

2022 Annual Comprehensive Financial Report

For the fiscal year ended December 31, 2022



Annual Comprehensive Financial Report

For The Fiscal Year Ended December 31, 2022

Prepared by the Finance Division



**Port of Bellingham
Annual Comprehensive Financial Report
For the Fiscal Year Ended December 31, 2022**

TABLE OF CONTENTS

Page No.

SECTION 1: INTRODUCTORY

Letter of Transmittal	1-8
GFOA Certificate of Achievement for Excellence in Financial Reporting	9
List of Principal Officials	10
Summary Organizational Chart	11

SECTION 2: FINANCIAL

Independent Auditor's Report	12-15
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Management's Discussion & Analysis	16-24
---	-------

Basic Financial Statements

• Statement of Net Position	25-26
• Statement of Revenues, Expenses and Changes in Net Position	27
• Statement of Cash Flows	28-29
• Notes to Financial Statements	30-66

Required Supplementary Information

• Schedule of Proportionate Share of the Net Pension Liability	67-69
• Schedule of Employer Contributions	70-72

SECTION 3: STATISTICAL

Narrative	73-74
------------------------	-------

Financial Trends

• Schedule 1 – Revenues, Expenses and Changes in Net Position	75-76
• Schedule 2 – Net Position by Component	77-78

Revenue Capacity

• Schedule 3 – Property Tax Levies and Collections	79
• Schedule 4 – Assessed Value of Property	80
• Schedule 5 – Property Tax Rates	81

Debt Capacity

- Schedule 6 – Computations of Legal Debt Margin..... 82
- Schedule 7 – Computation of Direct & Overlapping Bond Debt..... 83
- Schedule 8 – Revenue Bond Coverage 84

Demographic Information

- Schedule 9 – Demographic/Economic Statistics..... 85
- Schedule 10 – Ratios of Outstanding Debt 86
- Schedule 11 – Principal Employers of Whatcom County 87

Operating Information

- Schedule 12 – Number of Employees by Division 88
- Schedule 13 – Bellingham International Airport Enplaned/Deplaned Passengers and Freight..... 89
- Schedule 14 – Bellingham International Airport Landings & Takeoffs 90
- Schedule 15 – Existing Whatcom County Moorage Facilities..... 91
- Schedule 16 – Largest Property Leases 92-93
- Schedule 17 – Capital Assets Information 94

SECTION 1

INTRODUCTORY



PORT OF BELLINGHAM
Washington State



June 29, 2023

Commissioners, Port of Bellingham
Citizens of Whatcom County

The Annual Comprehensive Financial Report of the Port of Bellingham for the fiscal year ended December 31, 2022, is hereby submitted for your review. This report includes an overview of the Port, detailed financial information as presented in our year-end audited financial statements, and statistical data relevant to the Port's operations. This report has been prepared by the Port's Finance Department which is responsible for its accuracy and presentation. Management believes this report fairly presents the Port's financial position and contains all material disclosures regarding the financial condition necessary to gain a full and complete understanding of the financial affairs of the Port.

The Port is legally required to have its financial statements audited annually by an independent accountant. The Port Commission has engaged the State of Washington Auditors' Office to provide the financial audit on an annual basis. The opinion of the auditors is included in the financial section of this report. When completed, the report will be available on the Port's website at <http://www.portofbellingham.com>.

This letter of transmittal is designed to complement the management's discussion and analysis (MD&A), which presents a narrative introduction, overview and analysis of the financial statements. The accompanying report includes accounts of the primary government as well as its component unit. Component units are legally separate entities for which the primary government is financially accountable. The determination of "financial accountability" is based on criteria established in Governmental Accounting Standards Board Statement No. 14 as revised by Statement 39. The attached financial statements include the Industrial Development Corporation (IDC) of the Port of Bellingham as a significant component unit. The IDC is a public corporation authorized by state statute to facilitate the issuance of tax-exempt revenue bonds to finance industrial development within the corporate boundaries of the Port. The IDC is governed by the Port's three-member Commission.

PROFILE OF THE PORT

The Port of Bellingham is a special purpose municipal corporation organized under the State of Washington Port Laws R.C.W. Title 53 and is governed by a three-member elected Commission. The Port was created in 1920 by a vote of the people of Whatcom County to ensure public ownership of our waterfront and to promote economic development. The Port operates within the district boundaries of Whatcom County (Whatcom) between the major metropolitan areas of Seattle, Washington and Vancouver, British Columbia. The Port is a unique organization that

makes significant contributions to the local community by using combined expertise in both the business and government sectors. The majority of Port revenues are generated from operations including Aviation, Marinas, Marine Terminals, and Real Estate. The Port is custodian to approximately 1600 acres of land and 1,300,000 square feet of buildings including Blaine and Squalicum Marinas, Bellingham International Airport, Bellingham Cruise Terminal, Bellingham Shipping Terminal, Fairhaven Transportation Center, Fairhaven Marine Industrial Park (FMIP), Sumas Industrial Park, the Airport Industrial Park, and the Bellingham Waterfront Acquisition Site (BWAS).

The Port of Bellingham's mission is to fulfill the essential transportation and economic development needs of the region while providing leadership in maintaining Whatcom's overall economic vitality through expansion of comprehensive facilities, programs, and services.

ECONOMIC CONDITION

Local Economy

Information presented in the financial statements is best considered in the broader context of the economic environment in Whatcom County and the surrounding area. Whatcom County had a population of 230,650 in 2022 (US Census Bureau 2023). From 2010 to 2020 Whatcom County has grown by 12.78%, which is below the state average of 14.61%, and makes Whatcom the 11th fastest growing county in the state (OFM 2022).

The local economy is in recovery from the COVID-19 pandemic and the Canadian Border has reopened. Unemployment rates have recovered substantially throughout Washington State since Spring 2020. Whatcom County was down to 3.9% in March 2023, which was above the state unemployment rate of 3.5%. Labor markets continue to be very tight. Non-farm jobs have increased and have exceeded pre-pandemic levels, with Whatcom at 97,700 jobs. According to the Employment Security Department (2021), prior to the COVID-19 pandemic Whatcom County's average annual wage was \$49,662 in 2019; below the statewide annual average wage of \$69,195. In 2020, the average wage increased to \$53,325, below the state average of \$73,504 but above the national wage of \$50,834. In 2018, the county's median hourly wage was \$22.12, lower than the state median of \$25.98 per hour.

The local economy has diversified from its historic dependence on natural resource industries. Much of the growth is due to small business, local industry expansion, and some new business from outside of Whatcom County. The lifestyle experience is an additional benefit to retain businesses. The service-providing sectors of the economy, which were hard hit by COVID-19 related closures, account for 79,700 of 97,700 (81.5%) non-agricultural jobs in November 2022 (ESD Labor Area Summaries 2023). The three largest employers in the county are Peace Health St. Joseph Medical Center, the Lummi Nation, and Western Washington University (WWU 2021). The BP refinery is the largest private company with over 1,000 jobs including contractors. Manufacturing provided 9,900 jobs in November 2022 compared to 10,700 jobs in 2019.

Whatcom is influenced by its location on the Canadian border and the large population in lower mainland British Columbia. In the past a strong Canadian dollar, plus other cost differentials in goods, has benefited retail activity in the county. Due to the COVID-19 outbreak, the US-Canadian Border was closed to non-commercial activity from March 21, 2020 to August 9, 2021. This 19-month closure has hit border cities and communities in Whatcom County hard. However, with the

reopening many sectors that rely upon Canadians for consumption-based visits such as package parcels, milk, gas, and tourism are in recovery. The Canadian dollar slightly weakened compared to the U.S. dollar and is currently around \$0.75 US. Canadian manufacturers continue to show interest in expanding into the county to access US markets.

Whatcom County has a well-educated workforce with 19.4% having a Bachelor's degree, 8.4% with an Associate's degree, and 12.1% with a graduate or professional degree (American Community Survey 2014-2019). Western Washington University, with a student population of 15,197 in 2023, as well as Whatcom Community College, Bellingham Technical College and Northwest Indian College, provide Whatcom County with a strong academic and vocational-technical base. Graduates of these institutions enhance the education and skill level of the area labor force. Moreover, WWU has received national recognition as one of the finest regional public universities. Meeting industry demand for skilled workforce is a high priority of area education institutions.

The Port actively participates in local economic development efforts. As a significant landowner with strong financial capabilities and patient capital the Port has been a principal driver in the growth of the local economy. The Port provides leadership in countywide economic development, financially contributes to local economic development agencies and is active at state, national, and international levels promoting the local community to economic constituents.

Long-Term Financial Planning

The measure of success for the Port of Bellingham is how effectively it serves the community through providing transportation services and facilities, promoting a sustainable economy, and undertaking successful custodial oversight of its assets and natural capital. On the resource side, the Port is different from other public agencies in that it does not rely solely on public funds, such as taxes, to fulfill a community purpose. The Port has access to limited public funds, but it also has the ability to engage directly in lines of business that earn financial returns. In this regard, the Port uses commercial means to accomplish public ends. The Port has established the following criteria to meet long-term financial goals in order to achieve its overall success in serving the community:

➤ Financial Standards

The Port Commission has adopted specific financial standards which guide the Port's Operations, including:

- The Port will prepare 1-year budgets and 5-year forecasts.
- The Port will fund operating activities and overhead from user fees and lease revenues.
- The Port will use tax levy for public purpose priorities and environmental programs.
- The Port will retain a cash balance reserve consisting of \$1 million for emergencies, 3 months of average operating expenses, and an amount equal to the legal bond debt reserve.

- The Port will utilize its tax levy only for public purposes with receipts over \$5 million allocated to the infrastructure redevelopment of the Bellingham Waterfront.

➤ **Financial Highlights**

- Operating revenues exceeded \$26.9 million for 2022, an increase from 2021 of over \$2 million.
- Operating income before depreciation was nearly \$4.5 million for 2022 which is \$2.9 million higher than the 2021 equivalent income.
- The port has budgeted to spend about \$10.3 million, net of grants, in new capital projects in 2023.
- The 2023 budget includes the construction of several projects at the airport such as expanding the runway safety area, relocation of taxiways, and the construction of a facility to house snow removal equipment. The design components of these projects were completed in previous years. In addition, life extension projects of the marina inner harbor, retrofitting lighting to LED, stormwater improvements, continued development of the waterfront area, major repairs to the structural component of the Bellingham Cruise Terminal and the Bellingham Shipping Terminal piers are also planned, as well as other various other capital maintenance projects.

Lines of Business

▪ **Aviation**

The Port of Bellingham owns, manages, operates and maintains Bellingham International Airport (BLI), the third busiest commercial aviation facility (in terms of passenger enplanements) in the state of Washington. In 2022, BLI served nearly 658,000 enplaning and deplaning passengers and is classified by the Federal Aviation Administration as a non-hub commercial service and general aviation airport. Currently, the Airport has facilities for commercial passengers, air cargo, general aviation and maintenance on a site of approximately 1,200 acres. Airside facilities are served by Runway 16-34, a 6,701-foot precision-instrumented runway. In addition, the Airport provides a 16.5-hour air traffic control tower and weather service, hangars, domestic and international terminal for air carrier use and serves as an International Port of Entry with a U.S. Customs and Border Protection facility.

The general aviation center and fixed base operation facilities are available for a variety of corporate and general aviation users. The General Aviation Terminal is owned by the Port and leased to the fixed base operator ("FBO") and is equipped with a corporate meeting room and pilot lounge with a flight planning facility. General aviation facilities include one FBO, two aircraft maintenance facilities, 10 corporate hangars and seven T-hangar units (90 total hangars), as well as 69 aircraft tie-down spaces. A private company provides fixed based operating services including fueling. Aviation 100LL gasoline and Jet A fuel are both available at the Airport. The existing fuel farm and self-serve tanks, owned by the Port and operated by the FBO, has storage capacity of 124,000 gallons.

Aviation revenues of \$6.9 million in 2022 is a 66% increase from 2021 and accounted for just over 25% of total Port operating revenues for 2022. The increase is a result of the continued recovery from the COVID-19 pandemic, as airlines increased flights and passenger loads.

- **Marinas**

As of December 2022, Squalicum Harbor was operating at 97% occupancy for all slip sizes. Occupancy for this harbor's 1,386 wet moorage berths is expected to be at full capacity in the summer months, and has a waiting list for all sizes of vessels. Blaine Harbor was at 78% occupancy at the end of 2022. Occupancy is also anticipated to increase in the summer months, and there is a small waiting list in Blaine for certain slip sizes. Marina revenues of \$9.7 million accounted for over 36% of total 2022 Port operating revenues.

- **Marine Terminals**

Although the shipping terminal has not seen the break-bulk shipping it had prior to 2001, it continues to remain available to handle bulk and break-bulk cargo, and has begun to see more activity in recent years. Currently, the shipping terminal's primary revenue source is from industrial lease tenants, as well as an increase in break-bulk cargo. The Port's passenger facilities are currently utilized by the Alaska Marine Highway System on a weekly schedule that primarily serves southeast Alaska. In addition, it serves as the homeport for seasonal daily passenger service to the San Juan Islands, multiple charter vessels and whale watching tour boats. The cargo and passenger terminal revenues of nearly \$3.5 million account for approximately 13% of total 2022 Port operating revenues.

- **Real Estate**

The Port continues to obtain approximately 98 percent occupancy of its real estate portfolio, which includes approximately 1.2 million square feet of office, commercial and industrial building space leased out to approximately 250 tenants. The Port's tenants lease space in Blaine and Squalicum Harbor areas, Bellingham International Airport, Fairhaven area, the Waterfront District, Sumas, and the Bellingham Shipping Terminal. Commercial real estate revenues of over \$6.4 million accounted for nearly 24% of total 2022 Port operating revenues.

- **Community Access**

The Port operates a number of public-use facilities including parks, boat launches, meeting areas, and extensive visitor facilities at the airport and marinas. The Port encourages public activity on Port properties and hosts numerous public events during the year including festivals, holiday events, arts and craft shows, and a variety of recreational activities.

Financial Management Information

- **Budgeting Controls**

Washington State Law, RCW 53.35.010 through 53.35.040, prescribes procedures for the preparation of annual budgets by port districts. In August each department director of the Port of Bellingham prepares a proposed budget to be reviewed with the Executive Director. The preliminary budget is provided to the Port Commission for comments. Final budgets are adopted by the Commission in November for the following calendar year. The final budget document, that

includes amounts to be raised by taxation, is filed with the County Treasurer on or before the first Monday in December.

Budgetary control is maintained at the department level. Monthly departmental financial statements are produced comparing actual results to budgeted figures. These statements are analyzed and distributed to the Port Commission, senior management and department heads. Adjustments to budgeted amounts are approved by the Port Commission in an action taken at an open public meeting.

- **Cash Management and Investments**

The Commission has appointed the Chief Financial Officer as Treasurer. Investments consist of government notes and participation in the State of Washington Local Government Investment Pool. All investments are highly liquid and are protected against loss through depository and liability restrictions governed by the Washington Public Deposit Protection Commission. December 31, 2022, the Port's cash and investment portfolio totaled \$70 million at market value. Approximately seventeen percent (17%) of the invested cash was invested in U.S. Government Securities. The remainder was invested in short-term savings and the State's Local Government Investment Pool.

- **Environmental Matters**

In order to identify and minimize environmental liabilities associated with both Port and tenant operations, the Port administers an Environmental Compliance Assessment Program. The Program is designed to prevent the occurrence of environmental contamination on Port property through education, assessment, and remediation as necessary.

Typically, the environmental regulations that are most applicable to Port and tenant operations tend to be those that focus on the proper storage and handling of hazardous materials, permitted discharge of waste to both sanitary sewers and storm water systems, air permits, and remediation of soil and groundwater contamination from past practices. Although the Port's environmental program is designed to ensure compliance with these regulations, in all circumstances, formal regulatory oversight and enforcement is performed by state and federal agencies, including the Washington State Department of Ecology, the U.S. Environmental Protection Agency, and the U.S. Army Corps of Engineers.

- **Internal Controls**

In developing and evaluating the accounting system, consideration is given to the adequacy of internal accounting controls. Internal accounting controls are designed to provide reasonable assurance regarding (1) the safeguarding of assets against loss from unauthorized use or disposition; and (2) the reliability of financial records for preparing financial statements and maintaining accountability for assets. The concept of reasonable assurance recognizes that (1) the cost of a control should not exceed the benefits likely to be derived; and (2) the evaluation of costs and benefits requires estimates and judgments by management.

All internal control evaluations occur within the above framework. We believe the internal accounting controls adequately safeguard assets and provide reasonable assurance of proper recording of financial transactions.

- **Planning and Development**

The Port continues its planning and redevelopment effort of the Bellingham Waterfront District assets. The planning area includes over 200 acres which will be redeveloped for a variety of uses including a mixed use residential and commercial, marine trades and public access. Under the approved Master Development Agreement with the Port, Harcourt Developments LTD (“Harcourt”) began construction in 2020 for three waterfront residential buildings with approximately 90 units. Construction on the first and second residential buildings picked up in 2022.

Additional redevelopment of the waterfront is expected to include promenades, public waterfront access, marine-related businesses, retail, offices, residences, light industry and marine trades. In the process, shoreline habitat is expected to be restored along Bellingham Bay. Redevelopment of the waterfront is anticipated to occur in a number of phases over approximately 30 years and the Port continues to support interim uses throughout the Downtown Waterfront including a bicycle pump track, container village, food trucks, installation of temporary restrooms and associated utilities. The Port anticipates increasing this container village in 2023 and beyond, potentially adding as many as a dozen containers and businesses.

In addition to redevelopment, the Port is also in the process of completing a number of environmental cleanup plans. The cleanup plans are subject to approval of the Washington State Department of Ecology. The Port did not complete any significant cleanup work in 2022.

For most of the waterfront site, the Port has obtained environmental cost cap and environmental liability insurance which provides the Port with relative assurance that its remedial efforts will not exceed the projected value of the land. The Port has also applied for grant funding for environmental cleanup from the Department of Ecology. In addition to state funding, the Port plans to issue a combination of general obligation and revenue bonds to fund this significant development. Over the development life of the project, revenues from the project are expected to support the debt obligations.

AWARDS AND ACKNOWLEDGEMENTS

Certificate of Achievement

The Government Finance Officers' Association of the United States and Canada (GFOA) awards a Certificate of Achievement for Excellence in Financial Reporting to the government entities which publish a report which is easily readable and efficiently organized and in which the contents conform to program standards. Such reports must satisfy both generally accepted accounting principles and applicable legal requirements.

The Port of Bellingham has been awarded a Certificate of Achievement for Excellence in Financial Reporting for the years 1992–2021. A Certificate of Achievement is valid for a period of one year only. We believe that our current comprehensive annual financial report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

Acknowledgment

The preparation of this report on a timely basis could not be accomplished without the efficient and dedicated services of the entire Port staff. The Port realizes its strong financial controls only through the significant contributions of its entire administrative staff. Special recognition needs to be given to the Accounting Department staff for their responsibility in producing this document.

Finally, thanks to the Port Commissioners for their interest and support in planning and conducting the financial operations of the Port in a responsible and progressive manner.

Sincerely,

A handwritten signature in black ink that reads "Tamara Sobjack". The signature is written in a cursive, flowing style.

Tamara Sobjack, CPA
Chief Financial Officer



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**Port of Bellingham
Washington**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2021

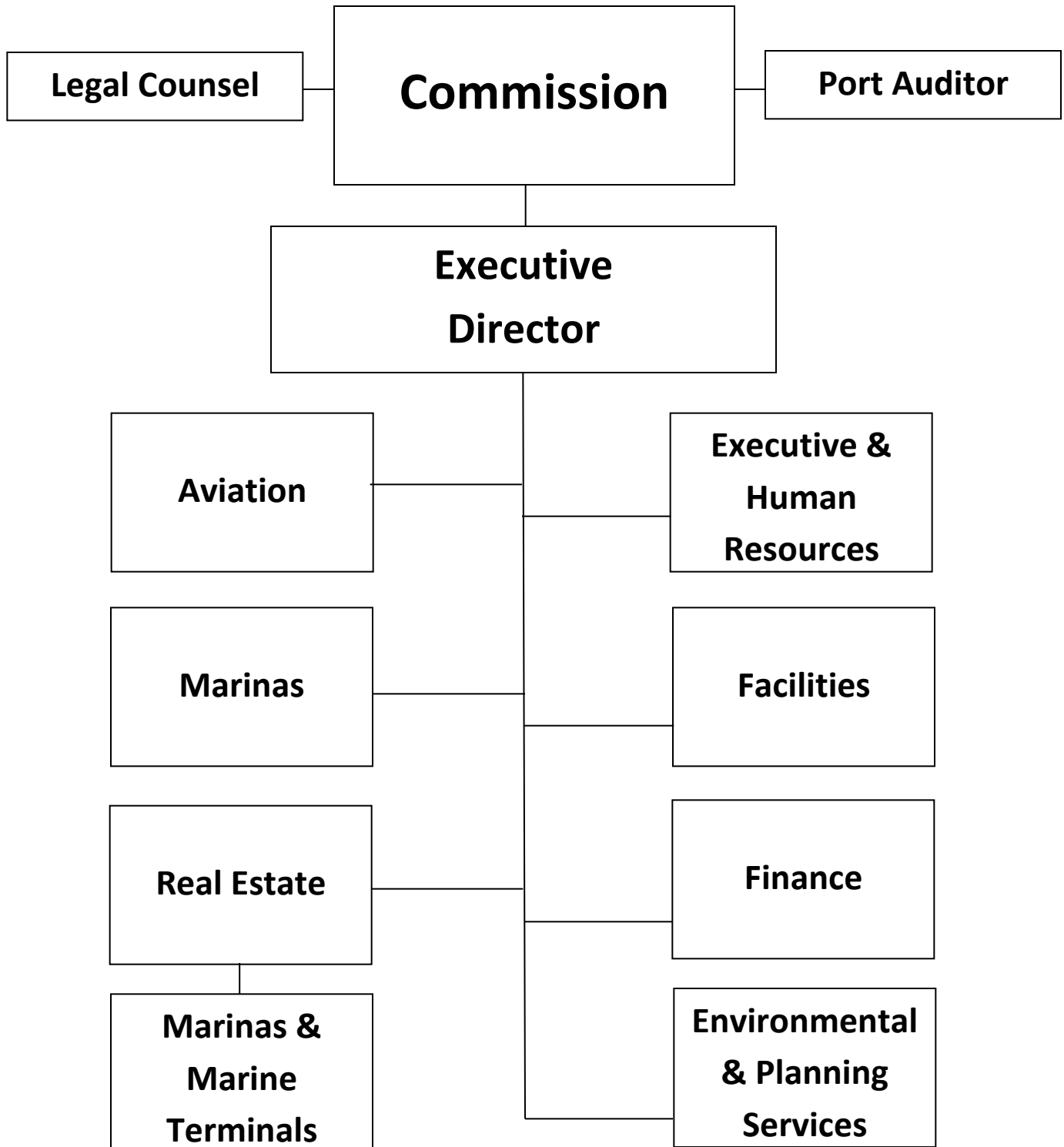
Christopher P. Morill

Executive Director/CEO

Port of Bellingham
List of Principal Officials
As of December 31, 2022

TITLE	NAME
Commissioner	Bobby Briscoe
Commissioner	Ken Bell
Commissioner	Michael Shepard
Legal Counsel	Chmelik Sitkin & Davis P.S.
Executive Director	Rob Fix
Port Auditor/CFO, Finance	Tamara Sobjack
Director, Aviation	Sunil Harman
Director, Economic Development	Don Goldberg
Director, Environmental and Planning	Brian Gouran
Director, Human Resources	Veronica Bean
Director, Marinas	Tiffany DeSimone
Director, Real Estate	Elliott Smith

ORGANIZATIONAL STRUCTURE



SECTION 2

FINANCIAL



PORT OF BELLINGHAM
Washington State



**Office of the Washington State Auditor
Pat McCarthy**

**INDEPENDENT AUDITOR'S REPORT ON THE AUDIT OF THE
FINANCIAL STATEMENTS**

Board of Commissioners
Port of Bellingham
Bellingham, Washington

REPORT ON THE AUDIT OF THE FINANCIAL STATEMENTS

Opinion

We have audited the accompanying financial statements of the Port of Bellingham as of and for the year then ended December 31, 2022, and the related notes to the financial statements, which collectively comprise the Port's basic financial statements as listed in the financial section of our report.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Port of Bellingham, as of December 31, 2022, and the changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit 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. 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 audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Matters of Emphasis

As discussed in Note 1 to the financial statements, in 2022, the Port adopted new accounting guidance, Governmental Accounting Standards Board Statement No. 87, *Leases*. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of these 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 opinion. 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.

Performing an audit in accordance with GAAS and *Government Auditing Standards* includes the following responsibilities:

- 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; and

- 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 required supplementary information as listed in the financial section of our report 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 Information

The other information comprises the Introductory and Statistical Sections but does not include the basic financial statements and our auditor's report thereon. Management is responsible for the other information included in the financial statements. Our opinion on the basic financial statements does not cover the other information, and we do not express an opinion or provide any assurance thereon.

In connection with the audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

OTHER REPORTING REQUIRED BY GOVERNMENT AUDITING STANDARDS

In accordance with *Government Auditing Standards*, we will also issue our report dated June 29, 2023, 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 and grant agreements and other matters. That report will be issued under separate cover in the Port's Single Audit Report. The purpose of that report is 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 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.

Sincerely,

A handwritten signature in black ink, reading "Pat McCarthy". The signature is written in a cursive, flowing style with a large initial "P" and "M".

Pat McCarthy, State Auditor

Olympia, WA

June 29, 2023

MANAGEMENT'S DISCUSSION AND ANALYSIS

Introduction

This Document contains the Port of Bellingham's (the Port's) Management Discussion and Analysis (MD&A) of financial activities and performance for the fiscal year ended December 31, 2022. Information contained in this MD&A has been prepared by the Finance Department and should be considered in conjunction with the financial statements and notes.

The notes are essential to a full understanding of the data contained in the financial statements. This report also includes statistical and economic data, and required supplementary information.

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 basic financial statements include: the Statement of Net Position, the Statement of Revenues, Expenses, and Changes in Net Position, and the Statement of Cash Flows.

Analysis of the Statement of Net Position and the Statement of Revenues, Expenses and Changes in Net Position is useful in understanding whether the Port's financial position has improved as a result of the year's activities. The Statement of Net Position presents information on all of the Port's assets and liabilities. The Port's total liabilities and deferred inflows subtracted from the Port's total assets and deferred outflows results in a calculation of the Port's net position. The growth or diminishment of the net position may serve as an indicator of whether the financial position of the Port is improving or deteriorating. The Statement of Revenues, Expenses and Changes in Net Position reflect how the operating and non-operating activities of the Port affected changes in the net position of the Port. These activities are recorded under the accrual basis of accounting reflecting the timing of the underlying event regardless of the timing of the related cash flows.

Although the financial statements provide useful information in assessing the financial health of the Port, consideration of other factors not shown on the financial reports should be evaluated to assess the Port's true financial condition. Factors such as changes in the Port's tax base and the condition of the Port's asset base are also important when assessing the overall financial condition of the Port.

Government entities typically account for activities by utilizing "fund" accounting. A fund is a grouping of related accounts that is used to maintain control or to restrict the use of resources that have been segregated for specific activities or objectives. The Port uses only one fund, a proprietary fund, which reports all business type activities of the Port.

The Port has also established the Industrial Development Corporation of the Port of Bellingham (IDC). The IDC is a wholly owned subsidiary corporation of the Port. The IDC is a public corporation authorized by State statute to facilitate the issuance of tax-exempt revenue bonds to finance industrial development within the corporate boundaries of the Port. The Industrial Development Corporation is governed by the Port of Bellingham's three-member Port Commission and the Port's Chief Financial Officer acts as Treasurer of the IDC Board.

Financial Analysis of the Port

Net Position

The assets and deferred outflows of the Port exceeded its liabilities and deferred inflows at December 31, 2022 by over \$277 million. Total assets of the Port at year-end were \$506 million, while total liabilities were \$143 million. The implementation of GASB 87 in 2022 for lease recognition increased the Port's assets by over \$80 million of lease receivable.

The Port's long-term debt outstanding was \$28.5 million, which is a decrease from 2021 due to the scheduled debt payments. The Port's net investment in capital assets was \$293.2 million. Unrestricted net position was negative \$22.3 million, reflecting the full estimated liability for the environmental remediation work but not offset by the expected Department of Ecology MTCA grants. It is anticipated that in the future the Port will raise funds for this estimated future liability.

Statements of Net Position	2022	2021
Current Assets	\$ 82,616,269	\$ 67,343,123
Capital Assets:		
Capital assets not being depreciated	118,812,477	107,511,251
Capital assets being depreciated	203,429,942	211,153,499
Other Assets	101,231,378	24,398,826
Total Assets	\$ 506,090,066	\$ 410,406,699
Deferred Outflows of Resources	\$ 2,489,274	\$ 786,954
Current Liabilities	\$ 14,446,007	\$ 19,004,684
Non-current Liabilities	128,756,010	114,011,433
Total Liabilities	\$ 143,202,017	\$ 133,016,117
Deferred Inflows of Resources	\$ 88,193,229	\$ 9,211,574
Net Position:		
Net investment in capital assets	\$ 292,228,993	\$ 285,826,943
Restricted	6,389,274	4,612,942
Unrestricted	(21,434,173)	(21,473,923)
Total Net Position	\$ 277,184,094	\$ 268,965,962

Changes in Net Position

In 2022, Port operating revenues increased from 2021 totaling nearly \$27 million, an increase of over 8%. The Aviation division had the largest increase, nearly 67% over 2021 due to the pandemic recovery. The airport served more passengers in 2022, due to the U.S./Canadian border open the entire year. The number of passengers in 2022 nearly reached pre-pandemic levels.

The Marine Terminals division also showed a significant increase in revenues from 2021 due to increased barge activity. The Marinas had a moderate increase due to scheduled rate increases.

The Real Estate division showed a decrease in revenues, but this is due to the reclassification of lease income required by GASB 87. Actual lease income, without the reclassification, grew slightly from the previous year.

Total operating expenses (before depreciation) totaled \$22.4 million, 27% above the prior year due to several factors including an increase in activity post-pandemic, inflation, and an increase in pension expense as required by GASB 68. Depreciation expenses totaled \$14.1 million, which is just over 2021.

Post-pandemic recovery, high occupancy rates at the marinas and commercial leases, and relief grant funds all contributed to an increase in net position by over \$8 million from 2021, to \$277 million. Overall, the financial position of the Port improved in 2022.

Statements of Revenues, Expenses and Changes in Net Position

	2022	2021
Operating Revenues:		
Airport operations	\$ 6,926,931	\$ 4,161,441
Marina operations	9,711,597	9,313,152
Marine terminal operations	3,477,066	2,775,940
Property lease operations	6,443,314	8,400,011
Other	397,120	302,283
Total Operating Revenues	\$ 26,956,028	\$ 24,952,827
Non-operating Revenues:		
Ad valorem tax revenues	\$ 7,777,403	\$ 7,565,592
Investment income	5,599,290	28,709
Environmental insurance claim revenue and adjustment	(8,525,527)	(3,626,680)
Environmental grant revenues	2,925,827	1,187,152
Other non-operating income	7,130,344	3,881,139
Total non-Operating Revenues	\$ 14,907,337	\$ 9,035,912
Total Revenues	\$ 41,863,365	\$ 33,988,739
Expenses:		
General operating expenses	\$ 16,306,885	\$ 13,944,699
Maintenance expenses	3,353,249	3,085,288
General and administrative expenses	2,804,826	565,034
Depreciation/Amortization expense	14,882,357	13,794,155
Non-operating expenses	5,744,446	6,942,813
Total Expenses	\$ 43,091,763	\$ 38,331,989
Increase (Decrease) in Net Position before Capital Contributions	\$ (1,228,398)	\$ (4,343,250)
Capital Contributions	\$ 9,446,530	\$ 3,544,337
Change in Net Position	\$ 8,218,132	\$ (798,913)
Net Position - Beginning of Period	\$ 268,965,962	\$ 269,764,875
Net Position - End of Period	\$ 277,184,094	\$ 268,965,962

Capital Assets and Debt Administration

Capital Assets

As of December 31, 2022, the Port had nearly \$323 million (net of accumulated depreciation) in capital and intangible assets. The Port's capital assets include land, buildings, improvements, machinery, equipment and construction in progress. Capital assets (net of accumulated depreciation) at December 31, 2021, totaled \$320 million. Capital assets, net of depreciation, increased slightly in 2022 due to significant construction projects. See Notes 4 and 11. Capital projects which individually totaled spending in excess of \$500,000 during 2022 were:

• Taxiway K	\$5,945,059
• Snow Removal Equipment Facility	\$2,076,130
• Runway Safety Area Construction	\$3,258,929
• Taxiway F	\$3,533,527
• Design Runway Shoulders and Blast Pads	\$524,487
• Replace HVAC at Bellwether Building	\$1,947,144
• Design and Permit Stormwater at FMIP	\$569,063
• Phase III Repairs at Shipping Terminal	\$534,708
• Repair steel support at Cruise Terminal	\$959,872
• Refurbish Little Squalicum Beach	\$1,307,655
• District Utilities at Waterfront	\$1,208,302
• Design Blaine Bulkhead Replacement	\$2,499,396

Nearly \$19.5 million was spent during 2022 on construction of capital assets. See note 4.

There are no restrictions, commitments, or other limitations that significantly affect the availability of fund resources for future use.

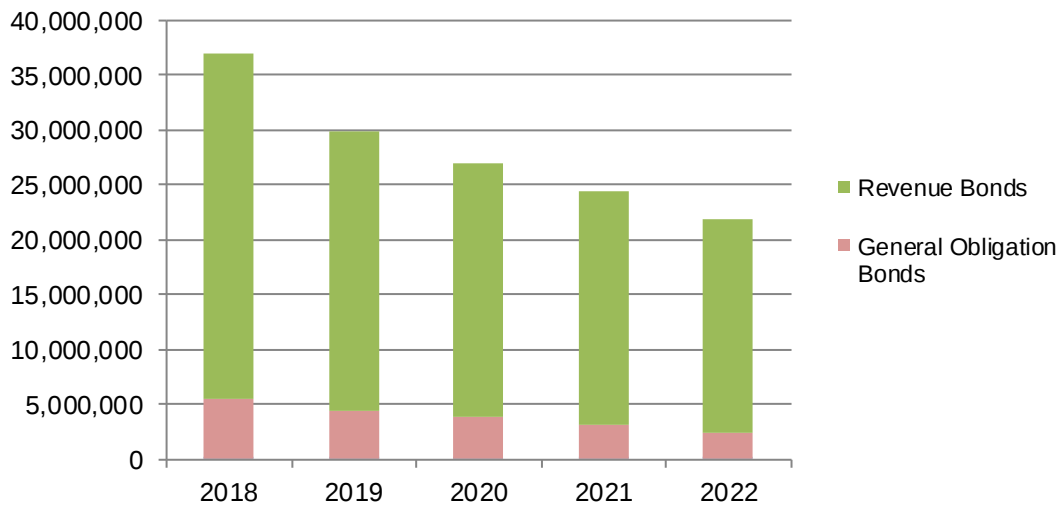
Debt Administration

At December 31, 2022, long-term debt obligations totaled \$132.9 million of which \$4.2 million is due within one year. The total bonded debt is comprised of \$2.4 million balance in general obligation debt, and \$23.7 million (net of premiums and discounts) representing bonds secured by revenue sources of the Port. The terms of the Port debt vary per issue with interest rates ranging from 1.35% to 7%. Revenue bond debt will be fully amortized by 2030 while currently outstanding General Obligation Bond debt will be fully amortized by the year 2025. Moody's Investor Services rates the Port's general obligation bonds as Aa2 and the Port's issued Revenue Bonds as A2. The remainder of the Port's debt is primarily pension liability and environmental remediation.

The Port through various contractual relationships has assumed contingent liability for environment cleanup of various properties acquired by the Port. Total environmental cleanup activities have been estimated as of December 31, 2022 at \$147.6 million. Per GASB 49, effective 2008, the Port expects to capitalize \$46.6 million of the environmental remediation efforts, leaving \$101 million as a liability. The Port has purchased insurance which is expected to fund over \$17.4 million of the liability and expects to receive grants from the State of Washington for approximately ½ of the liability costs. In addition to these funding sources, the Port continues to pursue environmental contributions payments from liable 3rd parties. See Note 14.

Outstanding Bonded Debt

Fiscal Year Ended	General Obligation Bonds	Revenue Bonds	Total Bonded Debt
2018	\$ 5,515,000	\$ 31,535,000	\$ 37,050,000
2019	\$ 4,440,000	\$ 25,395,000	\$ 29,835,000
2020	\$ 3,760,000	\$ 23,290,000	\$ 27,050,000
2021	\$ 3,060,000	\$ 21,410,000	\$ 24,470,000
2022	\$ 2,340,000	\$ 19,450,000	\$ 21,790,000



2023 Budget

The Port's 2023 budget anticipates Operating Revenues to increase from \$27 million in 2022 to just under \$28.2 million in 2023, with the largest increase in the Marine Terminals Division due to increased barge activity using the facility. Operating expenses are budgeted at \$17.3 million, an increase of approximately \$2 million.

In 2023, \$10.3 million, net of anticipated grants, is forecasted for capital projects. This total includes capital improvements and purchases of over \$9 million at the airport, over \$2 million in real estate projects, \$1.4 million at the shipping terminal, and \$1.6 million at the Waterfront district, as well as various public access projects. Many of these projects are complex and are anticipated to occur over multiple years and are currently in various stages of planning, design, and permitting.

Property taxes for 2023 are levied at .1502 per 1,000 valuation rate, resulting in a total levy of just under \$7.9 million. \$838 thousand of this amount is levied for the General Obligation Fund. The levy rate for 2021 was .1804 for a levy amount of \$7.6 million.

The Port's budget is developed with consultation of much of the Port's management and through analysis of Port operations. However, all budgets inherently are forecasts and the actual results will likely vary from that provided for in the budget. Assumptions regarding interest rates, economic growth and natural disasters are among the many factors that may cause a significant variance of actual results to the budget.

Contacting the Port's Financial Management

The Port of Bellingham 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.portofbellingham.com or contact: Chief Financial Officer, 1801 Roeder Avenue, Bellingham, WA 98225-2257. Telephone 360-676-2500.

PORT OF BELLINGHAM
STATEMENT OF NET POSITION
December 31, 2022

ASSETS

CURRENT ASSETS:

Cash and cash equivalents (Note 1)	\$ 58,637,107
Investments (Note 2)	3,412,552
Restricted current assets:	
Cash and cash equivalents (Note 1)	291,215
Taxes receivable	140,170
Due from other governments	3,425,505
Accounts receivable (net of allowance for uncollectible)	1,110,268
Current portion of lease receivable	3,912,517
Interest receivable	661,553
Notes receivable	401,012
Other receivables	292,014
Prepays	1,715,515

TOTAL CURRENT ASSETS

73,999,428

NON-CURRENT ASSETS:

Investments (Note 2)	4,947,257
Capital assets not being depreciated (Note 4)	
Land	80,812,433
Construction in progress	38,000,044
Capital assets being depreciated (Note 4)	
Intangible assets (Note 4)	1,954,321
Equipment	18,307,379
Buildings and Structures	183,928,117
Improvements other than buildings	237,541,494
Less: Accumulated depreciation	(238,301,369)
Other noncurrent assets	
Net Pension Asset	2,678,720
Lease Receivable (Note 19)	80,834,699
Joint Venture (Note 16)	297,959
Restricted noncurrent assets:	
Investments (Note 2)	3,669,584
Environmental Insurance	17,420,000

TOTAL NON-CURRENT ASSETS

432,090,638

TOTAL ASSETS

\$ 506,090,066

DEFERRED OUTFLOWS OF RESOURCES

Deferred Outflow for pension (GASB 68) (Note 6)	2,489,274
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TOTAL DEFERRED OUTFLOWS OF RESOURCES

\$ 2,489,274

The notes to the financial statements are an integral part of this statement.

PORT OF BELLINGHAM
STATEMENT OF NET POSITION
December 31, 2022

LIABILITIES

CURRENT LIABILITIES:

Accounts payable	\$ 2,981,095
Accrued expenses	3,277,233
Accrued interest payable	96,812
Other current payables	3,925,939
Current portion of long-term obligations (Note 9)	4,164,928
TOTAL CURRENT LIABILITIES	14,446,007

NON-CURRENT LIABILITIES:

Long-term debt	
General obligations bonds	1,644,600
Revenue bonds	21,320,823
Environmental remediation	101,038,950
Notes payable	2,241,843
Capital purchase agreement	685,813
Net pension liability	1,263,518
Compensated absences	560,463
TOTAL NON-CURRENT LIABILITIES	128,756,010
TOTAL LIABILITIES	\$ 143,202,017

DEFERRED INFLOWS OF RESOURCES

Deferred Inflow for a service concession arrangement (Note 15)	2,514,362
Deferred Inflows for leases (GASB 87) (Note 19)	82,876,503
Deferred Inflows for pensions (GASB 68) (Note 6)	2,802,364
TOTAL DEFERRED INFLOWS OF RESOURCES	\$ 88,193,229

NET POSITION

Net investment in capital assets	292,228,993
Restricted for debt service	3,022,500
Restricted for blended component unit	29,830
Restricted for revolving loan program	261,385
Restricted for insurance reserve	647,084
Restricted for net pension asset	2,428,475
Unrestricted	(21,434,173)
TOTAL NET POSITION	\$ 277,184,094

The notes to the financial statements are an integral part of this statement.

PORT OF BELLINGHAM
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
For the Year Ended December 31, 2022

OPERATING REVENUES:	
Airport operations	\$ 6,926,931
Marina operations	9,711,597
Marine terminal operations	3,477,066
Property lease operations	6,443,314
Other	397,120
Total Operating Revenues	26,956,028
OPERATING EXPENSES:	
General operations	16,306,885
Maintenance	3,353,249
General and administrative	2,804,826
Amortization of intangibles	799,769
Depreciation	14,082,588
Total Operating Expenses	37,347,317
OPERATING INCOME (LOSS)	(10,391,289)
NON-OPERATING REVENUES (EXPENSES):	
Environmental grant revenues	2,925,827
Other grant revenues	3,955,508
Investment income	5,599,290
Taxes levied for:	
General purposes	6,935,484
Debt service principal/interest	841,919
Miscellaneous taxes	109,763
Other revenues	284,630
Environmental remediation adjustment	(8,943,333)
Environmental remediation expense	(250,370)
Environmental insurance claims revenue	417,806
Gains (Losses) on Disposal of Assets	2,780,443
Interest expense	(1,115,936)
Environmental grant expense	(4,172,039)
Other grant expense	(206,101)
Total Non-Operating Revenues (Expenses)	9,162,891
Income (loss) before capital contributions	(1,228,398)
Capital Contributions	7,752,888
Capital Contributions - Contractually Restricted (Note 13)	1,693,642
Increase (Decrease) in Net Position	8,218,132
Net position - beginning of period	268,965,962
Net position - end of period	\$ 277,184,094

The notes to the financial statements are an integral part of this statement.

PORT OF BELLINGHAM
STATEMENT OF CASH FLOWS
For the Year Ended December 31, 2022

CASH FLOWS FROM OPERATING ACTIVITIES

Receipts from customers	\$ 29,235,159
Payments to suppliers	(15,654,060)
Payments to employees	(7,561,481)
Net cash provided by operating activities	6,019,618

CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES

Receipts from property taxes	6,787,319
Receipts from other taxes and financing fees	282,038
Receipts from non-operating grants	5,516,927
Payments for non-operating grants	(4,378,140)
Net cash provided (used) by non-capital financing activities	8,208,144

CASH FLOWS FROM CAPITAL & RELATED FINANCING ACTIVITIES

Principal paid on capital debt	(3,339,229)
Interest paid on capital debt	(1,257,546)
Cash received from property taxes for general obligation bonds	842,399
Purchases of capital assets	(11,340,767)
Capital contributions	8,866,326
Payments for environmental remediation	(43,810)
Net cash provided (used) by capital and related financing activities	(6,272,627)

CASH FLOWS FROM INVESTING ACTIVITIES

Proceeds from sales and maturities of investments	3,515,728
Payments for purchases of investments	(4,485,810)
Interest and dividends	89,010
Net cash provided by investing activities	(881,072)

Net increase (decrease) in cash and cash equivalents	7,074,063
Balances - beginning of the year	51,854,259
Balances - end of the year	\$ 58,928,322

The notes to the financial statements are an integral part of this statement.

PORT OF BELLINGHAM
STATEMENT OF CASH FLOWS
For the Year Ended December 31, 2022

**RECONCILIATION OF OPERATING INCOME TO
NET CASH PROVIDED BY OPERATING ACTIVITIES**

Net Operating Income (Loss)	\$	(9,591,520)
Depreciation		14,082,588
Change in assets and liabilities:		
(Incr)Decr in accounts receivable		2,247,558
(Incr)Decr in other current assets		(2,479,806)
(Incr)Decr in work for others		(61,812)
(Incr)Decr in customer deposits		93,384
Incr(Decr) in accounts payable		771,448
Incr(Decr) in other liabilities		1,914,215
Non Cash GASB 68 pension expense		(956,438)
Total Adjustments		15,611,138
NET CASH PROVIDED BY OPERATING ACTIVITIES	\$	6,019,618

SCHEDULE OF NON-CASH ACTIVITIES

Change in Value of Intangible Assets, for amortization	(799,769)
Unrealized Gains or Losses	(143,315)
Environmental Claim adjustment	(8,920,000)
Disposals of Capital Assets	91,957
Change in Deferred Inflows for Pensions	(5,561,309)
Change in Deferred Inflows for Leases	(82,876,503)
Change in Pension Asset	(3,881,102)
TOTAL NON-CASH ACTIVITIES	\$ (102,090,041)

The notes to the financial statements are an integral part of this statement.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the Port of Bellingham (the Port) have been prepared in conformity with generally accepted accounting principles (GAAP) as applied to governments. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Port's accounting policies are described below.

Reporting Entity

The Port is a municipal corporation organized under the Washington Port Laws (RCW Title 53). Created by a vote of the people of Whatcom County in 1920, the Port is authorized by statute of the State of Washington to provide for the development and maintenance of harbors and marine terminals, the development and maintenance of aviation facilities, to promote tourism, and to foster economic activity in Whatcom County. The Port may acquire land for sale or lease for industrial or commercial purposes and may create industrial development districts.

The Port is independent from other local or state governments and is administered by a three-member Port Commission elected by Whatcom County voters to four year terms operating within district boundaries. These legislative districts for the Port Commission previously matched those of the three Whatcom County Council districts. In 2016, the County changed to five legislative districts. In January, 2017, the Port Commission voted to reaffirm the same three voting boundaries as established before the County's change.

As required by GAAP, management has considered all potential component units in defining the reporting entity. These financial statements present the Port and its component unit. The component unit discussed below is included in the district's reporting entity because of the significance of its operational or financial relationship with the district.

The Industrial Development Corporation (IDC), a public corporation, is authorized to facilitate the issuance of tax-exempt non-recourse revenue bonds to finance industrial development within the corporate boundaries of the Port. Revenue bonds issued by the Corporation are payable from revenues derived as a result of the industrial development facilities funded by the revenue bonds. The bonds are not a liability or contingent liability of the Port or a lien on any of its properties or revenues other than industrial facilities for which they are issued.

The IDC is governed by a four-member Board of Directors, which is comprised of the same members as sit on the Port Commission and a staff member, Tamara Sobjack, appointed as Treasurer. The IDC is considered a blended component unit of the Port and is included within the Port's financial statements. Separate financial statements of the individual component unit discussed above can be obtained from the Port administrative offices at 1801 Roeder Avenue in Bellingham, WA.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

In 2012, the Port was designated as Whatcom County's Associate Development Organization (ADO) as defined by RCW 43.330.110 to broadly represent the community interests in local economic development issues. At the time of this designation, an Economic Development Administration Revolving Loan Fund (RLF) was transferred to the Port. This fund is kept separate from the Port's general revenue funds and provides financing for economic development activities.

Basis of Presentation

The financial statements of the Port are prepared using the economic resources management focus and full-accrual basis of accounting where revenues are recognized when earned and expenses are recognized when a liability is incurred, regardless of the timing of the cash flows. Property taxes are recognized as revenue in the year in which they are levied. Grants and similar items are recognized as revenue as soon as eligibility requirements imposed by the provider have been met.

Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with principal ongoing operations. The principal operating revenues of the Port are moorage, dockage, commercial leases, airline fees, and other revenues generated through the normal operations of the airport, marinas, marine terminals, and leasing of commercial properties. Operating expenses for the Port include the cost of sales and services, utilities, administrative expenses, depreciation on capital assets, etc. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

Budgetary Information**1. Scope of Budget**

An annual budget is adopted on the accrual basis of accounting. Debt service is budgeted at the level of the individual debt issue, and capital projects are budgeted in the year the expenditure is expected to be made.

Expenditures may not exceed adopted budgets at the division level and the budget constitutes a legal authority for the expenditures.

2. Amending the Budget

Any revisions that alter the total expenditures of the Port must be approved by the Port Commission. Also, any revisions to the capital budget that increase spending or add a project must be approved by the Port Commission.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)**Use of Estimates**

The preparation of the Port's 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 reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements. Estimates also affect the reported amount of revenues and expenses during the reporting period. 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, security and natural disasters, as well as regulations and changes in law of federal, state and local governments.

Assets, Liabilities and Net Position**1. Cash and Cash Equivalents**

It is the Port's policy to invest all temporary cash. This amount is classified on the statement of net position as cash and cash equivalents. It is the Port's policy to consider all short-term investments with a maturity within 90 days or less at the date of purchase to be cash equivalents. Investments held in the Local Government Investment Pool totaling \$56,830,209 is reported at amortized cost and is included in Cash and Cash Equivalents.

2. Investments See Note 2.**3. Receivables**

General Obligation Taxes Receivable and General Taxes Receivable consist of property taxes and related interest and penalties (See Note 3). Accrued interest receivable consists of amounts earned on investments, notes, and contracts at the end of the year. Accounts Receivable are recorded for amounts earned from contractual relationships. The allowance method is used to account for bad debt expense. The allowance for doubtful accounts was \$51,335 at December 31, 2022. Other Receivables consist of materials and services paid by the Port, which will be reimbursed by outside entities or insurance proceeds.

Notes Receivable consist of amounts owed from private companies for loans made from the U.S. Department of Commerce's Revolving Loan Fund program.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

4. Amounts Due To and From Other Governments

These accounts include amounts due to or from other governments for grants, entitlements, and loans from other governmental entities.

5. Restricted Assets See Note 2.

In accordance with bond resolutions and certain related agreements, separate restricted funds are required to be established. The assets held in these funds are restricted for specific uses including construction, debt service, and other special reserve requirements. It is the Port's policy to consider restricted net position to have been depleted before the unrestricted net position is applied.

The restricted assets are composed of the following:

Cash and Cash Equivalents – Blended Component Unit, IDC	\$29,830
Cash and Cash Equivalents – Revolving Loan Fund	\$261,385
Investments – Insurance Reserve	\$549,249
Investments – Debt Service	\$3,022,500
Net Pension Asset	\$2,428,475

6. Capital Assets See Note 4.

Capital assets are defined as assets with an initial, individual cost of more than \$5,000 and an estimated useful life in excess of one year. Costs for additions or improvements to capital assets are capitalized when the initial cost is more than \$10,000, they increase the effectiveness or efficiency of the asset, and the estimated useful life of the addition or repair is greater than one year. These assets are recorded at historical cost. Donated capital assets are recorded at acquisition value at the date of donation.

The costs for normal maintenance and repairs are not capitalized.

The Port has acquired certain assets with funding provided by federal financial assistance programs. Depending on the terms of the agreements involved, the federal government could retain an equity interest in these assets. However, the Port has sufficient legal interest to accomplish the purposes for which the assets were acquired, and has included such assets within the applicable account.

As of January 1, 2022, intangible assets totaled \$2,742,406. During 2022, the Port added \$11,684, and amortized \$799,769, leaving a balance of \$1,954,321 at the end of 2022. These capital assets lack physical substance but will benefit the Port more than one year. The Port amortizes these assets from 3 to 15 years.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Property, plant, and equipment of the Port is depreciated using the straight line method over the following estimated useful lives:

Assets	Years
Automobiles	5
Buildings	10-40
Bulkheads	25-50
Communications Equipment	5
Computer Equipment	4
Other Equipment	5-20
Floats	10-30
Furniture	5-10
Lift Trucks	5-10
Lights	15
Roads and Roadways	15-20
Runways	15-30
Self-Propelled Vehicles	5-10
Software	4
Structures & Improvements	5-10
Telecommunications	5
Towed Vehicles	5-10
Trucks	5-10
Wharves	10-25
Water & Sewer Lines	25

7. Leases - (See Note 19, Leases)

Lessee: The Port is a lessee for noncancelable leases. These are comprised of leases of office equipment, and are trivial to the financial statements.

Lessor: The Port is a lessor for noncancelable leases. The Port recognized a lease receivable and a deferred inflow of resources in the government-wide financial statements.

8. Other Property and Investments See Note 2.

9. Deferred Outflows/Inflows of Resources

The Port reports deferred outflows and deferred inflows separately on the Statement of Net Position.

10. Compensated Absences

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

In accordance with GASB Statement No. 16, Accounting for Compensated Absences, the Port accrues a liability for Paid Time Off (PTO) pay. All represented and non-represented staff may accumulate up to 520 hours of PTO. Employees with more than 10 years of service are permitted to move 50% of their accrued PTO over 240 hours into a pre-retirement bank. The pre-retirement bank will not exceed 519 hours and upon retirement, the employee is permitted to use the pre-retirement bank prior to their retirement date. If the employee separates for reasons other than retirement, the pre-retirement bank will be paid at the employee's current rate of pay. The Port accrues unpaid PTO leave benefits as earned. Accrued PTO benefit liability was \$1,115,570 at December 31, 2021, and \$1,264,272 at December 31, 2022.

11. Environmental Remediation Liabilities

The Port accrues future Environmental Remediation Costs that meet the measurement criteria as outlined under GASB No. 49. These liabilities are shown on the Statement of Net Position. For some environmental cleanup sites the Port has purchased Environmental Cost Cap insurance coverage (See Note 14). Prepayments for remediation and estimated insurance reimbursement payments under these policies are shown as assets within the Statement of Net Position. The estimated cost of all environmental remediation is measured annually and adjustments made to the accrued liability.

12. Long Term Debt See Note 9.

13. Operating and Non-Operating Revenues

Marinas, Marine Terminals, Aviation and Commercial Real Estate revenues are charges for use of the Port's facilities and are reported as Operating Revenue. Ad valorem tax levy revenues and other revenues generated from non-operating sources are classified as Non-Operating Revenues.

Passenger Facility Charges (PFC) collected through commercial aviation activities are recorded as Capital Contributions in the Statement of Revenues, Expenses and Changes in Net Position and are restricted by agreement to the use as reimbursement for specific capital costs incurred at the airport.

Customer Facility Charges (CFC) are collected through the rental car agencies and are recorded as Capital Contributions in the Statement of Revenues, Expenses and Changes in Net Position and are restricted by an agreement between the Port and the rental car agencies.

The Port receives federal and state grants for both capital reimbursement as well as operating grants for specific purposes. Non-Operating grants and related expenses

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

are accounted for as Non-Operating Revenues and Expenses while capital grants are accounted for as Capital Contributions increasing the net position of the Port.

14. Pensions

For purposes of measuring the net pension liability, net pension asset, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of all state sponsored pension plans and addition to/deductions from those plans' fiduciary net position have been determined on the same basis as they are reported by the Washington State Department of Retirement Systems. 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.

For purposes of calculating the restricted net position related to the net pension asset, the Port includes the net pension asset and the related deferred outflows and deferred inflows.

15. Other Current Payables

These accounts consist of accrued wages and employee benefits.

NOTE 2 – DEPOSITS AND INVESTMENTS**Deposits**

Cash on hand at December 31, 2022 was \$2,870 in petty cash and change funds. The carrying amount of the Port's deposits was \$58,925,542 and the bank balance was \$58,999,798.

Custodial Credit Risk

Custodial credit risk for deposits is the risk that, in the event of a failure of a depository financial institution, the Port would not be able to recover deposits or will not be able to recover collateral securities that are in possession of an outside party. The Port's deposits are held at U.S. Bank. U.S. Bank is an approved public depository by the Washington Public Deposit Protection Commission. Public funds, deposits and investments and public depositories are outlined in Washington State Legislature RCW 39.58. U.S. Bankcorp was established in 1863, and has been a member of the FDIC since 1934, certificate number 6548.

The Port does not have a formal deposit policy for custodial credit risk.

NOTE 2 – DEPOSITS AND INVESTMENTS (continued)

Investments

The Port Commission has authorized the Port Treasurer to invest in savings or time deposits in designated public depositories or in certificates, notes, or bonds of the United States. The Port is also authorized to invest in other obligations of the United States or its agencies. The Port's investment policy allows for investments by the Port in Bankers' Acceptance, in debt obligations issued by the Federal National Mortgage Association, the Federal Home Loan Banks, the Federal Home Loan Mortgage Corporation, the Federal Farm Credit Banks and the Student Loan Marketing Association. The Port also has limited investment authority in Commercial Paper, Certificates of Deposit with qualified public depositories, obligations of Local and State governments that are either rated "A" or higher by a nationally recognized rating agency or insured as "AAA" credit. With the exceptions of certain reserve fund investments, the investment policy limits the maximum maturity of any security purchased to five years. Investments are purchased through broker relationships with all securities purchased held in the Port's name at U.S. Bank National Association.

Investments are carried at fair value. Interest income on investments is accrued as non-operating revenue as earned. Changes in the fair value of investments are determined on quoted market rates. Gains or losses due to market valuation changes are recognized in the same statements of revenues, expenses and changes in net position.

Unrestricted investments are classified as Current Assets on the accompanying financial statements. They are available for use in operations if needed and are not committed to be held to maturity.

Investments are subject to the following risks.

Interest Rate Risk –Investments

Interest rate risk is the risk that the Port may face should interest rate variances affect the fair value of investments. Through its investment policy, the Port manages its exposure to fair value losses arising from increasing interest rates by setting maturity and effective duration limits for the Port's investment portfolio. Securities within the portfolio are limited to maturity lengths of five years.

The tables below identify the type of investments and concentrations of investments in any one user as of December 31, 2022 and 2021.

NOTE 2 – DEPOSITS AND INVESTMENTS (continued)

Investment Type	Fair Value	Maturities (in years)			% of Total Portfolio
		Less than 1	1-3	More than 3	
2022					
Federal Agencies Securities:					
Federal Home Loan Bank	3,641,614		1,842,412	1,799,202	30.27%
Farmer Mac	997,135		997,135		8.29%
Federal Home Loan Mortgage Corporation	3,978,092		3,978,092		33.07%
Federal National Mortgage Association	3,412,552	3,412,552			28.37%
Total Investments	12,029,393	3,412,552	6,817,639	1,799,202	100%
Percentage of Total Portfolio	100%	28.37%	56.67%	14.96%	
2021					
Federal Agencies Securities:					
Federal Home Loan Bank	3,982,470			3,982,470	37.94%
Federal Farm Credit Bank	2,026,790	2,026,790			19.31%
Federal Home Loan Mortgage Corporation	1,000,763	1,000,763			9.53%
Federal National Mortgage Association	3,487,208		3,487,208		33.22%
Total Investments	10,497,231	3,027,553	3,487,208	3,982,470	100%
Percentage of Total Portfolio	100%	28.84%	33.22%	37.94%	

Credit Risk - Investments

Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. The Port does not have a formal policy that addresses credit risk.

At December 31, 2022, the Port's investments had the following credit quality distribution for securities with credit exposure:

	AAA
	aaa
US Agencies	\$ 12,029,393

Custodial Credit Risk - Investments

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 an outside party. By the Port's policy, 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 US Bank safekeeping account.

NOTE 2 – DEPOSITS AND INVESTMENTS (continued)

Investment Type	Held by Counterparty
US Agencies	\$ 12,029,393

Investments in Local Government Investment Pool

The Port is a participant in the Local Government Investment Pool, authorized by Chapter 294, Laws of 1986, and managed and operated by the Washington State Treasurer. The State Finance Committee is the administrator of the statute that created the pool and adopts rules. The State Treasurer is responsible for establishing the investment policy for the pool and reviews the policy annually proposed changes are reviewed by the LGIP Advisory Committee.

Investments in the LGIP, a qualified external investment pool, are reported at amortized cost which approximates fair value. The LGIP is an unrated external investment pool. The pool portfolio is invested in a manner that meets the maturity, quality, diversification and liquidity requirements set forth by the GASB 79 for external investment pools that elect to measure, for financial reporting purposes, investments at amortized cost. The LGIP does not have any legally binding guarantees of share values. The LGIP does not impose liquidity fees or redemption gates on participant withdrawals.

The Office of the State Treasurer prepares a stand-alone LGIP financial report. A copy of the report is available from the Office of the State Treasurer, PO Box 40200, Olympia, Washington 98504-0200, and online at <http://www.tre.wa.gov>.

Investments Measured at Fair Value

The Port of Bellingham measures and reports investments at fair value using the valuation input hierarchy established by generally accepted accounting principles, as follows:

- Level 1: Quoted prices in active markets for identical assets or liabilities;
- Level 2: These are quoted market prices for similar assets or liabilities, quoted prices for identical or similar assets or liabilities in markets that are not active, or other than quoted prices that are not observable;
- Level 3: Unobservable inputs for an asset or liability.

At December 31, 2022, the Port of Bellingham had the following investments measured at fair value:

NOTE 2 – DEPOSITS AND INVESTMENTS (continued)

		Fair Value Measurements Using		
		Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
Investments at fair value level	12/31/2022			
Federal Agency Obligations	\$ 12,029,393		\$ 12,029,393	
Total Investments measured at fair value	\$ 12,029,393	\$ -	\$ 12,029,393	\$ -
Total Investments in Statement of Net Position	\$ 12,029,393			

Other property and investments are shown on the statement of net position at cost, net of amortized premium or discount. Investments of deferred compensation are stated at fair value.

Investments authorized through bond debt agreements

Pursuant to revenue bond resolutions adopted by the Port Commission, various special purpose funds have been established to designate cash and investments for bond debt service. Bond covenants require a reserve account be created for the purpose of securing payment of the principal and interest. All revenue bonds outstanding are considered “parity” bonds with a reserve fund requirement equal to the highest annual debt service of each revenue bond issue or 125% of the highest average annual debt service of all revenue bond issues, whichever is lower. The Port has established a Revenue Bond Reserve fund to meet this debt requirement in the amount of \$3,022,500.

NOTE 3 – PROPERTY TAXES

The County Treasurer acts as an agent to collect property taxes levied on the county for all taxing authorities. Collections are distributed each month to the Port by the County Treasurer. Established by state constitution and laws, 1/6th of all real property is physically inspected and the whole county is statistically revalued.

Property taxes are recorded as a receivable when levied, and recognized as revenue in their entirety by the end of the year. No allowance for uncollectible taxes is established because delinquent taxes are considered fully collectible. (State law allows for the sale of property for failure to pay taxes).

The Port is permitted by law to levy up to \$.45 per \$1,000 of assessed valuation for general governmental services. The rate is limited by the Washington State Constitution and Washington State law, RCW 84.55.010. The Port may levy taxes at a lower rate.

NOTE 3 – PROPERTY TAXES (continued)

The Port's regular levy for 2022 was approximately \$.1608 per \$1000 on an assessed valuation of \$43,157,475,969 for a total regular levy of \$6,942,683.

In 2022, the Port levied an additional \$.016 per \$1000 for the repayment of General Obligation Bonds for a total additional levy of \$842,400.

NOTE 4 – CAPITAL ASSETS AND DEPRECIATION

Capital asset activity for the year ended December 31, 2022 was as follows:

	Beginning Balance 01/01/2022	Increases	Decreases	Ending Balance 12/31/2022
Non-Depreciable Assets:				
Land	\$ 81,829,178	\$ 317,974	\$ (1,334,719)	\$ 80,812,433
Construction in progress	25,682,075	19,494,343	(7,176,374)	38,000,044
Total Non-Depreciable Assets	107,511,253	19,812,317	(8,511,093)	118,812,477
Depreciable Assets:				
Buildings and Structures	180,978,354	4,340,582	(1,390,819)	183,928,117
Intangible Assets	3,569,279	11,684		3,580,963
Improvements/Infrastructure	237,827,418	2,864,439	(3,150,363)	237,541,494
Machinery and Equipment	17,927,634	802,031	(422,287)	18,307,378
Total Depreciable Assets	440,302,685	8,018,736	(4,963,469)	443,357,952
Less Accumulated Depreciation for:				
Buildings and Structures	94,755,420	5,017,338	(917,619)	98,855,139
Intangible Assets		799,769		799,769
Improvements/Infrastructure	120,954,520	8,071,950	(3,018,355)	126,008,115
Machinery and Equipment	12,612,374	993,299	(167,558)	13,438,115
Total accumulated depreciation	228,322,314	14,882,356	(4,103,532)	239,101,138
Depreciable Assets Net	\$ 211,980,371	\$ (6,863,620)	\$ (859,937)	\$ 204,256,814

NOTE 4 – CAPITAL ASSETS AND DEPRECIATION (continued)

Construction Commitments:

At year end, the Port's capital budget commitments were as follows:

Project	Spent to Date	Commitment
<i>Airport:</i>		
Taxiway kilo des & const	5,113,083	63,499
Taxiway foxtrot	3,533,527	1,771,321
Snow Removal Equip Facility	2,076,129	3,633,712
Runway Safety Area	3,150,884	475,611
Design Taxiway	831,976	89,673
Design Runway Shoulders	524,487	69,282
<i>Marine Terminals:</i>		-
Upgrade power to main pier	177,390	2,480,278
Pier Dredging	-	4,182,600
BST Main Pier Repairs Ph 3	534,708	6,883,766
Rail Span, Stub Pier	-	5,701,114
BCT fire sprinklers under pier	61,741	810,482
BCT steel pilings & support	959,873	2,566,528
Repair dock damage	-	619,635
<i>Real Estate:</i>		
Bellwether HVAC	1,947,144	6,149
Squalicum Bulkhead Assessment	21,193	528,807
Design & Permit FMIP Stormwater	569,063	50,937
MCI Pier Fender Piles	83,265	1,316,735
FMIP 8 Demo, Design, Construction Mgmt	259,959	800,041
<i>Environmental:</i>		-
Little Squalicum Beach	1,307,656	192,344
<i>Bellingham Waterfront District:</i>		-
District Utilities ECO	1,208,302	408,871
Waterfront Site Prep	386,425	650,183
Franchise Utilities	470,240	912,760
1000 F St Fire Suppression	86,716	1,347,284
Waterfront interim uses	689,961	(15,164)
Repair tile tanks	595	679,405
<i>Economic Development</i>		-
Rural Broadband	336,150	9,702,046
<i>Community Connections:</i>		-
Asphalt promenade G5-6	417,318	197,682
<i>Infrastructure:</i>		-
Blaine Bulkhead Design	2,499,396	75,604
I&J Bulkhead, fit up float	249,093	1,001,907
RR Crossing at Alaska Ferry	387,071	1,312,929
<i>Other Budgeted Projects, less than \$500,000</i>	10,116,699	7,510,315
Total Construction	38,000,044	56,026,336

NOTE 5 – STEWARDSHIP, COMPLIANCE AND ACCOUNTABILITY

There have been no material violations of finance-related legal or contractual provisions.

NOTE 6 – PENSION PLANS

The following table represents the aggregate pension amounts for all plans for the year 2022:

Aggregate Pension Amounts - All Plans	
Pension liabilities	\$ (1,263,518)
Pension assets	\$ 2,678,720
Deferred outflows of resources	\$ 2,489,274
Deferred inflows of resources	\$ (2,802,364)
Pension expense	\$ (133,547)

State Sponsored Pension Plans

Substantially all of the Port’s full-time and qualifying part-time employees participate in the statewide retirement system administered by the Washington State Department of Retirement Systems, under cost-sharing, multiple-employer public employee defined benefit and defined contribution retirement plans. The state Legislature establishes, and amends, laws pertaining to the creation and administration of all public retirement systems.

The Department of Retirement Systems (DRS), a department within the primary government of the State of Washington, issues a publicly available annual comprehensive financial report (ACFR) that includes financial statements and required supplementary information for each plan. The DRS ACFR may be obtained by writing to:

Department of Retirement Systems
Communications Unit
P.O. Box 48380
Olympia, WA 98540-8380

Or the DRS ACFR may be downloaded from the DRS website at www.drs.wa.gov.

Public Employees’ Retirement System (PERS) Plans 1, 2 and 3

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 comprised of three separate pension plans for membership purposes. PERS plans 1 and 2 are defined benefit plans, and PERS plan 3 is a defined benefit plan with a defined contribution component.

NOTE 6 – PENSION PLANS (continued)

PERS Plan 1 provides retirement, disability and death benefits. Retirement benefits are determined as two percent of the member's average final compensation (AFC) times the member's years of service. The AFC is the average of the member's 24 highest consecutive service 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. Members retiring from active status prior to the age of 65 may receive actuarially reduced benefits. Retirement benefits are actuarially reduced to reflect the choice of a survivor benefit. Other benefits include duty and non-duty disability payments, an optional cost-of-living adjustment (COLA), and a one-time duty-related death benefit, if found eligible by the Department of Labor and Industries. PERS 1 members were vested after the completion of five years of eligible service. The plan was closed to new entrants on September 30, 1977.

Contributions

The **PERS Plan 1** member contribution rate is established by State statute at 6 percent. The employer contribution rate is developed by the Office of the State Actuary and includes an administrative expense component that is currently set at 0.18 percent. Each biennium, the state Pension Funding Council adopts Plan 1 employer contribution rates. The PERS Plan 1 required contribution rates (expressed as a percentage of covered payroll) for 2022 were as follows:

PERS Plan 1		
Actual Contribution Rates:	Employer	Employee
January - August 2022		
PERS Plan 1	6.36%	6.00%
PERS Plan 1 UAAL	3.71%	
Administrative Fee	0.18%	
Total	10.25%	6.00%
September - December 2022		
PERS Plan 1	6.36%	6.00%
PERS Plan 1 UAAL	3.85%	
Administrative Fee	0.18%	
Total	10.39%	6.00%

PERS Plan 2/3 provides retirement, disability and death benefits. Retirement benefits are determined as two percent of the member's average final compensation (AFC) times the member's years of service for Plan 2 and 1 percent of AFC for Plan 3. The AFC is the

NOTE 6 – PENSION PLANS (continued)

average of the member's 60 highest-paid consecutive service months. There is no cap on years of service credit. Members are eligible for retirement with a full benefit at 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 benefit that is reduced by a factor that varies according to age for each year before age 65. PERS Plan 2/3 members who have 30 or more years of service credit and are at least 55 years old can retire under one of two provisions:

- With a benefit that is reduced by three percent for each year before age 65; or
- With a benefit that has a smaller (or no) reduction (depending on age) that imposes stricter return-to-work rules.

PERS Plan 2/3 members hired on or after May 1, 2013 have the option to retire early by accepting a reduction of five percent for each year of retirement before age 65. This option is available only to those who are age 55 or older and have at least 30 years of service credit. PERS Plan 2/3 retirement benefits are also actuarially reduced to reflect the choice of a survivor benefit. Other PERS Plan 2/3 benefits include duty and non-duty disability payments, a cost-of-living allowance (based on the CPI), capped at three percent annually and a one-time duty related death benefit, if found eligible by the Department of Labor and Industries. PERS 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 ten years of service; or after five years of service if 12 months of that service are earned after age 44.

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 upon joining membership and have a chance to change rates upon changing employers. As established by statute, Plan 3 required defined contribution rates are set at a minimum of 5 percent and escalate to 15 percent with a choice of six options. Employers do not contribute to the defined contribution benefits. PERS Plan 3 members are immediately vested in the defined contribution portion of their plan.

Contributions

The **PERS Plan 2/3** employer and employee contribution rates are developed by the Office of the State Actuary 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 UAAL and an administrative expense that is currently set at 0.18 percent. Each biennium, the state Pension Funding Council adopts Plan 2 employer and employee contribution rates and Plan 3 contribution rates. The PERS Plan 2/3 required contribution rates (expressed as a percentage of covered payroll) for 2022 were as follows:

NOTE 6 – PENSION PLANS (continued)

PERS Plan 2/3		
Actual Contribution Rates:	Employer 2/3	Employee 2
January - August 2022		
PERS Plan 2/3	6.36%	6.36%
PERS Plan 1 UAAL	3.71%	
Administrative Fee	0.18%	
Employee PERS Plan 3		Varies
Total	10.25%	6.36%
September - December 2022		
PERS Plan 2/3	6.36%	6.36%
PERS Plan 1 UAAL	3.85%	
Administrative Fee	0.18%	
Employee PERS Plan 3		Varies
Total	10.39%	6.36%

The Port's actual PERS plan contributions were \$292,369 to PERS Plan 1 and \$495,271 to PERS Plan 2/3 for the year ended December 31, 2022.

Law Enforcement Officers' and Fire Fighters' Retirement System (LEOFF)

LEOFF membership includes all full-time, fully compensated, local law enforcement commissioned officers, firefighters, and as of July 24, 2005, emergency medical technicians. As of February of 2018, the Airport Operations staff at the Bellingham International Airport were moved from PERS to LEOFF Plan 2.

LEOFF Plan 2 provides retirement, disability and death benefits. Retirement benefits are determined as two percent of the final average salary (FAS) per year of service (the FAS is based on the highest consecutive 60 months). Members are eligible for retirement with a full benefit at 53 with at least five years of service credit. Members who retire prior to the age of 53 receive reduced benefits. If the member has at least 20 years of service and is age 50, the reduction is three percent for each year prior to age 53. Otherwise, the benefits are actuarially reduced for each year prior to age 53. LEOFF 2 retirement benefits are also actuarially reduced to reflect the choice of a survivor benefit. Other benefits include duty and non-duty disability payments, a cost-of-living allowance (based on the CPI), capped at three percent annually and a one-time duty-related death benefit, if found eligible by the Department of Labor and Industries. LEOFF 2 members are vested after the completion of five years of eligible service.

NOTE 6 – PENSION PLANS (continued)

Contributions

The **LEOFF Plan 2** employer and employee contribution rates are developed by the Office of the State Actuary to fully fund Plan 2. The employer rate includes an administrative expense component set at 0.18 percent. Plan 2 employers and employees are required to pay at the level adopted by the LEOFF Plan 2 Retirement Board.

Effective July 1, 2017, when a LEOFF employer charges a fee or recovers costs for services rendered by a LEOFF 2 member to a non-LEOFF employer, the LEOFF employer must cover both the employer and state contributions on the LEOFF 2 basic salary earned for those services. The state contribution rate (expressed as a percentage of covered payroll) was 3.41% in 2022.

The LEOFF Plan 2 required contribution rates (expressed as a percentage of covered payroll) for 2022 were as follows:

LEOFF Plan 2		
Actual Contribution Rates:	Employer	Employee
January - December 2022		
State and Local Governments	5.12%	8.53%
Administrative Fee	0.18%	
Total	5.30%	8.53%
Ports and Universities	8.53%	8.53%
Administrative Fee	0.18%	
Total	8.71%	8.53%

The Port's actual contributions to the plan were \$35,247 for the year ended December 31, 2022.

NOTE 6 – PENSION PLANS (continued)**Actuarial Assumptions**

The total pension liability (TPL) for each of the DRS plans was determined using the most recent actuarial valuation completed in 2022 with a valuation date of June 30, 2021. The actuarial assumptions used in the valuation were based on the results of the Office of the State Actuary's (OSA) *2013-2018 Demographic Experience Study* and the *2021 Economic Experience Study*.

Additional assumptions for subsequent events and law changes are current as of the 2021 actuarial valuation report. The TPL was calculated as of the valuation date and rolled forward to the measurement date of June 30, 2022. Plan liabilities were rolled forward from June 30, 2021, to June 30, 2022, reflecting each plan's normal cost (using the entry-age cost method), assumed interest and actual benefit payments.

- **Inflation:** 2.75% total economic inflation; 3.25% salary inflation
- **Salary increases:** In addition to the base 3.25% salary inflation assumption, salaries are also expected to grow by promotions and longevity.
- **Investment rate of return:** 7.0%

Mortality rates were developed using the Society of Actuaries' Pub. H-2020 mortality rates, which vary by member status (e.g. active, retiree, or survivor), as the base table. The 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 Actuaries, to project mortality rates for every year after the 2010 base table. Mortality rates are applied on a generational basis; meaning, each member is assumed to receive additional mortality improvements in each future year throughout his or her lifetime.

Methods did not change from the prior contribution rate setting June 30, 2019 Actuarial Valuation Report (AVR), however OSA introduced a temporary method change to produce asset and liability measures for the June 30, 2020 AVR. There were also the following assumption changes:

- OSA updated the Joint-and-Survivor Factors and Early Retirement Factors in the model. Those factors are used to value benefits for early retirement and survivors of members that are deceased prior to retirement. These factors match the administrative factors provided to DRS for future implementation that reflect current demographic and economic assumptions.
- OSA updated the economic assumptions based on the 2021 action of the PFC and the LEOFF Plan 2 Retirement Board. The investment return assumption was reduced from 7.5% (7.4% for LEOFF 2) to 7.0%, and the salary growth assumption was lowered from 3.5% to 3.25%. This action is a result of recommendations from OSA's biennial economic experience study.

NOTE 6 – PENSION PLANS (continued)**Discount Rate**

The discount rate used to measure the total pension liability for all DRS plans was 7.0%.

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 OSA's assumptions, the pension plans' 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 7.0% was used to determine the total liability.

Long-Term Expected Rate of Return

The long-term expected rate of return on the DRS pension plan investments of 7.0% was determined using a building-block-method. In selecting this assumption, the Office of the State Actuary (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 WSIB uses the CMA's 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, 2022, are summarized in the table below. The inflation component used to create the table is 2.2% and represents the WSIB's most recent long-term estimate of broad economic inflation.

Asset Class	Target Allocation	% Long-Term Expected Real Rate of Return Arithmetic
Fixed Income	20%	1.50%
Tangible Assets	7%	4.70%
Real Estate	18%	5.40%
Global Equity	32%	5.90%
Private Equity	23%	8.90%
	100%	

NOTE 6 – PENSION PLANS (continued)

Sensitivity of Net Pension Liability/(Asset)

The table below represents the Port's proportionate share of the net pension liability calculated using the discount rate of 7.0%, as well as what the Port's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower (6.0%) or 1 percentage point higher (8.0%) than the current rate.

	1% Decrease (6.0%)	Current Discount Rate (7.0%)	1% Increase (8.0%)
PERS 1	\$ 1,688,043	\$ 1,263,518	\$ 893,007
PERS 2/3	\$ 2,591,937	\$ (2,200,976)	\$ (6,138,657)
LEOFF 2	\$ (22,000)	\$ (477,744)	\$ (850,732)

Pension Plan Fiduciary Net Position

Detailed information about the State's pension plans' fiduciary net position is available in the separately issued DRS financial report.

Pension Liabilities (Assets), Pension Expense, Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

At June 30, 2022, the Port reported a total pension liability of \$1,263,518 and pension asset of \$2,678,720 for its proportionate share of the net pension liabilities, as follows:

	Liability (or Asset)
PERS 1	\$ 1,263,518
PERS 2/3	\$ (2,200,976)
LEOFF 2	\$ (477,744)

At June 30, the Port's proportionate share of the collective net pension liabilities was as follows:

	Proportionate Share 6/30/21	Proportionate Share 6/30/22	Change in Proportion
PERS 1	0.044197%	0.045379%	0.001182%
PERS 2/3	0.056776%	0.059345%	0.002569%
LEOFF 2	0.015564%	0.017579%	0.002015%

NOTE 6 – PENSION PLANS (continued)

Employer contribution transmittals received and processed by the DRS for the fiscal year ended June 30, 2022 are used as the basis for determining each employer's proportionate share of the collective pension amounts reported by the DRS in the *Schedules of Employer and Nonemployer Allocations* for all plans. Contributions made after the measurement date of the net pension liability (June 30, 2022) but before the Port's reporting period (December 31, 2022) will be recognized as a reduction of the net pension liability in the subsequent fiscal period rather than in the current fiscal period.

In fiscal year 2022, the state of Washington contributed 39% of LEOFF 2 employer contributions pursuant to RCW 41.26.725 and all other employers contributed the remaining 61 percent of employer contributions.

Pension Expense

For the year ended December 31, 2022, the Port recognized pension expense as follows:

	Pension Expense/(Credit)
PERS 1	\$ 612,340
PERS 2/3	\$ (778,893)
LEOFF 2	\$ 33,006
TOTAL	\$ (133,547)

Deferred Outflows of Resources and Deferred Inflows of Resources

At December 31, 2022, the Port reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

PERS 1	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ -	\$ -
Net difference between projected and actual investment earnings on pension plan investments	\$ -	\$ (209,402)
Changes of assumptions	\$ -	\$ -
Changes in proportion and differences between contributions and proportionate share of contributions	\$ -	\$ -
Contributions subsequent to the measurement date	\$ 146,553	\$ -
TOTAL	\$ 146,553	\$ (209,402)

NOTE 6 – PENSION PLANS (continued)

PERS 2/3	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 545,350	\$ (49,824)
Net difference between projected and actual investment earnings on pension plan investments	\$ -	\$ (1,627,198)
Changes of assumptions	\$ 1,226,740	\$ (321,205)
Changes in proportion and differences between contributions and proportionate share of contributions	\$ 27,950	\$ (187,757)
Contributions subsequent to the measurement date	\$ 245,300	\$ -
TOTAL	\$ 2,045,340	\$ (2,185,984)

LEOFF 2	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 113,520	\$ (4,433)
Net difference between projected and actual investment earnings on pension plan investments	\$ -	\$ (159,967)
Changes of assumptions	\$ 121,027	\$ (41,598)
Changes in proportion and differences between contributions and proportionate share of contributions	\$ 45,515	\$ (200,984)
Contributions subsequent to the measurement date	\$ 17,319	\$ -
TOTAL	\$ 297,381	\$ (406,982)

Combined ALL PLANS	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 658,870	\$ (54,257)
Net difference between projected and actual investment earnings on pension plan investments	\$ -	\$ (1,996,563)
Changes of assumptions	\$ 1,347,767	\$ (362,803)
Changes in proportion and differences between contributions and proportionate share of contributions	\$ 73,465	\$ (388,741)
Contributions subsequent to the measurement date	\$ 409,172	\$ -
TOTAL	\$ 2,489,274	\$ (2,802,364)

NOTE 6 – PENSION PLANS (continued)

Deferred outflows of resources related to pensions resulting from the Port’s contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending December 31, 2023. Other amounts reported as deferred outflows and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year ended December 31:	PERS 1
2023	\$ (88,615)
2024	\$ (80,485)
2025	\$ (100,966)
2026	\$ 60,664
Total	\$ (209,402)

Year ended December 31:	PERS 2/3
2023	\$ (556,561)
2024	\$ (499,486)
2025	\$ (575,503)
2026	\$ 733,703
2027	\$ 259,097
Thereafter	\$ 252,807
Total	\$ (385,943)

Year ended December 31:	LEOFF 2
2023	\$ (74,350)
2024	\$ (67,660)
2025	\$ (82,068)
2026	\$ 44,892
2027	\$ (4,419)
Thereafter	\$ 56,684
Total	\$ (126,921)

NOTE 7 – RISK MANAGEMENT

Commercial insurance is maintained against most normal hazards the Port may experience.

Primary General Liability coverage is in effect to a limit of \$1 million with a \$25,000 deductible. Excess liability coverage is in effect to a limit of \$49 million. Public Officials and Employee Practices Liability coverage is in effect to a limit of \$5 million with a \$25,000 deductible. Airport Liability coverage is in effect to a limit of \$100 million combined bodily injury, property damage and extended coverage for war, hijacking, terrorism and other perils with a \$0 deductible. The Port also maintains a separate Crime policy to a limit of \$2 million with a deductible of \$2,500 and a Foreign Liability policy with various limits and deductibles. In addition, the Port maintains standard business Automobile insurance with \$1 million limit and various deductibles.

Commercial property coverage at full replacement cost with a loss limit of \$500 million with a deductible of \$50,000 is in effect. Earthquake/Flood coverage has a separate limit of \$50 million with the Port self-insuring (as a deductible) five percent of the property value for each location.

There is one open major claim against the Port's insurance carrier, which arose from an incident in 2019. This claim is still under litigation.

Settlement claims have not exceeded insurance coverage for any of the past three fiscal years.

The Port provides health and welfare benefits to full-time and part-time employees and their eligible dependents. A third party administrator, Healthcare Management Administrators (HMA), manages the plans. The healthcare plan is self-insured with a stop loss program in place, and the dental/vision plan is self-insured with a capped per participant benefit.

In 2022, the medical plan had an average of 262 lives on the plan, including COBRA participants. Fixed costs, including the stop loss premium were \$533,564. Claims paid, less the stop loss adjustments, were \$1,434,561. IRS fees totaled \$527. Total 2022 medical care costs were \$1,968,652.

The 2022 dental/vision plan had an average of 243 lives on the plan including COBRA participants. Fixed costs were \$8,130, and the claims paid were \$128,733. Total dental/vision plan costs were \$136,863 in 2022.

The required 16 weeks of reserve is calculated to be \$647,084, and is included in the Port's restricted net position.

NOTE 8 – LONG-TERM DEBT

Long Term Debt

The Port issues general obligation bonds to finance capital improvements to marinas, cargo shipping docks and the Bellingham International Airport terminal. The Port did not issue additional general obligation debt in 2022.

General obligation bonds currently outstanding are as follows:

Description and Date of Issue	Original Amount	Interest Rate	Maturity	Amount
4/21/2016	4,485,000	3.779%	2025	2,340,000
Total General Obligation Bonds				<u>\$ 2,340,000</u>

The annual debt service requirements to maturity for general obligation bonds are as follows:

Year Ending December 31	Principal	Interest
2023	745,000	93,600
2024	780,000	63,800
2025	815,000	32,600
Total	<u>\$ 2,340,000</u>	<u>\$ 190,000</u>

Revenue bonds currently outstanding are as follows:

Description and Date of Issue	Original Amount	Interest Rate	Maturity	Amount
07/09/2019	20,620,000	1.61-2.24%	2030	19,450,000
Total Revenue Bonds				<u>\$ 19,450,000</u>

NOTE 8 – LONG-TERM DEBT (continued)

The annual debt service requirements to maturity for revenue bonds are as follows:

Year Ending December 31	Principal	Interest
2023	2,050,000	972,500
2024	2,145,000	870,000
2025	2,250,000	762,750
2026	2,360,000	650,250
2027	2,475,000	492,250
2028-2030	8,170,000	1,362,000
Total	\$ 19,450,000	\$ 5,109,750

Bonds are displayed net of premium or discount on the Statement of Net Position. Annual interest expense is decreased by amortization of debt premium and increased by the amortization of debt discount.

Other

In prior years, the Port entered into a 10-year Master Tax-Exempt Installment Purchase agreement with US Bank in the amount of \$1,383,130 for the purpose of purchasing large equipment to be used at the Bellingham Shipping Terminal.

The assets acquired through this agreement are as follows, and the related accumulated depreciation on the assets is included in depreciation expense:

Asset		
Lift Trucks	\$	304,282
Self-Propelled Vehicles		840,468
Towed Vehicles		238,380
Total Assets Acquired	\$	1,383,130
Less, Accumulated Depreciation	\$	(615,602)
Total Assets Acquired	\$	767,528

NOTE 8 – LONG-TERM DEBT (continued)

The future payments as of December 31, 2022 were as follows:

Year Ending December 31		
2023		166,365
2024		166,366
2025		166,365
2026		166,366
2027		166,365
2028		83,183
Total Minimum Lease Payments	\$	915,010
Less: Interest	\$	(91,103)
Present Value of Minimum Lease Payments	\$	823,907

Other non-current liabilities include low-interest loans from Whatcom County's Economic Development Investment program for various manufacturing facility construction projects. These loans range from 10 to 20 years. The future payments as of December 31, 2022 were as follows:

Year Ending December 31	Principal	Interest
2023	478,598	24,715
2024	483,565	19,748
2025	153,855	14,728
2026	155,393	13,190
2027	156,949	11,635
2028-2036	1,006,556	48,671
Total	\$ 2,434,916	\$ 132,687

NOTE 8 – LONG-TERM DEBT (continued)**Changes in Long-Term Liabilities**

During the year ended December 31, 2022, the following changes occurred in long-term liabilities:

	01/01/22	Additions	Reductions	12/31/2022	Due within One Year
Bonds Payable:					
G.O. Bonds	3,226,117	-	(786,805)	2,439,312	794,712
Revenue Bonds	21,410,000		(1,960,000)	19,450,000	2,050,000
Total Bonds Payable	\$ 28,919,754	\$ -	\$ (2,824,382)	\$ 26,095,372	\$ 3,129,949
Other Non-current Liabilities	2,960,865		(525,949)	2,434,916	193,073
Purchase Agreements	957,188		(133,280)	823,908	138,095
Compensated Absences	1,115,570	914,671	(765,969)	1,264,272	703,811
Net Pension Liability	539,749	723,769		1,263,518	-
Environmental Remediation	92,118,950	8,920,000		101,038,950	-
Total Long-term Liabilities	126,612,076	10,558,440	(4,249,580)	132,920,936	4,164,928

The general obligation bonds and related interest are paid from ad valorem tax revenues. The revenue bonds are secured by a pledge of the Port's gross revenues. The bonds are shown net of premiums and discounts. All other long term debt is payable from the Port's gross revenues.

NOTE 9 – UNEARNED REVENUES

The Port receives money for meeting space rental in advance of the event date. The Port recognizes these unearned revenues when the meeting space rental occurs.

NOTE 10 – PORT OPERATIONS BY INDUSTRY

The Port operates an airport, marinas, shipping terminals, and industrial development districts, which are primarily financed by user charges. Current assets, current liabilities, and net position are accounted for on a Port-wide basis and are not identifiable to a particular industry segment. The key financial data for the year ended December 31, 2022 for these facilities are as follows:

NOTE 10 – PORT OPERATIONS BY INDUSTRY (continued)

Condensed Statement of Net Position	Airport	Marinas	Marine Terminals	Real Estate	Other	Total (in thousands)
Assets:						
Current Assets						\$ 73,999
Other & Restricted Assets						104,901
Capital Assets, net	\$ 94,557	\$ 38,303	\$ 38,438	\$ 25,577	\$ 92,315	289,190
Construction Work in Progress	16,343	1,406	2,047	5,489	12,715	38,000
Total Assets						506,090
Deferred Outflows of Resources						2,489
Liabilities:						
Current Liabilities						14,446
Other Non-current Liabilities						105,193
Revenue Debt						23,563
Total Liabilities						143,202
Deferred Inflows of Resources						88,193
Net Position:						
Net invested in capital assets						292,229
Restricted						6,389
Unrestricted						(21,434)
Total Net Position						277,184
Total Liabilities, Net Position, and Deferred Inflows						\$ 508,579
Condensed Statement of Revenues, Expenses and Changes in Net Position (in thousands)						
Operating Revenues	\$ 6,928	\$ 9,712	\$ 3,477	\$ 6,443	\$ 397	\$ 26,957
Operating Expenses	(5,952)	(3,810)	(2,342)	(5,284)	(4,020)	(21,408)
General & Admin. Expense	(641)	(30)	(31)	(108)	(245)	(1,055)
Depreciation Expense	(5,495)	(2,740)	(2,798)	(2,183)	(1,669)	(14,885)
Operating Income (Loss)	(5,160)	3,132	(1,694)	(1,132)	(5,537)	(10,391)
Tax Revenues					7,777	7,777
Net Non-Operating					1,385	1,385
Net Income (Loss)	(5,160)	3,132	(1,694)	(1,132)	3,625	(1,229)
Capital Contributions	6,334	258	4	-	1,157	7,753
Capital Contributions-Restricted	1,694	-	-	-	-	1,694
Net Position, January 2022						268,966
Net Position, December 2022						\$ 277,184

NOTE 11 – RESTRICTED COMPONENT OF NET POSITION

The Port's Statement of Net Position reports \$6,389,274 of restricted component of net position. \$647,084 of this is restricted by enabling legislation. The remaining restricted component is restricted by revenue bond covenants and federal and state agencies.

NOTE 12 – PASSENGER/CUSTOMER FACILITY CHARGES

Passenger Facility Charges

The Port, through agreement with the Federal Aviation Administration, and in conjunction with commercial airlines operating at Bellingham International Airport, has implemented a Passenger Facility Charge of \$4.50 per enplaned passenger. These fees are collected by the

NOTE 12 – PASSENGER/CUSTOMER FACILITY CHARGES (continued)

airline as part of the pricing of each ticket and are remitted quarterly to the Port directly from the airlines. Passenger Facility Charge collected and remitted to the Port can only be used by the Port for capital projects approved by the participating airlines and the FAA. Fees remitted during 2022 totaled \$1,365,007, and are shown on the Port's Statement of Revenues, Expenses and Changes in Net Position as Capital Contributions-Contractually Restricted.

Customer Facility Charges

Through the lease contracts with the car rental agencies at the airport beginning June 1, 2018, the Port also collects a Customer Facility Charge (CFC) in the amount of \$3.50 per day, per vehicle rented. Per the agreement, the CFCs may only be used for the car rental facilities. Fees remitted during 2022 totaled \$328,635, and are shown on the Port's Statement of Revenues, Expenses and Changes in Net Position as Capital Contributions-Contractually Restricted.

NOTE 13 – POLLUTION REMEDIATION OBLIGATIONS

In 2005, the Port acquired the real property assets of Georgia Pacific West Corporation located in the central waterfront of Bellingham Bay and also assumed GP's responsibility to complete the remedial action plans which are being finalized through the Washington State Department of Ecology.

As part of the GP acquisition, the Port has become legally liable for specific remedial action required for the reuse of the acquired assets. These actions are expected to be approved by Federal and State regulatory agencies and the expected costs have been expensed and recorded as a long-term liability on the Statement of Net Position. These expenses, along with the estimated expenses for other port-owned sites requiring environmental remediation were estimated using the expected cash flow technique, and total \$177,600,000 as of 12/31/2022. This is a \$11.46 million increase from the previous year. This estimate is analyzed by independent engineers and is adjusted annually and shown in current dollars. The pollution remediation obligation is an estimate subject to change resulting from price increases or decreases, technology, or changes in applicable laws and regulations. GASB 49, effective in 2008, allows for capitalizing amounts related to environmental cleanup when preparing the property for sale providing the carrying amount of the property doesn't exceed its estimated fair value upon completion of the remediation. In preparation for this change in accounting standard, the Port obtained a benchmark value for the GP acquisition sites 'clean' fair market value. The 'clean' value exceeded the current value on the books by \$46.6 million. Therefore, the environmental remediation liability was reduced by this amount.

NOTE 13 – POLLUTION REMEDIATION OBLIGATIONS (continued)

The Port has acquired a Pollution Legal Liability Insurance Policy from American International Specialty Lines Insurance Company. This policy, which is in effect until 12/31/2034, has an aggregate policy limit of \$102,000,000. The policy obligates the insurer to pay half of the remediation costs on specific sites up to a total amount of \$51,684,816. After total remediation costs exceed \$51,684,816, the policy provides for payment of 100% of the environmental remedial costs on covered sites up to a policy limit of \$77,000,000. The policy also provides for an additional coverage of up to \$25,000,000 in costs for third party liabilities, regulatory changes, or unknown contaminants on these specific sites. The Port had prepaid for the estimated current value of the remedial actions defined in the policy as of January 20, 2005; however, by the end of 2016, all of these prepaid funds were expended. The Port, in reassessing its remediation liabilities has also estimated what portion of the remediation costs will be reimbursed by insurance. This analysis, and the fact that the insurer admits coverage, has resulted in the Port booking an Environmental Insurance Receivable of \$17,420,000, representing the net present value of all expected reimbursements from the insurance policy less the amounts paid by the Port under the terms of the policy. These amounts are both probable and estimable and therefore realizable as an asset.

The Port expects to receive up to ½ of all environmental remediation costs from the State of Washington through the issuance of Department of Ecology Remedial Action Grants.

These grants are issued on a biennial basis with each grant being awarded following the issuance of a cleanup order from the Department of Ecology. These grants are not recognized by the Port until they are earned.

The Port has accepted several grants from the Department of Ecology for a total funding amount that is just over \$62 million through the current biennia, of which just over \$52 million has been received to date. The Port anticipates Ecology will approve future funding up to 50% of the estimated cost of cleanup as funding becomes available in future biennium periods. These sites are included in the pollution legal liability insurance policy purchased by the Port in 2005. The Port completed the cleanup of the Lignin Operable Unit of the GP West Site in 2022. The cleanup construction included removal and disposal/recycling of over 18,000 tons of concrete, asphalt and contaminated soil. Other activities related to cleanup sites was ongoing engineering, design and permitting and the continued implementation of an in-situ bioremediation program. Since September 2007, the Port has been developing a detailed cleanup design under a Consent Decree and Cleanup Action Plan with the Department of Ecology for the Whatcom Waterway site, which includes the Aeration Stabilization Basin. In early 2015, the estimated cost, including contingency, was \$102,918,775. In April 2015, the Port advertised a request for bids to perform the construction portion of the Whatcom Waterway Phase I Cleanup. Construction began in June 2015 and was completed in June 2016. At the end of 2022, the

NOTE 13 – POLLUTION REMEDIATION OBLIGATIONS (continued)

remaining estimated cost for future phases of the Whatcom Waterway cleanup site with contingency was \$73,863,695.

The Port has, as part of its environmental cleanup efforts, a number of monitoring wells on various contaminated sites, ranging from .75" – 8" in diameter. These wells will be decommissioned when the individual sites are cleaned up and no longer require monitoring. The Port estimates the cost to decommission these monitoring wells will be approximately \$477 thousand over the course of many years. The cost of decommissioning is included in the environmental liability that is listed on the Port's Statement of Net Position.

NOTE 14 – SERVICE CONCESSION AGREEMENTS

In 2010, the Port of Bellingham entered into a 50-year ground lease with an additional 30-year option in order for the lessee to construct and operate two general office and retail buildings. In 2011 and 2017, similar agreements were executed for a third and fourth building. Upon execution, the lessee prepaid the 80-year agreements. The agreement allowed the lessee to secure financing for the construction of the buildings. At the end of the agreement, unless a separate renewal is negotiated, the Port has the option of requiring the lessee to remove the buildings or to transfer ownership to the Port.

The Deferred Inflows of Resources represents the \$2,514,362 unearned balance of these agreements.

NOTE 15 – JOINT VENTURES

In 2020, the Port entered into an Interlocal Agreement with the Ports of Whitman County, Kalama, Pasco, Ridgefield, and Skagit to form Petrichor Broadband, LLC for the development of state-wide, regional, and local open access dark fiber systems. The collaboration will result in a consistent approach to technologies and business models throughout the state, subject to local and regional conditions. This joint venture is governed by members of each participating port, and is initially managed by the Port of Whitman County. To obtain financial information on this joint venture, contact the Executive Director at the Port of Whitman County at <https://www.portwhitman.com/>.

The Port of Bellingham initially contributed \$200,000 to the Port of Whitman County as a capital contribution, and \$15,749 as compensation for the Port of Whitman County's commitments. In 2022, the Port's share of Petrichor's net income was \$78,955, which is shown as an increase in the joint venture asset and listed on the Port of Bellingham's Statement of Net Position as a Joint Venture. In addition, Petrichor is obligated to pay \$472,487.85 to the Port of Whitman County over the course of three years. If Petrichor is

unable to make the payment, that financial obligation will be due from the individual members. At this time, it is expected that Petrichor will be able to meet its obligation, and therefore no liability is listed on the Port's financial statements.

NOTE 16 – COVID-19 Pandemic

In February 2020, the Governor of the State of Washington declared a state of emergency in response to the spread of a deadly new virus known as COVID-19. In the months following the declaration, precautionary measures to slow the spread of the virus were ordered.

These measures include closing schools, cancelling public events, limiting public and private gatherings, and restricting business operations, travel and non-essential activities.

Due to these closures, many businesses in the community as well as the airline industry had negative financial impacts.

The U.S./Canada border closure had a significant impact on the airport's operations. With a significant decrease in passengers, airport revenues were severely impacted. However, with the receipt of grants through the CARES Act, the impact was minimized through 2022. The international border lessened travel restrictions near the end of 2021, which allowed for the airline industry to begin to recover. With additional restrictions lifted in 2022, airport revenues nearly returned to pre-pandemic levels.

NOTE 17 – Leases – Lessor

The Port is a lessor for various noncancellable leases of land and office and retail facilities.

For leases with a maximum possible term of 12 months or less at commencement, revenue is recognized based on the provisions of the lease contract. For all other leases, the Port recognizes a lease receivable, and a deferred inflow of resources. The total amount received, principal and interest, for 2022 was \$12,741,811, across all divisions of the Port that leases property.

At the commencement of a lease, the Port initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently the lease receivable is reduced by the principal portion of lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term using the effective interest method.

Key estimates and judgments related to the leases include how the Port determines (1) the discount rate it uses to discount the expected lease payments to present value, (2) lease term, and (3) lease payments.

- The discount rate for leases is based on the rate of interest the lessee would be charged to borrow an amount equal to the lease payments, respectively, under

NOTE 17 – Leases – Lessor (continued)

similar terms at the commencement or remeasurement date. The Port determined the discount as follows:

Total Lease Payments Over the Lease Term Plus Options to Extend	Discount Rate used
Loans Under 7 Years:	
\$50,000 or more	Prime + 2.25%
\$25,001 - \$49,999	Prime + 3.25%
\$25,000 or less	Prime + 4.25%
Loans Over 7 Years:	
\$50,000 or more	Prime + 2.75%
\$25,001 - \$49,999	Prime + 3.75%
\$25,000 or less	Prime + 4.75%

- The lease term includes the noncancelable period of the lease. Lease receipts included in the measurement of the lease liability are composed of fixed payments from the lessee.

The Port monitors changes in circumstances that would require a remeasurement of its lease, and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly effect the amount of the lease receivable.

NOTE 18 – Real Property Sales

In 2022, the Port’s Commission approved the sale of several parcels of land.

The first sale of land was a small 2,200 square foot strip of land sold to Harcourt. In 2018, Harcourt purchased over 1.7 acres of property in the Waterfront District for the purposes of constructing a residential building. During the City of Bellingham permitting process, it became apparent that the City of Bellingham fire code would require significant redesign to the south facing portion of the building unless restrictions were placed on adjacent property. The Port, City, and Harcourt agreed to address this condition by having Harcourt purchase an additional strip of property and placing restrictive covenants that would not allow construction of permanent structures. The purchase price of this piece of property was \$52,360, resulting in a net gain of \$28,930.

On April 1, 2003, the Port Commission approved Resolution #1177 declaring surplus 42 acres of Port property in Sumas, Washington. In 2021, Port staff was approached by Teal

NOTE 18 – Real Property Sales (continued)

Jones Lumber Services, Inc., the current tenant on the Port-owned Sumas property, indicating their desire to purchase a portion of the property. In November, 2022, the Port Commission approved the sale of 19.22 acres and a 20,000 square foot building in Sumas International Cargo Terminal to Teal Jones Lumber Services, Inc. Purchase price for the assets was \$3,917,345, resulting in a net gain of \$3,098,313.

In December, 2022, MHNW 22 Millworks Family LLP purchased approximately 94,000 square feet of land within the Waterfront district for the purpose of constructing a public benefit mixed-use development that support the goals of affordable housing development in providing economic and social stability for low-income persons. The sale price reflected an adjusted Fair Market Value reflecting public benefit of the project per RCW 39.33.015. The sale resulted in a net loss to the Port of \$244,412.

NOTE 19 – OTHER DISCLOSURES

In 2015, the Port Commission approved a Master Development Agreement (MDA) with Harcourt Developments LTD to develop 18.8 acres on Bellingham's waterfront, subject to a defined development schedule and a per square foot purchase price, both laid out in detail in the MDA.

During 2020, Harcourt made limited progress in the development schedule and the Port believed they would not meet the project schedule as defined in the MDA. The MDA has a detailed process for resolving defaults and non-compliance. Prior to initiating the formal process, the Port engaged Harcourt in discussions for possibly resolutions that included a sizeable reduction in the property available to Harcourt for development. The end result of the negotiations was a Restated and Amended Master Development Agreement providing Harcourt with exclusive development rights for just over 9 acres. Following successful development of the nine acres, Harcourt has the option of picking up another approximate three acres. The Port continues to monitor the project, with the next significant deadline being an occupancy certificate for two of the three buildings by mid-October, 2023.

The Port has realized tremendous success with public access on the undeveloped property not owned by Harcourt. A bicycle pump track was installed, and the use of this feature far exceeds expectations. There are plans to expand the pump track in 2023 and possibly add other recreational features including a put-put golf course, bocce ball, and a shuffleboard. In 2021, Kulshan Brewery opened an extensive outdoor venue that included several containers and a stage. Also in 2021, Selkie Scoop opened an ice cream shop in a container. In 2022, phase two commenced, when three more businesses were located in containers: Sunnyland Bike for bike rental and repair; Rain or Shine Riviera Club, which is a Filling Station restaurant featuring hamburgers; and Our Kitchen, operated by the Dish

Foundation, serving a variety of soft drinks and freshly baked goods. A third phase is being planned for the spring and summer of 2023, and will include a multi-container restaurant, a wine bar, and another rotating retail container.

NOTE 19 – OTHER DISCLOSURES (continued)

In 2022, the Port sold a portion of the Lignin Site to Mercy Housing Northwest. This project is anticipated to provide approximately 80 units of affordable housing, and a seven-classroom early learning center. Development of the affordable housing project is expected to begin in 2023.

REQUIRED SUPPLEMENTARY INFORMATION

Port of Bellingham
Schedule of Proportionate Share of the Net Pension Liability
Public Employees' Retirement System Plan 1
As of June 30
Last 10 Fiscal Years*

	2022	2021	2020	2019	2018	2017	2016	2015
Employer's proportion of the net pension liability (asset)	0.045379%	0.044197%	0.042003%	0.044582%	0.048569%	0.052360%	0.053036%	0.056592%
Employer's proportionate share of the net pension liability (asset)	\$ 1,263,518	539,749	1,482,933	1,714,336	2,169,108	2,484,523	2,848,283	2,960,288
Covered payroll	\$ 7,496,225	6,520,887	6,384,040	6,271,374	6,394,964	6,501,153	6,283,392	6,300,760
Employer's proportionate share of the net pension liability as a percentage of covered payroll	16.86%	8.28%	23.23%	27.34%	33.92%	38.22%	45.33%	46.98%
Plan fiduciary net position as a percentage of the total pension liability	76.56%	88.74%	68.64%	67.12%	63.22%	61.24%	57.03%	59.10%

Notes to Schedule:

*Until a full 10-year trend is compiled, only information for those years available is presented.

REQUIRED SUPPLEMENTARY INFORMATION

Port of Bellingham
Schedule of Proportionate Share of the Net Pension Liability
Public Employees' Retirement System Plan 2 & 3
As of June 30
Last 10 Fiscal Years*

	2022	2021	2020	2019	2018	2017	2016	2015
Employer's proportion of the net pension liability (asset)	0.059345%	0.056776%	0.054694%	0.057544%	0.061581%	0.065669%	0.066231%	0.069443%
Employer's proportionate share of the net pension liability	\$ (2,200,976)	\$ (5,655,803)	699,505	558,948	1,051,441	2,281,684	3,334,679	2,481,238
Covered payroll	\$ 7,496,225	6,520,887	6,384,040	6,271,374	6,366,111	6,429,646	6,213,443	6,160,253
Employer's proportionate share of the net pension liability as a percentage of covered payroll	-29.36%	-86.73%	10.96%	8.91%	16.52%	35.49%	53.67%	40.28%
Plan fiduciary net position as a percentage of the total	106.73%	120.29%	97.22%	97.77%	95.77%	90.97%	85.82%	89.20%

Notes to Schedule:

*Until a full 10-year trend is compiled, only information for those years available is presented.

REQUIRED SUPPLEMENTARY INFORMATION

Port of Bellingham
Schedule of Proportionate Share of the Net Pension Liability
Law Enforcement Officers' and Fire Fighters' Retirement System Plan 2
As of June 30
Last 10 Fiscal Years*

	2022	2021	2020	2019	2018
Employer's proportion of the net pension liability (asset)	0.017579%	0.015564%	0.016847%	-0.018915%	-0.006788%
Employer's proportionate share of the net pension liability (asset)	\$ (477,744)	(904,022)	(343,654)	(438,202)	(137,811)
Covered payroll	\$ 710,823	581,240	633,958	664,034	251,101
Employer's proportionate share of the net pension liability as a percentage of covered payroll	-67.21%	-155.53%	-54.21%	-65.99%	-54.88%
Plan fiduciary net position as a percentage of the total pension liability	116.09%	142.00%	115.83%	119.43%	118.50%

Notes to Schedule:

*Until a full 10-year trend is compiled, only information for those years available is presented.

REQUIRED SUPPLEMENTARY INFORMATION

Port of Bellingham
Schedule of Employer Contributions
Public Employees' Retirement System Plan 1
For the year ended December 31
Last 10 Fiscal Years*

	2022	2021	2020	2019	2018	2017	2016	2015
Statutorily or contractually required contributions	\$ 292,369	\$ 291,873	\$ 310,401	\$ 312,702	\$ 313,986	\$ 325,894	\$ 308,617	\$ 278,880
Contributions in relation to the statutorily or contractually required contributions	(292,369)	(291,873)	(310,401)	(312,702)	(313,986)	(325,894)	(308,617)	(278,880)
Contribution deficiency (excess)	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Covered payroll	\$ 7,787,270	\$ 6,842,673	\$ 6,471,142	\$ 6,323,256	\$ 6,204,547	\$ 6,559,615	\$ 6,378,187	\$ 6,267,999
Contributions as a percentage of covered payroll	3.75%	4.27%	4.80%	4.95%	5.06%	4.97%	4.84%	4.45%

Notes to Schedule:

*Until a full 10-year trend is compiled, only information for those years available is presented.

REQUIRED SUPPLEMENTARY INFORMATION

Port of Bellingham
Schedule of Employer Contributions
Public Employees' Retirement System Plan 2 & 3
For the year ended December 31
Last 10 Fiscal Years*

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Statutorily or contractually required contributions	\$ 495,271	\$ 486,312	\$ 512,515	\$ 488,136	\$ 464,968	\$ 445,755	\$ 392,981	\$ 360,162
Contributions in relation to the statutorily or contractually required contributions	<u>(495,271)</u>	<u>(486,312)</u>	<u>(512,515)</u>	<u>(488,136)</u>	<u>(464,968)</u>	<u>(445,755)</u>	<u>(392,981)</u>	<u>(360,162)</u>
Contribution deficiency (excess)	<u><u>0</u></u>	<u><u>0</u></u>	<u><u>0</u></u>	<u><u>0</u></u>	<u><u>0</u></u>	<u><u>0</u></u>	<u><u>0</u></u>	<u><u>0</u></u>
Covered payroll	\$ 7,787,270	\$ 6,842,673	\$ 6,471,142	\$ 6,323,256	\$ 6,204,547	\$ 6,494,309	\$ 6,307,906	\$ 6,198,827
Contributions as a percentage of covered payroll	6.36%	7.11%	7.92%	7.72%	7.49%	6.86%	6.23%	5.81%

Notes to Schedule:

*Until a full 10-year trend is compiled, only information for those years available is presented.

REQUIRED SUPPLEMENTARY INFORMATION

Port of Bellingham
Schedule of Employer Contributions
Law Enforcement Officers' and Fire Fighters' Retirement System Plan 2
For the year ended December 31
Last 10 Fiscal Years*

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Statutorily or contractually required contributions	\$ 35,247	\$ 33,913	\$ 29,571	\$ 35,048	\$ 30,561
Contributions in relation to the statutorily or contractually required contributions	<u>(35,247)</u>	<u>(33,913)</u>	<u>(29,571)</u>	<u>(35,048)</u>	<u>(30,561)</u>
Contribution deficiency (excess)	<u><u>0</u></u>	<u><u>0</u></u>	<u><u>0</u></u>	<u><u>0</u></u>	<u><u>0</u></u>
Covered payroll	\$ 688,418	\$ 660,612	\$ 574,200	\$ 674,070	\$ 582,117
Contributions as a percentage of covered payroll	5.12%	5.13%	5.15%	5.20%	5.25%

Notes to Schedule:

*Until a full 10-year trend is compiled, only information for those years available is presented.

SECTION 3

STATISTICAL



PORT OF BELLINGHAM
Washington State

STATISTICAL SECTION NARRATIVE AND SCHEDULES

This section of the Port's comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements and note disclosures present about the Port's overall financial health.

CONTENTS

FINANCIAL TRENDS

These schedules contain trend information to help the reader understand how the Port's financial performance and well-being has changed over time. The schedules include fiscal year 2013 and forward, and include:

Schedule 1 – Revenue, Expenses, and Changes in Net Position, Last Ten Years

Schedule 2 – Net Position by Component, Last Ten Years

REVENUE CAPACITY

These schedules contain information to help the reader assess the factors affecting the Port's ability to generate its property taxes and how the property tax rates have changed over time. Schedules included are:

Schedule 3 – Property Tax Levies and Collections, Last Ten Years

Schedule 4 – Assessed Value of Property, Last Ten Years

Schedule 5 – Property Tax Rates, Last Ten Years

DEBT CAPACITY

These schedules present information to help the reader assess the affordability of the Port's current levels of outstanding debt and the Port's ability to issue additional debt in the future. Details regarding the Port's outstanding debt can also be found in the notes to the financial statements. Schedules included are:

Schedule 6 – Computation of Legal Debt Margin, Current Year

Schedule 7 – Computation of Direct & Overlapping Bonded Debt, Current Year

Schedule 8 – Revenue Bond Coverage, Last Ten Years

DEMOGRAPHIC INFORMATION

These schedules offer demographic and economic indicators to help the reader understand the environment in which the Port's financial activities take place. Schedules included are:

Schedule 9 – Demographic/Economic Statistics, Last Ten Years

Schedule 10 – Ratios of Outstanding Debt, Last Ten Years

Schedule 11 – Principal Employers of Whatcom County, Current Year and 10 Years Prior

OPERATING INFORMATION

These schedules contain data about the Port's operations to help the reader understand how the information in the Port's financial report relates to the services it provides and the activities it performs.

Schedule 12 – Number of Port Employees by Division, Current Year

Schedule 13 – Bellingham International Airport Enplaned/Deplaned Passengers & Freight,
Last Ten Years

Schedule 14 – Bellingham International Airport Landings & Takeoffs, Last Ten Years

Schedule 15 – Existing Whatcom County Moorage Facilities, as of April 2023

Schedule 16 – Largest Property Leases, Current Year and 9 Years Prior

Schedule 17 – Capital Assets Information, Current Year

**Revenues, Expenses, and Changes in Net Position
Last Ten Years**

	2013	2014	2015	2016	2017
Operating Revenues					
Aviation	\$ 8,416,405	\$ 7,786,229	\$ 6,532,421	\$ 6,263,702	\$ 6,499,164
Marinas	6,821,448	7,037,728	7,328,815	7,530,848	7,798,850
Marine Terminals	2,236,289	2,275,401	2,247,820	2,141,421	2,013,899
Real Estate	6,699,712	7,084,016	7,210,802	7,017,044	7,091,123
Other	372,340	334,232	364,871	331,763	359,406
Total	24,546,194	24,517,606	23,684,729	23,284,778	23,762,442
Operating Expenses					
Direct	13,475,345	14,339,229	13,844,115	14,455,137	14,538,825
Administrative	2,390,429	2,298,952	2,098,988	2,285,811	2,175,359
Depreciation	9,249,278	10,020,327	10,487,728	12,823,245	12,347,194
Total	25,115,052	26,658,508	26,430,831	29,564,193	29,061,378
Operating Income (Loss)	(568,858)	(2,140,902)	(2,746,102)	(6,279,415)	(5,298,936)
Non-Operating Revenues⁽¹⁾					
Ad valorem tax revenues	6,693,776	6,823,011	6,984,715	7,098,188	7,044,355
Interest Income	46,319	272,265	146,258	229,118	463,926
Gain on disposition of assets	(409,343)	(1,057)	-	(791,031)	(18,653)
Environmental Insurance	-	-	-	6,129,968	(883,550)
Other non-operating revenues	4,818,055	2,428,277	19,991,103	26,552,481	3,446,122
Total	11,148,807	9,522,496	27,122,076	39,218,724	10,052,200
Non-Operating Expenses					
Interest Expense	(352,129)	(10,634)	(899,515)	(894,949)	(1,245,416)
Environmental Remediation	(4,433,441)	(5,942,542)	(18,867,882)	(21,159,547)	(8,497,119)
Other non-operating expenses	(7,689,161)	(2,788,985)	(397,925)	(324,148)	(616,296)
Total	(12,474,731)	(8,742,161)	(20,165,322)	(22,378,644)	(10,358,831)
Capital Contributions	4,121,020	2,974,980	9,289,273	9,013,152	5,467,738
Increase (Decrease in net position)	2,226,238	1,614,413	13,499,925	19,573,817	(137,829)
Total Net Position					
Beginning of Year	\$216,198,824	\$218,425,062	\$220,039,475	\$227,716,587	\$247,290,404
Change in Accounting Principles			(5,822,813)		
End of Year	\$218,425,062	\$220,039,475	\$227,716,587	\$247,290,404	\$247,152,575

(1) Other non-operating revenues include grant income, extraordinary items, and other miscellaneous tax receipts.

**Revenues, Expenses, and Changes in Net Position
Last Ten Years**

	2018	2019	2020	2021	2022
Operating Revenues					
Aviation	\$ 7,196,686	\$ 6,729,943	\$ 3,363,086	\$ 4,161,441	\$ 6,926,931
Marinas	8,198,208	8,579,721	8,883,309	9,313,152	9,711,597
Marine Terminals	2,304,968	2,667,666	2,409,662	2,775,940	3,477,066
Real Estate	7,827,889	8,138,866	8,144,108	8,400,011	6,443,314
Other	326,892	351,151	102,223	302,283	397,120
Total	25,854,643	26,467,347	22,902,388	24,952,827	26,956,028
Operating Expenses					
Direct	14,960,589	16,121,673	15,196,081	17,029,987	19,660,134
Administrative	1,798,571	1,899,125	1,854,817	565,034	2,804,826
Depreciation	13,019,004	13,083,323	13,602,701	13,794,155	14,882,357
Total	29,778,164	31,104,121	30,653,599	31,389,176	37,347,317
Operating Income (Loss)	(3,923,521)	(4,636,774)	(7,751,211)	(6,436,349)	(10,391,289)
Non-Operating Revenues⁽¹⁾					
Ad valorem tax revenues	7,213,543	7,310,137	7,454,249	7,565,592	7,777,403
Interest Income	785,570	1,191,805	428,702	28,709	5,599,290
Gain (loss) on disposition of assets	688,928	1,372	(38,013)	(1,175,718)	2,780,443
Environmental Insurance	3,180,149	120,632	12,236,711	346,653	417,806
Other non-operating revenues	2,311,564	13,268,044	7,525,916	5,068,291	7,275,728
Total	14,179,754	21,891,990	27,607,565	11,833,527	23,850,670
Non-Operating Expenses					
Interest Expense	(1,344,153)	(694,796)	(2,712,604)	(1,264,242)	(1,115,936)
Environmental Remediation	(9,096,701)	(2,086,548)	(14,553,429)	(6,656,975)	(13,365,742)
Other non-operating expenses	(393,231)	(875,381)	(1,767,041)	(1,819,211)	(206,101)
Total	(10,834,085)	(3,656,725)	(19,033,074)	(9,740,428)	(14,687,779)
Capital Contributions	3,823,649	2,093,294	2,851,438	3,544,337	9,446,530
Increase (Decrease in net position)	3,245,797	15,691,785	3,674,718	(798,913)	8,218,132
Total Net Position					
Beginning of Year	<u>\$247,152,575</u>	<u>\$250,398,372</u>	<u>\$266,090,157</u>	<u>\$269,764,875</u>	<u>\$268,965,962</u>
Change in Accounting Principles					
End of Year	\$250,398,372	\$266,090,157	\$269,764,875	\$268,965,962	\$277,184,094

(1) Other non-operating revenues include grant income, extraordinary items, and other miscellaneous tax receipts.

**Net Position by Component
Last Ten Years**

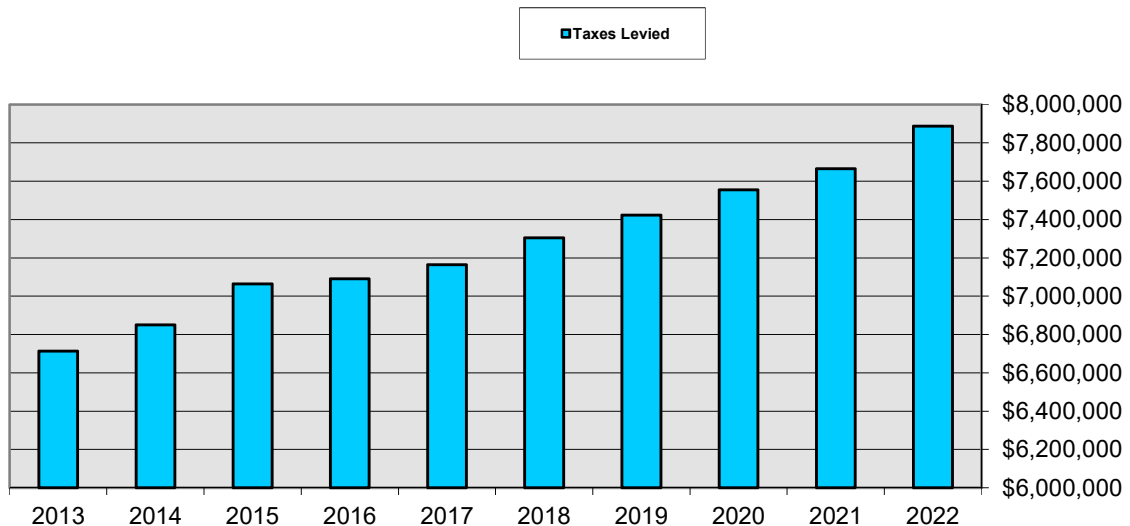
	2013	2014	2015	2016	2017
Net investment in capital assets	\$ 249,055,318	\$ 253,142,385	\$ 256,672,025	\$ 267,636,184	\$ 278,993,397
Restricted	7,923,961	5,657,689	5,644,979	5,733,325	5,498,758
Unrestricted	<u>(38,554,217)</u>	<u>(38,760,599)</u>	<u>(34,600,417)</u>	<u>(26,079,105)</u>	<u>(37,339,580)</u>
Total net position	218,425,062	220,039,475	227,716,587	247,290,404	247,152,575

**Net Position by Component
Last Ten Years**

	2018	2019	2020	2021	2022
Net investment in capital assets	\$ 281,687,760	\$ 284,332,618	\$ 279,783,081	\$ 285,826,943	\$ 292,228,993
Restricted	5,636,916	4,090,690	3,655,741	4,612,942	6,389,274
Unrestricted	<u>(36,926,304)</u>	<u>(22,333,151)</u>	<u>(13,673,947)</u>	<u>(21,473,923)</u>	<u>(21,434,173)</u>
Total net position	250,398,372	266,090,157	269,764,875	268,965,962	277,184,094

**Property Tax Levies and Collections
Last Ten Years**

Year	Taxes Levied for the Fiscal Year ^(a)	Collected within the Fiscal Year of the Levy		Collections in Subsequent Periods	Total Collections to Date	
		Amount	Percentage of Levy		Amount	Percentage of Levy
2022	\$7,886,616	7,689,086	97.50%	N/A	7,689,086	97.50%
2021	\$7,665,744	7,396,448	96.49%	238,192	7,396,448	96.49%
2020	\$7,555,678	7,355,039	97.34%	184,717	7,539,756	99.79%
2019	\$7,423,795	7,229,415	97.38%	193,043	7,422,458	99.98%
2018	\$7,304,501	7,111,458	97.36%	192,917	7,304,375	100.00%
2017	\$7,164,345	7,029,332	98.12%	134,919	7,164,251	100.00%
2016	\$7,089,911	6,929,869	97.74%	160,002	7,089,871	100.00%
2015	\$7,063,648	6,888,112	97.51%	175,490	7,063,602	100.00%
2014	\$6,850,417	6,719,737	98.09%	130,581	6,850,318	100.00%
2013	\$6,713,674	6,601,906	98.34%	111,743	6,713,649	100.00%

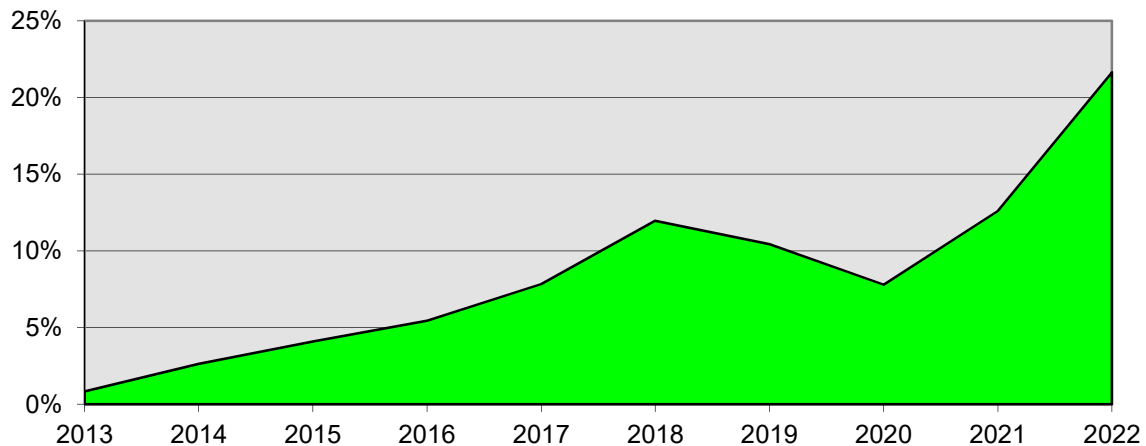


(a) Includes cancellations and supplements, and may differ from the totals reported by Whatcom County by an immaterial amount.

Source: Whatcom County Assessor's Office Remittance Statement

***Assessed Value of Property
Last Ten Years**

Fiscal	Tax	Real Property	Personal Property	Public Utilities	Total	% increase	Total Direct Tax Rate
2013	2014	\$22,331,901,450	\$683,030,216	\$664,524,522	\$23,679,456,188	0.8%	0.283
2014	2015	\$22,863,130,493	\$702,320,859	\$738,668,611	\$24,304,119,963	2.6%	0.282
2015	2016	\$23,750,717,549	\$739,041,515	\$809,569,941	\$25,299,329,005	4.1%	0.278
2016	2017	\$25,123,357,108	\$768,790,092	\$782,541,344	\$26,674,688,544	5.4%	0.263
2017	2018	\$27,193,890,456	\$757,293,474	\$812,482,900	\$28,763,666,830	7.8%	0.246
2018	2019	\$30,600,572,123	\$763,951,505	\$839,003,603	\$32,203,527,231	12.0%	0.223
2019	2020	\$33,940,414,730	\$799,888,654	\$820,102,845	\$35,560,406,229	10.4%	0.202
2020	2021	\$36,653,053,145	\$827,827,298	\$844,169,633	\$38,325,050,076	7.8%	0.195
2021	2022	\$41,427,605,329	\$827,623,721	\$902,246,919	\$43,157,475,969	12.6%	0.173
2022	2023	\$50,720,172,783	\$877,365,607	\$896,950,973	\$52,494,489,363	21.6%	0.149



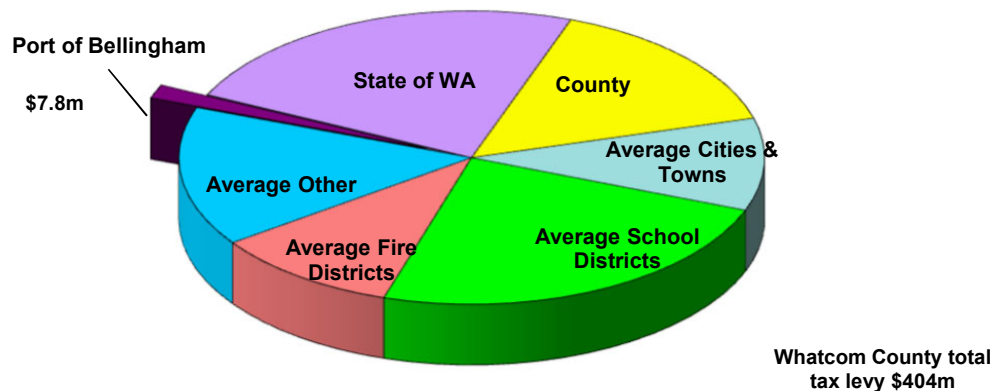
Source: Whatcom County Assessor's Office Tax Booklet online

* Whatcom County does not estimate actual value. Revaluations occur on a market resale basis.
The county is revalued in each four year period by area.

**Property Tax Rates
Per \$1,000 of Assessed Value
Direct & Overlapping Governments
Last Ten Years**

Year	Port of Bellingham	State of WA	County	Average Cities & Towns	Average School Districts	Average Fire Districts	Average Other	Average Consolidated Total
2013	0.286	2.670	2.696	2.005	4.168	1.121	1.398	11.217
2014	0.289	2.616	2.743	2.028	4.124	1.105	1.446	11.546
2015	0.288	2.483	2.728	2.038	4.161	1.080	1.449	11.402
2016	0.276	2.307	2.672	1.685	4.341	1.011	2.056	11.264
2017	0.265	2.234	2.562	1.647	4.320	1.133	1.358	11.416
2018	0.250	3.200	2.505	1.594	4.145	1.145	1.450	12.097
2019	0.228	2.764	2.279	1.451	2.498	1.251	1.321	10.066
2020	0.210	3.069	2.123	1.411	3.126	1.318	1.302	9.671
2021	0.198	3.071	2.013	1.375	3.206	1.273	1.259	8.946
2022	0.181	2.826	1.822	1.225	2.892	1.246	1.851	7.705

2021 Property Tax Rate per \$1000 Assessed Value



Source: Whatcom County Assessor's Office
Property is assessed at 100% of its true and fair value.

**Computation of Legal Debt Margin
As of December 31, 2022**

INDEBTEDNESS FOR GENERAL PURPOSES

2023 Assessed Value of Taxable Property in the Taxing District \$52,494,489,363

Legal Limit at 3/4 of 1% of Property Value \$393,708,670

GENERAL PURPOSE INDEBTEDNESS INCURRED

Current G.O. Bond Liabilities:

2016 G.O. Bond 2,340,000

Total General Purpose Indebtedness \$2,340,000

Restricted Cash and Investments:

G.O. Bond Cash 4,489

Total \$4,489

Excess Liabilities Over Assets \$2,335,511

Margin of Indebtedness Available \$391,373,159

Margin of Indebtedness Available Without a Vote of the People
(1/4 of 1% of Assessed Value of Property Less Excess Liabilities Over Assets)

Total Margin Available \$128,900,712

**Computation of Direct & Overlapping Bonded Debt
General Obligation Bonds
As of December 31, 2022**

Jurisdiction	Gross Debt Outstanding	Percentage Applicable to Port of Bellingham	Amount Applicable to Port of Bellingham
Cities and Towns	46,666,238	100.00%	\$46,666,238
Port of Bellingham	2,340,000	100.00%	\$2,340,000
Whatcom County	1,395,000	100.00%	\$1,395,000
Totals	\$50,401,238		\$50,401,238

Source: Whatcom County Treasurer Schedule 9 ID No 251 - General Obligation Bonds

**Revenue Bond Coverage
Last Ten Years**

Year	Gross Operating Revenues	Direct Operating Expenses	Net Non Operating Revenues (1)	Net Revenue Available for Debt Service	Debt Service Requirements			Coverage Ratio (2)
					Revenue Bonds		Total	
					Principal	Interest		
2013	\$24,546,194	\$15,865,774	\$4,887,211	\$13,567,631	\$2,630,000	\$2,666,364	\$5,296,364	2.56
2014	\$24,517,606	\$16,638,181	\$5,728,325	\$13,607,750	\$2,715,000	\$2,580,686	\$5,295,686	2.57
2015	\$23,684,729	\$15,943,103	\$4,911,655	\$12,653,281	\$3,760,000	\$2,490,909	\$6,250,909	2.02
2016	\$23,284,778	\$16,740,948	\$4,253,907	\$10,797,737	\$3,915,000	\$2,337,279	\$6,252,279	1.73
2017	\$23,762,442	\$16,714,184	\$4,477,495	\$11,525,753	\$4,080,000	\$2,182,958	\$6,262,958	1.84
2018	\$25,854,643	\$16,759,160	\$5,932,582	\$15,028,065	\$2,870,000	\$1,998,620	\$4,868,620	3.09
2019	\$26,467,347	\$18,020,798	\$5,925,649	\$14,372,198	\$2,965,000	\$1,497,270	\$4,462,270	3.22
2020	\$22,902,388	\$17,050,898	\$8,981,639	\$14,833,129	\$2,105,000	\$1,221,470	\$3,326,470	4.46
2021	\$24,952,827	\$17,595,021	\$6,371,274	\$13,729,080	\$1,880,000	\$1,139,075	\$3,019,075	4.55
2022	\$26,956,028	\$22,753,393	\$17,543,312	\$21,745,947	\$1,960,000	\$1,064,150	\$3,024,150	7.19

(1) Net non-operating revenues are calculated exclusive of tax revenues for general obligation debt service, depreciation, environmental remediation, and amortization expense

(2) Coverage ratio was calculated incorrectly in the 2017 CAFR. This table is corrected for all years shown.

**Demographic/Economic Statistics
Whatcom County, Washington
Last Ten Years**

Fiscal Year Ended	Population⁽¹⁾	Per capita personal income⁽²⁾	Non Farm Employment⁽³⁾	Unemployment Rate⁽³⁾	School Enrollment⁽⁴⁾
2013	205,800	40,260	84,200	7.5%	27,329
2014	207,600	41,456	85,900	6.6%	26,516
2015	209,790	42,511	88,400	6.0%	26,512
2016	212,540	44,273	90,800	6.0%	27,047
2017	216,300	46,068	93,200	4.9%	27,606
2018	220,350	48,792	93,800	5.0%	28,105
2019	225,300	50,915	96,300	6.3%	29,045
2020	228,000	52,787	89,100	4.9%	27,297
2021	226,300	58,137	93,800	7.8%	27,337
2022	231,650	NA	97,700	5.3%	27,752

Sources:

- (1) Washington State Office of Financial Management, April 1 estimates
- (2) Bureau of Economic Analysis
- (3) Washington State Employment Security Dept., WA-QB series, not seasonally adjusted
- (4) Superintendent of Public Instruction (P-12, end calendar year)

N/A: Not available at time of publication.

**Ratios of Outstanding Debt
Last Ten Fiscal Years**

Year	Revenue Bonds (net)⁽¹⁾	General Obligation Bonds (net)⁽¹⁾	Notes Payable & other	Total Government Debt	Percentage of personal income	Per Capita
2013	\$48,673,664	\$11,035,077	\$2,428,635	\$62,137,376	0.75%	301.93
2014	\$45,913,948	\$10,097,009	\$2,323,216	\$58,334,173	0.68%	280.99
2015	\$42,125,624	\$9,103,512	\$2,115,897	\$53,345,033	0.60%	254.28
2016	\$38,205,595	\$8,169,114	\$3,466,033	\$49,840,742	0.53%	234.50
2017	\$34,134,339	\$7,070,205	\$5,022,887	\$46,227,431	0.46%	213.72
2018	\$31,300,135	\$5,936,777	\$5,845,566	\$43,082,478	0.40%	195.52
2019	\$29,707,259	\$4,772,830	\$5,206,645	\$39,686,734	0.34%	173.12
2020	\$27,597,791	\$4,003,883	\$5,625,267	\$37,226,941	0.31%	163.28
2021	\$25,693,637	\$3,226,117	\$5,033,623	\$33,953,377	0.26%	150.04
2022	\$23,656,060	\$2,439,312	\$3,918,053	\$30,013,425	NA	129.56

Source: Port of Bellingham Records

Notes: (1) Net bonds are bond totals less unamortized premiums and discounts

See Schedule 9 for per capita personal income and population data. Local data not yet available for 2022 personal income.

N/A: Not available at time of printing

**Principal Employers of Whatcom County
Current Year and 2013 (9 Years Prior)**

	2022			2013		
	Employees	Rank	Percentage of total county employment	Employees	Rank	Percentage of total county employment
St. Joseph Medical Center	3,117	1	1.35%	2672	1	3.17%
Western Washington University	2,490	2	1.08%	1462	2	1.74%
Lummi Nation	1,698	3	0.74%	760	8	0.90%
Bellingham School District	1,423	4	0.62%	731	7	0.87%
The City of Bellingham	1,119	5	0.49%	814	3	0.97%
Whatcom County	918	6	0.40%	774	5	0.92%
Whatcom Community College	832	7	0.36%	439		0.52%
Haggen	715	8	0.31%	735	6	0.87%
BP Cherry Point Refinery	700	9	0.30%	779	4	0.93%
LTI, Inc	557	10	0.24%			0.00%
Family Care Network	405	11	0.18%			0.00%
Whatcom Educational CU	402	12	0.17%			0.00%
Fred Meyer	398	13	0.17%			0.00%
Blaine School District	395	14	0.17%			0.00%
Peoples Bank	313	15	0.14%			0.00%
Total	15,482		6.71%	9,166		10.89%

Source: Western Washington University Center for Economic and Business Research, 2022

Number of employees are as reported by the individual businesses as permanent and full time.

N/A: Not available at time of publication.

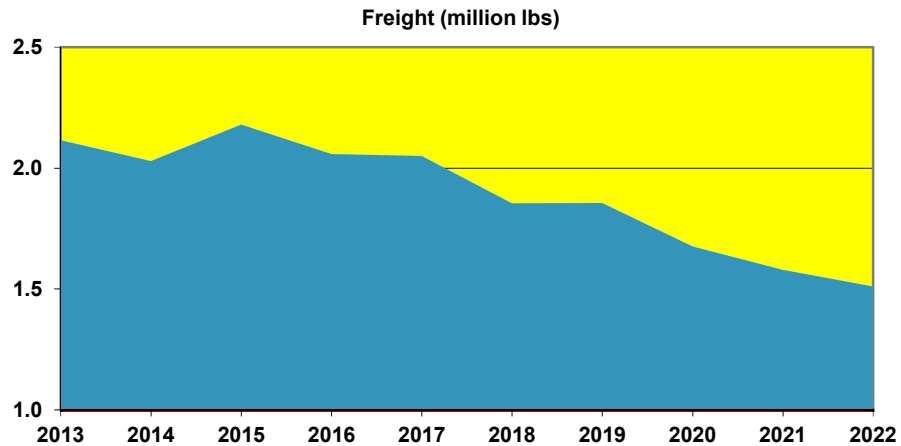
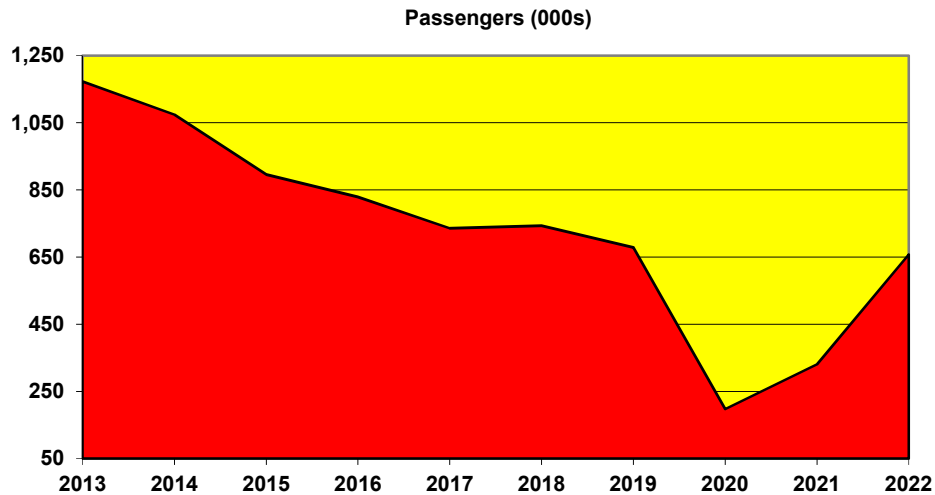
**Number of Employees by Division
Current Year 2022**

Division	Number of Employees	Percentage of Employees
Aviation	20	17.24%
Marinas*	13	11.21%
Marine Terminals*	8	6.90%
Real Estate	5	4.31%
Planning	2	1.72%
Facilities*	31	26.72%
Administration	15	12.93%
Executive	3	2.59%
Environmental	5	4.31%
Economic Development	3	2.59%
Public Priorities	11	9.48%
Totals	116	100.00%

*Includes temporary, seasonal employees

**Bellingham International Airport
Enplaned/Deplaned Passengers and Freight**

Year	Passengers			Freight (pounds)		
	Enplaned	Deplaned	Total	Enplaned	Deplaned	Total
2013	592,753	579,775	1,172,528	1,242,718	872,425	2,115,143
2014	543,937	529,815	1,073,752	1,124,674	903,588	2,028,262
2015	453,502	442,605	896,107	1,337,610	842,853	2,180,463
2016	417,930	411,333	829,263	1,276,332	781,024	2,057,356
2017	373,877	362,076	735,953	1,286,899	762,432	2,049,331
2018	375,463	367,681	743,144	1,257,912	595,660	1,853,572
2019	343,628	334,557	678,185	1,250,639	604,089	1,854,728
2020	99,673	97,151	196,824	1,079,957	594,990	1,674,947
2021	161,764	169,171	330,935	1,049,853	529,240	1,579,093
2022	330,619	326,964	657,583	1,044,513	464,715	1,509,228



**Bellingham International Airport
Landings and Takeoffs**

Year	Air Carrier	Air Taxi	<u>Itinerant</u> General	<u>Itinerant</u> Military	<u>Local</u> General	<u>Local</u> Military	Total
2013	9,869	11,080	28,001	737	15,838	567	66,092
2014	8,881	11,093	27,043	667	13,867	490	62,041
2015	7,250	11,413	28,895	823	16,235	1,279	65,895
2016	7,514	17,293	32,317	682	24,428	2,352	84,586
2017	6,577	16,524	31,570	456	12,930	1,208	69,265
2018	6,537	14,764	34,099	437	18,150	414	74,401
2019	5,858	11,426	32,505	548	16,119	332	66,788
2020	2,385	9,999	24,068	431	14,890	418	52,191
2021	4,137	15,128	29,791	606	20,323	521	70,506
2022	6,208	13,643	29,629	539	21,663	317	71,999

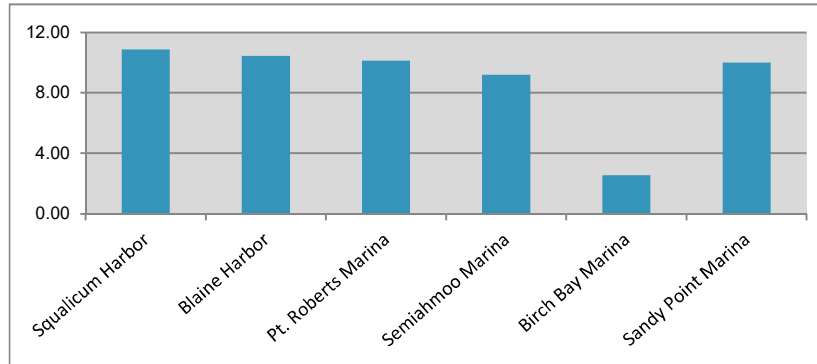
***Existing Whatcom County Moorage Facilities
as of April 2023**

Moorage Facility	No. on Waiting List	Wet Moorage Berths	Wet Moorage Occupancy	Dry Storage Berths	Dry Storage Occupancy	Number Visitor Berths
Squalicum Harbor	205	1,386	97%	0	N/A	1,556 linear feet
Blaine Harbor	255	630	78%	0	N/A	720 linear feet
Pt. Roberts Marina	0	924	20%	0	N/A	220 linear feet
Semiahmoo Marina	8	280	99%	0	N/A	0
Birch Bay Marina (1)	0	265	100%	0	N/A	110 linear feet
Sandy Point Marina (1)	0	72	100%	0	N/A	2 slips @ 20' ea.
Total	468	3,557		0		

***Current Moorage Rates and Tariffs
as of April 2023 (\$/lin.ft/mo.)**

Moorage Facility

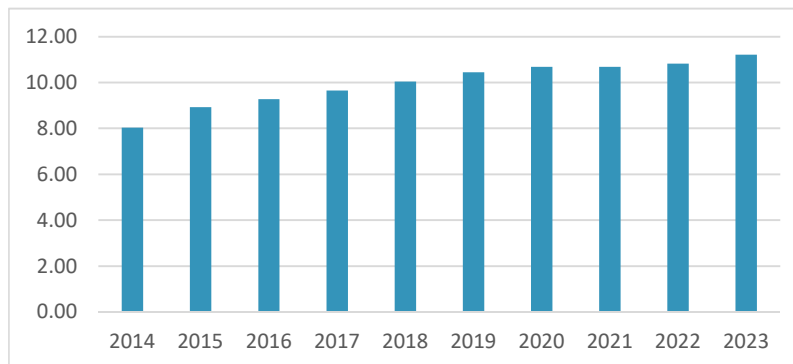
Squalicum Harbor	\$9.29-\$14.02
Blaine Harbor	\$8.93-\$13.48
Pt. Roberts Marina	\$9.38-\$12.08
Semiahmoo Marina	\$10.15-\$14.42
Birch Bay Marina	\$10.00/ ft per mo or \$40/ ft per yr
Sandy Point Marina	\$11.00



**Historical Moorage Rates and Tariffs
at Port Marinas**

Year

2014	6.92 - 9.16
2015	7.20 - 10.65
2016	7.48-11.08
2017	7.78-11.52
2018	8.10-11.98
2019	8.42-12.46
2020	8.42-12.96
2021	8.42-12.96
2022	8.67-12.96
2023	8.93-13.48



(1) Private residential community. Moorage facilities only made available through purchase of residence.

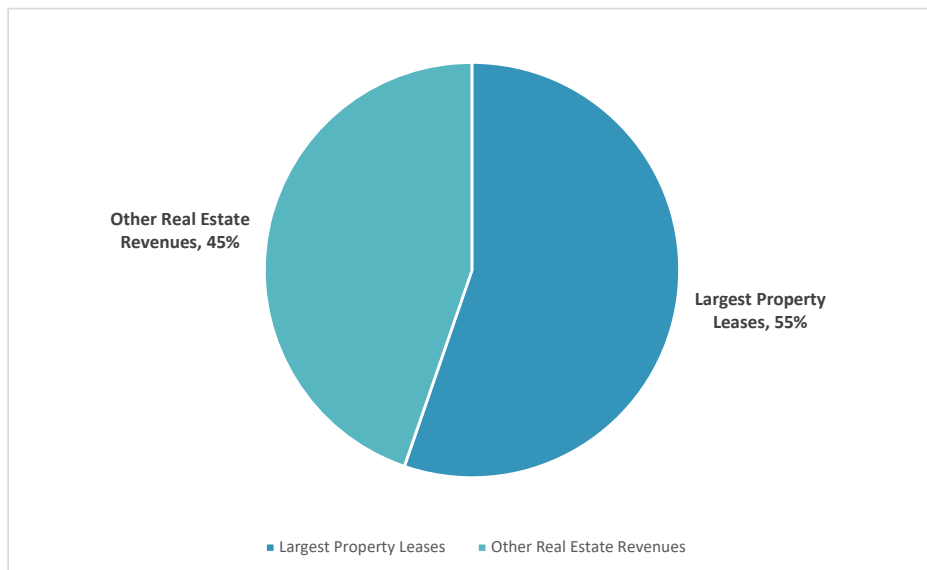
(2) All rates are per lineal foot.

* This information is provided to meet 'Continuing Disclosure' as required under SEC Rule 15c2-12 in accordance with Port of Bellingham Revenue Bond Issues.

2022 Largest Property Leases,⁽¹⁾

And 9 Years Prior

Tenant Name	Type of Activity	2022 Lease Payment	Lease Expires	Renewal Option Yr	Tenant Since
1 LFS, Inc.	Marine Supplier	\$987,478	2023	2028	1997
2 Fairhaven Industrial Marine	Marine	\$819,326	2031	2036	2021
3 Alaska Marine Highway System	Alaska Ferry	\$716,562	2024	2024	1989
4 Woodstone Corporation	Commercial Cooking Equipment Mfg	\$435,224	2046	2081	1999
5 US Customs and Border Protection	Homeland Security	\$400,750	2027	2032	2005
6 Bellingham Cold Storage	Cold Storage Warehousing	\$382,549	2023	2033	1962
7 Seaview Boatyards	Shipyard - North & Fairhaven	\$352,308	2032	2062	2002
8 Landings at Colony Wharf	Boatyard	\$280,737	2024	2044	2014
9 All American Marine	Boat manufacturer	\$237,392	2042	2062	2002
10 Teal Jones Lumber Services	Lumber Mill	\$228,898	2022	n/a	2004
Largest 10 Property Leases		\$4,841,223			
Total Real Estate Revenues⁽²⁾		\$ 8,757,082			
Largest 10 Leases as a Percentage of Total Real Estate Revenues		55%			



Source: Port of Bellingham Real Estate Division

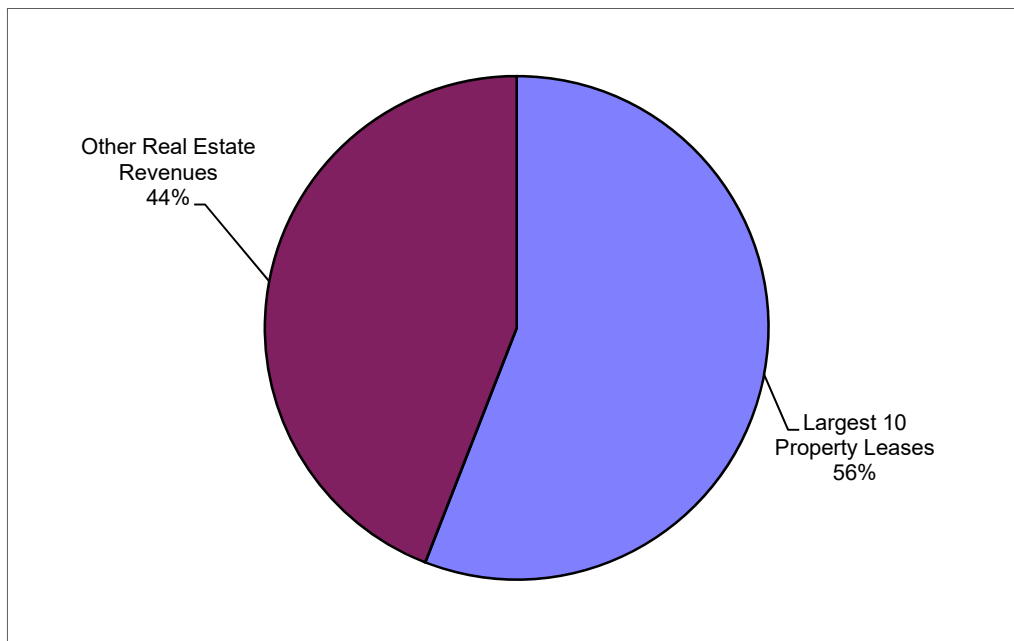
(1) This information is provided to meet 'Continuing Disclosure' as required under SEC Rule 15c2-12 in accordance with Port of Bellingham Revenue Bond Issues.

(2) Includes Real Estate Revenues, plus all space and land revenues for all other divisions which are not included in the Real Estate Division.

2022 Largest Property Leases,⁽¹⁾

And 9 Years Prior

Tenant Name	Type of Activity	2014 Payment
1 Stork Craft Mfg USA	Product Warehouse	857,070
2 Alaska Marine Highway System	Alaska Ferry	570,912
3 Puglia Engineering, Inc.	Shipyard	540,546
4 Woodstone Corporation	Commercial Cooking Equipment Mfg	474,887
5 Seaview Boatyards	Shipyard - North & Fairhaven	396,168
6 LFS, Inc.	Marine Supplier	352,633
7 US Customs and Border Protection	Homeland Security	324,462
8 Index Sensors	Electronics Design and Manufacturing	228,979
9 Bellingham Cold Storage	Cold Storage Warehousing	228,842
10 Mt. Baker Products	Plywood Manufacturing	160,367
Largest 10 Property Leases		\$ 4,134,866
Total Real Estate Revenues⁽²⁾		\$ 7,394,305
Largest 10 Leases as a Percentage of Total Real Estate Revenues		56%



Source: Port of Bellingham Real Estate Division

(1) This information is provided to meet 'Continuing Disclosure' as required under SEC Rule 15c2-12 in accordance with Port of Bellingham Revenue Bond Issues.

(2) Includes Real Estate Revenues, plus Storkcraft, and AMHS revenues, which are not included in the Real Estate Division.

**Capital Assets Information
as of December 31, 2022**

Bellingham International Airport

<i>Location:</i>	3 miles NW of Bellingham
<i>Airport Code:</i>	BLI
<i>Runways:</i>	6,701 ft.
<i>Terminal:</i>	105,000 sq. ft.
<i>Parking:</i>	2,717 spaces
<i>International:</i>	International airport of entry

Real Estate

<i>Area:</i>	308 acres
<i>Leaseable office, commercial, and industrial building space:</i>	1,200,000 sq. ft.
<i>Tenants:</i>	250 ⁽¹⁾

Cruise Terminal

<i>Terminal Building</i>	22,950 sq. ft.
<i>Warehouse</i>	27,750 sq. ft.
<i>Berths</i>	3 (with 300 to 450 feet)

Shipping Terminal

<i>Warehouses</i>	2 (with 81,800 sq. ft. of office, warehouse, and covered loading dock space)
<i>Upland storage capability</i>	10 acres
<i>Deep water pier</i>	1,750 ft.

Source: Port of Bellingham Records

Notes: (1) Figure is approximate. Number of tenants fluctuates monthly.