	\$ 19	\$ (10)	\$ -	\$ -
Port's covered payroll (Port's fiscal year)	\$ 29,436	\$ 28,510	\$ 24,889	\$ 23,363	\$ 22,276	\$ 22,042	\$ 22,405	\$ 21,887	\$ 20,352	\$ 23,892
Contributions as a percentage of covered payroll (Port's fiscal year)	5.9%	6.4%	6.4%	6.4%	7.1%	7.9%	7.9%	7.5%	7.1%	6.2%

See Note 8 of the financial statements for additional information on the plan.

# Port of Tacoma

## Required Supplementary Information

**Post-Employment Health Care Benefits Trust Fund**  
**Schedule of Changes in Port of Tacoma's Net OPEB Asset and Related Ratios**  
**December 31, 2025**  
(Dollars in Thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017
<b>Total OPEB liability:</b>									
Service cost	\$ 24	\$ 30	\$ 32	\$ 67	\$ 65	\$ 60	\$ 72	\$ 75	\$ 89
Interest	52	65	78	53	58	93	103	101	111
Change of benefit terms	-	-	-	-	-	-	-	-	-
Differences between expected and actual experience	(179)	(448)	(280)	(399)	(513)	(46)	(210)	(983)	-
Changes of assumptions	(11)	25	125	(145)	(31)	213	48	369	-
Benefit payments	(71)	(133)	(86)	(216)	(105)	(141)	(216)	(207)	(384)
Net change in total OPEB liability	(185)	(461)	(131)	(640)	(526)	179	(203)	(645)	(184)
Total OPEB liability - beginning	1,272	1,733	1,864	2,504	3,030	2,851	3,054	3,699	3,883
<b>Total OPEB liability - ending (a)</b>	<b>1,087</b>	<b>1,272</b>	<b>1,733</b>	<b>1,864</b>	<b>2,504</b>	<b>3,030</b>	<b>2,851</b>	<b>3,054</b>	<b>3,699</b>
<b>Plan fiduciary net position:</b>									
Contributions - employer	-	-	-	-	-	-	-	-	-
Net investment income	229	168	193	(217)	(37)	168	172	85	44
Benefit payments	(71)	(133)	(85)	(216)	(105)	(141)	(216)	(207)	(418)
Administrative expense	(17)	(10)	(10)	(12)	(13)	(13)	(12)	(12)	(13)
Net change in fiduciary net position	141	25	98	(445)	(155)	14	(56)	(134)	(387)
Plan fiduciary net position - beginning	4,467	4,442	4,344	4,789	4,944	4,930	4,986	5,120	5,507
<b>Plan fiduciary net position - ending (b)</b>	<b>4,608</b>	<b>4,467</b>	<b>4,442</b>	<b>4,344</b>	<b>4,789</b>	<b>4,944</b>	<b>4,930</b>	<b>4,986</b>	<b>5,120</b>
<b>Net OPEB asset ending (a)-(b)</b>	<b>\$ 3,521</b>	<b>\$ 3,195</b>	<b>\$ 2,709</b>	<b>\$ 2,480</b>	<b>\$ 2,285</b>	<b>\$ 1,914</b>	<b>\$ 2,079</b>	<b>\$ 1,932</b>	<b>\$ 1,421</b>
Plan fiduciary net position as a percentage of the total OPEB liability	423.9%	351.2%	256.3%	233.0%	191.3%	163.2%	172.9%	163.3%	138.4%
Covered employee payroll	\$ 789	\$ 942	\$ 889	\$ 1,079	\$ 1,223	\$ 1,223	\$ 1,440	\$ 1,615	\$ 1,488
Net OPEB Liability as a percentage of covered employee payroll	446.3%	339.2%	304.6%	229.8%	186.8%	156.5%	144.4%	119.6%	95.5%

## Port of Tacoma

### Required Supplementary Information

---

#### Port of Tacoma

Post-Employment Health Care Benefits Trust Fund  
Schedule of Port of Tacoma's Contributions  
December 31, 2025  
(Dollars in Thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017
Schedule of contributions:									
Actuarially determined contribution	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contribution in relation to the actuarially determined contribution	-	-	-	-	-	-	-	-	-
Contribution deficiency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contributions as a percentage of covered payroll	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Schedule of investment returns:									
Annual money-weighted rate of return, net of investment expense	5.18%	3.91%	4.52%	-4.68%	2.25%	1.93%	3.26%	3.41%	3.10%

# **Report of Independent Auditors on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards***

Board of Commissioners  
Port of Tacoma  
Tacoma, Washington

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Port of Tacoma Enterprise Fund and Post-Employment Health Care Benefits Trust Fund (collectively, the Port) as of and for the year ended December 31, 2025, and the related notes to the financial statements, which collectively comprise the Port's basic financial statements, and have issued our report thereon dated April 3, 2026.

## **Report on Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Port's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Port's internal control. Accordingly, we do not express an opinion on the effectiveness of the Port's internal control.

*A deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. *A material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the Port's financial statements will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit, we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

## **Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Port's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

## **Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Port's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Port's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Baker Tilly US, LLP*

Tacoma, Washington  
April 3, 2026

# **Report of Independent Auditors on Compliance for the Major Federal Program; Report on Internal Control Over Compliance; and Report on the Schedule of Expenditures of Federal Awards Required by the Uniform Guidance**

Board of Commissioners  
Port of Tacoma  
Tacoma, Washington

## **Report on Compliance for the Major Federal Program**

### ***Opinion on the Major Federal Program***

We have audited the Port of Tacoma's (the Port) compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on the Port's major federal program for the year ended December 31, 2025. The Port's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Port complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended December 31, 2025.

### ***Basis for Opinion on the Major Federal Program***

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Port and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the major federal program. Our audit does not provide a legal determination of the Port's compliance with the compliance requirements referred to above.

### ***Responsibilities of Management for Compliance***

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Port's federal program.

### ***Auditor's Responsibilities for the Audit of Compliance***

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Port's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Port's compliance with the requirements of the major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Port's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Port's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Port's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

### **Report on Internal Control Over Compliance**

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit, we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

### **Report on the Schedule of Expenditures of Federal Awards Required by the Uniform Guidance**

We have audited the financial statements of the Port of Tacoma as of and for the year ended December 31, 2025, and have issued our report thereon dated April 3, 2026, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the financial statements as a whole.

*Baker Tilly US, LLP*

Tacoma, Washington  
April 3, 2026

**Port of Tacoma**  
**Schedule of Expenditures of Federal Awards**  
**Year Ended December 31, 2025**

Federal Grantor/Pass-through Grantor/Program or Cluster Title	Federal Assistance Listing Number (ALN)	Grant Number/ Pass-Through Grantor's Number	Federal Expenditures	Amounts Passed Through to Subrecipients
<b>U.S. Environmental Protection Agency:</b>				
Direct Program:				
Brownfields Multipurpose, Assessment, Revolving Loan Fund and Cleanup Cooperative Agreements	66.818	02J21201	\$ 113,421	\$ -
ALN No. 66.818 Total			<u>113,421</u>	<u>-</u>
<b>U.S. Department of Transportation:</b>				
Direct Program:				
Consolidated Rail Infrastructure and Safety Improvements	20.325	69A36523420010CCDWA	1,259,442	-
ALN No. 20.325 Total			<u>1,259,442</u>	<u>-</u>
Direct Program:				
Maritime Administration (MARAD) Port Infrastructure Development Program (PIDP)	20.823	69JF72245009	137,692	-
ALN No. 20.823 Total			<u>137,692</u>	<u>-</u>
<b>Total Expenditures of Federal Awards</b>			<b><u>\$ 1,510,555</u></b>	<b><u>\$ -</u></b>

See notes to Schedule of Expenditures of Federal Awards.

## **Port of Tacoma**

### **Notes to Schedule of Expenditures of Federal Awards**

---

#### **Note 1 – Basis of Presentation**

The accompanying Schedule of Expenditures of Federal Awards (the Schedule) presents the activity of all federal award programs of the Port of Tacoma (the Port) for the year ended December 31, 2025. The information in the Schedule is presented in accordance with requirements of Title 2 U.S. *Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Port, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Port.

#### **Note 2 – Summary of Significant Accounting Policies**

The accompanying Schedule is prepared based on the accrual basis of accounting. Expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain type of expenditures are not allowed or are limited as to reimbursements. Pass-through entity identifying numbers are presented where applicable.

#### **Note 3 – Indirect Costs**

The Port has elected to use the de minimis indirect cost rate allowed under the Uniform Guidance.

**Port of Tacoma  
Schedule of Findings and Questioned Costs  
Year Ended December 31, 2025**

---

**Section I – Summary of Auditor’s Results**

**Financial Statements**

Type of auditor’s report issued on whether the financial statements audited were prepared in accordance with GAAP: Unmodified

Internal control over financial reporting:

- Material weakness(es) identified?  Yes  No
- Significant deficiency(ies) identified?  Yes  None reported

Noncompliance material to financial statements noted?  Yes  No

**Federal Awards**

Internal control over major federal programs:

- Material weakness(es) identified?  Yes  No
- Significant deficiency(ies) identified?  Yes  None reported

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)?  Yes  No

**Identification of major federal programs and type of auditor’s report issued on compliance for major federal programs:**

<i>Federal Assistance Listing Numbers</i>	<i>Name of Major Federal Program or Cluster</i>	<i>Type of Auditor’s Report Issued on Compliance for the Major Federal Program</i>
20.325	Consolidated Rail Infrastructure and Safety Improvements	Unmodified

Dollar threshold used to distinguish between type A and type B programs: \$ 1,000,000

Auditee qualified as low-risk auditee?  Yes  No

**Section II – Financial Statement Findings**

None reported.

**Section III – Federal Award Findings and Questioned Costs**

None reported.

**Port of Tacoma  
Summary Schedule of Prior Audit Findings  
Year Ended December 31, 2025**

---

**None noted.**

Baker Tilly Advisory Group, LP and Baker Tilly US, LLP, trading as Baker Tilly, are members of the global network of Baker Tilly International Ltd., the members of which are separate and independent legal entities. Baker Tilly US, LLP is a licensed CPA firm that provides assurance services to its clients. Baker Tilly Advisory Group, LP and its subsidiary entities provide tax and consulting services to their clients and are not licensed CPA firms.