MUNICIPAL SECONDARY MARKET DISCLOSURE INFORMATION COVER SHEET

Submitted to
Municipal Securities Rulemaking Board ("MSRB")
pursuant to Securities and Exchange Commission rule 15c2-12
June 22, 2021

Issuer's Name: **Port of Seattle**

CUSIP Numbers**:** Information relates to all securities issued by the issuer having the following six-digit number: **735387**, **735388**, **735389**, **735371**, **735397**

Description of information attached: **Annual Disclosure Report**

Number of pages of attached information: **31 pages in this document including cover sheet. The Audited Financial Statements, as required by the Port's continuing disclosure undertakings, are filed separately.**

Fiscal Period Covered: **January 1, 2020 to December 31, 2020**

I hereby represent that I am authorized by the issuer or its agent to distribute this information publicly:

Dan Thomas

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An important note regarding historical financial and operating information. The information contained in this filing is historical information provided pursuant to the Port's continuing disclosure undertakings and as of the respective dates specified herein. The publication of this information does not constitute or imply any representation regarding any other financial, operating or other information about the Port or its bonds. The filing of this notice shall not, under any circumstances, create any implication that there has been no change in the affairs of the Port or in the other matters described herein since the dates as of which such information is provided.

Source is Port of Seattle unless otherwise indicated

I. Issues Covered in this Annual Disclosure Report:

Six-digit CUSIP Number **735388**

- Subordinate Lien Revenue Bonds, Series 1999A (“99A”)
- Revenue Bonds, Series 2003A (“03A”)

Six-digit CUSIP Number **735389**

- Revenue Bonds, Series 2009B-2 (“09B”)
- Intermediate Lien Revenue and Refunding Bonds, Series 2010B and 2010C (“10BC”)
- Revenue Refunding Bonds, Series 2011B (“11B”)
- Intermediate Lien Revenue and Refunding Bonds, Series 2012A and 2012B (“12AB”)
- Intermediate Lien Revenue and Refunding Bonds, Series 2013 (“13”)
- Intermediate Lien Revenue and Refunding Bonds, Series 2015A, 2015B and 2015C (“15ABC”)
- Intermediate Lien Revenue Refunding Bonds, Series 2016 (“16”)
- First Lien Revenue Refunding Bonds, Series 2016B and 2016C (“16BC”)
- Intermediate Lien Revenue and Refunding Bonds, Series 2017A, 2017B, 2017C and 2017D (“17ABCD”)
- Intermediate Lien Revenue Bonds, Series 2018A, 2018B (“18AB”)
- Intermediate Lien Revenue Bonds, Series 2019 (“19”)

Six-digit CUSIP Number **735387**

- Passenger Facility Charges Revenue Refunding Bonds, Series 2010A (“10PFC”)

Six-digit CUSIP Number **735397**

- Special Facility Revenue Refunding Bonds (SEATAC Fuel Facilities LLC), Series 2013 (“13SF”)

Six-digit CUSIP Number **735371**

- Limited Tax General Obligation Bonds, Series 2011 AMT (“11GO”)
- Limited Tax General Obligation Bonds, Series 2013A and 2013B (“13GO”)
- Limited Tax General Obligation and Refunding Bonds, Series 2015 (“15GO”)
- Limited Tax General Obligation Bonds, Series 2017 (“17GO”)

Note: The Port is exempt from the continuing disclosure requirements of SEC Rule 15c2-12 for the following variable rate demand bonds, while in daily or weekly mode and for commercial paper:

- SUBORDINATE LIEN REVENUE BONDS SERIES 1997 (AMT) (WA) --- CUSIP 735388H52
- SUBORDINATE LIEN REVENUE BONDS SERIES 2008 (AMT) (WA) --- CUSIP 735389LY2
- SUBORDINATE LIEN REVENUE NOTES (COMMERCIAL PAPER) --- CUSIP 735388T59

The Port has, however, chosen to voluntarily disclose historical Annual Disclosure and external financial reporting information for these bonds, but has no obligation to do so in the future.

II. Statement of Changes to Continuing Disclosure

Changes in the Identity of the Port's Treasurer: No longer a required disclosure. Bonds subject to this continuing disclosure requirement are no longer outstanding.

Number of Domestic Daily Non-stop Cities Served: No longer a required disclosure. Bonds subject to this continuing disclosure requirement are no longer outstanding.

Percentage of Enplanements Traveling to Asia: No longer a required disclosure. Bonds subject to this continuing disclosure requirement are no longer outstanding.

Primary Domestic Origin and Destination Markets: Average daily non-stop departures column has been removed because it is no longer a required disclosure. Bonds subject to this continuing disclosure requirement are no longer outstanding.

Non-Stop Scheduled Departures by Airline: No longer a required disclosure. Bonds subject to this continuing disclosure requirement are no longer outstanding.

Port Labor Relations

As of April, 2021 approximately 1,004 employees belong to bargaining units under 22 labor contracts.

Port Outstanding Debt (in millions of dollars)

Type of Debt	12/31/2020
General Obligation[1]	$ 311
Revenue	
Senior Lien [2]	243
Intermediate Lien	2,920
Subordinate Lien	
Long-term[3]	178
Commercial Paper [4]	400
Other	
PFC - Revenue Bonds	51
Special Facility Revenue Bonds - Fuel Hydrant	65
TOTAL	$ 4,168

Note: Totals may not foot as a result of rounding.

(1) 100% of the Port's General Obligation debt is non-voted. See FN 5 of the Annual Financial Report for a listing of General Obligation issues, maturity dates and amounts outstanding.

(2) Senior Lien Debt Outstanding shown includes accumulated accreted interest from the 2009 B-2 Capital Appreciation Bonds of $28.6 million at 12/31/2020.

(3) Long-term Subordinate lien debt at 12/31/2020 consists entirely of variable rate debt.

(4) On September 22, 2020, the Port amended its commercial paper program to extend its use to 2051 and to increase the maximum program size to $400 million from the previously authorized $250 million. The Port has not increased the credit facilities to support amounts drawn above the previously authorized $250 million. Total outstanding CP as of 12/31/2020 was $48.5 million.

Port of Seattle Limited Tax G.O. Bond Debt Service (in thousands of dollars)

Year	Principal	Interest	Total Debt Service
2020	$24,295	$15,488	$39,783

Port of Seattle Surety Bonds as of 12/31/2020

Surety Bonds for Port Revenue Bonds that are not secured by Common Reserve Funds

	Final Maturity	Reserve Requirement ($)	Surety Provider
First Lien Bond Series			
Series 2003A	2021	$13,373,451	MBIA[(1)]

(1) Reinsured and administered by National Public Finance Guarantee Corporation.

First Lien Common Reserve Funds

The First Lien Common Reserve Requirement at 12/31/2020 is $12,516,720, and is provided for by cash and securities. Only the 2011B Revenue Bonds and 2016BC Revenue Refunding Bonds are secured by the First Lien Common Reserve.

Intermediate Lien Common Reserve Funds

The Intermediate Lien Reserve Requirement at 12/31/2020 is $179,337,532, calculated pursuant to the Intermediate Lien Master Resolution, and is provided for by cash and securities. All Intermediate Lien Parity Bonds are secured by the Intermediate Lien Common Reserve.

Port of Seattle Revenue Bond Debt Service [1] (in thousands of dollars)

		12/31/2020
First Lien Bonds [2]	Interest	$ 7,784
	Principal	19,760
Intermediate Lien Bonds	Interest	144,931
	Principal	109,450
Subordinate Lien Bonds [3]	Interest	2,157
	Principal	23,575
Subordinate Lien Notes (Commercial Paper) [4]	Interest	1,677
	Principal	945

(1) These amounts are reported Gross of Capitalized Interest and any Premium or Discount Amortization. Principal amounts do not include refundings. Debt service in this schedule may not represent debt service in the coverage calculation.
(2) This amount excludes Accreted Interest on the 2009B-2 Capital Appreciation Bonds.
(3) Includes optional redemption of the 1997 VRDB of $9.2 million.
(4) The total authorized amount of Commercial Paper (CP) program is $400 million, but actual amount outstanding varies each year. CP debt service (above) is based on an amortization of outstanding CP at December 31, 2020 using the year-end Yield to Maturity rate of the 40-Bond Index (as published in *The Bond Buyer*). These debt service amounts are also used in the calculation of the Net Revenue Schedule, as included in the statistical section of the Port's Annual Financial Report. In 2020, the Port actually issued $30.8 million of CP principal.

Tax Levy: Recent Tax Levy Activity [1] (in dollars)

2020 Tax Year	
2020 Port District Assessed Valuation	$ 642,490,492,044
Maximum Levy	106,587,091
Total Tax Levy	76,396,431
Total Tax Levy Rate [2]	0.12
2020 LTGO Bond Debt Service	39,783,253
Tax Levy Allocable for General Purposes	36,613,179

Note: Please refer to the 2020 Annual Financial Report (Schedules 13 and 14 in the Statistical Section) for more information on recent tax levy activity.
(1) The Maximum Levy is per the "Levy Limit Worksheet – 2020 Tax Roll" from the King County Assessor's Office. All other figures can be found in the King County Assessor's Annual Report - 2020.
(2) Per $1,000 of assessed value.

Insurance

General Overview

The Port has a comprehensive risk management program that financially protects the Port against loss from adverse events to its property, operations, third-party liabilities, and employees. The Port's insurance year for liability coverage runs from October 1, 2020 to October 1, 2021. The Port's insurance year for property coverage runs from July 1, 2020 to July 1, 2021. The Port utilizes the services of Alliant Insurance Services for the placement of its liability and property insurance. Alliant was selected through a competitive selection process. All of the Port's insurance carriers are rated "A" or better by the A.M. Best & Company and include American International Group, Liberty Mutual, Atlantic Specialty Company, Lexington, Navigators Insurance, and National Union.

COVID-19 Pandemic Update

The Port has not submitted nor received any claims that are linked to or alleged to the pandemic outbreak. Port policies in general exclude pandemic claims unless a covered loss occurred and with the covered loss an injured party has injuries or damages that extend to the pandemic. The Port will continue to monitor the pandemic exposure going forward as well as reviewing insurance contract language.

Property Insurance

The Port maintains a comprehensive property insurance program for loss of and damage to Port property, including business interruption and equipment breakdown with a $500 million per-occurrence limit and a $1 million per-occurrence retention for Aviation Division properties and a $250 million per occurrence limit and $250,000 per-occurrence retention elsewhere. Terrorism coverage is purchased through the London market and is provided with a sub-limit of $350 million per occurrence. Coverage for flood is capped at an annual aggregate of $50 million above a flat $500,000 deductible. The total estimated replacement cost of insured Port property is $7.5 billion. The Port does not purchase earthquake insurance for its insured property unless it is part of a builder risk property insurance policy specific to a project under construction. Property insurance coverage extends to contractors of the Port working on Port assets, for property damage to the work or improvements that are in the contractor's scope of work, and that have been scheduled to the Port's insurer. Property not in the scope of work, not scheduled with the insurer, and adjacent Port property the contractor is not working on, is not covered for the contractor. This "course of construction" coverage has a maximum limit of $50 million per project. Many of these types of projects are upgrades or restoration to existing assets, in which a new asset is not created, such as re-reroofing an existing roof or runway re-paving. Projects under construction (or restoration) over $50 million typically must be specifically underwritten under a separate policy, and these policies are referred to as builder risk policies and are described below.

Builder Risk (Property Insurance for Construction in Process)

Larger projects, typically over $50 million in completed values, require separate property insurance during the time the assets are being constructed. These are referred to as builder risk policies that cover the asset and value of the assets as they are constructed and completed. Both the owner and contractor have an insurable interest in the policy for physical loss to the asset up until the completion of the project. Upon project completion, the value of the asset is then transferred to the owner's insurance policy for coverage throughout its operational life cycle. A new policy for Phase II of the North Satellite Renovation and Expansion Project was purchased to cover this second phase from June 1, 2019 to August 1, 2021.

The Port purchased a similar builder risk policy separately for the IAF in April 2017. This policy was extended through March 31, 2021. This policy is in the process of being phased out and the value of this completed work will be insured on the main property insurance policy of the Port, effective as of May 1, 2021. The Port purchased another builders' risk policy in 2020 for the Terminal 5 Modernization Project, which has two phases and an insured construction value of approximately $185 million (which includes soft costs and delay in completion). This builders' risk policy runs from July 15, 2019 through December 30, 2022. The Phase I Baggage Optimization project was completed in 2021 and Phase II of this project commenced in 2020. The Phase II project is insured with a builders' risk policy. In addition, the electronic detection systems for this project are insured under a separate and specific policy. These various builders' risk policies will insure the interests of both the Port and the related contractors. Coverage for terrorism, flood, and earthquake is included in the builders' risk policies.

Liability Insurance

The Port purchases excess non-aviation commercial general liability (namely bodily injury and property damage coverage) insurance, which covers losses involving actual or alleged bodily injury and/or property damage that arises from claims made against the Port by third parties. This is a primary policy with a $1 million per occurrence (claim) retention for general liability occurrences and a limit of $10 million per occurrence. In addition to this primary policy is an excess marine policy with coverage up to a $50 million per occurrence limit, which provides coverage for Port marine exposures (cargo, cruise, marina, and terminal operations). This excess liability policy also includes coverage for the Port's non-aviation operational, automobile, employee benefits, and foreign liability exposures. Coverage includes claims resulting from bodily injury and property damage arising from terrorism acts (under the Terrorism Risk Insurance Program Reauthorization Act of 2007 and reauthorized in 2015). The Port also has a London-based terrorism liability policy that offers $15 million of limits per occurrence and in the annual aggregate for acts of terrorism (whether certified or not) that would apply to any Port operation at any Port location.

The Port purchases a separate airport operator's primary and excess liability insurance policy which covers liability claims from third parties that involve property damage and/or bodily injury arising out of airport operations. The limit of liability is $500 million with a $1 million per occurrence (claim) retention. The annual policy retention aggregate is $1 million. Coverage for events stemming from terrorism and/or war (malicious acts) is included under the Airport operator's primary insurance policy up to a limit of $100 million.

Liability insurance is also purchased to cover exposures and liabilities that could stem from the wrongful or non-intentional acts of Port employees, directors, and Commissioners (Public Official Liability), and employment practices liability ($10 million aggregate limit/$1.5 million per claim retention); fiduciary liability ($5 million limit/no deductible), and law enforcement liability ($15 million limit/$1.5 million per wrongful act retention). The Port also purchases an employee dishonesty policy (also known as a fidelity bond) protecting the Port from liability due to the dishonesty and/or fraudulent acts of Port employees. This policy has a $5 million limit. The Port self-insures its workers' compensation exposure. The Port also insures its vessels for liability under a separate policy with limits of $1 million per occurrence. The Port has a foreign liability master policy that provides liability coverage for property damage and bodily injury for Port employees when engaged in foreign travel. This policy also has coverage for emergency medical expenses and coverage for kidnap and ransom. Finally, the Port has a cyber-liability policy that provides limits up to $10 million in the annual aggregate for various cyber exposures and liability, including breach notification response and expenses, cyber extortion, and damage to data including business interruption.

Third-Party Agreements

The Port's contractors, tenants, and lessees are required to carry at least $1 million of commercial general liability insurance (up to $25 million or more for large construction projects and higher-risk projects) and automobile liability insurance of at least $1 million ($5 million for automobiles operated on the non-movement part of the aircraft operations area and $1 million for automobiles operated on the aircraft movement area of the aircraft operations area).

The Port is engaged in litigation regarding the Baggage Optimization Project Phase I with PCL Construction Inc. since 2020 regarding damages to two electronic detection system scanning machines that occurred in March 2019. The damages were over $3.5 million. The Port settled the litigation in a mediated settlement in the first quarter of 2021 and contributed $1.6 million to the overall settlement. This settlement was approved by the Commission in March 2021.

The Port requires airline tenants, with aircraft operations on the airfield at the Airport, to provide between $5 million and $300 million per-occurrence liability limits. Ground handlers, working for the airlines on the airfield and under license to the Port, are required to carry a minimum of $5 million per occurrence of general liability insurance and $5 million per occurrence of automobile liability insurance. Contractors and other third-party vendors working for the Port must also provide proof of workers' compensation coverage for their employees as well as State "stop-gap" coverage that covers employers' liability. The Port requires all contractors, tenants, and lessees to include the Port as an "additional insured" on their policies of commercial general liability insurance, along with a waiver of subrogation in favor of the Port, and endorsement that requires these parties' insurance to be primary and non-contributory relative to any general liability insurance the Port carries. All contracts and lease agreements require that the Port and its employees, officers, and Commissioners are to be held harmless and indemnified for all actual and alleged claims that arise out of the acts of the Port's contractors, consultants, vendors, licensees, and lessees. Professionals such as engineers, architects, and surveyors are also required to carry professional liability (errors and omissions) insurance for work they do for the Port, with minimum limits of $1 million per claim or wrongful act.

Owner Controlled Insurance Program

The Airport's Capital Improvement Program ("ACIP") construction projects (built between 2001 and 2008) were insured against third-party general liability claims for property damage and bodily injury under policy that was part of the Owner Controlled Insurance Program ("OCIP") that expired on December 31, 2008. All ACIP work completed prior to the OCIP termination date continued to be covered for potential future claims for property damage and bodily injury through December 31, 2016. The run-out period has ended and there are no open or outstanding claim obligations remaining relative to this former policy. The collateral agreement has ended and there are no more funds to be returned to the Port or to be paid to the Port.

All potential claims that may arise from errors and omissions involving professional work were covered under an OCIP policy covering contractor's pollution liability and errors and omissions (from professional work of engineers and architects). The policy period in which the work leading to the liability occurred ended on December 31, 2018, with a 10-year reporting period for claims noted following the termination of the policy. The Port secured this policy with collateral that was paid prior to December 31, 2000. One claim against this policy was reported in 2018, prior to the end of the 10-year reporting period. The 10-year reporting period ended on December 31, 2018, and in the second quarter of 2019, the Port received the balance of the collateral, along with interest, in an amount that equaled $1,296,431. The Port submitted a claim in May 2018 against the OCIP professional liability coverage policy for damages associated with the glass wall at the Central Terminal Building at the airport. The outcome of this claim is unknown. This was the only claim submitted against the policy. There are no more open policies or collateral agreements that remain in effect relative to the OCIP.

Changes in the Port's Investment Policy

No change.

For further details on the Port's cash & cash equivalents, and investments as of December 31, 2020, please refer to the Audited Financial Statements included in the 2020 Annual Financial Report.

Percentage of Domestic and International Flights

Of the approximately 10.0 million enplaned passengers in 2020, approximately 6.6% were on non-stop flights to international destinations and 93.4% were on domestic flights.

Enplanement Market Share by Airline

Rank	Airline	Enplaned Passengers	Market Share (%)
	Alaska Airlines [1]	4,349,366	43.3
	Horizon Airlines	1,332,897	13.3
1	**Alaska Air Group subtotal**	5,682,263	56.6
2	Delta Air Lines [2]	2,267,135	22.6
3	American Airlines [3]	520,021	5.2
4	Southwest Airlines	499,269	5.0
5	United Airlines [4]	456,821	4.6
	All Others [5]	618,218	6.2
	Airport Total	**10,043,727**	**100.0**

Note: Totals may not foot due to rounding. Presented enplanements may differ from final reported enplanements by an immaterial amount due to timing.

(1) Includes flights operated by SkyWest.
(2) Includes Delta Connections (operated by SkyWest and Compass Airlines).
(3) Includes flights operated by American Eagle.
(4) Includes United Express (operated by SkyWest).
(5) Includes all airlines with a market share of one percent or less.

Source: Port of Seattle

Number of Passenger, Charter, and All - Cargo Airlines

14 U.S. flagged passenger airlines and 22 foreign flagged passenger airlines served the Airport in 2020.

Source: Official Airline Guide (OAG)

3 charter airlines with more than 1,000 passengers served the Airport in 2020.

Source: Official Airline Guide (OAG)

In 2020, Sea-Tac Airport was served by 9 U.S. flagged all-cargo carriers and 7 foreign flagged all-cargo carriers, each having a market share greater than 0.5%. These figures include passenger airlines that operate all-cargo aircraft. These figures do not include air mail.

Source: As reported to the Port by the airlines

Customer Facility Charge Rate:

In 2020, the Customer Facility Charge (CFC) remained $6.00 per rental car transaction day. Beginning January 1, 2021, the Port began imposing and collecting a CFC of $6.50 per rental car transaction day.

Percentage of Origin and Destination (O&D) Passengers

For 2020, the estimated percentage of O&D passengers was 65.9%. O&D passengers are defined as passengers that start or end their trip in Seattle.

Source: U.S. Department of Transportation

Primary Domestic Origin and Destination Markets

Rank	Market [1]	Approximate air miles from Seattle	Share of market, based on enplaned passengers (%) [2]
1	Los Angeles, CA	952	10.3
2	San Francisco Bay, CA	674	7.0
3	Phoenix, AZ	1,121	6.2
4	Las Vegas, NV	889	5.4
5	San Diego, CA	1,069	3.9
6	Denver, CO	1,037	3.7
7	New York City, NY	2,450	2.9
8	Chicago, IL	1,761	2.9
9	Dallas / Ft. Worth, TX	1,722	2.6
10	Sacramento, CA	612	2.1
11	Salt Lake City, UT	701	1.9
12	Boise, ID	402	1.7
13	Washington, DC	2,408	1.6
14	Honolulu, HI	2,742	1.6
15	Atlanta, GA	2,241	1.6
16	Anchorage, AK	1,453	1.6
17	Spokane, WA	224	1.6
18	Minneapolis, MN	1,448	1.6
19	Palm Springs, CA	987	1.5
20	Boston, MA	2,567	1.4
21	Orlando, FL	2,553	1.4
22	Houston, TX	1,909	1.4
23	Austin, TX	1,771	1.1
24	Kahului, HI	2,643	1.1
25	Fort Lauderdale, FL	2,717	1.0
		Subtotal	69.1
		All other cities	30.9
		Total	**100.0**

Note: Market share percentages represent an average for the year. Totals may not add to 100% as a result of rounding.
(1) Each market includes the major airports within the market.
(2) Compiled by the Port from U.S. Department of Transportation statistics.

Sources: US Department of Transportation OD1A database; Official Airline Guide (OAG) schedule

Scheduled International Service

Country	**Percent of International Seating Capacity (%)**
Canada	23.1
Mexico	17.7
South Korea	11.3
Japan	8.2
United Kingdom	6.4
Taiwan	5.7
Netherlands	5.5
Germany	4.8
Iceland	3.1
China	3.1
United Arab Emirates	2.6
France	2.4
Ireland	1.9
Singapore	1.6
Philippines	1.6
Hong Kong	1.1
Total	100.0

Note: Totals may not add to 100% as a result of rounding.

Source: Official Airline Guide (OAG)

Airport Business Arrangements

The Airline Agreements

Status of Airline Agreements. In February 2018, the Port reached agreement on key terms for a new Signatory Lease and Operating Agreement ("SLOA IV"), which took effect on June 1, 2018, and applied retroactively to January 1, 2018; it expires on December 31, 2022. The agreements may be extended, the Port and the airlines may enter into a new agreement or the Port may impose rates and charges pursuant to FAA guidelines (see below).

SLOA IV Terms. The Airport derives a significant portion of its revenues from air carriers using the Airport. Pursuant to FAA guidelines, the Airport passes aeronautical costs on to the air carriers. Traditionally this has been accomplished through lease and operating agreements at the Airport. Many of the terms of the SLOA IV agreement are similar to the prior "SLOA III" agreement; key changes include the reduction in revenues shared with the airlines as described under the heading "Revenue Sharing" below and the changes in the gate allocation methodology. SLOA IV limits the number of gates that the Airport can withhold for common use, while also establishing a minimum of six aircraft turns per day for preferential use gates. This provides greater certainty of preferential gate use to airlines while allowing the Airport to maintain adequate flexibility to accommodate carriers at common use gates.

Fee Structure. In calculating each type of rates and charges under SLOA IV, the Port is required to reduce the applicable capital or operating costs by any amounts reimbursed or covered by government grants or PFCs, any insurance or condemnation proceeds or other third-party payments, any reimbursements made by an airline in connection with projects undertaken for the benefit of an airline and any premiums paid by non-signatory airlines. Total costs are comprised of operating and capital costs allocated to the various components of the Airfield and the terminal.

Capital costs include a charge for cash-funded assets placed into service on or after 1992, debt service costs (net of PFCs) allocable to revenue bond-funded capital improvements placed into service, and a debt service coverage fee if necessary to maintain total Airport-related debt service coverage at no less than 125 percent of debt service for that fiscal year. The debt service coverage fee provides a mechanism for the Port to increase charges if necessary to achieve 1.25 times Airport-related debt service coverage.

Revenue Sharing. SLOA IV also provides that if the Airport's net revenue (calculated as provided in SLOA IV) exceeds 125 percent of total Airport-related debt service in any fiscal year, 20 percent of the amount in excess of that threshold will be credited to the signatory airlines for 2019 and 0 percent in 2020-2022. The primary source of revenue shared with the airlines is from non-aeronautical sources.

Airfield Rates and Charges. As defined in SLOA IV, the "Airfield" is comprised of three areas: the Airfield Apron Area (the area immediately adjacent to the terminal building and areas for overnight aircraft parking), the Airfield Movement Area and the Airfield Commercial Area (including, but not limited to, the land, taxi lanes, ramps and the terminal used primarily for cargo activities and aircraft maintenance), and related costs and fees are calculated separately for each area. The most significant fee is the landing fee charged for use of the landing areas, runways, taxiways, adjacent field areas and related support facilities that comprise the Airfield Movement Area. The landing fee is computed by (i) adding budgeted capital costs (including Airport-related debt service and debt service coverage, if required) and operating expenses allocable to the Airfield Movement Area, (ii) subtracting other fees for use of the Airfield Movement Area and any nonsignatory airline premium payments, and then (iii) dividing the total by the maximum gross landed weight estimated by the Port for the next fiscal year. Similarly, fees for use of the Airfield Apron Area are calculated based on the operating and capital costs, including Airport-related debt service and Airport-related debt service coverage if required, allocable to those areas and charged to carriers based on landed weight. The Airfield Commercial Area is a separate compensatory (not cost recovery) cost center.

Terminal Rates and Charges. Airline terminal rental rates are based in part on the Terminal Building Requirement, which is computed by multiplying the total of budgeted operating expenses and capital costs, including Airport-related debt service and Airport-related debt service coverage (if required) allocated to the terminal, by the ratio of airline rentable space to total rentable space, less any non-signatory airline premiums included in rent payable by non-signatory airlines. Excluded from the cost recovery formula is any publicly accessible airline office or club space that is vacant. Use of the baggage system, passenger loading bridges, airline support systems and equipment and the federal inspection facility is calculated and charged separately; these are also based upon operating expenses and capital costs, and the Port may use non-aeronautical revenues to offset costs associated with the federal inspection facility cost center.

Rates may be adjusted mid-year upon 30 days of notice to the airlines if actual results are expected to vary from budget projections by more than 10 percent. A final adjustment is made each year for the actual results of the prior year.

Capital Project Approval. SLOA IV includes a list of previously approved capital improvement projects totaling approximately $3 billion. SLOA IV provides that if, by the time the Port elects to proceed with construction, the capital cost of any project on that approved list exceeds 110 percent of the cost to be included in the airline rate base presented in the agreement and the increase is not otherwise exempt under the agreement, the Port will notify the airlines and a Majority-in-Interest of the airlines may request a delay of 180 days on the project. A Majority-in-Interest is defined in SLOA IV as air carriers that account for more than 55 percent of the signatory carriers and also account for more than 55 percent of the revenues of the cost center affected by the capital costs subject to the MII. The cost centers are the Airfield Movement Area, Airfield Apron Area, Terminal and Federal Inspection Area. The Airport must notify the signatory airlines if it intends to construct any new project not included in the list of previously approved projects and above a threshold of $10 million of costs that will be added to airline rates. If, within 30 days after the Port's notice, a Majority-in-Interest objects to the new project, the Airport must delay construction for 12 months.

Rates and Charges Alternatives. Pursuant to FAA guidelines, the Port can establish rates and charges by a lease and use operating agreement or, if a lease and use operating agreement is not in effect, by resolution. In 2013, the Port adopted Resolution No. 3677, as amended, unilaterally establishing rates and charges for airlines serving the Airport. Upon execution of SLOA III in 2013, the implementation of Resolution No. 3677, as amended, was suspended and it remains suspended.

Other Airport Businesses and Agreements. The Aviation Division's non-airline revenues include revenue from public parking, terminal concession agreements, ground transportation, rental car and other concession fees, employee parking fees, common use lounge operations, and revenue from Airfield cargo leases, terminal space rent, and other commercial property leases.

Revenue from most of these businesses are generally affected by passenger levels at the Airport and were impacted by the decline in passengers in 2020. Some businesses have closed or reduced operations. Revenues derived primarily from space rent were less affected.

Public Parking. The Aviation Division operates an eight-floor parking garage for short-term and long-term public parking and for use by employees. The Port also provides approximately 1,500 parking spaces in a remote lot operated by a third party. In addition, privately-owned parking facilities compete with Airport parking. There are a number of privately owned and operated parking facilities offering a range of quality, cost and service, including facilities very near the Airport.

Rental Cars. The Airport leases space in a consolidated facility to rental car operators and receives a concession fee based upon the gross revenues of rental car operations at the Airport subject to a MAG of 85 percent of the prior year's revenue; the alternative MAG based on 2012 revenues (at the beginning of the lease term) is being eliminated. All rental car companies are required either to operate from the consolidated rental car facility or to use the facility to drop off or pick up their customers. At this time, nearly all of the rental car companies currently serving the Airport operate from the consolidated rental car facility. Ground transportation alternatives include transportation network companies, car-sharing, and light rail options.

Passenger Terminal Concession Agreements—Dining and Retail. The Airport offers a range of dining and retail options, which include restaurants, specialty retail, convenience retail, duty-free goods and personal services, to the traveling public. The Port currently uses a direct leasing model at the Airport. The Port takes a staggered approach to handling these leases by soliciting proposals in groups of leasing opportunities. The Port manages the program to provide passengers with a range of dining and retail options throughout the terminal. Under the lease agreements, Airport dining and retail tenants pay rent based on a percentage of gross sales subject to a minimum annual guarantee. Under the exceptional circumstances clause of the tenant leases, pursuant to which if enplanements decline by more than 20 percent of the prior year's level, the MAG adjusts to reflect the lower enplanement levels. The Port expects to extend the reduced MAG to reflect the continuation of the pandemic which triggered the exceptional circumstance clause in the tenant leases. The tenants are subject to Port oversight of operations and quality assurance standards. The tenants also must adhere to a policy requiring that prices charged at the Airport be consistent with local prices at comparable businesses located off of airport property, commonly referred to as "street pricing." To accommodate an increase in the minimum wage within the City of SeaTac, where the Airport is located, the street pricing policy was modified to include a 10 percent premium over comparable local prices; this premium gradually declined on an annual basis, and reached zero by January 1, 2020. Beginning January 1, 2020, certain concessionaires may charge five percent over comparable local prices, increasing to 10 percent in 2021, if they meet certain employee wage and benefit standards established by the Port.

Ground Transportation. The Airport has agreements with a variety of ground transportation companies, under which the Port receives either per-trip fees or permit fees. These include taxi and transportation network company service (Uber, Lyft, etc.). Various shuttle services also serve the Airport and pay a per-trip fee.

Miscellaneous Business Arrangements and Revenues. There are standard land leases and various fees for other aeronautical and non-aeronautical tenants and users at the Airport, such as in-flight kitchen food providers and cargo hardstand revenues.

For additional information on various tenant and rent concessions that the Port provided in response to the COVID-19 pandemic, see page 27.

Sources of Aviation Division Operating Revenue (in thousands of dollars)

		2020
Aeronautical[(1)]		
Movement Area	$	84,906
Apron Area		15,146
Terminal Rents		171,607
Federal Inspection Services (FIS)		8,616
Total Rate Base Revenues	$	280,275
Commercial Area		17,633
Revenue Sharing		0
Total Aeronautical Revenues	**$**	**297,909**
Non-Aeronautical		
Public Parking	$	34,502
Airport Dining and Retail / Terminal Leased Space		31,234
Rental Car and Operating CFC's		16,637
Ground Transportation		6,557
Utilities		5,672
Commercial Properties		10,766
Other		11,105
Total Non-Aeronautical Revenues	**$**	**116,473**
Total Aviation Division Operating Revenues	**$**	**414,382**

Note: Totals may not foot as a result of rounding.

(1) For further breakout of Aeronautical Revenues, see "Calculation of Aeronautical Revenues" table.

Calculation of Aeronautical Revenues [(1)] (in thousands of dollars)

	Terminal Revenue			Airfield Revenue				
	Terminal Building	FIS Area	**Total Terminal Revenue**	Movement Area	Apron Area	Commercial Area	**Total Airfield Revenue**	**Total Aeronautical Revenues**
Operating & Maintenance Costs	$ 108,161	$ 6,937	$ 115,098	$ 65,994	$ 10,177	$ 4,967	$ 81,138	**$ 196,236**
Capital Costs: Debt Service	47,212	226	47,438	7,946	3,310	1,589	12,846	**60,284**
Capital Costs: Amortization[(2)]	18,220	1,514	19,734	10,965	1,660	1,213	13,838	**33,572**
Other	(1,986)	(60)	(2,046)	0	0	9,863	9,863	**7,817**
Revenue Sharing	-	-	-	-	-	-	-	**-**
	$ 171,607	$ 8,617	$ 180,224	$ 84,906	$ 15,146	$ 17,633	$ 117,685	**$ 297,909**

Note: Totals may not foot as a result of rounding.

(1) The presentation of aeronautical revenues in the table above is different from the presentation of aeronautical revenues in the "Sources of Aviation Division Operating Revenue" table, as well as the 2020 Annual Financial Report (see Statistical Section, Schedule 3). The totals, however, are the same.

(2) Represents a charge for cash-funded assets placed into service on or after 1992.

Sources of Aviation Division Operating Expenses (in thousands of dollars)

		2020
Direct Expenses		
Administrative Salaries and Benefits	$	62,801
Wages and Benefits		86,329
Travel and Other Employee Expenses		947
Outside Services		69,830
Supplies		7,703
Utilities		15,696
Other		22,526
Charges to Capital Projects		(21,860)
Total Direct Expenses (before Depreciation)		**243,972**
Corporate Allocations		85,707
Total Aviation Division Operating Expenses (before Depreciation)	**$**	**329,680**

Summary by Cost Center		
Aeronautical[1]	$	219,878
Non-Aeronautical		
Terminal and Properties[1]		50,740
Landside		59,897
Utilities[2]		(835)
Total Non-Aeronautical		109,802
Total Aviation Division Operating Expenses (before Depreciation)	**$**	**329,680**

Note: Aviation operating expenses in the table above are organized by cost center, which may be different from how such revenues are organized in other disclosures and reports, including the Annual Financial Report. Total operating expenses, however, will be the same, with the potential exception of small rounding differences.

(1) Aeronautical expense excludes the portion of Terminal Building expense that is allocated to Non-Aeronautical business activities, which falls under the Non-aeronautical "Terminal and Properties" cost center. Allocation is calculated as the percentage of rentable non-airline space out of total terminal rentable space. In 2020, 22.19%, or ~$28.4 million of Terminal Building expense was allocated to Non-aeronautical expenses.

(2) Utilities are charged to other Aviation business units based on the preceding years' budget rates, and operate on a cost recovery basis.

Changes of PFC Authorization, Additional Pledged Revenue, and Projects to be Funded

No change.

PFC Coverage Calculations

This table is based on the "PFC Quarterly Status Report – Revenue and Expenditures" filed with the Federal Aviation Administration and is reported on a cash basis; thus amounts in this table may not match those reported in the Annual Financial Report.

		2020
Passenger Facility Charge (PFC)		$ 4.50
Administration Costs		0.11
Net PFC		$ 4.39
Enplaned Passengers		10,043,727
Annual Percentage Increase (Decrease)		(61.2%)
Number PFC-Eligible		9,929,055
Percent PFC-Eligible		98.9%
Beginning Balance		$ 11,997,295
Plus: Annual PFC Collections	[A]	43,588,550
Plus: Capital and Revenue Fund Interest Income (1)	[B]	717,009
Total Deposits	[C] = [A]+[B]	$ 44,305,559
Available Amounts		$ 56,302,854
Gross Debt Service (First Lien PFC Bonds)	[D]	$ 18,767,500
Less: Debt Service paid from Reserve Fund Interest Income(2)		-
Less: Debt Service paid from PFC Bond Reserve Fund (bond proceeds) (2)		(10,793,000)
Net Debt Service (First Lien PFC Bonds)		$ 7,974,500
Less: Pay-As-You-Go Expenditures(3)		36,390,079
Ending Balance (Unliquidated Revenue)		$ 11,938,275
PFC Debt Service Coverage:(4)		
PFC Collections only	[A]/[D]	2.32
PFC Revenue	[C]/[D]	2.36
PFC Revenue, PFC Reserve Fund Interest Income and PFC Bond Reserve Funds (5)		2.94

(1) Beginning in 2013, the Port reclassified interest earnings on the PFC Debt Service Reserve Fund (DSRF) as PFC bond proceeds instead of PFC revenue, as previously reported to the FAA. As such, there will no longer be DSRF interest earnings reported to the FAA.
(2) Represents total 2020 PFC debt service paid for with non-PFC revenue sources. For 2020, this is comprised solely of PFC bond reserve funds (bond proceeds) in excess of the DSRF requirement.
(3) Pay-As-You-Go Expenditures include the use of PFC's to pay debt service on certain revenue bonds, as authorized by the FAA.
(4) Coverage calculations are based on Gross Debt Service (First Lien PFC Bonds).
(5) Coverage includes $10,793,000 of PFC bond reserve funds, which are PFC bond proceeds in excess of the DSRF requirement.

PFC Unspent Authority & First Lien Sufficiency Covenant

First Lien Sufficiency Covenant Coverage is 40.01 which is calculated as follows:

			Through **2020**
Total PFC Authority	[A]	$	3,841,864,375
Cumulative Collections and Interest Earned[(1)]	[B]	$	1,601,160,197
Pay-as-you-go expenditures			763,030,031
PFC Bond Debt Service[(1)]			406,942,769
Revenue Bond Debt Service			419,249,122
Cumulative Total PFC Expenditures	[C]	$	1,589,221,922
Unliquidated PFC Revenue	= [B]-[C]	$	11,938,275
Unspent PFC Authority	[D] = [A]-[C]	$	2,252,642,453
Remaining Projected Aggregate PFC Bond Debt Service[(2)]	[E]	$	56,304,250
First Lien Sufficiency Covenant Coverage[(3)]	= [D]/[E]		40.01

(1) During 2013, the Port determined that the source of the "PFC Debt Service Reserve Fund" was bond proceeds, not PFC revenue. Therefore the 2013 interest earnings on the PFC DSRF have been excluded from the Cumulative Collections and Interest Earned line item, and the PFC debt service paid by the PFC DSRF interest earnings has been excluded from the PFC Bond Debt Service line item.
(2) Includes debt service on all outstanding 2010 PFC Bonds.
(3) Minimum First Lien Sufficiency Covenant Coverage is 1.05.

Airport Grants Awarded in 2020

AIP Entitlement Grants	$	10,879,196
AIP Discretionary Grants		13,080,922
Federal Coronavirus Relief[(1)]		192,133,300
Other Grants		-

(1) Consists entirely of the federal Coronavirus Aid, Relief, and Economic Security Act (CARES Act) grant. The Port applied for and received up to $192.1 million of CARES Act relief to reimburse the Port for any Airport uses. The Port received $43.3 million in reimbursement for Airport payroll expense and $103.9 million in debt service payments in 2020, with $45.0 million of CARES allocation remaining.

2020 Container Volumes [1] (in thousands)

	International Containers						Domestic	Total [2]
	Imports		Exports					
Facility	Metric Tons[3]	Full TEUs	Metric Tons[3]	Full TEUs	Empty TEUs	Total Intl. TEUs	TEUs	TEUs
Seattle Harbor	5,293	583	5,113	369	307	1,259	274	1,533
Tacoma Harbor	6,582	671	5,164	421	284	1,376	411	1,787
The Northwest Seaport Alliance Total	11,875	1,254	10,277	791	591	2,636	685	3,320

Note: Total might not equal the sum of component parts due to rounding.

(2) Following the formation of the Seaport Alliance, the Seattle Harbor in and around Elliott Bay is referred to as the "North Harbor." The Tacoma harbor, located in and around Commencement Bay in the South Puget Sound, is referred to as the "South Harbor." The North harbor includes volumes handled at non-Port facilities.

(3) The North Harbor's share of Puget Sound (the ports of Seattle and Tacoma combined) container traffic in 2020 was 46.2%.

(4) Approximate weight per full TEU is eight metric tons of import cargo and eleven to eighteen metric tons of export cargo.

North Harbor Exports and Imports to and from Asia (in TEU's)

Export: 287,431 full TEU's
Import: 456,252 full TEU's

Source: Port of Seattle Marine Terminal Information System

Container Cargo Carriers calling at the North Harbor as of 12/31/2020

In 2019, the Seaport Alliance took several actions in support of the reactivation of Terminal 5, including approving a long-term lease agreement with SSA Terminals, LLC ("SSAT") for an initial 65 acres expected to commence January 1, 2022. SSAT will add another approximately 85 acres in 2024 unless it gives notice to the Seaport Alliance that it will assume only an additional 20 acres at that time. If the tenant opts for the 20 additional acres, the Seaport Alliance will pursue other container operators to lease the available acres. The lease at Terminal 18 also was extended an additional 10 years.

The Terminal 46 lease with Terminals Investment Limited was terminated early at the end of 2019 to allow for consolidation of container volumes at the other North Harbor terminals and the repurposing of capacity at Terminal 46 to other maritime uses, consistent with the original Seaport Alliance Strategic Business Plan. Through an interlocal agreement, a portion of Terminal 46 will be used by the Port through 2043; the Port will pay the Seaport Alliance for 29 acres that may be developed for a new cruise terminal. On May 4, 2021 the Seaport Alliance authorized a lease with Pacific Maritime Association for seven acres for 10 years; execution is pending final negotiation.

T-5	T-18	T-30	T-46	T-115
	ANL	ANL		Alaska Marine Line
	APL	APL		Aloha Marine Line
	CMA-CGM	CMA-CGM		
	COSCO Shipping	COSCO Shipping		
	Hamburg Sud	Evergreen		
	Hapag Lloyd	OOCL		
	HMM	Yang Ming		
	Maersk			
	MSC			
	ONE			
	OOCL			
	Safmarine			
	SM Line			
	Westwood			
	Yang Ming			
	ZIM			

Source: Marine Terminal Information System

Container Terminals – South Harbor

	West Sitcum[1]	Husky (T-3 and T4)	East Sitcum[2]	PCT	WUT	TOTE
Port Owner	Port of Tacoma	Port of Tacoma	Port of Tacoma	Port of Tacoma	Port of Tacoma	Port of Tacoma
Primary Lessee	SSA Terminals (Tacoma), LLC	International Transportation Services (ITS)	Husky Terminal and Stevedoring, Inc.	Evergreen Marine Corporation	Washington United Terminals	Totem Maritime Alaska (TOTE)
Terminal Area[3]	122 acres[4]	118 acres	20 acres[5]	158 acres	115 acres	52 acres
Lease Expiration	2027	2046	2046	2027	2033	2034

(1) Formerly referred to as "APM".
(2) Formerly referred to as "OCT".
(3) Represents acres leased.
(4) Acreage increased from 108 to 122 acres of the 135-acre terminal area.
(5) The new tenant, Husky Terminals, has leased 20 acres of the 54-acre terminal area.

Container Terminals – North Harbor

	Terminal 5[1]	Terminal 18	Terminal 30	Terminal 46
Port Owner	Port of Seattle	Port of Seattle	Port of Seattle	Port of Seattle
Primary Lessee	SSA Terminals, LLC	SSA Terminals, LLC and SSA Containers, Inc.	SSA Terminals (Seattle Terminals), LLC	Port of Seattle[2]
Terminal Area	180 acres	196 acres	70 acres	88 acres
Lease Expiration	2051	2049	2039	N/A
Acres Leased	65	196 acres	70 acres	N/A
Berth Facilities	2,900 feet	4,440 feet	2,700 feet [3]	2,300 feet
Water Depth	45 ft to 50 ft below mllw	46 ft to 50 ft below mllw	50 ft below mllw	50 ft below mllw
Container Cranes	Six (6) 100-ft gauge Post-Panamax cranes[4]	Three (3) 100-ft gauge Post-Panamax cranes[5] and Seven (7) 100-ft gauge Super Post-Panamax cranes [5]	Three (3) 50-ft gauge Panamax cranes[5] and Three (3) 100-ft gauge Super Post-Panamax cranes [5]	Three (3) 100-ft gauge Super Post-Panamax cranes[6]
Gross Revenues - 2020[7]	$10,574,213	$9,993,387	$3,789,069	$4,377,542

Note: The table above presents the Port of Seattle's primary container terminals. There is some incidental container activity at Terminal 115, which is not presented in this table.
(1) Terminal was closed for redevelopment on July 31, 2014 and is currently vacant. Occupancy expected in 2022.
(2) The Port will pay the Seaport Alliance for use of 29 acres through 2043 pursuant to an interlocal agreement. On May 4, 2021 the Seaport Alliance authorized a lease with Pacific Maritime Association for seven acres for 10 years. The remaining acres will be available for other maritime use.
(3) Comprised of two non-contiguous berths of approximately 1,200 and 1,500 linear feet respectively.
(4) Cranes sold to SSA from Port of Seattle in August, 2020.
(5) Cranes owned by Lessee.
(6) Cranes owned by Port of Seattle.
(7) Represents gross revenues as reported to the Seaport Alliance.

Non-Container Terminal Leases (Facility Gross Revenue ≥ $1 million)

Port Division	Property	2020 Facility Gross Revenue(1)	Primary Lessee	Primary Operations	Date of Lease Expiration(2)
Port of Seattle Owned and Operated					
Maritime	T-91/P-66	$ 3,823,939	Cruise Terminals of America, NCL	Cruise Operations	Nov 2022; Oct 2030
Maritime/EDD	T-91	11,698,606	Lineage Logistics Holding, LLC	Cold Storage & Seafood Processing	Dec 2029, Dec 2039
			American Seafood Company	Warehousing & Dry Storage	Dec 2021, July 2023, May 2024
			Glacier Fish Company, LLC	Warehouse Offices & Storage	Aug 2026, Aug 2027
			Fisc, LLC	Warehouse Lessee	Jan 2022
Maritime	SBM	12,468,410	Diversified Public Marina	Marina	Primarily MTM
			Seaview Boatyard West, Inc.	Boat Maintenance & Repair	Dec 2027
Maritime	Salmon Bay Marina	927,804	Diversified Public Marina	Marina	Primarily MTM
Maritime/EDD	FT	6,224,948	Diversified Public Marina	Marina	Primarily MTM
			Mad Anthony's, Inc.	Restaurant	Dec 2033
			Fishing Vessel Owners Marine Ways, Inc.	Trade Association	Apr 2022, Oct 2023
			Everguard Insurance	Insurance Services	Aug 2025
			Innersea Discoveries, LLC	Travel	Holdover
Maritime	T-86	5,142,358	Louis Dreyfus Company Washington LLC	Bulk Grain	Oct 2034
Maritime/EDD	T-102	2,260,544	Diversified Public Marina	Marina	MTM
			DWA (Jim Clark Marina)	Leased Marina	Jun 2037
			Starbuck Corporation	Food and Beverage Retailer	Dec 2021
			Tideworks Technology, Inc	Software	Apr 2029
			The Mountaineers Books, Inc.	Book Storage & Distribution	Aug 2022
EDD	Bell St. Garage	1,179,893	Republic Parking Northwest, Inc.	Parking Facility	MTM
EDD	WTC-West	1,258,817	Columbia Hospitality	Conference, event services	May 2022, July 2022
			Opus Solutions, LLC	Event Planning	May 2023
Port of Seattle Owned, Operations shared between the Port of Seattle and Seaport Alliance					
Maritime / Seaport Alliance	T-106	774,182	Conglobal Industries, Inc.	Container Storage & Repair	Dec 2026
			Savanah Logistics, LLC	Trucking company	MTM
			Ash Grove Cement Company	Industrial Storage	Holdover
Port of Seattle Owned, Operated by Seaport Alliance					
Seaport Alliance	T-115	3,359,556	Northland Services Inc	Barges	Dec 2032
			Lineage Seafreeze Leasehold RE, LLC	Seafood Processing & Storage	Nov 2027
			Associated Petroleum Services	Fueling station	Holdover
			Gene Summy Lumber	Lumber company	Holdover
			Unimacts Global	Industrial machinery & equipment assembly	Terminated May 2020
Seaport Alliance	T-18	1,341,587	Kinder Morgan Liquids Terminals LLC	Storage & Distribution of Petroleum Products	May 2025
			Westway Feed Products, LLC	Storage & Distribution of	Sep 2028
			Pacific Coast Container Inc.	Container Freight Station Operations	Holdover

(1) Gross revenues of Seaport Alliance properties represent gross revenues as reported by the Seaport Alliance, which makes periodic distributions to the Port of Seattle and Port of Tacoma.
(2) Indicates lease expiration date for significant lease agreements, by location. MTM refers to a month-to-month lease term.

Non-Airport Operating Revenues and Expenses

This table captures the activity under the Maritime and Economic Development operating divisions, the Port of Seattle's share of Seaport Alliance net income, as well as Corporate and stormwater utility (SWU) activity.

	2020	
	$ Thousands	**% of Total**
Operating Revenues by Business Unit		
Seaport Alliance[(1)]	$ 36,869	38
Cruise operations	3,824	4
Recreational boating	13,483	14
Maritime portfolio	10,074	10
Fishing and operations	9,583	10
Grain terminal	5,142	5
Conference and event centers	1,662	2
Other[(2)]	15,808	16
Total Operating Revenues	**$ 96,444**	**100**
Revenue by Cargo and Non-Cargo		
Cargo Services[(3)]	$ 42,011	44
Non-Cargo[(4)]	54,434	56
Total Operating Revenues	**$ 96,444**	**100**
Operating Expenses by Business Unit		
Cruise operations	$ 14,399	18
Maritime portfolio	11,368	14
Recreational boating	12,404	16
Fishing and operations	11,136	14
Grain terminal	1,442	2
Conference and event centers	7,159	9
Other[(5)]	21,093	27
Total Operating Expenses (before Depreciation)	**$ 79,001**	**100**
Net Operating Income	**$ 17,443**	

Note: Totals may not add to 100% as a result of rounding.

(1) Represents the Port of Seattle's 50% share of the Seaport Alliance Net Income after depreciation.

(2) Includes space rental revenue from multiple facilities in the Economic Development division, SWU revenue which is restricted for use solely for utility purposes, and an immaterial amount of other operating revenues.

(3) Includes Seaport Alliance net income and Grain Terminal operating revenues.

(4) Non-Cargo category is composed of the remaining non-airport lines of business: Cruise, Maritime portfolio, Recreational boating, Fishing and operations, Conference and event centers, and Other.

(5) Includes operating expenses of the Central Harbor Management group in the Economic Development division, Economic Development grant expenses, SWU expense, and an immaterial amount of other operating expenses.

COVID-19 Related Tenant and Rent Concessions

The Port is providing the additional information in this section to describe some of the tenant and rent concessions that the Port has provided in response to the COVID-19 pandemic. ***This information is provided voluntarily by the Port, without intention to provide any update to this information or its subject matter or to provide similar information in the future. Any obligation to do so is expressly disclaimed.***

Airline Tenants. On April 1, 2020, the Commission approved an immediate, short-term emergency financial relief package for Airport-based businesses. The package included a two-month deferral of rent and fees for airlines (April-May 2020). Airline rent deferrals were due October 1, 2020, and all deferrals have been paid. There are other, immaterial delinquencies that the Port is pursuing. The Port also deferred any increase in airline rates that would ordinarily be imposed due to lower traffic volumes based on the airline lease cost recovery formula in the airline agreement. Per the airline lease agreements, a settlement to recover any forgone fee increases would occur in 2021; no settlement will be needed due to expense reductions and the application of some of the direct federal grant funds to airline cost centers. See "External Funding & COVID-19 Cost Support."

Non-airline Airport Tenants. For non-airline Airport tenants, the Port deferred rent payments and other fees for four months (April-July 2020). Generally, repayment was scheduled to begin in October 2020 and to be completed in 2021. On June 9, 2020, the Commission moved to extend most dining and retail tenant leases for an additional three years and to waive minimum annual guarantee ("MAG") requirements through 2020, allowing rent and concession revenues to be determined as otherwise provided for in each agreement. On November 17, 2020, the Port provided supplemental rent relief to tenants affected by the Governor's late 2020 additional restrictions on indoor dining and alcohol consumption. The Port permitted Airport dining and retail ("ADR") concessionaires to defer all rent components for the period from December 2020 through March 2021. Any repayment of deferred rent received by March 31, 2021 is not subject to interest, and deferred rent paid over a 30-month period (July 2021 through December 2023) bears interest at 1.0%. On April 13, 2021, the Port authorized amendments to certain leases to extend the duration of the MAG relief provided by the exceptional circumstances clause to reflect the continuation of pandemic impacts. The Port estimates that a total of $26.4 million will be available in federal COVID relief grants to provide rent relief to concessionaires at the Airport.

Other Tenants. On April 1, 2020 the Port approved development of relief plans and barred evictions of tenants at Port facilities (including live-aboard residents at marinas) unable to pay rent through June 30, 2020, and authorized the Executive Director to provide additional immediate relief to Port tenants such as maritime and real estate tenants.

Payments due to the Port pursuant to a deferral agreement are accounted for as revenue in the period earned. As long as repayment occurs according to the terms of the deferral, the account is considered current. Separate from deferred payments, there may be delinquent amounts including amounts due from tenants or customers that have declared bankruptcy. As of April 16, 2021, there are no delinquencies that are material.

Status of Deferred Payments. The following table shows the amount of relief the Port provided to customers, by type, and the repayment status of deferred payments.

TENANT/CUSTOMER RELIEF PROGRAM STATUS
(AS OF MAY 27, 2021)[1]

Tenants and Customers	Number of Customers	Deferred Amount (Invoiced Amount $'000)	Deferral Outstanding ($'000)
Airlines	30	$ 37,584	-
Airport, Dining & Retail	38	11,412	$ 3,307
Rental Car	9	4,376	359
Airline Service Providers	9	2,308	38
Other Airport	255	2,203	723
Other Port	80	6,235	4,564
Total	421	$ 64,118	$ 8,991

(1) Totals may not foot due to rounding.

2020 Annual Disclosure Final

Final Audit Report 2021-06-23

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